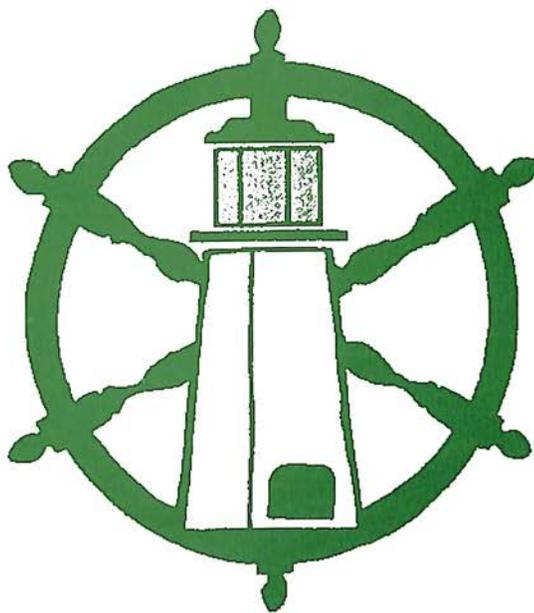


*Echo*  
**SOUNDINGS**

**MARINE NEWS of 1899-1900**

Excerpts from the  
*Amherstburg Echo*



**Volume V, Number 1**  
Spring 2002

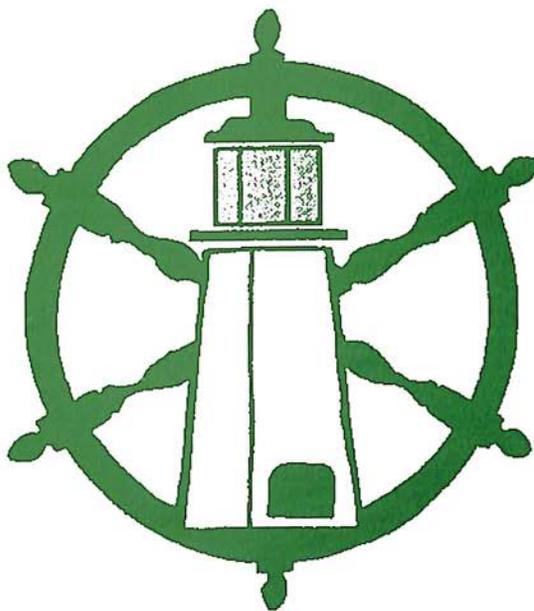
*Mar*s quarterly publication of the Marsh Collection Society, Amherstburg, Ontario

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The Marsh Collection Society wishes to thank Fort Malden National Historic Site and David Hamilton for allowing us to reproduce photographs in this volume.

## 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.

January 6, 1899

The Calvin Company's new steamship *India* was launched at Garden Island. Of the wheat forwarded to the seaboard from the Canadian northwest during the past season, Buffalo handled 4,301,904 bushels and Montreal 550,515 bushels.

The Detroit River ferry steamers *Promise*, *Fortune* and *Excelsior* will have to be docked for re-ironing in consequence of their recent heavy work in Lake Erie and Lake St. Clair ice. The *Fortune* is leaking badly and therefore requires caulking also. Bucking ice is not all profit.

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January 13, 1899

The L.E. & D.R.R. Co.<sup>1</sup> have taken over the Unites States Steamship Navigation Co., whose vessels ply between Port Stanley and Conneaut, Ohio. The new owners took charge Tuesday and the jurisdiction of the officers of the Lake Erie and Detroit River Ry. will be extended to that territory. One of the boats of that line is *Shenango No. 1*. This move brings the Lake Erie [& D.R.R.] in touch with the coal regions of Pittsburg and West Virginia and is one of the steps in that policy of expansion on which the company has fairly launched.

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March 24, 1899

The steamer *Kirby* is being repaired to the extent of \$3000. The steamer *City of Detroit* of the D. & C. [Detroit & Cleveland] Line will make her first trip to Cleveland next Monday. It is expected that last season's price, \$2 per ton, will be adopted by the fueling companies at Buffalo.

The Detroit, Sandusky and Canada Car Ferry Company has been organized for the purpose of operating a freight ferry between Sandusky and Detroit.

Navigation can now be considered open between Detroit and Cleveland. Heavy winds and frequent rains have entirely used up the ice so that there is none to be seen at this end of the lake. It is the earliest opening for years.

The steamer *Wyandotte* is undergoing a general overhauling. Up-to-date

<sup>1</sup> Lake Erie and Detroit River Railroad Company

improvements are also being made at Sugar Island, which will include a bicycle track, baseball grounds, new kitchen, etc. for the accommodation of picnickers.

The ferry steamer *Promise* tried to make a passage from Detroit to the St. Clair Flats last Monday and, for the first time since these annual trips have been inaugurated, failed. Ice fully 18 inches thick was encountered in Lake St. Clair.

Seven suits in Admiralty in which the libels aggregate almost \$75,000 were filed in the United States District Court by Wiley M. Egan, W.W. Shaw, Samuhaw [*sic* - Samuel Shaw?] and William Shanks, owner of the steamer *City of Rome*. The defendants named in the several suits are insurance companies. The steamer left Buffalo for Chicago December 11th and on the following day was caught in the ice in Lake Erie near Pelee Island and sprung a leak. The insurance companies denied liability for the loss and refused to pay the policies.

At a meeting of the Executive Committee of the Lake Carriers' Association held at Cleveland on Saturday it was decided to advance the wages of sailors \$5 per month for the coming season. The advance applies not only to sailors but to all kinds of labor on a vessel, from engineer to deckhand. The advance takes effect on all boats owned by members of the Association, which are about four-fifths of the vessels afloat on the lakes. The advance will be general, however, as the owners of boats not in the Association are forced to pay the Association rates of wages.

The 1899 time schedule for the Northern Steamship Company's boats *Northwest* and *Northland* has just been decided upon. The first boat will leave the dock at Buffalo on the first westbound trip Tuesday, June 13th, arriving at Detroit the next day. The first boat will leave Duluth on Saturday, June 17th. During the season, upbound boats will arrive at Detroit on Wednesdays and Saturdays at 3:45 p.m. and leave at 4:15 p.m. Downbound boats will arrive in Detroit on Mondays and Thursdays at 2:45 p.m. and leave at 3:15 p.m. The last boat of the season downbound will leave Duluth on Thursday, September 19th.

*Detroit Tribune*:—"The glory of Amherstburg as the home of lake captains has almost vanished. One winter a few years ago, 32 captains were residents of this place, but the agitation against residents of foreign countries commanding American vessels caused most of them to move to cities and towns across the border. Not more than 15 reside here now. The majority of the Amherstburg navigators are top-notchers. They are beginning to look forward to fitting-out time but very few of them have made very many changes for the coming season. Capt. D.J. Girardin will again pull the rope on the *H.H. Brown*; Capt. Dunc[an] Nicholson on the *Tom Adams*; Capt. J.T. Hutton on the *A.A. Parker*; Capt. Don J. Duncanson on the *Ira*

H. Owen; Capt. John Burns on the *E.C. Pope*; Capt. Joseph Powell on the *Fayette Brown*; Capt. J. McLean on the *Wm. H. Stevens*; Capt. Dan. McCarthy on the tug *Sweepstakes*; Capt. J. Stockwell on the barge *Energy*; and Capt. Eugene McCormick on the passenger steamer *Imperial*. Capt. Jacques Laframboise has received a new appointment and will be on the steam barge *Wm. Edwards*, owned by Freeze of Huron. Capt. Alex. Callam goes to the *E.M. Peck*, owned by the Northwest Transportation Co. of Detroit, while Lewis Allen takes command for the first time and will succeed Capt. Callam on the tow barge *Geo. E. Hartnell*, owned by the same company. Theo. Young will be mate with Capt. Laframboise, Walker Norvell with Capt. Callam, D. Girardin with his father and Thomas Cooper on the *Iroquois*. L. Bellecours will be second mate with Capt. Powell.

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March 24, 1899

The Cleveland steamers expect to commence running this week.

The steamer *Imperial* will probably take her route on Monday next.

Owners of property at St. Clair Flats went up on the steamer *Promise* on Sunday to see how their cottages have come through the winter. They report an exciting trip through the ice.

Architects Rogers & MacFarlane have been commissioned by George N. Brady, owner of the ferry dock property at the foot of Woodward Avenue, Detroit, to draw plans for the erection of a fine two-storey pavilion, 70 x 200, to cost about \$12,000 for the use of the ferry company.

The libel of the Grand Trunk Railway Co. against the steamer *Excelsior* was taken up in the United States District Court, Detroit, last week. The libel resulted from a collision between the car ferry *Lansdowne* and the Detroit, Belle Isle & Windsor ferry *Excelsior* on Sept. 25th, 1897, during a fog. The libellants blame the *Excelsior* for not answering the two whistles of the *Lansdowne*, and also for not going astern of the car ferry, and ask to be awarded \$1279.45, which they state was the cost of repairing damages and \$700 more for the loss of the use of the car ferry for a week while repairs were being made. The *Excelsior* received no particular injury. Her officers place all the blame for the collision on the car ferry, which they claim was running at a high rate of speed. In fact, they claim the *Lansdowne* was doing just about what the libellants say the passenger ferry was.

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March 31, 1899

The tug *Schenck* from Toledo went to Lake St. Clair yesterday (Thursday) for

the barge *Badger*, lumber laden, which has been raised. She sank there last fall. The tug will take the barge to Toledo.

The D. & C. steamer *City of Detroit* made the first trip of the season to Cleveland Monday, passing here at 10:50 a.m. amid cheers and salutes from the waterworks. She was running under check and had on a fair quota of passengers. Last year the same boat made the initial trip five days earlier, passing this point at 2:30 p.m., March 22nd.

At a well-attended meeting of vessel owners in Cleveland on Saturday, it was decided to carry out their long-threatened project of establishing a mutual marine insurance company. The new company will include practically all the Cleveland vessel owners and many of them subscribed heavily for stock. At the beginning they will take only about 10 per cent of the insurance on their own boats, but expect to eventually handle all of it. A meeting was held on Tuesday to fix the capital stock and draw up the articles of incorporation.

All the range lights between Bar Point and Detroit were lit Tuesday night. The fog whistle's monotonous moan was heard for the first time this year yesterday (Thursday).

Capt. Lacroix and others of Detroit have purchased the machinery of the tug *International* from Capt. F.B. Hackett and one of the boilers taken from the wreck of the *Grand Traverse* from Pfohl & Son of Buffalo. This machinery will be put in the barge *Haywood*, which they have purchased. Capt. Destros, who will sail the *Haywood*, is here assisting Capt. John Baker in the work of getting out the machinery.

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April 7, 1899

The barge *Hartnell* was towed to Toledo by the tug *Saugatuck* and the steam barge *Reynolds* by the tug *Schenck*. They passed down about noon on Monday. They encountered very little ice. The *Saugatuck* arrived back here at 11 p.m. and on Tuesday she took the schooner *D.K. Clint*, which wintered here, to Toledo.

The steamer *Imperial* arrived down Saturday night and left on her first trip to Windsor on Monday morning. She encountered heavy ice below the Lime-Kilns and was crowded on the head of Grosse Île by the ice. The steamer released herself and arrived at Windsor at 5 p.m. and returned here at 7:30 p.m. The passengers were entertained at luncheon by the captain on board the steamer.

The steamer *Imperial* made her first trip to Pelee Island on Tuesday last. Among those who went over to the island were J.J. Brault, C. Wright and T.E.

Marentette of Amherstburg and J.S. Middough of Kingsville and several others. The steamer encountered very heavy ice about a quarter of a mile from the North End. Mr. Brault and about a dozen more walked ashore on the ice, but Messrs. Wright, Middough and Marentette could not be induced to leave the boat. The steamer arrived back at 4:30 p.m. It has not yet been definitely decided who the "hoodoo" [person who brought bad luck] is.

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April 14, 1899

The steamer *Imperial* made her maiden successful trip of this season to Pelee on Tuesday, encountering a pleasant voyage and no trouble from ice. Lake Erie is now almost entirely free from ice.

The *Chatanooga*, which lay here all winter, has been sold by James Davidson of Cleveland to the Cleveland Iron Cliff Co. for \$70,000 cash. She will proceed to Milwaukee as soon as navigation opens.

Thos. Thomas has the contract of levelling off and filling the solid wharf backing of the new quarry dock.<sup>2</sup> A six-foot rip-rap<sup>3</sup> seawall will be built on the north end. The old lime-kiln will be taken down and used for filling. Thus passes away a relic of the eighteenth century. Its name, however, will exist for ages in the famous channel which passes its base. It is to be hoped that one or more up-to-date draw kilns will soon take its place.

Capt. Baker left on Monday with his float and wrecking appliances for Detroit in tow of the tug *Lorman*, after successfully removing the entire machinery of the tug *International*. He also has on board the float the boiler taken last season from the steamer *Grand Traverse*, sunk on Colchester Reef. The contract for this work was let by Lacroix, Parker & Co. of Detroit. The boiler and engine will be placed in the barge *Hayward*, owned by that firm. Capt. Baker has about decided to purchase a desirable home in or about town for his family to occupy during the summer season.

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April 28, 1899

The Welland Canal is open. The first vessel, the *Bannockburn*, passed through on Monday.

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<sup>2</sup> This refers to the Anderdon Stone Quarry, on the riverfront north of Amherstburg.

<sup>3</sup> a wall of broken stone thrown together irregularly

A large steamer for the Canadian canal trade will be launched at the Craig shipyard at Toledo within 10 days.

The *Florence B.* developed a speed of 15 miles an hour on a trial trip. She has been awarded the mail contract on the river at Detroit.

The *Idlewild* will make her first trip to Toledo on May 14th. On May 15th the Star Line steamers will begin their regular twice-a-day trips to Port Huron.

The Standard Oil Co.'s new oil-carrying barge, *No. 86*, was launched Wednesday afternoon at the yards of the American Steel Barge Co. in West Superior. Capt. George Banting will command the vessel.

Cleveland officials have protested against the action of the Duluth authorities in quarantining all vessels from the former port on account of smallpox. They say the action is uncalled for, as but one death has occurred from the disease.

The steamer *Ferdinand Schlesinger*, bound for Milwaukee with a cargo of coal from Lake Erie, was the first to pass through the Straits of Mackinac this year, passing there Wednesday evening. Large fields of ice were encountered but it was soft, presenting no trouble.

The Montreal, Arnprior & Parry Sound Railway Co. has been approached by American capitalists interested in securing the establishment of a freight line to be operated all the year round between Chicago, Duluth and Parry Sound, who offer to pay half the cost of the needed boats.

The marine insurance rates on vessels show a sweeping advance on all classes of boats. The season of navigation, which has extended until December 12th for two years past, is made to Dec. 1st. The excess charge of vessels after that time is so high that practically everything will be in port by the end of November. Vessel owners who can will carry their own insurance.

Gen. Supt. Kimball of the life-saving service on Saturday sent out notices to keepers of stations along the Great Lakes to make every preparation for specially heavy weather next month. Maj. Kimball has been notified that the weather in May, which is usually stormy on the lakes, will be unusually so this year and every precaution is being taken to prevent loss of life and property by marine disasters.

Tuesday afternoon the new swing bridge of the C.P.R. over the Government canal at Sault Ste. Marie was swung for the first time. The superstructure is 408 feet long and is said to be the longest swing bridge in Canada. The bridge will do away with the objectionable pier which has stood in the centre of the canal as a menace to a great many of the skippers using the canal. The Canadian lock will now have an entrance 150 feet wide and one that no objection can be raised against.

The Dominion Government has decided to ask Parliament for \$350,000 to deepen the Welland Canal approachments at Port Colborne and for the River St. Lawrence ship channel \$354,000 is provided, an increase of \$98,000. This is doing something in a practical way. There is only one way to the seaboard and that is via the Welland and St. Lawrence Canals. The talk about Georgian Bay canals may sound nice and look well on the map, but the country wants something now, not 10, 25 or 30 years hence. If the present canals are fully utilized, the matter of transportation is easily solved.

A report just issued at Sault Ste. Marie shows that freight to the value of \$233,069,739.85 passed through the Michigan and Ontario canals last year. Of the 856 registered craft used for the transportation of this vast amount of freight, 523 were steamers and 333 sail vessels. Four hundred and fifty-two of the steamers and 318 of the sail were American craft, having an aggregate tonnage of 803,920, with a value of \$45,199,800. The Canadian freight amounted to 466,920 tons, 2 2/10 per cent of the total. The propeller *Samuel Mitchell* is credited with the greatest number of miles run during the season, a total of 43,718, and the greatest amount of freight carried by a single vessel was on the propeller *Empire City*, 138,726 tons. The largest single cargo of the season carried by a propeller was 7280 tons, the *S.F.B. Morse* of the Bessemer Steamship Co., Cleveland, holding that honor. The total cost of freight transportation was \$905,886.16 more than in 1897 and the average cost per ton, including loading and unloading, was 66 5/10 cents.

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May 5, 1899

The future of the steamers of the Ogdensburg Line is uncertain. The engineers have been discharged pending definite arrangements for the season.

H.P. Brush succeeds John Woods as captain of the wrecking tug *Wales*. The overhauling of the *Wales* has been completed, her boiler inspected and she will be ready for business.

The Saginaw Bay Towing Co. has sold the tugs *Peter Smith* and *Sweepstakes* to a Cleveland syndicate which owns vessels in the Atlantic coast trade. The tugs will be taken to salt water and will be used to handle the fleet. The *Peter Smith* has a history. She was built during the rebellion for a blockade runner and was captured by the Union Navy at Wilmington and later used by the Government in surveying the lakes.

As a result of the failure of the lake vessel owners and the insurance companies to reach an agreement as to rates, a movement has been inaugurated on the part of

the vessel owners to carry their own risks during this season. Pickands, Mather & Co., owners of one of the largest fleets of vessels on the lakes, are the first to take this step. Not a single vessel of the big fleet will be insured. It is also stated that the Rockefeller and Hanna fleets may join the movement and carry no insurance.

It is proposed that instead of enlarging the Welland Canal via its present route, a new channel be used giving an outlet via Jordan harbor<sup>4</sup>; to use the Welland River<sup>5</sup> to a point some eight miles west, thence cut a canal over to Jordan River [Twelve-Mile Creek] about two miles above its mouth. It is said this route, though a greater distance, would be six hours shorter in time than the present route, owing to the saving of nearly twenty lockages. It is reported engineers will start next week to take soundings of the depth of the Welland River from Welland westward.

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May 12, 1899

Port Arthur was the last port to open for navigation this year. The ice all left Sunday afternoon and a steamer entered Sunday night.

Sunday afternoon at Saginaw the State law against Sunday labor was enforced for the first time by stopping the unloading of the steam barge *Miami*, Capt. Hueser.

The steamer *J.J. McWilliams* collided with the steamer *S.K. Martin* at Hart's coal dock, Marine City, Sunday evening. The *Martin* sustained severe damages to her bulwarks but the *McWilliams* escaped with but little injury.

Bids have been invited for the purchase of the wrecked steamer *Aurora*, which was burned at Bois Blanc last winter while so many of the fleet were ice-bound below Bar Point. She was abandoned to the insurance company by her owner, Corrigan of Cleveland, and was afterwards towed to the foot of Twenty-fourth Street, Detroit, where she lies in the boneyard, her upperworks a mass of twisted iron, although her hull is said to be in good condition.

The grain shovellers' strike at Buffalo is still on. Late last Saturday night it was given out that the grain shovellers would present an ultimatum to the Lake Carriers' Association Sunday. The substance of the ultimatum was if the strike is not ended this week the longshoremen all along the chain of lakes will be ordered out and that the entire lake traffic will be tied up, and that for every week hereafter that Mr.

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<sup>4</sup> Jordan Harbor is on Lake Ontario, just west of St. Catharines.

<sup>5</sup> also known as Chippewa Creek, as it enters the Niagara River at Chippewa, just above the Falls

Connors holds the contract the grain shovellers' union will add 50 cents to the contract price. The union is willing now to take the contract for \$2 flat per 1000 bushels.

The Detroit River claimed another victim yesterday (Thursday) afternoon. The schooner *Columbian*, Capt. E.J. Cuyler, bound from Cleveland to Port Huron, coal laden, had just reached the foot of Bois Blanc when one of the sailors, Frank Gove, fell overboard and apparently never rose to the surface. He was standing on the cabin aft of the boat, placing some tackling, and is supposed to have jumped down, striking on the railing, stunning himself and tumbled over the side. His absence was not noticed for about five minutes, when a boat was lowered and rowed back, but only his hat was found floating on the surface of the water. No trace of the body could be found. The captain came in here and at once reported his loss to Gove's brother in Cleveland. Gove shipped from Lorain, having a brother, sister and son there. He came from Pirie, Maine, was a man about 6 feet tall, had light moustache, brown hair and weighed 160 pounds. He was 40 years of age and a widower. It was his first trip and it was merely a pleasure trip which he was taking, as his cousin was first mate. A reward of \$25 is offered for the recovery of the body.

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May 19, 1899

Owing to the number of boats tied up at Buffalo, the coal rate at Buffalo, Cleveland and Lake Erie ports has jumped to 40 cents.

There were several violent squalls on Lake Erie Wednesday, but as yet no particular damage to vessel property has been reported.

The Dominion Government cruiser placed the gas buoys on the middle ground and southeast shoal, Lake Erie, Thursday of last week.

Another of the "A.T. Co."<sup>6</sup> barges that went down to the Atlantic, the *William McGregor*, arrived at Cleveland Tuesday from Valleyfield, Ont. She belongs to Capt. Peck of Detroit and will go to Marquette for ore in tow of the steam barge *R.J. Hackett*.

One of the features of the Buffalo strike which is beginning to make itself noticeable along Detroit docks is the scarcity of freight of any sort, especially package freight, arriving from Buffalo. There are also fewer boats passing that port than in other seasons at this time of the year.

<sup>6</sup> possibly Atlantic Transportation Co.

The steamer *Thomas Davidson*, which after being released from the rocks at the Death's Door entrance to Green Bay on Saturday went on the rocks again at Cana Island, has been abandoned and is pounding to pieces. The *Davidson* is owned by Henry J. Pauly of Milwaukee and is valued at \$68,000. She carries no insurance. She was bound from Escanaba to Chicago with ore.

On account of a good deal of grain bound for export being changed from Buffalo to Erie on account of the strike at the former place, it is said that a blockade is now threatened at Erie, which may prove as troublesome to the trade as the Buffalo strike. Port Huron is also said to have more grain on hand than can be speedily handled. Delays are eating up the profits of the first month of the season.

The steam barge *Energy*, managing owner John S. McQueen of Pelee Island, Captain Jeff Stockwell of Amherstburg, has arrived at this port after undergoing extensive repairs at Sandusky. The hull was rebuilt generally, new planking and new ceiling being put in and the craft repainted so that now she is a stronger and trimmer looking barge than ever. She will be engaged on river work this year and will no doubt be kept busy.

The schooner *Nelson* foundered in Lake Superior last Saturday afternoon and Capt. Haghney of Toledo, the master, was the sole survivor. Those on board besides himself were his wife and a two-year-old child; Fred Haas, sailor; and two unknown sailors. The *Nelson* was in tow of the steamer *A. Folsom*, which had also the *Mary B. Mitchell* as consort. The *Nelson* broke away while the others weathered the storm. Capt. Haghney was almost frozen to death when he was found.

Several hundred scoopers reported for work at the various elevators in Buffalo Monday morning, but upon learning that the men at present employed would be kept on, they refused to go to work rather than work with the men now employed at the elevators. They say they will hold out an indefinite length of time. So far as the coal heavers and ore handlers were concerned there was little change in the situation about the docks. Few of the men had returned to work.

The schooner *Ganges* was sunk in Lake Erie at 11 o'clock Tuesday night by a collision with steamer *Presque Isle*, about eight miles off Colchester. Her whole side was stove in and she went down in 10 minutes after being struck. The crew was taken off by the steamer and landed in Detroit. Both craft were light. Capt. F.B. Hackett passed near her with tug *Home Rule* on Wednesday and thinks the *Ganges* could be towed in all right. The schooner is owned jointly by Capt. Parsons and Walter Oades and was valued at \$4000. Her length is 143 feet by 26 feet beam. She was built in Detroit about 13 years ago at Oades' shipyard.

In accordance with arrangements made by the Lake Carriers' Association with Duff & Gatfield of Amherstburg, changes in draught of water in the vicinity of the Lime-Kiln Crossing, Detroit River, will be shown from the coal docks of Stanley B. Smith & Co. and the Cuddy-Mullen Coal Co. The figures on coal docks showing the stage of water will be illuminated by night. No charge will be made for this service, but captains calling on Duff & Gatfield by telephone will do so at their own expense. The changes during low water will be shown by day by white figures upon black background and at night by illuminated figures. When the water is over 18 feet deep no figure will be shown. These signals can be read without glasses one mile away. The service will be in force until the close of navigation. The new arrangement will undoubtedly be of great benefit to vessel masters who have heretofore been compelled to sacrifice time in rounding to and telephoning to Amherstburg.

The first serious collision of the present season occurred on the St. Clair River Flats opposite Star Island Friday morning, when the steamer "Vanderbilt" of the Western Transit Co. collided with the steamer "White Star." The latter steamer sank in a few minutes.

The U.S. Treasury Department intends to compel all Canadian vessels arriving at Detroit to produce consular bills of health as prescribed by the Quarantine Act of February 15th, 1893. This is the result of the prevalence of smallpox in many localities this year. Some think, however, that the order has been inspired by the action of the Canadian authorities in demanding the same papers from vessels leaving Cleveland. The order will make untold trouble for Canadian boats.

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May 26, 1899

Gov. Roosevelt's commissioners are inspecting the Welland Canal improvements.

The *Home Rule* went to Windsor on Monday for repairs, one of her counter balances being loose.

After releasing the *Albatross*, the barge *Energy* proceeded to Sarnia with a load of stone from the Pelee Island Quarry.

Howard Hackett and James Atkinson have purchased the old revenue cutter *Andy Johnson* and will run her as a lighter in connection with the *La Belle*.

On Saturday last the tug *Oneida*, Capt. Harrow, took a fleet of schooners consisting of the *Azov*, *McBrier* and *Mont Blanc* from here to Lake Huron.

An effort will be made to raise the steamer *Harlem*, stranded on Isle Royale last

fall. The *Harlem* is in bad shape but vesselmen hope she may be raised.

The steamer *Thomas Davidson*, stranded at Canal Island, is being floated. Weather conditions are favorable and the steamer is resting easily. The owners of the *Davidson* are carrying no insurance this season.

Capt. C.P. Lowe of the steamer *Presque Isle* in his report to the Government on the collision with the schooner *Ganges* off Colchester says the accident was caused by a misunderstanding. The first mate was on watch when the *Ganges* was run down.

According to the report of Capt. H.W. Baker, who went down to Lake Erie to inspect the wrecked schooner *Ganges* Saturday, she is lying in about 14 feet of water. Her cabin has been washed away and the hull is fast breaking up. Her owner, Walter H. Oades, will make no attempt to rescue her. She was not insured.

The grain shovellers' strike has been settled. The agreement signed Monday night by a sub-committee representing the strikers, of which President Keege of the Longshoremen's Association was a member, and Contractor Connors, has been approved by the full committee of the Grain Shovellers' Union. The strike was declared off and the men returned to work Wednesday morning.

The schooner *Ganges*, sunk by the steamer *Presque Isle* seven miles off Kingsville, is lying directly in passage between Pelee Point and the Dummy. She has been cut almost in two by some craft and lies partly floating at the surface and is thus a menace to passing vessels. On Saturday night the steamer *Snook* was out to her and on returning to this port reported the vessel a wreck and she was abandoned to S. McGee, receiver of wrecks.

The schooner *Albatross* of St. Catharines, which went hard on at the middle ground, was released on Sunday by the barge *Energy*, after throwing overboard 30 tons of coal. She was towed up to Fighting Island, where she again went aground, and it was necessary to lighter her onto the schooner *Newell Hubbard* before she could be released.

It is said that the new tug combination will include the Dunham Towing & Wrecking Co. and Barry Bros., Chicago; Milwaukee Tugboat line; Hand & Johnson Tug Co., Buffalo; Maytham Tug line, Buffalo; Nagle and Sullivan Tug lines, Toledo; Inman and Singer Tug lines, Duluth; Smith Towing Co. and Vessel Owners' Towing Co., Cleveland; Escanaba Towing & Wrecking Co. and Thompson's Tug line, Port Huron. The trust is said to have the backing of Samuel Mather and other capitalists.

The Government cruiser *Petrel* was in for coal on Saturday after a very

successful cruise on Lake Erie. Capt. Dunn reports having seized 23 nets east of Pelee Island and 50 near Port Colborne. In the last lot between 40 and 50 ducks were caught. The American fishermen who lost the last nets came back the following day to get their catch, when the *Petrel* gave chase and it was an exciting moment for that tug, but she succeeded in escaping.

Superintendent Keely, Capt. Hackett and crew returned Sunday after completing repairs to the Pelee cable. They were out altogether 25 days and found a great many damaged places in the cable. Parts brought in were flattened out and badly torn by the ice, especially the part near the Dummy. The old part of the cable is of no account and will likely fail to work about the time it is badly wanted - next fall and winter.

Capt. Howard Hackett and James Atkinson have purchased the old hull of the U.S. revenue cutter *Andrew Johnson*, which has been dismantled and the engine and other fittings placed in the steamer *Flora*. They will fit the *Johnson* up for a lighter for wrecking purposes with steam hoist, etc. The hull is in splendid condition and is expected will carry 700 or 800 tons, besides having excellent accommodation for crew and workmen.

The body of the sailor Frank Gove, who was lost off the schooner *Columbian* on Thursday, May 11th, was found floating about a mile below where he met his death Tuesday noon last by the crew of the sandscow *Lily*. They towed the body ashore and Reeve Mickle at once notified Consul Martin, who telegraphed the relatives of the deceased. In the meantime the body was taken in charge by D.M. Kemp<sup>7</sup> and upon receipt of instructions from Cleveland was forwarded there Wednesday for burial.

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June 2, 1899

**DEEPENING THE CUT OVER THE LIME KILN CROSSING.-A Prodigious Undertaking Which May Take Five or Six Years - How the Dynamite Blasting and Dredging Operations are Carried on by Contractor M.M. Sullivan.-**[*Detroit Journal*]-Dredging operations at the Lime-Kiln Crossing in the Detroit River have been in progress for nearly a quarter of a century. The operations have been almost continuous and the sound of dynamite blasts are as familiar to the inhabitants of Amherstburg and the Canadian shore as is the sight of

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<sup>7</sup> D.M. Kemp owned the Kemp Furniture & Undertaking Co. in Amherstburg.

the passing vessels. And yet the work of making even a comparatively safe passage over the great ledge of limestone which crosses under the river at this point is far from finished. No sooner had the United States Government succeeded in blasting out of the solid rock a tortuous and narrow channel, which was of a uniform depth of 18 feet, than the demands of the constantly increasing draft of the monster freight carriers necessitated a 20-foot channel. It is in the labor of deepening the present channel this extra 2 feet that many thousands of the Government's money is being expended annually. In this work there are at present engaged under the direction of Government Contractor M.M. Sullivan two great dredges, two powerful hydraulic stone drills, which are at work constantly night and day, two tugs and a small army of men. Every 20 minutes all through the 24 hours each day during the season that the river is free from ice there is discharged one dynamite cartridge weighing three pounds. Each of these discharges displaces, on an average, a layer of rock three feet thick and six feet in diameter about the blast hole. The pursuance of this great work is under the general direction of Col. J.G. Lydecker, United States engineer, whose office is in the Jones building in this city [Detroit]. The scene of the operations is a busy one. To a *Journal* representative who visited it recently, at the invitation of Contractor Sullivan, the low-lying dredges and scows and the tugs flying hither and thither about them in the stream, the impression was given of a manufacturing establishment built after the order of Venice. The drills and the dredges are at work at the present time nearly a mile above Amherstburg. The rock at this point is of particularly tough formation and there is still work enough there for months to come. The first point visited by the tug which had been placed at the visitor's disposal was the drill scow. This is simply one of the heavy flat-bottomed river scows fitted with two powerful rock drills. These are operated by hydraulic power and are rigged upon one side of the boat. Each drill consists primarily of a 25-foot shaft of steel which, working perpendicularly through 18 feet of water, pounds against the bedrock until a hole three feet deep and of the diameter necessary to contain the nitroglycerin cartridge is bored into it. The drill scow has a crew of half a dozen men. Two of these are in constant attendance upon the drills; another is in charge of the engine which pumps the water to furnish power for the drills. Two more there are whose business it is to keep drills sharpened to take the places of those which are blunted and dulled after a few minutes' pounding on the limestone. And lastly there is the "dynamite man." His work, if not the most arduous, is at any rate the most dangerous on the drill. All day long he handles the cartridges, shifting them from one place to another with no more concern, even less, perhaps, than were

he handling an infant. For this work he receives \$2 a day compensation. When the tug arrived at the drill scow, one blast had just been fired. Presently another drill had been bored to the required depth and preparations were made for placing the cartridge. At a word from the drill tender, the dynamite man, who was designated as "Mike," jumped friskily into a small boat which trailed astern of the scow. Contractor Sullivan explained that this was the dynamite boat and commented in a tone of no great concern that there was enough dynamite aboard of the little craft to wipe a generous half of Grosse Île off the map. Mike made his way to a large box set athwart<sup>8</sup> the boat and threw open the cover, displaying the cartridges lying packed close together in layers. Each cartridge was about nine inches long and two in diameter and looked all the world like a cylinder of sawdust which had been soaked in glue and hardened and then wrapped in brown paper. Mike took one of these from the box and, seeing some dirt on it, struck the cartridge a couple of sharp taps on the side of the boat with an apparent carelessness of the consequence that set the cold shivers running down the back of at least one of his observers. The cartridge was then carried to the drill, attached to a couple of wires, and with the use of a 20-foot piece of gas pipe and much poking about on the bottom of the river to find the hole, the cartridge was deposited and all made clear for the discharge. Then Mike produced a small electric battery from a sort of cupboard nailed beside the drill and touched the two ends of the wires which led down into the water to the two poles of the battery. Instantly the scow lifted perhaps an inch in the water and settled back again. Then a sound, possibly a little louder than a drum beat, and that was all. There was not the slightest commotion on the surface of the water about the place where the cartridge had been sunk. It was as though the dredge had bumped slightly against the dock. The 18 feet of solid water had effectually deadened the force of the explosion so far as the upper world was concerned. Presently, however, there was a bubbling in the water, a little mud boiled up and here and there a dead fish floated up and off downstream with the current.

"That blast was a good one," commented Mr. Sullivan. "There have been times when a blast was less successful. For instance, once several years ago the current was so strong at the place where the blasting was being done that the force exerted on the wires leading to the surface dragged the cartridge from the hole in the rock. Consequently, when the battery was attached, the cartridge wasn't far from the

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<sup>8</sup> across

bottom of the scow. Well, in just three minutes after the wires were touched together the drill scow was 18 feet under water and the men were swimming for their lives. The entire bottom of the scow was blown out. It is for such occasion as that, or in case of fire on the drill scow, that the dynamite is stored in the small boat, so that at an instant's warning the rope mooring may be cut and the dangerous cargo set adrift. But for this precaution, on one occasion 12 years ago the entire crew of the dredge crew would have been blown to atoms. Through the carelessness of one of the men, something in the dynamite boat had been set on fire. Fortunately, the fellow had his wits about him and the instant he discovered this he drew his pocketknife and set the little boat adrift. The swift current to the river carried it almost 50 feet downstream before the explosion occurred. Even this would not have saved the men, however, but for the fact that our dynamite supply had run low and there was only a little aboard at the time. As it was, indeed, the downstream end of the scow was badly damaged. None of the men were hurt, however, as they had hastily retreated to the upstream end on the first alarm."

The next visit was made to one of the two big dredges, the *Tipperary Boy* and the *Old Glory*. These huge scooping machines follow in the wake of the drill and dig up from the bottom the mud and small pieces of rock which the blasts have dislodged. The great steel shovels lift many tons at each scoop and dump them onto scows alongside. When one of the scows is filled it is towed by the tugs to the head of Stoney Island, just opposite the middle of Grosse Île. By a simple mechanism operated from the dock, the bottom of the scow is allowed to drop out and the rock is dumped where it will not interfere with navigation. Both of the big dredges are the most powerful of their kind and they are capable of loading six dump scows a day.

There is still another department of the work; this is represented by the diver's scow, which was the last visited. This scow in turn follows the dredges and its business is to remove the boulders and pieces of rock which are too big for the dredges to handle. This scow is fitted with a steam crane and is the headquarters of the diver, Thomas Durocher, who is quite the most important personage of the entire dredging settlement, outside of Mr. Sullivan. For his services on the bottom of the river Mr. Durocher receives compensation of \$10 a day. The work is dangerous to a certain degree and highly exhausting. It is Mr. Durocher's business to explore the bottom of the channel after the drills and dredges have done their work. When he finds a boulder that has been passed by and which if left where found would punch a hole in the first vessel that happened along, it is his business to attach the chains

of the steam crane about it. This done, the stone is hoisted to the deck of the scow. The diver's scow has a crew of five men who tend the air pumps and the life-line and operate the steam crane. The lives of the men engaged in the dredging at the Lime-Kiln Crossing is a hard one, but the wages are good and the men are contented. The hours are from 7 o'clock in the morning till 6 at night. All but the crew of the drill scow, who live on board, return to Amherstburg each night on the tugs. There most of them have their homes. How long it will take to make the 20-foot channel no one can tell. Even the United States Engineer's office can only guess at the difficulties. However, the work is now well under way and four, or possibly five years, will see its completion.

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June 2, 1899

Several days' work yet will be required to repair the steamer *City of Mt. Clemens*. It is estimated that the repairs will cost \$2000.

The *Home Rule* left yesterday (Thursday) for the Dummy in response to a telegram saying there was a dismayed schooner there flying signals of distress.

Capt. Patrick Shea, for 30 years a lake master and for 10 years in the employ of the Western Transit Co., is dead at his home in Buffalo. His last vessel was the old *Buffalo*, now *Auburn*.

Capt. John Hobson, one of the oldest and most widely known tug men on Lake Erie, died at his home in Cleveland Tuesday of pneumonia. He was master of the *Alva B.* for a number of years.

While winding in the run at Ashtabula on Monday, the steamer *Black* collided with the steamer *Roumania*, striking her aft. The quarter deck was cut in several feet and the damage will be large.

The *Frank E. Kirby* is still at the top of the heap so far as speed is concerned. It was thought that the new passenger steamer *Pennsylvania* would make better time but her record Sunday was disappointing.

The steamer *City of Mt. Clemens* came near going to the bottom as the result of a collision early Saturday morning with the schooner *B.W. Parker* below Bois Blanc Island. She saved herself by throwing overboard 100 barrels of her cargo of salt and running to the dock at Amherstburg, where a steam syphon kept her afloat. Both vessels were bound down, the *B.W. Parker* in tow of the steamer *A.A. Parker*. The *City of Mt. Clemens* attempted to pass the *Parker* on the starboard side when the suction from the wheel of the former caused the *Parker* to sheer and [she] struck the *Mt. Clemens* a glancing blow on the port side, staving in her bow. The *Mt. Clemens*

began to fill up rapidly, but with the aid of her pumps managed to reach the dock after sacrificing a portion of the cargo. The *Mt. Clemens* is owned by Gilbert Lacroix of Mt. Clemens and was bound from Bay City to Sandusky with 1800 barrels of salt. She was worth about \$10,000 and neither the vessel nor the cargo was insured. She was unloaded at Amherstburg, after which she was taken to the Detroit Dry-dock for repairs. The *Parker* was loaded with grain from Duluth for Buffalo and is not thought to be injured.

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June 2, 1899

The steamer *Minnie Kelton*, bound from Chicago to Port Huron with grain, ran ashore at Pointe Aux Barques in the dense fog last Saturday night.

The steam barge *John H. Pauly* while making a landing at Detroit on Sunday bumped her nose so hard against the dock that repairs will be necessary.

Sunday morning the new passenger steamer *Pennsylvania*, built at the Wyandotte yards for the Erie and Buffalo Steamboat Co., passed down. She is a duplicate of the *Frank E. Kirby*, is a little larger and can make 20 miles an hour.

The Wilson Transit Co.'s new steel steamer *Henry W. Oliver* passed up for Duluth Friday morning. The dimensions of the *Oliver* are 444 feet keel, 50 feet beam and 29 feet depth. Capt. W.W. Dawley is in command. She is expected to take on 6700 tons of ore at Duluth on her maiden trip.

In searching for the wreck of the tug *Walker* near Nicholson's Island, Lake Ontario, the Donnelly Wrecking Co. discovered the wreck of the propeller *Zealand*, which was lost about 20 years ago with a valuable cargo and entire crew.<sup>9</sup> No trace of the propeller was ever discovered until yesterday.

Capt. John Eberlein has been appointed master of the *J.H. Barr*. He had for years been master of different boats controlled by Thomas Adams and Jesse Farwell, the last of which was the barge *Rutter*, but severed his connection with the firm when the vessel passed into the hands of eastern parties to be used in the Atlantic coast trade.

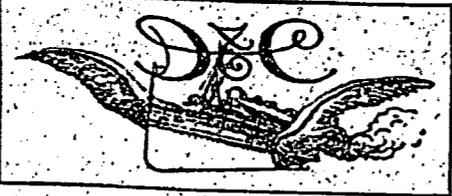
Judge McDougall of Toronto has given judgement in the case against Capt. John Fahey, J.T. Mathews and J.A. Kirby, captain, owner and engineer of the steamer *Clinton*. The boatmen were prosecuted for employing an engineer having

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<sup>9</sup> The *Zealand* disappeared between Port Dalhousie and Kingston in November, 1880. (See Vol. I(4), pg. 102.)

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Advertisement in the *Amherstburg Echo*, June 2, 1899.

insufficient qualification. The owner and engineer are fined \$50 and costs, but the case against the captain is dismissed, the employment contract being made direct with Mr. Mathews.

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 June 9, 1899

Last Sunday morning while tacking out into the lake below Bois Blanc Island, the schooner *Thos. Dobbie*, Capt. Monk, bound from Manistee to Buffalo with a load of maple lumber, struck a boulder just off Bar Point which punched a hole in her and she sank in a few minutes in 12 feet of water. The *La Belle* took the deckload of lumber - 100,000 ft. - from her to the Cuddy-Mullen lower dock and she

was pumped out by the sandsucker *Walter D.* and taken to Toledo by the tug *Burkhead*, where she will go into dry-dock for repairs. Some twenty years ago, Captain Monk had the misfortune to sink the schooner *Union Jack*, corn laden, about the same place. She struck a boulder and went to the bottom, being a total loss.

The Government cruiser *Petrel* completed the blowing up of the *Ganges* wreck on Friday. 225 pounds of dynamite were used, four shots being fired.

The barge *Bessie* took the remainder of the *Mt. Clemens'* cargo of salt from this port to Sandusky last Saturday.

The L.E. & D.R.R. steamer *Flora* has been renamed the *Urania*.

The yacht *We C.U.* has been repainted and refitted in elegant shape.

The schooner *Lily* took a cargo of lumber from J.R. Park's dock to Pelee Island yesterday (Thursday).

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 June 16, 1899

The schooner *Troy*, with a cargo of cedar, is adrift on Lake Michigan. She broke loose from the steamer *H.J. Kendall* in a dense fog and could not be found.

The dismantled schooner which the *Home Rule* went to the assistance of last Thursday was the *C.C. Burns*. A tug from Toledo towed her to that port. She had been struck by a squall just off the Dummy.

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 June 23, 1899

**Mr. Mullen's Loss.**—The schooner *J.R. Benson*, bound for Sandwich with 802 tons of coal, sprang a leak by being run into by her consort, the *Mineral State*, shortly after leaving port Monday. An effort was made to beach her, but she went to the bottom in 20 feet of water. The crew escaped in the yawl. No effort will be made to raise her. Mr. Mullen's loss will be \$1600, as there was no insurance on either boat or cargo.

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 June 30, 1899

The barge *Mineral State* was aground on the shore of Grosse Île between Point Hennepin and Grosse Île dock Friday. She was released by the tug *A.E. Dalton*.

Robert E. Herbard, general manager of the Minneapolis, St. Paul & Buffalo Steamship Co. and agent of the Lake Erie Transportation Co., died suddenly at his summer home, Derby on the Lake, last Friday night. He was found dead in his bed.

The *Chicago Record* says:—"The Canadian Government will open the Soulanges

Canal in August and by its operation the cost of transporting lake freights to tidewater will be reduced beyond the possibility of profitable competition by any other existing route. The cost of transporting wheat via lake and canal will be reduced one-half. The same is equally true of all other products designed for trans-Atlantic ports from the territory tributary to the Great Lakes. In this enterprise the Canadian Government has expended over \$62,000,000. Besides this, there has been expended from revenues for repairs and betterments enough to make a total of \$70,000,000."

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July 7, 1899

The strike of the freight handlers along the docks at Buffalo which has been in progress for several weeks was declared off Tuesday and the men returned to work unconditionally.

The Canadian passenger steamer *Carmona* collided with the barge *Granada*, in tow of the steamer *Shenandoah*, at Port Huron. It was quite foggy at the time and it is quite probable that the *Carmona's* captain misunderstood whistles. The *Carmona* was crowded onto the shore but was released by tugs and went into dry-dock for repairs. Her damages will reach \$600.

The steamer *Margaret Olwill*, owned by L.P. Smith of Cleveland, went down in the storm on Lake Erie. Nine people were lost, including Capt. John Brown, his wife and son [actually daughter] and Miss Baldwin, a passenger. The lost are Capt. John C. Brown; Lizzie Brown, the captain's wife; Blanche Brown, his 9-year-old daughter; Mrs. Cora Hitchcock, passenger; Wm. Doyle, fireman; Geo. Hiffron, seaman; Frank Hipp, watchman; and two seamen, all of Cleveland. The *Olwill* lies in 50 feet of water, eight miles off the piers at Lorain. She belonged to L.P. and J.A. Smith of Cleveland and had been carrying stone from the quarries at Kelley's Island to Cleveland for the breakwater now being built. The *Olwill* was launched in 1887 and was 185 feet long and thirty-three beam. She measured 554 gross tons.

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July 14, 1899

The ferry steamer *Comfort* of Sombra, Ont., was the first boat caught in the coasting laws. It appears that on July 4th she took an excursion from Marine City to Stag Island and then to Port Huron, which was in direct violation of the navigation law. Deputy Collector Beattie received orders Tuesday morning to seize the steamer and accordingly took charge of her. The fines against the boat amount to \$3200. The steamer was towed to Belle River and is in charge of the deputy

collector.

Application has been made for the incorporation of the Quebec, Hamilton and Fort William Navigation Company, limited, with headquarters at Hamilton. The applicants are: Hon. W.E. Sanford, C.S. Wilcox, W.D. Long, A.T. Wood, C.E. Doolittle, A.B. McKay and William Southam. The objects of the company are: "To construct, acquire and navigate steam and other vessels for the conveyance of passengers and goods between ports in Canada." The capital stock is \$1,000,000, divided into 10,000 shares of \$100 each. It is proposed to build steel steamships in Hamilton.

Three vessels went ashore last Saturday night during the gale on Lake Erie. They were the schooners *George H. Warmington* and *Sophia Minch* and the steamer *Seguin*. The *Warmington* and *Minch* were in tow of the steamer *John N. Glidden*. They left Ashtabula early in the evening on their way up the lake. Several miles west of Ashtabula the *Glidden* cut loose from the two schooners and they were permitted to drift ashore. It was after midnight before the life-saving crew got to the wrecks. The crew of the *Minch*, consisting of six men and one woman, was taken off. The crew of the *Warmington* remained on board during the night. The *Seguin* tried to brave the storm, but her wheel broke and she drifted on the beach in the trough of the sea, her crew remaining on board. The three boats are hard aground, but it is believed that the *Seguin* and *Warmington* can be saved without trouble, and possibly the *Minch* can be pulled off also.

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July 21, 1899

**PELEE ISLAND LIGHT.-The Dismissal of Lighthouse Keeper James Quick.-The Minister of Marine and Fisheries Makes a Statement of the Facts.-** On Wednesday of last week the dismissal of James E. Quick from the position of Keeper of the Pelee Island lighthouse and Keeper of the Storm Signal station was brought up in the House of Commons by Mr. Cowan, when the Minister of Marine and Fisheries made a statement in the matter. The following is taken from the Hansard, the Commons Official Debates:-

M.K. Cowan (South Essex).-"Mr. Speaker, before you leave the Chair, I desire to call attention to an article appearing in the Editorial columns of the *Windsor 'World'* under the date June 27th, which I believe has been mentioned before in this House by the hon. member for East Simcoe (Mr. Bennett):

*A letter from an Amherstburg correspondent recalls an incident in the experience of James Quick, who has been lighthouse keeper at Pelee. He was well-known as a brave man and it is one*

of the outrages that the present Grit aggregation has been guilty of. It is, indeed, shameful on the part of Mr. Cowan to reward honest services with this sort of treatment. Mr. Cowan will have this to answer for. He will suffer in three ways, namely: from the friends of Mr. Quick, by means of those Liberals who despise a mean trick, and by the men who were disappointed by failure to get his job.

The letter referred to appears on the first page of the paper of that date and a portion of it is as follows:-

*On the 5th of December last there was a terrific gale blowing on Lake Erie.*

*The wind registered 80 miles per hour, the thermometer showed the mercury below zero, a heavy storm was raging. It was a critical time for mariners. On the middle ground on Pelee Island Reef a large vessel was stranded and flying a flag of distress and in danger of breaking up. Both her life boats had been launched and capsized and she was covered with ice. James Quick, then lighthouse keeper on Pelee Island, telephoned for assistance and a tug left Amherstburg at 3 o'clock in the morning. On arrival at Pelee, the tug could not get nearer than 2000 feet of the distressed vessel on account of the ice, the shoal water and the terrific gale. An appeal for help was made to the life-saving station, but the boat had not been launched for two years and was not seaworthy, and moreover, the captain was not there. An appeal was then made to James Quick, who came in his little boat through the blinding gale with provisions, clothing, necessaries as the crew required and courageously brought relief to over a hundred persons in a dangerous situation. The tug remained by the vessel and later on succeeded in releasing her.*

*Mr. Quick was dismissed from the Government service and I am informed that the charge against him was that he did on this occasion absent himself from his station. He was dismissed without warning and without an investigation.*

I would not have drawn your attention to this article, Mr. Speaker, nor taken up the time of the House in discussing the matter, if it had remained there; but the clear inference from the article was that a vessel had been stranded near him on Lake Erie, with the thermometer below zero and the wind blowing at the rate of eighty miles an hour, that the lighthouse keeper had gone to her assistance and that because he had left his post on that errand of mercy and was absent for three hours, I had asked the Government, as a representative of the constituency, to have him dismissed. I would not have drawn your attention to the matter nor taken up the time of the House in regard to that charge in a local paper concerning myself had it not been that certain other papers had taken the matter seriously, and that I find this article copied and comments made upon it in rather a reputable journal, which says:

*James Quick, the lighthouse keeper on Pelee Island, was dismissed by the Dominion Government for being absent on an errand of mercy to a shipwrecked crew, a large vessel being stranded in the neighborhood during a heavy December gale. For rendering aid to a Nova Scotia fisherman, under similar circumstances, Capt. Frank Carroll of the Gloucester schooner "Polar Wave" has been presented with a gold watch. This is poor encouragement to a Canadian Government official to do the Good Samaritan act, but, then, Mr. Quick was a Conservative and was*

*accordingly objectionable to Mahlon Cowan."*

Mr. BERGERON.-"Hear, hear."

Mr. COWAN.-"I just desire to say for the information of my good friend the hon. member for Beauharnois (Mr. Bergeron), who generally says, "hear, hear" with that knowledge of affairs which I have no doubt he has of this particular case, that, instead of Mr. Quick being objectionable to me, quite the contrary is the case. I had been the solicitor of his family for some years. Although Mr. Quick was a Conservative and although he took part in the last election against me, going so far as to call me vile names on the island of Pelee, as he admitted afterwards, I never asked for his dismissal; but when I heard he was in trouble I went to the Department of Marine and Fisheries and I asked, for the sake of his wife and family, that he should not be dismissed from office. I was informed that he was dismissed on the recommendation of Mr. Stupart, director of the Meteorological Service in Toronto. I was told that Mr. Stupart was in the city and I saw him and went with him to the Minister of Marine and Fisheries (Sir Louis Davies). I found that this man from 1893 had never kept up his reports on the meteorological service; that, when written to, he still failed to send them in; that over twenty letters had been written to him during the five years asking for an explanation of his dereliction of duty; that every one of those twenty odd letters had remained unanswered; that his salary had been kept back from the 1st of April and that he was told that it would not be paid until these reports were brought up; that still he failed to bring them. When I found this state of facts, I withdrew my opposition. The Minister of Marine and Fisheries absolutely refused to retain in the service a man who would allow twenty odd letters sent to him to remain unanswered in five years. I simply say that I never asked for his dismissal, that although I had frequent letters requesting me on account of the offensive part he took in the last election to ask for his dismissal, I went to the Minister of Marine and Fisheries and asked that he be kept in office. I, therefore, wish to give the statement that he was dismissed from office for being absent on a mission of mercy for two or three hours on his coast, an absolute denial. I might further state that I find after the most minute inquiry that his alleged absence on the occasion referred to was something that existed in the imagination of the journalist and nobody else, and that no such incident ever occurred."

The MINISTER OF MARINE AND FISHERIES.-"I am happy to be able to give now all the information the hon. gentlemen can possibly want in respect to the dismissal of this lightkeeper. There were no politics in it from beginning to end, and nobody ever applied for his place. The hon. member for Essex (Cowan) never

spoke to me on the subject at all. But after my departmental officers had reported to me that this lightkeeper absolutely refused to obey any orders and after I had examined into the case, I went to the hon. gentleman and told him there was a lighthouse keeper whom I could no longer retain in the service because of neglect and flagrant disobedience to orders. My hon. friend asked me who he was and I told him it was this man, Mr. Quick. The hon. gentleman then told me that he was very sorry that Quick should be dismissed, as he thought he was a good lightkeeper, and urged me not to dismiss him. I replied that in the face of the official reports I could not retain the man. The hon. gentleman pressed me all he could not to dismiss him, but I said it was impossible to retain him any longer. Here is the report which I have from my Deputy Minister:

*Mr. James Quick was the lighthouse keeper and the meteorological observer at Pelee Island and his services were dispensed with altogether on the ground of neglect of duty.*

*Since 1892 Mr. Quick was continually in arrears with his returns and although requests were repeatedly made to bring these reports up to date, they were invariably disregarded, nor would he reply or give any explanations whatever.*

*Since 1893 he was requested at least twenty times to forward his returns, and his quarterly salary was withheld on several occasions, but even that had no effect in securing his attention and the Superintendent of the Meteorological Service strongly urged several times that another appointment should be made at once, as the wind observations were very much needed from Pelee Island and every effort was made by the Department to keep him on, before the extreme step of dismissing him from the service had to be resorted to.*

*Today a report has been received from the Superintendent of the Meteorological Service, stating that he had given instructions to Mr. Weber to install the new lighthouse keeper and to report on the station as well, and he has reported that he found everything dirty and the instruments on the platform loose and shaking. The rain gauge was rusted out and the thermometers covered with cobwebs. The signal-mast was rotten and must be at once replaced; there were no halliards, one stay had torn away and the drum and cone were both rotten.*

*Mr. Quick, the late keeper, must have got very careless for the last two years, for the officer in 1897 reported that everything was in the very best order and one of the finest stations in the lake region.*

In the face of these reports, it was impossible for me to continue this man in office an hour longer. Politics had nothing whatever to do with his dismissal, and the statement which the hon. gentleman read from a newspaper is absolutely unfounded. I see that the Montreal newspapers allege that he was dismissed for political reasons, but so far from that being the case, he was dismissed against the advice of the hon. member for South Essex.”

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July 21, 1899

The ore-laden steamer *A.P. Wright* grounded at Presque Isle, Lake Erie, but was released without difficulty.

The lakeshore fishermen say that only about one-third the usual quantity of sturgeon is being caught this season. Prices are very good, which in a degree make up for the small catch. The value is in the spawn which is the chief article in the making of caviar.

The steamer *Imperial* will run an excursion from Amherstburg to Pelee Island and return next Tuesday. Return trip 50 cents. Leaves Amherstburg at 8:00 o'clock a.m.

The Canadian lighthouse supply boat, the *Saturn*, called here Wednesday on her annual trip. She took on a supply of 70 tons of soft coal in sacks for the foghorns at the upper lighthouses. Inspector P. Harty was on board. She delivered supplies at the Dummy, Pelee Island and Bois Blanc lighthouses.

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August 4, 1899

The steamship *Harvey H. Brown*, which went down July 20th with iron ore for Ashtabula, did not pass up till Monday morning, July 31st, being detained there by the strike of shovellers.

The tug *Grace A. Ruelle* of Detroit foundered on Saginaw Bay Saturday. Her master, Capt. Jule Demay, was drowned while trying to swim to shore. The engineer, Fred. Sayre, the only other occupant, was picked up. The *Ruelle* is the tug which figured in a dispute which amounted almost to international complications a few years ago, caused by dumping garbage in Lake Erie.<sup>10</sup> The Canadian authorities claimed that the dumping was being done in Canadian waters and officials seized the tug. A long dispute followed before the matter was finally straightened out and the little tug caused the exchange of many letters of state between the United States and Canadian Governments. Capt. Demay was 52 years of age and leaves a family of seven children, two of whom are married; the youngest is 10 years old.

The Polson Iron Works of Toronto will enlarge its plant by the addition of 7 acres. The firm is negotiating for several contracts for the construction of lake freight steamers of Welland Canal dimensions.

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<sup>10</sup> This incident occurred in June of 1895. (See Vol. IV(2), pp. 104-109.)

Capt. John Madison of car ferry *No. 2* was drowned Friday night while his boat was passing Stag Island. Everything was done to save the drowning man, but he sank before assistance could reach him. Capt. Madison was unmarried and lived in Goderich, Ont. He leaves a mother and sister who were dependent upon him.

Engineer George W. Rafter, is in charge of the survey for the proposed New York State ship canal from the Great Lakes to the Atlantic Ocean, has completed his preliminary work and drawn his report. The project is to cut a canal thirty feet deep and 340 feet wide, which is three and one-third times the depth and five times the width of the Erie Canal, from Lake Erie to Lake Ontario around Niagara Falls, leaving Lake Ontario at Oswego, through the Oswego River to Oneida Lake, thence through the Mohawk [River] to the Hudson River. A single lock will be a thousand feet long, with walls over fifty feet high. The greatest problem has been to find storage for water to feed this great canal on its various levels and yet not injure the water supply of manufacturing concerns now using various rivers. Geo. Y. Wisner says that the fluctuations of depth in Lake Erie can be regulated to an absolute certainty throughout the entire period of navigation by the building of a dam at the foot of Lake Erie and that the work can be done for a figure not exceeding \$1,000,000.

**NEW CANAL AT THE FLATS.-Col. Lydecker So Recommends to Congress.**-A second St. Clair Flats Canal is projected. Col. G.J. Lydecker, who is in charge of the river and harbor work in the Detroit district of the Great Lakes, including the Flats, has taken the initial step in the matter by sending an earnest recommendation to Washington for transmission to Congress. The step is made imperative by the growing demands of commerce and as it is a legitimate part of the general improvement of the waterways of the Great Lakes, Congress will without doubt make the necessary appropriation. He says:-"The amount of commerce passing through this canal annually is substantially the same as through the Detroit River, and this was about 40,000,000 freight tons last year. The available width of the deep water channel between the dikes of the present canal is only 300 feet and this is altogether too little for the safety and convenience of the vast commerce now passing through it. There is no doubt that this width should be doubled or else that a second cut be made adjoining the present one, providing separate channels for ships moving in opposite directions. This matter is of such importance that I feel justified in taking the exceptional course of suggesting that it be brought to the attention of Congress with a recommendation that action be taken. The present canal cost, as it stands today, [is] \$761,750."

In his annual report Col. Lydecker announces that work on the 20- and 21-foot channel through the lakes and rivers is practically completed, the only place where depth is limited being between Lime-Kiln Crossing and the south end of Bois Blanc Island, where 18 feet is the limit reached. Vessels are now using the west half (300 feet) of the channel along the Grosse Île lower range and as soon as the work now in progress there is finished, there will be a 21-foot channel in the Detroit River, except at the Lime-Kiln Crossing, where the dredged channel is 19.2 feet deep and on the Amherstburg reach and Hackett range, where the natural channel, 450 to 500 feet wide, has been improved to 18 feet. In these three places boulders and bedrock are the chief obstacles and it will take a continuation of the present blasting operations to finish the channel.

Capt. Diffenbach with the barge *Mary Croh* left on Friday for Marblehead to raise the barge *J.R. Benson*, owned by the Cuddy-Mullen Coal Co. and which foundered near there a couple of months ago.

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*August 11, 1899*

The new steamer *Toronto* on her trial trip maintained an average speed of 17.3 miles per hour and consumed only 1.72 pounds of coal per horsepower per hour. So far as Frank E. Kirby knows, this is the lowest consumption of fuel on record.

The steam barge *Shenandoah* ran on the bar of the Dummy on Monday morning of last week. She was heavily loaded with coal, but was lightened by transferring a part of the cargo to her consort *Santiago*. The steamer was not damaged nor leaking.

Just after the *City of Toledo* passed Fighting Island on her way up from Toledo Sunday, there was a rattling sound heard in her starboard paddle box. Investigation disclosed that one of the outer arms and outer rim of the paddle wheel had broken. The engine was immediately stopped to prevent the broken wheel from tearing the paddle box. The steam barge *Cadillac* came along up about this time and took the passenger boat in tow, taking the excursionists up to the Star Line dock, where the tug *Thomas Thomson* aided the disabled steamer to make a landing. The *City of Toledo* was sent up to S.F. Hodge & Co.'s for repairs and the excursionists waited till the steamer *Greyhound* came down from Port Huron Sunday night before starting home.

Early Sunday morning the steamer *W.B. Morley*, coal laden, up bound, crashed into the stern of the *Lansdowne*, dropping down the Canadian side of the river at Windsor. The collision occurred when the two vessels arrived opposite the foot of

Church Street, Windsor, which is nearly opposite First Street, Detroit. The stern of the *Lansdowne* struck the stem of the *W.B. Morley* at a slight angle on the starboard side. Two cars on the *Lansdowne* were derailed and the contents of one car badly damaged. None of the cars were lost off the boat, however. After the collision the *Lansdowne* at once started back to her slip, while Capt. J.A. Nicholson of the *W.B. Morley* started to steam to the Orleans Street yard of the Detroit Shipbuilding Co. The steamer went down before he had covered much more than half the distance and now lies with her stern under water and her bow pointing towards the Detroit side of the river, with a light list to the starboard side. The *Lansdowne* steamed back to the slip from which she pulled out and just as the eighteen cars were off her, she settled, her stern resting on bottom. She will be raised at once. It is estimated that the damage to the ferry will be \$15,000 to \$20,000. No explanations are offered throwing any light on the probable cause of the disaster.

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August 18, 1899

After the battle of Santiago,<sup>11</sup> Admiral Cervera's steam launch was found in a battered condition on the flagship *Almirante Oquendo*. The engine was removed and shipped to the Detroit Dry-dock Co. It is now at the Orleans Street yard of the Detroit Shipbuilding Co., where Frank E. Kirby, its present owner, proposes to replace with new pipes those which were perforated by American bullets during the engagement. He will then put the engine in his own launch.

"I was at Amherstburg, Ont., a few days ago," says a Cleveland vessel owner, "and I am quite sure from what was said there that the Canadian lighthouse officials will soon refuse to maintain the line of black stakes on the west side of the channel leading up the river from Bar Point light, unless vessel masters are more careful in navigating the channel. The stakes have been carried away repeatedly and there is quite an expense attached to providing new ones. In one night recently five of them were carried off by passing vessels. there is no reason why vessels should work so far over to the westward of this channel, and it would seem that the captains should have some consideration for important marks of this kind maintained for their guidance. There are few deep-draught Canadian vessels making use of this channel and it would not be at all surprising if the trouble continues to hear of an order from

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<sup>11</sup> During the Spanish-American War in 1898 U.S. ships blockaded the city of Santiago, Cuba. In attempting to escape, the Spanish fleet was totally destroyed.

the Canadian Government for the removal of the stakes altogether."

The old car ferry *Huron*, which was in commission at Port Huron before the tunnel was completed, is undergoing a metamorphosis at the Detroit Dry-dock. The boat will be fitted up into a first-class three-track ferry. When completed her capacity in cars will be greater than that of most of the other ferries on the river. The wooden deck will be replaced by an iron one. The deck will be extended over the sides of the boat some six or eight feet so that she will fit the Grand Trunk slips.

On Wednesday last the steamer *J.S. Fay* with the schooner *Irah Cobb* in tow, ore laden to Toledo, broke her eccentric<sup>12</sup> while passing this town. She let go her anchor at once but drifted to the ferry dock, where she went on the Bois Blanc rocks. The tug *Home Rule* was promptly on hand but the preference was given the *Schenck*, which pulled the *Cobb* off and took her to Amherstburg, after which the *Fay* was brought in for repairs. Frank Stephens put the eccentric in shape and both boats left for their destination yesterday (Thursday) morning.

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August 25, 1899

Early Sunday morning the schooner *H.G. Cleveland*, owned and sailed by Capt. Frank Jennings and engaged in carrying plaster from Kelley's Island to Cleveland, sprung a leak and went down in 60 feet of water in Lake Erie about three miles from Cleveland harbor. The *Cleveland* was built at Black River 32 years ago. She was 137 feet long, 26 feet beam and 10 feet deep with a gross tonnage of 294.

The schooner *Hunter Savidge* of Alpena, bound for home light, capsized in a sudden squall Sunday afternoon when eight miles off Pointe Aux Barques. Five people were drowned. The dead are: Mrs. John Muellerweiss, wife of the owner of the vessel; Etta Muellerweiss, aged 6, daughter of the owner; Mrs. Fred Sharpsteen, wife of the captain; son of Captain Sharpsteen; Thomas Dubuy, mate of the *Savidge*. The schooner was caught in the squall and was quickly thrown over on her side, capsizing. It was the first time the captain's wife ever went on a trip.

Regulations have been promulgated for the importation of petroleum of a minimum flash test of 80 degrees in tank-ship into Canada. It is provided that the tanks to be used for storage shall be approved by the Customs and municipal authorities and no other cargoes may be carried with petroleum. Among other regulations for safety from fire are these: Every tank-ship arriving at any of the said

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<sup>12</sup> part of the engine's steam valve gear

ports having on board petroleum in bulk shall hoist a red flag bearing the word "petroleum" and shall keep such flag flying during the hours of daylight; thereafter, so long as she shall remain in Canadian waters, shall by night display two red lights vertically, not less than 20 feet above the deck. No fire or light except the electric light shall be used on board or in the immediate vicinity of the ship while the tanks or petroleum compartments are open or are discharging petroleum, or when the hatches are off, and no person on board shall smoke or carry matches. Only 24 hours are given to discharge a cargo. No other ship or vessel of any kind except the steam tug in attendance shall go alongside any wharf at which a tank ship is discharging her cargo.

Figures showing the cost of the Canadian canals and rivers forming the connection between the Great Lakes and deep water navigation at Montreal up to July, 1896, are furnished by the State Department by Commercial Agent Hamilton. At that time the Welland Canal had 13 feet 9 inches of water and cost \$223,796,353; the Murray Canal, with 14 feet of water, cost \$1,247,470; and the Beauharnois Canal with 9 feet, \$1,611,690. The canals and connected river improvements in course of construction or enlargement had cost as follows: Sault Ste. Marie Canal, \$3,748,011; Galops Canal, \$1,401,365; Rapide Plat Canal, \$1,496,078; Cornwall Canal, \$4,008,039; Soulanges Canal, \$2,275,908; Lachine Canal, \$7,636,489; St. Lawrence River works, \$1,201,795. The contracts awarded since July 1, 1896, are as follows: Lachine Canal, \$18,000; Soulanges Canal, \$2,093,840; Galops Canal, \$2,331,888; North Channel, \$700,000; Farrans Point Canal, \$670,000; Galops Rapids, \$125,740; St. Lawrence River, \$65,222; Sault Ste. Marie, \$51,579. The estimated cost of completing works over and above amounts involved in contracts existing is: Lachine Canal, \$500,000; Soulanges Canal, \$685,000; Cornwall Canal, \$156,000; Farrans Point Canal, \$759,000; Rapide Plat Canal, nil; Galops Canal, \$2,960,000; North Channel, \$700,000; Welland Canal, \$500,000; Sault Ste. Marie Canal, \$400,000.

The organization of the Great Lakes Towing Co. was completed at Cleveland on Tuesday and all of the tugs purchased by the company will be operated by its officers from that day. The Dunham Line at Chicago, the two Toledo lines and the Milwaukee fleet are not in as yet. T.F. Newman is president and treasurer and James Davidson is vice-president.

The barge *Matanzas* in tow of the steamer *Venezuela* went hard aground on the Lime-Kilns about 10 o'clock last Sunday night. She was loaded with 5000 tons of soft coal. The accident was caused by the *Matanzas* not being able to work her

rudder fast enough at the sharp turn at the entrance to the crossing and the tow line was too short to pull her through. Parker & Millen's tug, the *Saginaw*, lightered her of about 200 tons of coal and she was got off Tuesday forenoon.

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*September 1, 1899*

Vesselmen are amazed at phenomenal activity in the lake transportation business and, considering the improved facilities for handling cargoes, the earnings of the vessels were never so great as now.

Capt. Alvin Neal, aged 53, veteran vessel owner and master, died at his residence in Port Huron Monday. He had suffered from diabetes and carbuncles for some little time and they were the cause of his death. He was manager of the Port Huron and Sarnia Ferry Co.

The freight rates on the lakes keep on going up. Ore from Duluth to Lake Erie ports is now \$1.70 and may reach \$2. The Escanaba rate on Tuesday jumped 10c, a charter being made at \$1.20 to Ohio ports and \$1.25 to Buffalo; from Marquette \$1.35 was paid, which is an advance of 15 cents since the last charter reported. The coal rate from Buffalo to Chicago and Milwaukee was marked up 10c, making it 90c.

Dredges are at work deepening and widening the outer channel across the bar at the entrance to Sandusky Bay, Lake Erie, O. Notice is given by Lighthouse Inspector Franklin Hanford that during the progress of the work the buoys marking this channel may be temporarily moved to accommodate the dredges or shifted to mark the edges of the new channel. North shoal, outer, red spar buoy No. 8, in this channel, has been carried away and will be replaced as soon as practicable.

The big Union liner *Starucca*, bound up, laden with sugar, went hard on abreast the lower lightship at the Lime-Kilns Thursday of last week. The tugs *Saginaw* and *Home Rule* and ferry *Pleasure* worked at her until Friday noon, lightering part of her cargo, when she was released. The *Starucca* is said to have gone aground through her wheel chain jamming. During the work Captain F.B. Hackett was quite seriously injured by being struck with the wheel of the *Home Rule*, which flew out of his hands. He was thrown through the door of the pilothouse and received painful bruises about the body and arms.

The *Tilley* and *Merritt*, both without cargo, were bound for Buffalo. The crew was composed of 16 men, a woman cook and three women passengers. They all had turned in except Capt. W.O. Zealand, the first mate and the lookout and the engine room force, when suddenly a blaze broke out from the cabin, just off

Fairport, Ohio. It is thought it started from the explosion of a lamp. The alarm was sounded and an effort made to rig up the fire pump, but the flames spread with great rapidity and drove the men away from the pump before anything could be done. All hands were called to the single lifeboat, which was lowered to the rail and the women loaded into it first. All of the shipwrecked persons were set aboard the *Merritt*, which had been cast off. Just as the lifeboat from the *Tilley* was lowered, the towlines had been cut and the *Tilley* lurched forward, nearly upsetting the lifeboat. She was insured for \$60,000.

September 8, 1899

The schooner *Lisgar* of Toronto, one of Mr. Matthews' line, was lost about sixty miles off Goderich. She was loaded with coal from Buffalo and was in tow of the steam barge *Clinton*. Another schooner, the *Grimsby*, was also in tow. A gale sprung up and the middle vessel, the *Lisgar*, sank under stress of weather, the *Clinton* and *Grimsby* having all they could do to cut themselves clear of the wreck. The *Lisgar* went down with all hands. Captain Freeman of St. Catharines was in charge of the *Lisgar*. The captain's wife was cook; Owen Gallagher of St. Catharines, mate; Pat Joice of the same place and Frank Mollett of Kingston, deckhands; also one from Tonawanda, N.Y., and one from Buffalo, names unknown. The *Clinton* and *Grimsby* came to Goderich for shelter. The *Lisgar* was for 11 years the consort of the steamer *Lincoln* when that steamer was commanded by Capt. John Duncanson of this town.

On Tuesday the steamer *Douglas Houghton*, the largest ship on the lakes, belonging to the Bessemer Steamship Co., John D. Rockefeller's fleet, was bound down from Lake Superior, towing the big steel schooner *Fritz*. Both were deeply loaded with iron ore. When they were in the narrow passage at the Sailors' Encampment, St. Mary's River, where the current runs swiftly, the steel chains of the steamer parted and she swung around, grounding her bow on the banks. The current swung the stem across the channel and the *Fritz*, with all the impetus of 7000 tons of iron ore and 2000 tons of ship, struck the *Houghton* on the side, cutting through the steel plates as if they were tin. The steamer sank to the bottom at once in such a position that the deep channel is completely blocked. The cargo must be unloaded onto lighters and the hole in the side patched by divers. Then the water will be pumped out, but in the swift current this will be a long and troublesome task. The loss which the underwriters holding risks on the *Houghton* will be called upon to bear will be but a small part of the cost of the accident. All boats on Lake

Superior now must remain above the wreck and ships bound up with cargoes for Lake Superior ports will be forced to anchor in the river until the passage is again clear. It will take several days to clear the passage.

September 15, 1899

In practical results the sinking of the *Merrimac* in Santiago harbor was not a patch on the sinking of the *Houghton* in St. Mary's channel.

An Ottawa despatch says: "A new and wonderful fog whistle has been invented by Mr. Trudeau, son of the late Deputy Minister of Railways and Canals." Here is now a splendid opportunity to test the new invention by placing one of his whistles at the Dummy lighthouse, instead of the abortion for a foghorn there now.

The big lake fleet which were on Sunday released from their blockade in St. Mary's River were on Tuesday held up in the Detroit River by another obstruction. A brisk northwesterly wind had so lowered the water in the west end of Lake Erie that there was not sufficient depth over the Lime-Kiln Crossing to permit the large liners to pass over in safety. At 7 a.m. there was but seventeen feet six inches of water at the crossing, which increased to 18 feet at 10 a.m., at which time the boats started moving and passed down in one continuous string until Wednesday noon, the *Houghton*, the sinking of which in the St. Mary's River caused the blockade, passing down just at noon, receiving the salutes of every whistle within sight. The tug *Home Rule* remained at dock here Tuesday in readiness to assist and protect any boat in distress, but every one of the forty miles of shipping passed through without an accident of any kind. The following is the data of the big tie up:

|                                       |             |
|---------------------------------------|-------------|
| Blockade began Tuesday, September 5th |             |
| Loss caused.....                      | \$1,000,000 |
| Wreckers' bill.....                   | \$100,000   |
| Vessels delayed.....                  | 200         |
| Iron ore output reduced (tons).....   | 300,000     |
| Lumber cargo delayed (feet).....      | 12,600,000  |
| Grain cargo delayed (bushels).....    | 600,000     |
| Wreck removed Sunday, September 10th  |             |

September 22, 1899

Gas buoy No. 3 in the middle channel of Ballard's Reef, Detroit River, has been knocked to westward about 100 feet, the lens smashed and the light put out by some unknown vessel.

The turn of lake business has seriously injured the Welland Canal route. An

inspection of the Customs reports shows that there have passed through the Welland Canal only six hard coal cargoes, less than 4000 tons, since the 12th.

The water had been let into the whole length of the Soulanges Canal without any accident occurring or flaw appearing. Arrangements will now be made for the commencement of traffic. Vessels of 9 feet 6 inches draft and over will use the Soulanges Canal; smaller boats will use the Beauharnois.

Capt. Harris W. Baker of Detroit has gone to the wreck of the steamer *Harlem* at Isle Royale, Lake Superior, with the steamer *T.W. Snook* and his entire wrecking outfit, including five divers and six steam pumps. Capt. Baker is confident that he will have the steamer in harbor within two weeks.

The Canadian schooner *J.R. Benson*, owned by the Cuddy-Mullen Coal Co., whose wreck lies alongside the Otter channel at Sandusky, has been abandoned. The Government officials will cause the wreck to be blown up.

The tug *Home Rule* was in dry-dock at Detroit last week undergoing an inspection as to her steel plates. It was found that in spite of all the ice breaking she did last winter, not a crack or flaw was visible. She is now ready for another attack this fall.

Capt. Lockerby's dredge of Detroit lay here for a week through stress of weather. The *Home Rule* was to tow her to Rondeau, where they will be employed constructing a slip for the L.E. & D.R.R. But when the weather was favorable on Wednesday night, the *Home Rule* was on her way to Lake Huron with a tow of vessels and there was a 250-pound Yankee dredgeman causing quite a storm around this port. He was red hot through and through.

The naphtha<sup>13</sup> launch *Music*, confiscated by United States authorities recently, was Tuesday taken out of the river and stored in the bonded warehouse at Detroit. The *Music* was confiscated because her former owner has employed her in the importation of tea from Amherstburg to Wyandotte without paying import duty.

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September 22, 1899

**Would Lower Lake Levels.**-In reference to the project to construct a canal in Canadian soil, connecting Lakes St. Clair and Erie, and the report that Col. Lydecker of the United States had been instructed to investigate the effect of such

a canal, Lieut.-Col. W.P. Anderson, chief engineer of the Canadian Department of Marine and Fisheries, says as follows on the subject: "There is no question that a canal of this kind would have a tendency to lower the level of Lakes Huron and Michigan, and any such lowering will be a serious calamity to the shipping interests. I think nothing but good can come of the appointment of Col. Lydecker to report upon the project from an engineering point of view, but I feel that something more ought to be done. I believe that a joint commission of engineers from both countries should be appointed to consider the general question of lake levels. The power canal at the Soo, the Chicago drainage canal and the deepening of the channels in the Detroit and Niagara Rivers are all improvements that are calculated to effect the level of the lakes, and where every inch of water is a consideration to the large freight vessels now employed, steps should be taken to prevent any further lowering of the lakes. This can only be obtained by the cooperation of both Governments and after a great deal of engineering investigation has been done." Mr. Anderson has little or nothing to do with the matter officially. He is only expressing his own private opinion, which he has a perfect right to do as any other citizen. The Public Works department has charge of our waterway in Canada.

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September 29, 1899

*Tilbury Times*:-"The Lake Carriers' Association having asked for an investigation into the effects of the proposed St. Clair & Erie Canal, it was fitting that the entire lake fleet - after a week's delay at the Soo - should be held up at the foot of Detroit River this week, owing to there being only 17½ feet of water at the Lime-Kiln Crossing, caused by a common westerly wind lowering the water - which would have made no difference if the proposed canal was constructed." Don't you let the Detroit papers stuff you, Mr. *Times*, the hold-up was a fake. Less than half a dozen Yankee masters did not have the nerve to come down, and they would rather tie up any time than enter a canal, let alone the Lime-Kiln cut, which is 300 feet wide and has 20 feet of water, and even then they lose their nerve. Go on with your canal. Get a move on. Do more digging and less talking. What is stopping the progress now? The U.S. engineers are going to make the cut at the Lime-Kilns 600 feet wide and 22 feet deep. The water will be gone before you get fairly started. Spur Mr. Olney to get a hustle on. Life is too short to throw clubs at the Lake Carriers' Association or any duffer who may try to stop navigation or hold you up. Shouting on land won't build a canal. Get your pick and shovel and get the work going.

<sup>13</sup> Fuelled by naphtha, a colourless, volatile petroleum distillate, between gasoline and benzine.

Monday morning as the schooner *Theodore Voges*, Captain Millard, was passing Elliott's Point, she struck either a rock or her anchor slaving hole in her bow below the water line, and but for the load of lumber she had on would have sunk. The tug *Home Rule* towed the disabled vessel to this port where the deckload was taken off and necessary repairs made.

Mrs. Ralph Hackett has commenced a \$10,000 damage suit against the Nelson Transportation Co. for the loss of her husband's life on the tug *Torrent* several years ago.<sup>14</sup> A writ of attachment was served on the captain of the *Wallula* Tuesday as a commencement of the suit. It will be remembered that the propeller *Sitka*, towing the barge *Yukon*, collided with the *Torrent* in the cut at the Flats and the towline of the former swept the tug, killing John Canarie and Ralph Hackett. Mrs. Canarie secured a judgment against the Nelson Transportation Co., owner of the *Sitka*, after a hard fight. Capt. Ralph Hackett was a son of the late Capt. Thomas Hackett and was born at Amherstburg.

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September 29, 1899

**TUG L.D. SMITH IS IN TROUBLE.-Violation of the Coasting Laws of Canada, Cost Her \$400.**-Last Friday the United States tug *Latham D. Smith*, Captain Sewell Moore, of Port Huron towed Lockerby's dredge from the Port of Amherstburg to the Port of Rondeau, entirely in Canadian waters, thus violating the coasting laws of the Dominion of Canada. The captain did not even report outward. On Saturday Collector of Customs Gott ordered Officer Luckham to go out with Captain Dunn of the Dominion Government steamer *Petrel* and seize the tug on her return trip. This was done a short distance to the westward of the Colchester light, the tug being brought into this port. Captain Moore didn't try to escape, but upon being signalled by the *Petrel* at once came alongside. For the offence Collector Gott imposed a fine of \$400, which has not yet been paid, and the tug is tied up here. She is owned by the Great Lakes Towing Company and the captain and engineer have gone to Port Huron to consult with C.D. Thompson, the manager. The American tugs have always been given very liberal treatment at this port and should learn not to abuse the privileges granted.

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<sup>14</sup> Capt. Ralph Hackett was killed in July of 1895. (See Vol. IV(3), pp. 4-8.)

September 29, 1899

**CORLISS' CRAZY SCHEME.-A Recommendation that the Niagara is Dammed at a Cost of \$1,000,000.**-*Buffalo Express*: It is understood the question of building a dam and other works in the Niagara River to raise the water in Lake Erie and the Detroit and St. Clair Rivers will receive much attention at the coming session of Congress. It has been said that the engineering branch of the War Department will be forced seriously to consider the project, regardless that it is in direct opposition to the dredging that has been going on for a number of years, because interests all along the Great Lakes are taking up the matter.

Representative Corliss of Detroit has just sent a long communication to the War Department on the question of lake levels, in which he says in part:

"About two years ago Congress authorized the appointment by the President of a Deep Waterways Commission for the purpose of ascertaining whether a deep waterway could be established from the Great Lakes to the ocean. This commission is located in Detroit and I am informed will be able to report the result of its most valuable labors the forepart of next year. Its investigations have taken into consideration not only the question of the most available route to the Atlantic but also the fluctuations in the waters of the lakes and rivers extending from Buffalo to Chicago and Duluth, and the most available means for maintaining a uniform depth of 21 feet throughout the navigable channels. Upwards of \$1,000,000 was appropriated at the last session of Congress for the purpose of deepening the channels and harbors upon Lakes Erie, St. Clair and Huron and the rivers connecting therewith. The Deep Waterways Commission, I am creditably informed, from its investigations will report to Congress that by an expenditure of \$1,000,000 in damming the Niagara River below Buffalo, the mean level of the waters of Lake Erie can be raised three feet, those of St. Clair two feet and Lake Huron one foot, elevating the mean level of the waters of the Detroit River at the Lime-Kiln Crossing three feet and thereby maintain perpetually a uniform depth of 21 feet for navigable purposes. This expenditure will be of far greater benefit than the excavations now being made for the purpose of deepening the channel in the Detroit River at the Lime-Kiln Crossing."

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October 6, 1899

Off the south entrance of the Niagara River channel, about 10 o'clock Sunday morning, the tug *E.E. Frost*, bound for Tonawanda, was run down a-starboard by the lake propeller *New Orleans*, out-bound for Chicago, and sunk in 22 feet of

water. Her captain, Lewis P. Cole, was in the pilothouse and was carried down. Pressure of water prevented his opening the door and escaping until the tug righted on the bottom. He then succeeded in releasing himself and floated to the surface. The propeller stood on her course. No explanation of the accident is given.

The steamer *E.P. Wilbur* went aground Wednesday evening of last week just outside of Bar Point. The wrecking tug *Saginaw* managed to get her off Thursday morning.

The steamer *Fay* went aground at Bar Point last Monday forenoon. She was lighted by the wrecker *Saginaw*. It is stated that the accident was caused by the wheelman turning the rudder the wrong way in a narrow part of the channel.

The steamer *Hesper*, with a cargo of pig iron, came into the river at noon Sunday, leaking. She was drawing 18 feet 3 inches and on entering the channel struck the bottom and swung across the stream. The tug *Home Rule* went to her assistance, but in trying to get the steamer to the dock she ran on a rock about 50 yds. out in the river. She was released again at 4 o'clock the same afternoon and proceeded to Detroit. Her own pumps were able to keep her from sinking.

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October 13, 1899

Lumber rates are now \$5 a thousand feet and cargoes hard to handle. Shippers were offered a rate of \$3 per thousand by railroad but no cars could be got to handle the traffic.

The purchase of the American Steel Barge Co.'s fleet of 30 "pigs" by the Oliver Co. of Pittsburg is believed to indicate a coming revival of the attempt to get through Congress the Bill for a ship canal from Lake Erie to Pittsburg. At any rate, all plans for that canal are predicated on the use of whalebacks to haul ore from the Lake Superior mines straight to the mills at Pittsburg. This is on account of the light draught of whalebacks.

The owners of the tug *L.D. Smith*, which was seized here for picking up a dredge in the Port of Amherstburg and towing it to the Port of Rondeau without reporting, are putting up a fight on the ground that the *Smith* picked the dredge up in United States waters. It will require all the marine liars on earth to prove that the channel east of Bois Blanc Island is in U.S. waters. We doubt if even a Port Huron tug man can rise equal to the occasion.

On Tuesday night last the schooner *Mary Amelia*, Capt. Geo. Van Camp, bound up, light, collided with the schooner *Selkirk*, Capt. O.E. Bullock, just below Bois Blanc Island, owing to an inexperienced man being at the wheel. The *Selkirk* was

slightly damaged on the starboard bow and the *Mary Amelia* sank in 16 feet of water. Yesterday (Thursday) morning Capt. Van Camp notified the Customs that he had abandoned his boat entirely and she was placed by them in the hands of S. McGee, Receiver of Wrecks. The *Selkirk* made the necessary repairs in this port and proceeded on her way.

The steamer *Wyandotte* made her last trip for the season last Monday. She will go into Detroit Dry-dock for a general overhauling to her boilers and engines. Since she came out almost 10 years ago, there has not been a bit of repairing necessary to the equipment of the steamer, but her owners decided to have her thoroughly gone over this fall.

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October 27, 1899

The contract has been given by Quebec, Hamilton & Fort William Navigation Co. for the building of two vessels in England at a cost of \$275,000.

Ashley & Dustin's homing pigeons are making good records. One released from Middle Sister Island Saturday made the flight to the office in Detroit, a distance of about 40 miles, in 45 minutes. Another pigeon released at Put-in-Bay Friday made its way home in 70 minutes. The distance is about 60 miles.

Some difficulty was experienced releasing the steamer *Penobscot*, which grounded near Ballard's Reef on her way down Friday night. The wrecking tugs *Walesand Saginaw* and Ruelle's tug *C. A. Lorman* all came down to work on her. The *Lorman* also brought down a lighter. She was released at 8 o'clock Saturday night after lightering 500 tons of cargo. She is apparently uninjured and took on her lightered cargo here and left on Sunday morning.

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November 3, 1899

Commander Franklin Hanford, inspector of the tenth lighthouse district, gives notice that the lighthouse tender *Haze* will leave Buffalo about Nov. 15 for the purpose of taking up the buoys in Lake Erie and the Detroit River. All important buoys will be replaced with winter buoys; the buoys in the Detroit River (excepting the gas buoys) about Nov. 30. The gas buoys and light vessels in the Detroit River will be left in position as late as circumstances will permit, probably until about Dec. 10, while the position of the Bar Point light vessel after its removal will be marked by a black spar buoy.

James Crockett, mate of the schooner *W.H. Rounds*, and James McKenzie, a seaman, were lost overboard from the schooner on Lake Erie Saturday and drowned.

The *Rounds* was bound from Buffalo to Toledo with coal and encountered heavy weather. When fifteen miles east by south of Rondeau it became necessary to reef the mizzen and Mate Crockett and McKenzie, known among the crew as "Scotty," climbed into the yawl boat hanging on the davits to reef the mizzen sail. The weight of the two men, with the pitching of the schooner, tore an eye bolt out of the yawl that secured one of the davit falls. The two sailors were thrown into the lake. Capt. Williams at once had the schooner brought into stays<sup>15</sup> and life-preservers were thrown overboard for the men, but they were nowhere to be seen.

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November 10, 1899

The first cargo steamer passed through the new Soulanges Canal on Tuesday, the Department of Railways and Canals having granted the necessary permission to the owners of the American freighter *Toledo*.

There was a very severe storm on Lake Michigan last week. The northeast gale raged on Lake Michigan last week and brought the first snow of the season. Life-savers at various points have been kept busy watching for and aiding vessels in distress.

The steamer *S. Pease*, going into Ashtabula on Sunday with a cargo of iron ore, collided with the piers in the heavy sea and sank inside of the harbor. The wreck blocked the channel for large ships. The *Pease* is a small wooden steamer of 422 net tons and is owned by Samuel Mather of Cleveland.

The schooner-rigged yacht *Chiouita*, with a dead man supposed to be D.S. Way, the owner and captain, lashed to rigging, went ashore in the gale three miles east of Miller Station, Ind. It is believed that all the crew and passengers have perished. Garments found in the cabin indicated that at least one woman was among the unfortunate party on the yacht.

The schooner *Monguagon* suffered severely in the recent blow on Lake Erie. She passed Amherstburg in tow Sunday with foremast, mainmast and bowsprit carried away. The steamers *Vulcan* and *John Mitchell* and barge 202 aground at Bar Point were released by the tugs *Mason*, *Saginaw* and *Home Rule* without lightering at 5 o'clock Sunday morning. There is no apparent injury done either steamer.

Capt. F.B. Hackett has chartered the barge *Fostoria* from John Stevenson of Detroit and is fixing her up for a lighter. A steam hoisting derrick from the

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<sup>15</sup> headed directly into the wind and stalled

*Chemung* will be placed on her, while he has secured a boiler from Capt. M. Sullivan.

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November 17, 1899

Boat No. 133, the steel freighter now building at the Wyandotte shipyard for the American Steamship Co., the new McMillan Line, will slide into the water next Saturday.

During the coast season the following traffic was done through the Canadian Sault Ste. Marie canal: vessels 3224; vessels tonnage, 2,576,859; freight tonnage, 2,566,546; passengers, 14,461.

Horace Baker of Detroit has been inspecting the steamer *Byron Terrice* [*Trerice*], burned at Leamington four years ago.<sup>16</sup> If it is found she is worth it she will now be rebuilt and operated by Mt. Clemens vesselmen. Her upper works and part of the hull forward are gone and she is now under about five feet of water.

The tugs *Balize* and *Onaping* are stationed at Windsor for the balance of the fall with a complete wrecking outfit on board.

On Nov. 30th Collingwood will vote on a bylaw to give \$50,000 bonus to the Street Shipyard Company, of which Capt. Wm. McDougall is the chief promoter.

Ashley & Dustin have decided to lay up the *Frank E. Kirby* on November 17. The *Kirby* will then complete the most successful year in her very successful history.

Direct transportation by water from Chicago to Montreal and possibly to Liverpool for both passengers and freight is soon to be established by a new transportation line that has already been incorporated.

The steamer *Carmona* left Windsor Saturday morning for the Collingwood dry-dock, where a new hull 250 feet long is to be built for her engines and boiler. Accommodations for 300 persons will be provided and the new dining room will seat 200 at one time. Every modern convenience will be added, including running water in every room. On her completion next spring, the practically new boat will probably be renamed and will resume her old route.

Late Thursday night of last week, La Franc, a sailor on the barge *Amboy*, in tow of the steamer *Gratwick*, had his right leg broken at the ankle off Bar Point by being

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<sup>16</sup> The *Byron Trerice* was burned in September, 1893. (See Vol. IV(1), pp. 47-48.)

caught between the towline and the chalk.<sup>17</sup> He was put off here and taken to the Lake View House, where Drs. Teeter and W. Fred Park set the injured member. Friday he was sent to the Marine Hospital, Detroit, on the steamer *Imperial*.

The steamer *Denver*, Capt. Christianson, bound to Buffalo, grain laden, struck a rock off Bar Point early last Saturday morning and stove a hole in her bow. She was at once brought in here and kept afloat by means of steam pumps until a diver made repairs. Insurance Inspectors Sinclair and Rispan inspected the steamer Sunday and allowed her to proceed to her destination the same afternoon. The grain cargo was damaged but the amount wet will not be known until it is unloaded.

On Tuesday afternoon the steamer *Lansing*, bound up, reported the str. *Imperial* disabled about three miles off Colchester in Lake Erie. The tug *Marion Teller*, Capt. Lavigne, immediately went to her assistance and towed her into Amherstburg. The tug *Farragut* then took her to the dry-dock in Detroit, the *Teller* having two schooners to tow up. The rudder of the str. *Imperial* was disabled. There were five passengers aboard bound for Pelee Island, who were somewhat alarmed when they found the boat was disabled. The *Energy* and tug *Wales* also went to the *Imperial's* rescue. The tug *Home Rule* took the mail over to the island on Wednesday morning. The *Imperial* will resume her route tomorrow (Saturday) morning.

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November 24, 1899

**WASHED OVERBOARD.-The Schooner *Maple Leaf* of Leamington Foundered.**-Word was received at Leamington Saturday by telephone from Port Rowan that the schooner *Maple Leaf*, owned at Leamington by Ralph Robson, foundered about 25 miles out of Cleveland on Friday night. It appears they started from Cleveland loaded with coal oil and had only gone about 25 miles when the storm struck them. A Capt. Adams of a vessel which was near them at the time states that seeing them in trouble, he anchored near and remained by them during the night. Ivan Robson was washed overboard early in the night and in the morning nothing was seen of the schooner. It was supposed she went to pieces or drifted away. The schooner was manned by the two brothers, Ralph and Ivan Robson. They were the sons of Joseph Robson on the lake shore, 1st con., Mersea. All their friends and relatives live about there and are much worked up as to the fate of the

<sup>17</sup> also spelled "chock", an opening in the bulwark or rail that acts as a lead for a rope to pass through for anchoring, mooring or towing

two young men. D.S. Adams of Chatham, seaman, and J.A. McIntosh, a passenger, were also on board.

A despatch from Port Stanley says:-"The little thirty-ton schooner '*Maple Leaf*' was towed into the harbor last Sunday evening about 7 o'clock by the tug '*Snow Storm*.' The '*Maple Leaf*' cleared from Cleveland for Rondeau at 11 a.m. Friday, loaded with coal oil belonging to A. Patterson of Ridgetown. The schooner was in charge of Capt. R. Robson of Leamington, owner; Ivan Robson, mate, brother of the captain, and D.S. Adams, seaman, of Chatham, with J.A. McIntosh of Ridgetown as passenger. The wind when leaving Cleveland was southwest and a good stiff breeze. The wind increased to a heavy gale and at 7 p.m., about twenty-five miles off Cleveland, it was decided to take in the canvas and only run under the stay sail. In doing this, Mate Ivan Robson was letting the foresail down when the running gear jammed. He took hold of the canvas to give it a jerk, when the fore boom, which was pitching from side to side owing to the heavy sea, knocked him overboard. The captain immediately had the yawl launched but in his excitement forgot to take oars. The other two men could see neither the mate nor captain, it being so dark. They heard the captain yell twice as if to his brother. The men heaved the vessel to at once, let the anchor go and showed lights all night. On Saturday morning they weighed anchor and under stay sail made for the north shore, making it at Eagle. At 11 p.m. they let anchor go again and, under stay sail, Sunday morning started down the lake, reaching here about 7 p.m. D.S. Adams has had very little experience as a seaman and J.A. McIntosh none, so great credit is to be given to these men for the able manner in which they handled the boat under the circumstances. Capt. Ralph Robson was about 37 years of age and the mate 21 years. Both were unmarried. Their parents live just outside of Leamington. The wind on leaving Cleveland being fair, the captain being anxious to reach Rondeau, did not get any provisions, so the two men had nothing to eat from breakfast Friday until they had supper Sunday night at Port Stanley.

The schr. *Maple Leaf* was formerly owned and sailed by Capt. Verner and the vessel laid behind the M.C.R. slip at Amherstburg for several seasons. She was bought by Capt. Robson and thoroughly overhauled.

Capt. Robson was engaged to be married to Miss Clara Tester of Leamington.

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November 24, 1899

On Monday night the steamer *Harlem*, which was wrecked a year ago at Port Royal, Lake Huron, passed down the river in tow of the tug *Boynton*, bound for

Craig's dry-dock at Toledo, where she is to be put in shape once more. A rumor is about that the Western Transit Co. will charter her.

Chas. Lonsby of Mt. Clemens, Mich., purchased from Wm. D. McRae of Wallaceburg the hull of the str. *Byron Trerice*, which was burned at Leamington some time ago. Capt. H.W. Baker of Detroit contracted to raise the hull and deliver it to Algonac and on Thursday last took his wrecking outfit down to Leamington on the str. *T.W. Snook*, unloaded what he needed on the dock there and took the *Snook* back to Amherstburg until she would be required. He then went to Leamington by train, put on the diving dress and with H. Hamilton of Amherstburg carefully examined the wreck, with the result that he wired Mr. Lonsby that it was not worth raising and to come by first train. Mr. Lonsby did so and upon further examination he too was convinced that he had bought what was of no value. Capt. Baker agreed to accept merely his expenses and cancel the contract. This was satisfactory to Mr. Lonsby and the outfit was taken back to Detroit on Monday. Whether or not the matter will be as easily arranged with Mr. McRae is a question.

The Michigan Central Railway is planning a car ferry between Grand Haven and Milwaukee.

The keel of one of the 475-foot freighters for Eddy Bros. of Saginaw has been laid by the American Shipbuilding Co. at Wyandotte.

At 3 o'clock on Saturday last the nameless freighter for the American Steamship Co. of Detroit, a McMillan company, was launched from the ways at the Wyandotte yard.

The three new Rockefeller boats will be named *Gen. O.M. Poe*, after the late engineer; *Robert W.E. Bunsen*, the scientist; and *Charles R. Van Hise*, the University of Wisconsin professor who aided largely in the discovery and development of the iron mines about Lake Superior.

The loss on the cargo of the steamer *Conestoga*, which was sunk on Thursday of last week at the mouth of the Chicago harbor, will be \$100,000. The steamer struck the waterworks pier in a fog and made a run for the harbor before grounding.

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November 24, 1899

**THE LIME-KILN CROSSING.-The Engineer Reported 20 Feet of Water and Less Than 18 Feet in There.**-Quite a discussion is going on in the Detroit papers over the Lime-Kiln Crossing improvements in the Detroit River at this point. The late Gen. O.M. Poe, in an official report which was duly printed in the annual report of the chief of engineers of the United States Army for 1891, says: "The

obstruction which existed at the Lime-Kiln Crossing, Detroit River, has been removed to the full depth of 20 feet, for width of 440 feet and only a comparatively small amount of excavation on the bar at the mouth of the Detroit River is required to secure a twenty-foot channel from Lake St. Clair to Lake Erie." Col. G.J. Lydecker also in 1898 reported that there was a 20-foot channel. These statements read strangely beside the daily report of Duff & Gatfield, marine reporters of Amherstburg, showing that there is in fact about 17 feet 8 inches of water at the Lime-Kiln Crossing today. Moreover, the last Congress made what is called a continuing appropriation beginning at \$100,000 and to be continued until an amount not to exceed \$761,500 has been expended in deepening the channel at the Lime-Kilns to 20 feet. The same Bill calls for a survey and estimate for deepening the channel to 21 feet. The average man reading Gen. Poe's report will be ready to concede that the officer when he got through his work in 1890 had 20 feet of water to that channel. But it is absolutely certain that Duff & Gatfield cannot find but 17 feet 8 inches there now. So that the natural inquiry arises, what has happened? Have lake levels changed in the last eight years, so that there is two feet less water there, or has the limestone ridge under the Detroit River bulged up, or has someone blundered?

Col. Lydecker, at present is in charge of the work, says that the belief of the vesselmen that some of Gen. Poe's assistants made a blunder in calculating the depth of the Lime-Kiln Crossing is not founded on a true understanding of the work done. He says that the work done on which Gen. Poe reported 20 feet of water called for the deepening of the channel for only a short distance, about half a mile long, and that there were then and still are other shoal places. It is undoubtedly at one of these places that the present stage of water is being measured.

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December 1, 1899

Vessel insurance expired yesterday, Nov. 30, and underwriters expect to round out the most prosperous season ever experienced.

The steamer *Norton*, coal laden, went hard aground on the east side of the Lime-Kiln Crossing Sunday morning. After lightering about 400 tons of her cargo, the wrecking tugs *Saginaw* and *Wales* succeeded in releasing her Monday morning.

The woman cook on the barge *Dominion*, lying at the coal dock at Sandwich, reported to the police Tuesday afternoon that her watch had been stolen from the boat. The three men on the barge at the time went to the police station to be searched, but the watch was not found.

The steam barge *Mary Groh*, bound from Kelley's Island to Pt. Huron with a load of stone yesterday (Thursday), sprung a leak when about halfway between the island and Amherstburg. She at once rounded to and the crew managed to keep her afloat until she got to Pelee Island. It was a close call.

The big tow barge *Polynesia*, in tow of the steamer *Caledonia*, took a sheer when opposite the Richmond Street dock yesterday (Thursday) afternoon and it looked for awhile as though she would cut the coal chutes in two. The *Home Rule* put a line aboard of her in time to keep her from hitting the dock.

The Soo passage was blocked Monday at Little Rapids Cut, two miles below Sault Ste. Marie. The big steamer *Siemens* with her consort *Holly* went across the channel at that point and the steamer *North Star* went aground near them, thus effectually blocking the Hay Lake channel, which is only 300 feet wide. The *Siemens'* bow was aground on the west bank and she was square across the channel. The *Holly*, which collided with the *Siemens*, had her nose poked into the side of the latter about amidship, while her stern went hard aground on the west bank. The *North Star*, which was close behind the other boats, all of which were bound down, is wedged between the east bank and the stern of the *Siemens*, where she was landed in an effort to avoid collision with the *Siemens*. The *North Star* is considerably damaged, but beyond a dent in the side of the *Siemens* above the water line and some slight damage to her afterbulwarks, she and the *Holly* appear all right. The *North Star* tried to pass the *Siemens* abreast of the lighthouse at the entrance to the cut. In doing so the *Star* swung across the *Siemens'* bow. The latter immediately backed her engines at full speed. The *North Star* swung the *Siemens* around, causing the stern to strike the northern liner, on which she carooned against the bank.

The double blockade at the "Soo" will come as double annoyance to vesselmen, as they will not be able to obtain extension of insurance policies as easily as in former years because underwriters do not propose to risk profits on December weather.

For permitting a Canadian to steer the steamer *C.A. Street*, the owners were fined \$100, but the Treasury Department has remitted the penalty, as it has been learned that the *Street* had an American steersman aboard who gave over the wheel to the Canadian because he was better acquainted with the channel.

The Treasury Department is attempting to perfect a scheme by which tonnage passing through the Detroit River may be obtained accurately from time to time. The following is a summary of the passengers and tonnage for 1898:-Downstream,

passages, 12,971; tonnage, 15,427,612 tons; upstream, passages, 14,081; tonnage, 16,767,830 tons.

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December 1, 1899

**THE IMPERIAL BURNT.-Caught Fire at the Waterworks Dock Early Saturday Morning-Badly Damaged About the Upper Works-Full Load of Fish, Oats and Potatoes from Pelee.**-The steamer *Imperial*, plying between Amherstburg, Pelee and Windsor, caught fire while lying at the waterworks dock early Saturday morning and before it could be extinguished most of the upperworks and cabin were badly scorched. The crew, with the exception of Captain McCormick, were below at the time, taking breakfast. At the first alarm, all rushed on deck to find the fire had gained quite a headway in the cabin. The stiff north wind blowing at the time fanned the fire to great intensity and it would have made short work of the vessel had it not been for the prompt action of the Amherstburg Fire Brigade and the tug *Home Rule*, which at the first alarm ran alongside and put hose on. The *Imperial* had returned from Pelee Friday evening with a full load of freight for Amherstburg and Windsor. The local freight, including a valuable team of horses for Thos. Coulter, Wheatley, had been taken off on her arrival; still, there were left some ten tons of fish from Messrs. Harris and Henning of Pelee, also a car of oats and nearly a thousand bushels of potatoes consigned to Windsor. These were damaged slightly but the loss on freight will be small - say some \$300. Three town hoses were put on and a length from the waterworks, which with the *Home Rule* made five streams an hour. It is supposed to have started in the boiler room and spread up through the fire hole. The damage to the boat was mainly in the engine room and cabin, the hull being quite uninjured. The burnt steamer is owned by the Lake Erie Navigation Co., of which W.W. Woollatt of Walkerville is manager. She was towed by the *Home Rule* to Detroit Saturday morning and now lies at Odette & Wherry's dock there. Her loss is covered by insurance.

The steam barge *Energy* of Pelee Island, Capt. McQueen, has taken the place of the burnt steamer *Imperial*, the Government having allowed her to carry a limited number of passengers on condition with her complying with the Government regulations regarding the usual safeguards. She is carrying all the freight that is being offered.

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December 8, 1899

Wreckers have been at work lightering the cargo of the stranded steamer *North*

*Star*. Between 500 and 600 tons of cargo were taken out. Two buckets were broken from the steamer's wheel, which must be replaced, and other important repairs must be made before she can proceed.

The harbor commissioners of the Port of Montreal accepted the proposition made by Buffalo and Cleveland capitalists looking to an increase of grain exports through that port. The syndicate is to be granted a site for a large elevator and freight sheds and in turn agrees to build fifteen steam barges with tows, all at a cost of \$1,100,000. The syndicate agrees to bring 25,000,000 bushels of grain to Montreal next season and to increase this amount to 35,000,000 or more in 1901. A bond of \$50,000 is to be given.

Acting U.S. Secretary of the Treasury Spaulding advised U.S. Collectors of Customs at ports on the Great Lakes that taxes on tonnage of steam vessels, which have been imposed since January 1st as inspection fees by Canadian authorities in the province of Ontario, will no longer be collected. This action is the result of a protest filed by Gen. Spaulding last month with the Department of State that these so-called inspection fees were in contradiction of the agreement by which Canadian vessels entering the United States from Ontario are exempt from tonnage taxes. The Ontario officials have erroneously construed the Canadian Steamboat Act and that instructions have been issued for a refund of fees paid by American vessels since January 1st.

The D. & C. steamers on the Cleveland route will run till the middle of the month at least.

The first of the delayed fleet passed down the river Sunday forenoon and the procession was kept up all day. The first steamer to pass was the *George Stevenson*.

The steamer *Progress* and steamer *Rees* had a slight collision at the Lime-Kilns Tuesday morning. The *Rees* was going up, the *Progress* down, when the *Rees* attempted to turn around, there being insufficient depth. In turning her stern struck the *Progress*, pushing her against the upper Lime-Kiln light and carrying it down as far as the lower lightship. No further damage was done.

A strong southwest gale has been blowing on the river since Monday and the level of the Lime-Kilns has been sinking continually. Tuesday morning it was barely 16 feet 6 inches and still falling. About 50 vessels were held up. All of them were heavily loaded, waiting for a change in the wind. Some of the steamers down from Lake Superior were covered on the decks with a foot of snow. Upbound vessels found no difficulty in getting over the shallow places, even though loaded,

as the cargoes of coal were not loaded to the full capacity of the vessels.

The big steel barge *John Fritz* of the Bessemer Line for the second time this season caused a complete blockade of all downbound vessels. On her way down Monday afternoon in tow of the Bessemer steamer *James Watts*, the *Fritz* struck bottom in the St. Clair Flats ship canal about 500 feet below the parallel embankments. The *Fritz* struck about 4 o'clock and the westerly gale which prevailed Monday night and Tuesday swung the big 436-foot barge around till she completely blocked the channel with her bow resting against the American bank and her stern hanging over the opposite bank. About 25 or more steamers and barges, some of which were only recently released from the blockade in the "Soo" River caused by the steamer *Siemens*, also of the Bessemer Line, were detained above for the obstruction to be removed. The wrecking tugs *Wales* and *Saginaw* were sent up to commence the work of releasing the *Fritz*. The *Saginaw* parted her wheel chains and, having no line on the *Fritz*, drifted aground east of the last pier and the *Wales* came to Windsor for a long hawser to release the *Saginaw*. The steamer *Promise* and tugs *Boynton* and *Onaping* released the *Fritz*.

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December 15, 1899

The Welland Canal closed for the season yesterday (Thursday).

The Lake Carriers' Association have notified Duff & Gatfield to put out lights to take the place of the Bar Point, Lime-Kilns and Ballard's Reef lightships that were removed this week.

Capt. J.W. Westcott, chairman of the committee on depth of water signals, has ordered the signals displayed at Cuddy & Mullen's and Smith's coal docks discontinued after today (Friday).

The barge *Manitou* reached this port Wednesday forenoon after a fearful struggle with the gale. Passing steamers reported a barge in distress Tuesday with all her canvas gone. It proved to be the *Manitou* with a load of coal for Amherstburg. The steamer *Alva* stood by her all day Tuesday and early Wednesday morning the *Home Rule* went out and managed to get a line on her, bringing her into port here. Her deckload of 90 tons of Massilon coal was reduced to 30 tons while her bulwarks were badly stove in.

A furious westerly gale prevailed on Tuesday last on the entire chain of lakes. At Buffalo the wind register showed 65 miles an hour from the southwest and the water rose in the harbor with a tidal wave [seiche] that tore ships from their moorings. The same southwest gale lowered the water in Detroit River to a point

below the lowest mark this year. All loaded vessels were held at the Lime-Kiln Crossing, waiting for the water to rise again. The water was down to 15 feet 10 inches at six o'clock and by nine o'clock was away above Zero.

One of the strongest blows of the season prevailed here all day Tuesday, commencing in the morning with a snow blizzard from the southwest. Only one boat was caught out in it and that was the steamer *John Craig*, Capt. J.C. Byer, bound from Ashtabula to Escanaba with 2600 tons of hard coal. She was struck with the full force of the storm when about 15 miles off the Dummy and for some time it was a question whether she could be kept afloat. The waves washed completely over her decks, making it impossible for any of the crew to pass the length of the ship. The iron doors were smashed off the engine room, while the fire hole was filled with water as deep as the grates. The crew had hard work keeping the fires alive and everyone passed coal by hand all night. She made the mouth of the Detroit River about 10 o'clock Tuesday forenoon and when just abreast of the town went hard aground, the water being lowered about 3 feet by the wind. When the water rose on Wednesday morning she proceeded on her way.

December 15, 1899

Bumping her bottom on the Lime-Kiln will cost the barge *Norton* \$15,000. She has been docked at Milwaukee and 18 plates must be re-rolled.

The steamer *Russia*, a twin screw boat, picked up a ten-foot log in one of her wheels while coming over the Lime-Kiln Friday night. She dropped in here and the services of a diver were necessary to remove the obstruction.

The schooner *Wave Crest*, coal laden, from Oswego for Toronto, was caught in the storm on Lake Ontario on Thursday night of last week. In trying to run into Charlotte for shelter, she lost her bearings, went ashore near Oak Orchard harbor and became a complete wreck. The crew was saved but the vessel and cargo will be a complete loss.

The steamer *Mary* was destroyed at Benton Harbor, Mich., by fire at 3 o'clock Friday morning. She was purchased at Port Huron Nov. 16 by Graham & Morton Co. and was being remodelled to go on Chicago, Waukegan and Kenosha route. She has a record of 22 miles an hour and would have been the flagship of the five boats run by this company next season. She was valued at \$20,000 and is a total loss. Origin of fire unknown.

The Conner syndicate means business. Already it has given a contract to Bertram, the Toronto shipbuilder, for as many steam and tow barges as he can turn

out by next spring. These boats are to be canal size. The syndicate will spend at least \$6,000,000 at Montreal and Port Colborne and is under penalty of forfeiting all its privileges if it does not during the next three years carry 105,000,000 bushels of grain to Montreal via the St. Lawrence route.

The season of navigation was finally closed by sailings Sunday; the most successful period of development in the annals of the lake marine was closed by winter. It is said by vesselmen that the season of 1899 will be remembered so long as those who took part in it are alive. As regards weather, there has not been over a half-dozen days during which navigation was interfered with by storms. Beginning two weeks later than usual on account of ice, a spring of fog was predicted, but the forecast was wrong. The season throughout has been remarkably free from dangerous fogs and the small number of collisions is ample evidence of this. Underwriters waited throughout the fall for the usual great storm, but it never came. Once or twice the wind blew rather fresh and boats stayed in shelter, but those that were outside passed through it without loss. As a result the underwriters, who entered the business last spring fairly panic-stricken from the great losses of the preceding year, have made money and plenty of it. While the policies of 1898 were liberal to vessel owners, the policies of this season were drawn by the underwriters for their especial protection. Rates were far higher than in 1898 and navigation was cut down from Dec. 12 to Dec. 1 and 5. There were a lot of provisions in the policies greatly to the disadvantage of the owners. In the end, however, the changes made no great difference, for the season has passed with no big total losses and with less than one-quarter of the partial losses of its predecessor.

The Canadian steamer *Niagara*, Capt. Henry McGlory, foundered on Tuesday evening of last week about eight miles east of Long Point, Lake Erie, with all hands, numbering 16 persons. Tugs sent out from Port Colborne and from Buffalo to search for the missing steamer have returned, bringing with them great quantities of wreckage picked up near where the steamer is supposed to have foundered. The wreckage includes a part of the *Niagara's* deck, portions of the cabin, deck beams, other material and a quantity of shingles marked "Parry Sound," from which port the *Niagara* sailed for Buffalo. Judging from the amount of wreckage that has been found, the *Niagara* must have broken up badly in the storm. It is the opinion of lake captains that the boat went down in deep water, about eight miles east of Long Point, as none of her spars have been found and if she had gone down in shallow water they would be sticking up. The storm which destroyed the *Niagara* was one of the worst that ever raged over Lake Erie. The wind was blowing a gale of 45

miles an hour and it was snowing heavily. Even the largest and strongest boats made for shelter and it is the opinion of vesselmen that Capt. McGlory attempted to turn his boat around and run under Long Point and in doing so encountered the full force of the storm, his craft going to pieces. Sunday afternoon a small boat of the same size and color as those carried by the *Niagara* was found pounding on the rocks at Cassidy's Point, a few miles below Port Colborne. The supposition is that some of the crew of the *Niagara* managed to launch this boat but that they were washed overboard.

The following sailors have returned home for the season:-D.C. Girardin, Walter Lawler, John Bernard, J. Tobin, Jos. Duncanson, Ed. McGuire, Leo Maloney, Forest Maloney, Leo Conlin, Jno. McCarthy, Fred Burns, W.H. Brantford, Geo. Foster Jr., Geo. Jones, Robt. Thomas, Philip Thomas, James Naul, W.D. Artis, B. Allen, J.D. Brown Jr. and Theodore Foster.

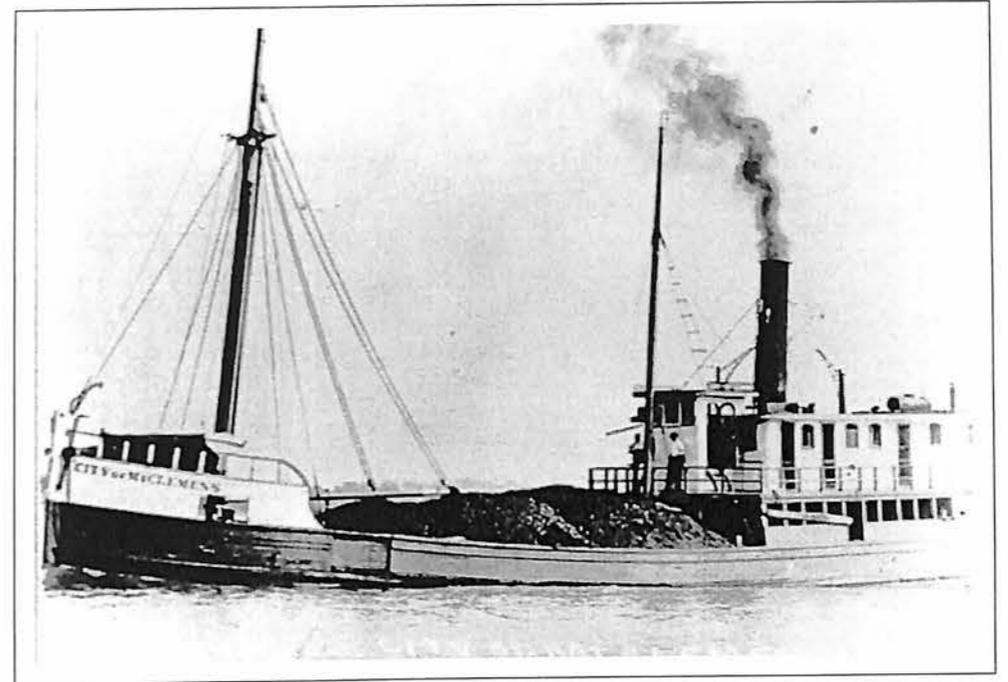
The names of the crew of the ill-fated steamer *Niagara*, so far as known, are:- Capt. McGlory, Port Colborne; Archie McDonald, first mate, Toronto; Thomas Mills, first engineer, Toronto; Duncan McCauley, second engineer, Toronto; Mrs. Annie Morrow, stewardess, Marine City, Mich.; wheelmen Andrew Leheup and James Davey of Kingston, Ont. Capt. H. McGlory was well-known in Amherstburg, having kept ship on the schooner *Lisgar*, which wintered at this port in 1889. He was also well-known here as the master of the *Dolly Morden* and spent two seasons here when that schooner was rebuilt.

December 22, 1899

The reports say that it looks like \$2.50 freight on lumber from Lake Superior to Buffalo next season, and the going charter rate on ore is now \$1.25 for next season.

This season's receipts of grain at Buffalo fell off nearly one-third, or 146,685,407 bushels as against 217,785,511 bushels last year. Evidently the Canadian canals and the Canada Atlantic Railway is cutting into Buffalo's trade and what will it be when the Canadian canals set down to real business.

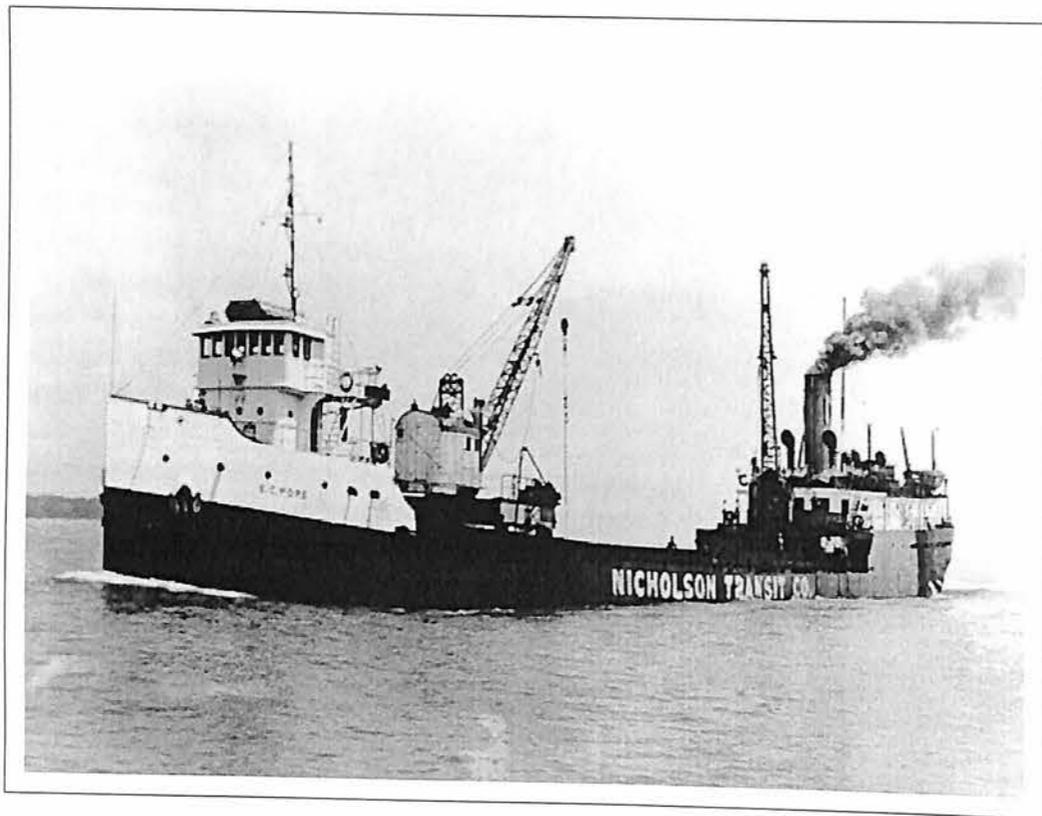
Whaleback barge *No. 115*, with a crew of nine men, missing since last Wednesday, has been given up for lost on Lake Superior. The only names known of the lost men are:-Capt. Arthur A. Boyle, Mate Michael Stynop, Cook William Buckner. The steamer *Colgate Hoyt*, which had the barge in tow, and the tug *Vigilant* of the whaleback fleet gave up the search for *No. 115* Sunday. During the gale on Tuesday of last the *Hoyt* pulled the barge into the great northeast storm.



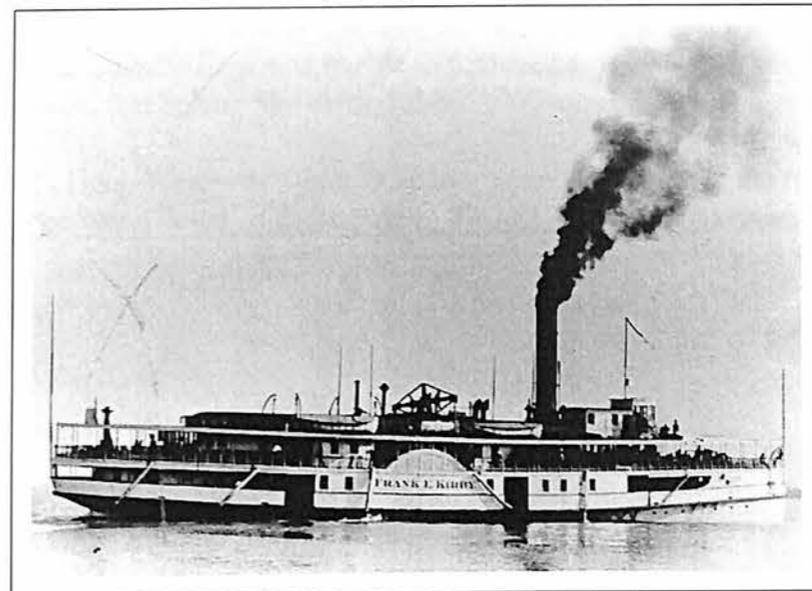
*Steamer City of Mt. Clemens.*  
Dept. of Canadian Heritage: Fort Malden NHS



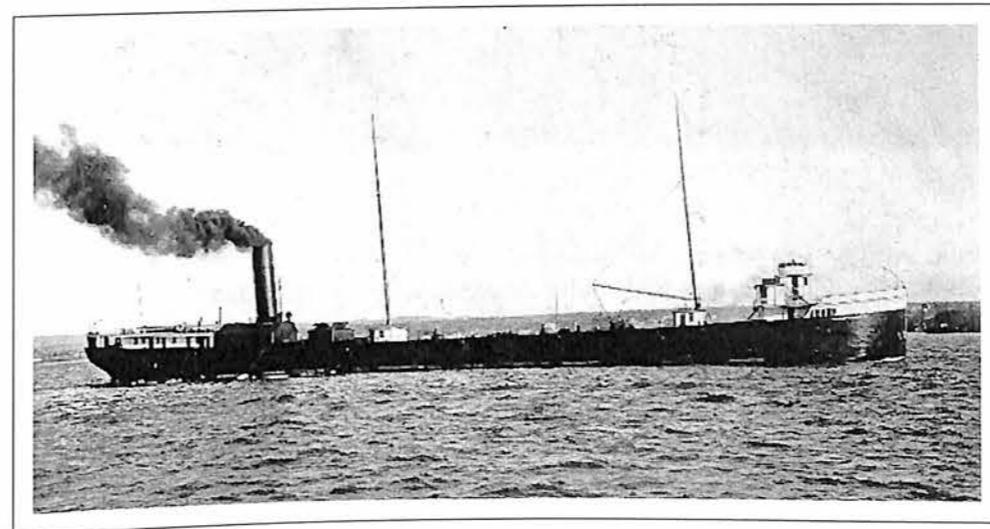
*Steamer Pennsylvania.*  
Dept. of Canadian Heritage: Fort Malden NHS



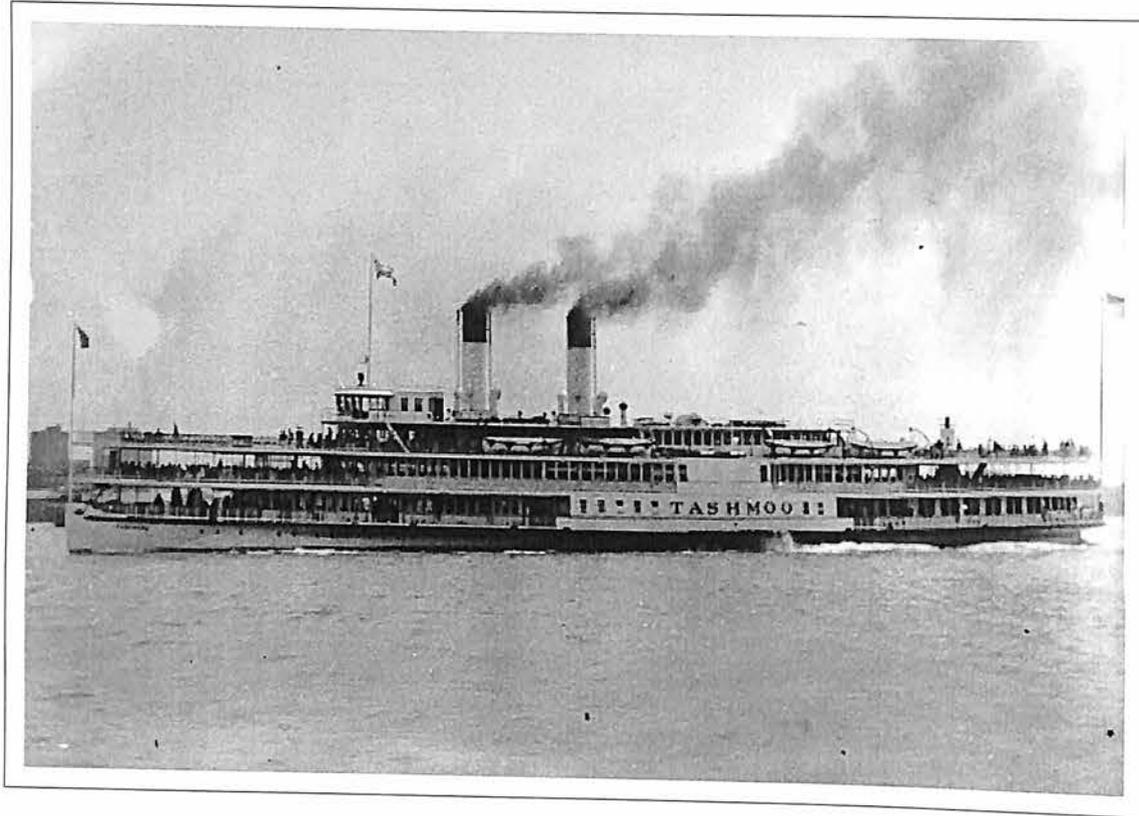
**Steamer *E.C. Pope.***  
*Dept. of Canadian Heritage: Fort Malden NHS*



**Steamer *Frank E. Kirby.***  
*Dept. of Canadian Heritage: Fort Malden NHS*



**Steamer *Ferdinand Schlesinger.***  
*David Hamilton*



*Steamer Tashmoo.*  
*Marsh Collection Society*

About 6 o'clock on Wednesday morning the hawser broke and the storm was so severe that the *Colgate Hoyt* was unable to find the barge. The lost vessel was 256 feet long and 36 feet beam. She carried about 3000 tons of iron ore and was valued at about \$50,000.

The U.S. Deep Waterway Commissioners estimate the cost of the Niagara dam to control the water level of Lake Erie at \$3,122,890 and recommend that it be located just below Buffalo harbor with a canal and a lock around the regulating works to Tonawanda. The canal and lock will cost \$2,300,000 of the estimate. The effect on Lake Erie, the Niagara River, Lake Ontario, the St. Lawrence River and the upper lakes, it is reasoned out from reliable data, will be for the general benefit, even though some interests may be made to suffer slightly thereby. The works projected by the board are designed to distribute the discharge of the lake so as to reduce its variation of level to a small amount by a series of sluices added to secure, in combination with fixed weirs, the control desired. The weirs will be constructed of concrete blocks and will have an aggregate length of 2900 feet. The sluices, 13 in number, of the Stoney type, will each have an opening of 80 feet, making an aggregate of 1040 feet. The piers separating the sluice openings will be of substantial, first-class masonry. These sluices can be operated under rules easily formulated and in the opinion of the board, amply provide for conditions more unfavorable than any recorded. In the opinion of the board the result of the dam would be to raise the low water stage about three feet in Lake Erie, two feet in Lake St. Clair and one foot in Lake Huron. The board is of the opinion that work can be established for regulating the level of the waters of Detroit River, Lake St. Clair and St. Clair River. Attention is invited to the fact that the project is of an international character and can be carried out after agreement between the United States and Canadian Governments.

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*December 22, 1899*

**WANT NO DAM.**-Dr. Hal. C. Wyman of Detroit is opposed to the question of the regulation of lake levels by a dam placed at the head of the Niagara River on account of its effect on the public health. He says:-"Let it be granted that the surface of Lake Erie will be raised from three to four feet, as claimed, and the Detroit River and Lake St. Clair proportionately. What I am interested in is the results that would follow to the public health. Until within 20 years this was a very malarial region. This was true of the whole lake region, but particularly about Lake St. Clair, the head of Lake Erie and along the shores of the Detroit River. It was so bad that for

most people it was a case of take quinine or die. There was a great deal of low, marshy ground, the soil saturated with water for a considerable portion of the year. These swamps were the fruitful source of trouble.

“For the past 20 years this has been a healthy region. Malaria has practically disappeared, and it has come about through drainage of swamps and marshes. Channels have been cut through to the river and lake, bars removed from before the mouths of sluggish rivers below us, and the surface of the Detroit River has been lowered slightly by the improvements in the channels, until the swamp region has been pretty generally reclaimed. The character of the vegetation growing up on this soil has changed: the aquatic and semi-aquatic plants have been replaced by a very different growth, even trees and shrubs where once was nothing but reeds.

“Now what would be the result to this reclaimed soil of raising the levels as proposed? Three or four feet rise in the level of Lake Erie would make all kinds of trouble, making the shore of the lake a vast swamp. There are places where a two- or three- or four-foot rise would send the water four miles over low reclaimed lands, converting them back into marsh, breeding malaria.

“Take the rise in the Detroit River. It is proposed to gain all of two or three feet over the shoals above and below the Lime-Kilns. Such a rise as that in the Detroit River would bring the swamps home to Detroit. The whole upper end of Grosse Île will be converted into a swamp almost as far down as the steamboat landing. Wyandotte will be largely submerged. All the money spent in the reclaiming of land about Ecorse Creek and the River Rouge will have been in vain, and the old swamps will again poison the air of our own city. The River Canard, below Sandwich, will be an inlet for back water to convert some miles of low country there into saturated land. The character of the vegetation on these lands will be changed. Lands not high and dry will need be drained and the whole long process of getting the country on a healthful basis from malaria must be gone over again. To prevent these consequences some millions must be spent in dykes or in drains. If the rise is actually accomplished in the level of Lake St. Clair, there will be swamp lands developed along the shore above the village of Grosse Pointe, besides trouble at the Flats and along many miles of the Canadian shore.

“Then how about the Detroit sewers; it looks as though these should be submerged enough to make trouble for the city and prove a menace to the public health. It seems to me a congressman better father a Bill for improving the architecture of the lake marine so that a vessel can carry more on a less draft, instead of pushing a measure so dangerous to public health as the dam at Niagara.”

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*December 29, 1899*

During the season of navigation just closed, 42 vessels passed out of existence. Their total tonnage was 8195 and they were worth \$226,200. Last year 58 vessels with an aggregate tonnage of 29,180 tons and worth nearly half a million were lost. Ships are now building at shipyards to carry over a hundred thousand tons in a single trip and costing over eight million dollars. There were 469 losses all told on the lakes in 1898 and 386 this year, divided as follows:-Ashore, 158; foundered, 15; burned, 28; waterlogged, 11; dismantled, 4; disabled, 81; ice, 5; collision, 73; capsized, 1. Lake Erie is the scene of the most losses, 62; Lake Michigan, 61; Lake Ontario, 10; Green Bay, 9; Lake Huron, 43; Detroit and St. Clair Rivers, 69; Soo River, 49; Georgian Bay, 2; Welland Canal, 1. Nearly 40 per cent of all these losses were caused by disasters in the narrows connecting lake channels, [such] as Detroit River and Soo passages. Chief among the causes was overcrowding, with stranding and collisions resulting. Many vesselmen are of the opinion that, as vessels have been increasing in size until they are too big for the waterways, there must be larger and deeper channels authorized by Congress, particularly at the Soo, where the two blockades caused more loss than any direct disaster shipping ever experienced. Such accidents are always liable to occur and Lake Superior shipping interests will never be safe until another channel is cut to avoid the danger.

Whaleback *No. 115*, which broke away from the steamer *Colgate Hoyt* on the 11th inst., after drifting for five days and a half brought up at Pic Island, where all the crew managed to get ashore. The crew fortunately found an old shack from which they obtained a few old spikes or nails. With these they built a raft which took them to Middleton, Ont., on the north bank of Lake Superior. After many hardships they arrived there on the morning of December 22. The cook had his feet frozen and the crew are in destitute circumstances, having lost everything.

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**1900**

*February 2, 1900*

It is only a few years since the launching of a lake steamer with a carrying capacity of 4000 tons was believed to have marked the maximum limit to the size of such vessels. Now a steamer has been launched with a capacity of more than

9000 tons.

During the year 1899, the grain received at Depot Harbor, Parry Sound, figured up to 13,627,884 bushels. The Canada Atlantic Railway will build another elevator at Depot Harbor this year at a cost of \$250,000 or \$300,000. It is to have a capacity of 1,500,000 bushels. J.R. Booth gives an emphatic denial to the story that the C.A.R. has been sold to an American syndicate for \$14,000,000.

The new steel shipyard at Collingwood are rushing their arrangements, buying machinery and getting ready for an early start. The company has engaged an expert designer with a large experience; also experienced men for managers of the different departments. There will be a busy season at that end of the lakes this year and outside people are already locating there, for work will be very plentiful.

J. Israel Tarte, the Minister of Public Works, announces that, in further pursuance of the policy of securing for the Canadian lakes and the St. Lawrence route all the grain traffic of the west and northwest service, millions of dollars would be placed in the estimates at the coming session of Parliament. One of the chief works to be authorized is the deepening to 13 feet and putting in locks to enable large vessels to go up [to] North Bay, where the Grand Trunk and Canadian Pacific Railways are both ready to handle grain for the east. This will shorten the route from Fort William and points west and give double route, the Parry Sound being the other route.

Congressmen Hamilton's proposition that warships may be built on Lake Michigan because that body of water is entirely within the territory of the United States is attracting very general attention in the cities on the western shore of the lake. The U.S. State Department has promised to investigate the question and see to what extent the prohibition applies. The point is made that while permission might be given in such a status to build war vessels on Lake Michigan, this would be of no value as the ships could not be moved to the sea coast through international waters. But this is met by the suggestion that if the new drainage canal connecting the Mississippi is made deep enough to permit the passage of gunboats, it may be utilized to get the vessels to the sea coast by way of the Mississippi.

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*February 23, 1900*

The Erie Canal seems to be a center of active interest. Gov. Roosevelt of New York has recommended the appropriation of \$62,000,000 by the state to enlarge and improve the entire canal system, but more particularly Erie Canal, and Representative McClelland has introduced in Congress a Bill to authorize the

Secretary of War to treat with the State of New York for the purchase of the Erie Canal, and appropriating \$10,000,000 therefor. The Bill also authorizes the Secretary to enlarge the canal so that it will pass war vessels of a displacement of 15,000 tons and provides for a series of appropriations to pay for the work at a cost not to exceed \$75,000,000.

The Treasury Department at Washington has just issued a circular directing the local inspectors of the steamboat inspection service to at once furnish copies of the new regulation regarding signals on steam vessels plying the Great Lakes. The circular, which is of the utmost importance to vesselmen, is in brief as follows:-The eighth district embraces all the waters of the lakes north and west of Lake Erie, with their tributaries, except the portion of Superior which is bounded by the States of Minnesota and Wisconsin, and also includes the upper portion of the Illinois River down to and including Peoria, Illinois. The ninth district embraces all the waters of Lakes Erie, Ontario, Champlain, Memphremagog and the River St. Lawrence, and their tributaries. There shall be used between the master or pilot and engineer the following code of signals, to be made by bell or whistle, namely:-One whistle or bell, go ahead. One whistle or bell, stop. Two whistles or two bells, back. Four whistles or four bells, strong. Four whistles or four bells, all right. Two whistles or two bells shall always mean back, irrespective of other signals previously given.

A committee of the members of the Lake Carriers' Association were before the U.S. Committee on Rivers and Harbors at Washington on Friday. They asked for a further improvement of the channels of St. Mary's River between Lakes Superior and Huron, to cost from \$4,000,000 to \$6,000,000. They respectfully requested not only a 21-foot channel all through but a duplicate a good part of the way on either side of Neebish Island, as well as the immediate improvement of the old channel through Lake George, so that boats need not collide in these passages. They also showed that they had an eye to the future when a 21-foot channel will not be enough to satisfy them, for they asked that a part of the \$4,000,000 or \$6,000,000 asked be spent in making the old lock of the Soo ship canal 1200 feet long and 25 feet deep. This is taken to mean that a 25-foot channel is to be asked. Harvey D. Goulder, general counsel of the Lake Carriers' Association, in addressing the committee said the Canadian ship canal was the only thing that had saved the American shipping through the Soo River for the past year or two. Otherwise tremendous losses from the delays would have resulted. In four or five years the present facilities would be entirely outgrown and he urged that the money appropriated for the Soo River and still unexpended, amounting to about \$1,300,000, be used at once in pushing the

plans now proposed by the Carriers. Col. Lydecker also detailed the important work in progress at the Lime-Kiln Crossing, Detroit River, and in reply to questions discussed the advisability of increasing the facilities of the St. Clair Flats channel. This can be accomplished either by doubling the width of the present channel or by a new channel, thus giving one channel for the up traffic and one for the down. He acknowledged that the supposed completion of a 21-foot channel in the Detroit River had not proved true, but said there was enough money on hand to continue deepening and widening that channel during the next year, so that no river and harbor Bill would be necessary at this time for the sake of the Detroit River. He said the channel through that river, when completed according to present plans, would be 600 feet wide and 21 feet deep, except off Amherstburg, where the Canadians had stopped him from dredging too near the bank, and the channel could only be 500 feet wide. He added that surveys had been made for another Flats Canal. Mr. Burton assured him that both the Soo and Detroit River projects were regarded as of the most supreme importance by the Committee and would receive ample attention.

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February 23, 1900

**THE ST. LAWRENCE ROUTE.**-Just now while the St. Lawrence route is receiving so much attention, a short sketch of the canals between Lake Ontario and the city of Montreal may be of interest to our readers. The Galops Canal extends from Galops Rapid to Iroquois, a distance of about seven and a half miles, and has three locks, each 200 feet long, 45 feet wide and 9 feet deep. Rapide Plat Canal, from Flagg's Bay to Rapide Plat, is four miles long and has two locks; Farran's Point Canal one lock; and the Cornwall Canal between Dickenson's Landing and Cornwall, a distance of eleven and a quarter miles, six locks, all being of the same dimensions as those of the Galops Canal. Between Lakes St. Francis and St. Louis are the Soulanges Canal on the north shore and the Beauharnois Canal on the south shore of the river, the former having five locks 270 feet long, 45 feet wide and 14 feet deep, and the latter nine locks 200 feet long, 45 feet wide and 9 feet deep. Lachine and Montreal are connected by the Lachine Canal, 8¼ miles long and having five locks, 270 feet long, 45 feet wide and 14 feet deep. The toll on all the above mentioned canals is 2¼ cents per registered ton.

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February 23, 1900

The steam barge *Juno* is undergoing repairs in preparation for the opening of

navigation. Capt. Allan is looking forward to a busy season.

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March 9, 1900

The Anchor Line, owned by the Erie & Western Transportation Co., is to become formally the property of the Pennsylvania Railroad Company, which has held a controlling interest in the line for some time. The stock is to be sold to the Pennsylvania at par.

One year ago the value of the ships being built in all the shipbuilding yards of the Great Lakes aggregated \$3,200,000. This year more than \$9,000,000 worth of vessel property is being rushed through for next season. Eighteen steel boats are being built with a carrying capacity of 6500 tons and the limit is 8900 tons. The average cost of the largest ships being erected this year is \$325,000 each. Of the lot there are nine ships of 3000 tons capacity designed for traffic down the Canadian canals to the seaboard. They are 260 feet long and can load to 14 feet with safety in the canals.

Five car ferries, carrying east- and west-bound passenger trains, were grounded, either on packed ice or on the shallow middle ground of the river at Detroit for intervals of two to eight hours last Monday night and Tuesday, for the second time within a week. The ferries were partly unmanageable and were drifted on the middle ground with the wind and masses of floating ice. The boats were released Tuesday without inconvenience, beyond the delay.

The work of remodeling the steamer *Imperial* at Windsor is being pushed along, but the weather has been greatly against it. The work on the decks and cabin is well on and as soon as the ice will permit she will be taken to Walkerville, where her machinery will be overhauled by the Kerr Engine Co. A person will have to look twice to recognize the old steamer when she comes out and besides her fine appearance and improved accommodation, she will be as speedy as ever and will have to take the smoke but from few of the smartest of them.

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April 6, 1900

Ballard's Reef channel gas buoys Nos. 1, 3 and 5, heretofore marking the westerly side of the channel above Lime-Kin Crossing, will be painted red, renumbered respectively 2, 4 and 6, and shifted to and established in corresponding positions on the easterly side of the Ballard Reef channel. South gas buoy will then be about 5000 feet (15/16 mile) north 15/16 west from Lime-Kiln Crossing light vessel (north) No. 65, and about 350 feet to the eastward of the Grosse Île south

channel range line, with which the line of buoys will be parallel, and the distance between two adjacent buoys will be, as heretofore, about 2920 feet (9/16 mile). Ballard's Reef light vessel *No. 63* has been permanently discontinued.

A case arising out of the steamer *Scotsman* accident came up at Osgoode Hall Friday. James Dickinson of Windsor is suing to recover damages from the Dominion Steamship Company for the death of his wife in the wreck. The company applied to the local judge at Windsor for particulars as to the statute under which the action is brought, and to the terms of the contract between the parties. Dickinson's lawyer refused to supply these and on Friday the Master in Chambers, who was appealed to by the company, dismissed its appeal.

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*April 13, 1900*

It is claimed that the price paid for the tug *Schenck* of Toledo by Capt. Maytham of Buffalo was \$32,000. The tug cost originally nine years ago \$36,000.

The White Star Line will not run a through boat from Port Huron to Toledo this season, but will transfer passengers from the *City of Toledo* on the upper route to the *Greyhound* on the lower route at Detroit.

The *City of Toledo* with Capt. B.S. Baker in command and Winfield Dubois, chief engineer of the White Star Line, who will later be appointed chief engineer of the new steamer *Tashmoo*, in charge of the engine room, left the Star line dock at the foot of Griswold Street at 9:02 o'clock Sunday morning on her way to open navigation to the St. Clair Flats for the season of 1900. There were 185 passengers on board and the trip was made most pleasantly and successfully.

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*April 20, 1900*

Six steamers and twelve barges are under charter to carry 840,000 bushels of corn to Canadian ports from Toledo on the opening of navigation.

The U.S. House Committee on rivers and harbors will make a favorable report on the Bill providing for a survey for an additional canal at St. Clair Flats.

The Pittsburg Coal Company (the Trust) has fixed the price of Pittsburg coal for steamboat fuel at Ohio ports and Erie at \$2.75 a ton and \$3 at Buffalo. The price at Detroit and St. Clair River ports is \$3; \$3.50 in the Soo River and \$3.75 at Chicago.

John Gordon of Buffalo states that his scheme to build steamers for the Buffalo and Chicago passenger trade was making rapid progress in the hands of Tracy & Co. and he had no hesitation in saying that the boats will be running by 1901, in time for

the Pan-American Exposition.

Eight feet will have to be cut from the Taylor Street abutment at Chicago before the steamer *Amazonas* will be able to pass the Wisconsin Central bridge at Twelfth Street. It was thought that the draw would permit vessels 44 feet in width to pass, but a careful measurement disclosed the fact that the draw is only 42 feet wide.

As shown by figures prepared at the Soo Canal, the commerce of the Great Lakes has increased from 914,735 registered tons in 1872 to 21,958,347 tons in 1899, an increase of over 200 per cent, as against an increase of 100 per cent in total foreign commerce and 200 per cent in exports. The cost per ton of freight per mile was 2.3 mills in 1887 and .79 of 1 mill in 1898.

The grain-carrying fleet of the Great Lakes is to be materially augmented this summer by vessels built in England and Scotland. Two are being built for the Hamilton and Fort William Navigation Company, one at Dundee and the other at Newcastle-on-Tyne. Several other big barges are being secured in the Old Country by the Consolidated Lake Superior Power Company for carrying iron ore from Michipicoten. The boats for the Hamilton and Fort William Navigation Company are being built of steel and will be fitted with the most modern machinery and equipments. Their capacity will be 36,000 tons each, or about 120,000 bushels of grain. These loads will be carried with a draught of 18 feet. They will be able to carry about 20,000 tons through the Welland Canal. Both vessels are expected here before the end of June and will be christened the *Winona* and *Strathcona*.

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*April 20, 1900*

**LIGHTHOUSE BURNED.-Government Light, Point Pelee, Destroyed-Keeper Injured.**-The Dummy lighthouse off Point Pelee was burned to the ground about 11:30 a.m. Tuesday while the foghorn was being blown. W.A. Grubb Jr., the lightkeeper, was in the building at the time blowing the horn and did not discover the fire until the top fell in on him. He was badly scratched and burned, also seriously injured in the back. His clothes were completely burned from his body, but he will likely recover. The cause of the fire is not known, but as a very heavy fire was on to help the foghorn blow, it may have been caused by an explosion and not heard by Mr. Grubb, as he would be so far above the fire. The Dummy was owned by the Government and the loss will be heavy. The Department has sent word that a temporary light will be placed there as soon as possible.

April 20, 1900

The Welland Canal will open for navigation on Wednesday, April 25.

The barge *Queen of the West* unloaded a cargo of coal at the lower dock this week.

The steamers *Lansing*, *Capercorn*, *Peace*, *Energy* and schooner *Jones* lay in here Tuesday night through a stress of weather.

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April 27, 1900

It is claimed that the Rockefeller fleet will carry no insurance this year.

It is reported that the Canada Atlantic Line, operating between Chicago and Parry Sound, has asked for bids for four steel steamers.

Chicago public and private elevators at the close of last week contained 30,861,000 bushels of grain. Vessels in the harbor had on board 5,786,000 bushels.

Preparations are being made for some experiments in wireless telegraphy on the west shore of Lake Michigan below Milwaukee. A station is being erected at South Point for signalling the Racine lighthouse on North Point.

A few additions are again made this year to the list of big steamship companies that carry no insurance. It is understood that there will be no insurance of any kind on the fleet of some fifty vessels owned by John D. Rockefeller.

Owing to the low water at Chicago, the drainage canal was shut down to let the fleet out of the harbor. The boats comprising the grain fleet, which worked their way out of the river on Saturday for Buffalo, carried 3,170,000 bushels. There are 6,000,000 bushels of grain under charter in Duluth elevators and in grain boats for shipment within the first 10 days of the opening of navigation.

Owing to the Ontario law prohibiting the exportation of pine logs from the Crown lands of Ontario and the great activity in sawing lumber in the mills in the province, many tugs are being turned over from U.S. bottoms to Canadian bottoms. The tug *Albert Wright*, which has lain idle in Detroit for the past two years, has been sold to a Georgian Bay lumber company. She cleared for Johns Island, Georgian Bay, where she will be placed in immediate service.

On her first trip to Put-in-Bay and Sandusky from Detroit Monday of last week, one boiler of the steamer *Frank E. Kirby* was operated under the old system of hand-firing. Wednesday morning following, the boiler fed by the patent stokers was used. A carrier pigeon carried back the time of the boat from Detroit to Bois Blanc Island light. The message showed a gain of four minutes with less fuel. Manager Dustin is elated with the first trial of the stokers. The machine uses slack coal.

The new steamer line between Duluth and Montreal will be operated by a company to be known as the International Navigation Company, with Capt. A.B. Wolwich [as] president. Headquarters of the company will be at Duluth. Its fleet, already under contract, will consist of three steamers and three barges. The steamers will have quadruple-expansion engines of the same class as those now in the *Pennsylvania* and Babcock & Wilcox boilers. The steamers will be built at Lorain and the barges at West Superior.

Lake Erie navigation is very dangerous in the vicinity of Pelee Passage owing to the Dummy light having been burned and the absence of any substitute light. The Southeast Shoal gas buoy is not yet in shape, nor is the Middle Ground gas buoy marking the shoal running out from Point Pelee, and the absence of both the Dummy and the gas lights makes it impossible to locate the shoal or warrant vessels attempting to skirt the shallows at night. Capt. McKay of the steamer *City of Detroit* reports that many vessels are tied up about the shoal every night. Some days ago, manager David Carter of the D. & C.<sup>18</sup> wrote to the Canadian Department of Marine requesting that some lights be placed. He received a reply from the Canadian Deputy Minister of Marine stating that the Southeast Shoal and Middle Ground gas buoys would be placed at once.

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April 27, 1900

**Attempt to Blow Up Welland Canal.**-About seven o'clock Saturday night three men attempted to blow up Lock 24 on the new Welland Canal at Thorold. All four gates of the lock were more or less damaged and it is a wonder they were not entirely destroyed, considering the terrific explosion which shook the ground in the vicinity and shattered hundreds of windows in the town. The damage to the gates, it is expected, will be repaired in time for the opening of navigation on Tuesday next. The dynamiters were seen running away in the direction of Niagara Falls. Mayor Wilson and Chief of Police Clark with some citizens of Thorold started in pursuit and captured the dynamiters at Stamford, about halfway between there and Niagara Falls, about 9 o'clock the same night. They gave the names of Karl Dullman, Washington, D.C.; John Walsh, Washington, D.C., aged 28; John Nolin, Philadelphia, Pa., aged 50. It was evident that the men intended to blow out the gate at both ends of the lock. This would have let down a mass of water half a mile in

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<sup>18</sup> Detroit & Cleveland Steam Navigation Company

length, 40 feet wide and 20 feet deep, which would have carried out the entire system of seven locks and submerged the town of Merriton,<sup>19</sup> 2700 population, and swept out the great tunnel of the Grand Trunk Railway. They were at once taken to gaol.

Chief Youngs of the Dominion Police, his force of half a dozen regular policemen and 200 armed deputies are guarding the jail at Clifton,<sup>20</sup> Ont., where are confined the three men charged with blowing up Lock No. 24 at Thorold, Ont., Saturday evening. The extraordinary precautions taken for the guarding of the men is the result of a rumor that reached Chief Youngs Sunday afternoon to the effect that 400 Buffalo grain shovellers were on their way to liberate the prisoners. The militia of the district, the 44th Battalion, has been warned for service and can be mobilized at Clifton at short notice. First it was thought the men who blew up the lock were Boer sympathizers. Now the opinion has changed. It is now the belief of many persons in Clifton and nearby Canadian villages that the dynamiters were agents for Buffalo grain shovellers and sought to blow up the lock for the purpose of disabling the Welland Canal, thereby preventing the passage of grain through the canal from Port Colborne to Montreal. With the canal closed, it is argued the scoopers of Buffalo might have more work than they would have with the canal open. This line of reasoning, aided by rumors of an impending invasion of scoopers from Buffalo, resulted in the heroic measures taken by Chief Youngs. It was said in Clifton that the grain handlers of Buffalo had organized for the raid and that they would reach the Canadian town Sunday. Not knowing what to expect after such an unusual thing as the assault on the lock, the authorities determined to take no chances. It is believed that the force at hand will be able to repel any party that may attempt to release the men from jail. That such an attempt will be made is not generally believed. Sunday Chief Youngs brought from Thorold to Clifton two men who positively identified the three men in jail as the men who were seen around the lock and were seen to run away from the vicinity of the local after the explosion. Sunday the method of procedure of the dynamiters was learned in full. The men made several sticks of dynamite into two bundles. These bundles they suspended by ropes at points about halfway to the bottom of the lock at the middle, halfway from the gates. Wires were found after the explosion that led to the belief that the

<sup>19</sup> now part of the city of St. Catharines

<sup>20</sup> now part of the city of Niagara Falls

dynamite was exploded by electricity. The men are believed to have carried the batteries away with them. The lock was only slightly damaged and navigation will not be delayed.

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*April 27, 1900*

In a thick fog at noon Sunday, the steamer *Senator*, bound down with grain from Chicago to Buffalo, grounded on Boston Shoal, opposite this place. The tug *Home Rule* effected her release and she proceeded, as no apparent damage had been done.

Owing to the dense fog in the vicinity of the Lime-Kiln Crossing Sunday night and Monday morning, much trouble was experienced by the boats in tying up. Duff & Gatfield report that at 6 a.m. the fog was so dense that a boat eighty feet from the dock could not be distinguished. Early in the day when the fog was at its thickest, the freighter *Tower* was coming down the river and as it neared the crossing the fog shifted and the mouth of the channel could not be seen. The *Tower* drifted and the anchor was let loose, but the chain parted. Owing to the good work of the captain, the freighter was tied up in safety before any damage was accomplished. The anchor now lies in the centre of the channel and in case of low water at the crossing it will prove a menace to navigation. The *New Orleans* was following in wake of the *Tower* and in rounding to when the anchor was dropped from the freighter, she ran aground on Stoney Island Reef. Part of her cargo was lightered and she was released Monday evening by the *Saginaw* and *Home Rule*.

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*May 4, 1900*

**BIDS OPENED.-U.S. Contracts Awarded for Deepening the Detroit River.-** Bids for deepening the Detroit River to a depth of 21 feet were opened at Col. Lydecker's office, Detroit, on Monday. Buffalo contractors won three out of the six sections into which the work is divided and the remaining three went to Detroit, Milwaukee and Toledo contractors.

Section 1 on Grosse Pointe south channel range, requiring the removal of 98,000 cubic yards of rock, went to the Buffalo Dredging Co. of Buffalo, N.Y., at \$4.74 a cubic yard. Section 2 in the Lime-Kiln Crossing, 86,000 cubic yards, James B. Donnelly, Buffalo, N.Y., at \$2.27 a cubic yard. Section 3, on Bois Blanc and Amherstburg ranges, 64,000 cubic yards, G.A. Breyman, Toledo, O., \$1.17 a cubic yard. Section 4, in front of Amherstburg, 48,000 cubic yards, M. Sullivan, Detroit, Mich., at \$4.70 a cubic yard. Section 5, Hackett range, 10,000 cubic yards, Samuel O. Dixon, Milwaukee, Wis., at \$1.35. Section 6, Hackett range, 61,000 cubic yards,

Ed. J. Hingston, Buffalo, N.Y., at \$4.50.

It is understood that the bids are not satisfactory and with one exception will not likely be accepted.

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May 4, 1900

The new 500-foot steamer *John W. Gates* collided with an unknown steamer in Whitefish Bay at 3 o'clock Monday morning, cracking several plates in her starboard side. The *Gates* will have to be docked for repairs at Duluth.

The new steam barge *Ottawa* will be launched in a few days. She is 268 feet long with a carrying capacity of 80,000 bushels. She will run between Port Arthur and Parry Sound. The cost of building her will be \$175,000.

The schooner *R. Halloran*, bound down Lake Superior with a cargo of ore, in tow of the steamer *Drake*, sank eight miles off Stannard Rock at 7 o'clock Wednesday morning in the heavy northwest gale and snowstorm. The crew, consisting of seven men and a woman cook, were rescued in safety after heroic work by the crew of the *Drake*.

Building has begun by the Steel Shipbuilding Co. of Collingwood, the company in which Capt. Alex. McDougall is interested and which has taken the plant of the old Collingwood Dry-dock Co. on a bonus agreement with the city. A complete equipment of machinery will be installed and then work can go on with four vessels at once. One will probably be completed this year.

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May 11, 1900

The U.S. Government has appropriated \$1000 to erect a boathouse at the U.S. light station at the mouth of Detroit River.

Vesselmen are requested by the Lighthouse Board to report promptly any near obstructions to navigation that they may discover, and also to advise the officers of any additional aids to navigation.

At all lake shipyards the freighters now under way are being rushed toward completion. The Carnegies expect to have all six boats delivered by August and the rest of the 500-footers will also be afloat very soon.

The first of the steamers of the Welland Canal size now building in England for Francis J. Clergue of the Canadian Soo will arrive on the lakes within six weeks. She will be named the *Gargantua*. The three others will follow shortly.

Six bids were opened at United States Engineer Lydecker's office last week, containing proposals for supplying a tug to tend the derrick scow to be used in the

work around the Lime-Kilns. Time will be taken for investigation before the contract is awarded.

Notices have been served on boat owners on the Welland River in regard to approaching the Welland aqueduct on the Welland Canal, which is now guarded by soldiers from the 44th Battalion. They have orders to shoot any one who does not stop on being notified.

Smallpox has been reported at the ports of Buffalo, Cleveland, Conneaut and Toledo, and the marine hospital service is taking stringent measures to prevent a further spread of the disease. As yet the cases in each port are isolated and every patient coming to the marine hospitals is vaccinated.

The Montreal Elevating Co. advanced its prices 20 per cent, which means an extra charge of \$50 on every 100,000 bushels and on the estimated 50,000,000 to be handled this season a gain for the company of \$25,000. The increase will cause considerable loss to the men who have taken contracts.

Some unknown steamer, bound down, ran into Clark's dock, Sarnia, completely wrecking the dock and warehouse and inflicting damages to the amount of ten thousand dollars. This is the fourth time this dock has met with the same kind of a mishap. The steamer *Roumania* struck the dock in 1891, but was seized on the spot and made to give bonds for repairs. The colliding steamer Friday night was fortunate in getting away without revealing her identity.

In view of the turn in lake freights during the past fortnight, vesselmen who are speculating on the outcome of the present conditions take a gloomy view of the situation. They say that the Rockefeller interests are in control of ships with a season carrying capacity of 2,000,000 tons more than they can find employment for in the ore trade. They argue that this excess tonnage will be thrown in the grain and coal trade and will be sufficient to bring his rates down to a low basis. During the contest for power between Carnegie and Rockefeller last fall both sides bought and chartered about all of the boats that were offered. Rockefeller owned the Bessemer Steamship Co. and in addition took in the whaleback fleet. Enough more tonnage was chartered to give him control of the situation. The new tonnage is coming out fast enough to make its effect felt already, and it is believed that unless the ore output reaches a figure beyond the prophecies of the iron men, wild freights will not compare with contract prices. In view of the high figure paid on ore contracts, the chartered boats will all make large earnings and even Rockefeller will profit largely on his business as a whole in spite of the unwieldy aggregation of vessels he now controls.

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May 11, 1900

The steamer *Energy* was to have gone to Sandusky Monday morning for a load of coal for Colin Wigle, but Sunday night, while pulling on the schooner *New Dominion*, which had gone hard aground at the lower Lime-Kiln, she pulled off her shoe and broke her rudder and will be taken to dry-dock at Detroit for repairs as soon as a dock can be secured, which will be some time yet. The *Dominion* had to be lightered of part of her cargo of coal before she could be released. The *Home Rule* did the trick.

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May 18, 1900

It is said that J.J. Hill will sell the six Northern Steamship Company freighters and replace them with steamers not less than 450 feet long.

By order of the superintendent the Welland Canal will be kept open Sundays until 6 a.m. and after 9 p.m. during this season. During the intervening hours the gates will remain closed.

Harry T. Dunbar will superintend the work of harbor improvement at Port Colborne. He is a partner of Hogan & McDonald, to whom the contract was awarded.

The schooner *R. Halloran*, which was abandoned in a sinking condition by the steamer *M.M. Drake* in a recent gale, sank within sight of Stannard Rock, it is believed.

M.J. Hogan and A.R. MacDonald of Montreal have been awarded the contract for the improvements at Port Colborne, which are necessary to make the entrance to the Welland Canal safe and deep enough for larger vessels. The price is said to be about \$1,000,000.

The Canadian Lighthouse Board suggest that it would be more to the interest of navigation to discontinue the Dummy light tower altogether and instead erect a light at the middle ground. Then vessels could steer straight for it from either direction clear of Grub Reef to the westward and clear of the southeast reef at the eastward.

The tower on the U.S. lighthouse at Grassy Island and Detroit River will be at once increased in height 10 feet. The focal plane of the light will then be 51½ feet above the mean lake level. The tower at Mamajuda shoal, Detroit River, about five and a half miles above Lime-Kiln Crossing, will also be at once rebuilt, the new tower to be round instead of square and its height to be increased 12 feet. The focal plane of the light will then be 50¼ feet above the mean lake level.

According to the bids received, it will take \$1,016,750 to complete the improvements begun in the Detroit River to give a clear channel 600 feet wide and 21 feet deep from Ballard's Reef to Bar Point, the Lime-Kiln Crossing and Amherstburg. It appears from Col. Lydecker's specifications, upon which the bids were made, that to complete this channel 600 feet wide and 21 feet deep it will be necessary to remove from section 1 limestone, bedrock, buried boulders, loose stone, hard pan and clay in unknown proportions to the amount of 78,000 cubic yards, distributed over an area of 225,000 square yards. On section 2 there are 61,000 cubic yards of limestone bedrock, distributed over an area of 59,000 square yards. On section 3 there are 68,000 cubic yards of sand clay, gravel, loose stones and boulders in unknown proportions, distributed over an area of 108,000 square yards. On section 4 there are 64,000 cubic yards of similar materials on an area of 164,000 square yards. On section 5 similar materials to the amount of 48,000 cubic yards upon an area of 31,000 square yards. And on section 6 there are 10,000 cubic yards of the same kind of materials with some bedrock additional, covering area of 32,000 square yards. Altogether there are 347,500 cubic yards of material to be excavated, spread over an area of 622,000 square yards. The channel is 600 feet wide and the excavation is wholly within its limits. Lieut. Col. G.J. Lydecker's report to the U.S. War Department of 1898 shows that the total expenditure to June 30, 1898, was \$793,110.41. The total estimated costs of these improvements, he adds, was \$1,554,500, which leaves \$761,500 as the estimated amount required for their completion. It is understood that with the exception of No. 2 the contracts have not yet been let upon these bids.

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May 25, 1900

**Wrecks to be Removed.**-Captain Frank B. Hackett has been authorized by the Dominion Government to raise five abandoned boilers in Lake Erie, which form to some extent a dangerous obstruction to navigation. Most of them have been in the water 20 or 30 years, and the captain will get the boilers for his trouble, he to comply with the usual Customs laws relating thereto. The wrecks to be removed are the following:-

The tug *Mayflower*, which ran on the Colchester Reef before the lighthouse was placed there. She was caught in a storm, listed over on her beam end, filled up and went to pieces. She was sailed by William O'Neil, now harbor master at Detroit.

The *Bay City*, a side-wheeler converted into a tug, went on the clay banks at Colchester Point in 1862 in a gale of wind. She had been down to the Dummy and,

a storm coming up, she tried to make Detroit River, but went to pieces on the banks. The crew were all saved. She was built in Trenton in 1851 and was sailed by Captain Edwards.

The steam barge *Glasgow* went ashore on Point Pelee spit in a gale of wind about 1870. The machinery now lies about halfway between the Dummy and the shore.

The tug *Sprague* foundered in a southwest gale on the west side of Point Pelee about 1875. The crew were saved.

The tug *Bramin*, a salt water boat, sailed by Captain Thos. Allen, took fire on Lake Erie. She was towed in east of the lighthouse at Point Pelee and burned to the water's edge.

In addition to the above, the propeller *Mayflower*, 1300 tons, was wrecked at Point Pelee in 1854. The steamer *E.K. Collins* burned to the water's edge at the mouth of the Detroit River in 1854; 23 lives were lost. Her machinery was removed.

**ERIE CANAL NOT IN IT.-Grain for the Sea-Board to Come by Way of Canada-The Conners Syndicate.**-The N.Y. Produce Exchange members are much interested in despatches from Montreal, stating that the Harbour Board there had accepted the plans of the Conners syndicate to build a 1,000,000-bushel elevator at that port, with storehouses attached having a storage capacity of 2,000,000 bushels. It is understood that the buildings are to be ready in time to handle this season's crop.

Mr. Conners said:-"The company for which I got the land concessions has a Dominion charter and it will be known as the Canadian Inland Transportation Company. We are figuring on elevators at Montreal and Port Colborne by August and on 21 boats by 1901 - seven steamers, 15 feet draught, 3500 tons each, and 14 barges of canal draught of 2400 tons each. We expect to put \$4,000,000 into the business. The steamers will carry 100,000 bushels and the barges 80,000 bushels each.

"One steamer and two barges can make the round trip between Duluth and Montreal in 18 days and carry 250,000 bushels. At seven cents per bushel, freight would be \$17,500 and expenses at \$200 per day would be \$3600. That is pretty good business and all my figuring is that our company will have a share of it. I don't see what chance Buffalo and the Erie Canal can have in sea-board shipments while the canal is in its present shape, and it cannot be improved for five years. In that time a good company with full swing over a 14-foot canal can make a lot of

money."

**FIRST MATE OF THE PROMISE IS A MINISTER.-Likes Sailing In Summer.-During the Winter Months He Takes Charge of His Marine City Congregation.**

Rev. Francis A. Gould, pastor of St. Mark's Episcopal Church, Marine City, has accepted the position of first mate on the Detroit & Windsor Ferry Co.'s steamer *Promise*, which will run between Detroit, Amherstburg and Bois Blanc Island during the summer. The reverend gentleman said to a reporter that in the summer he prefers sailing to preaching. Rev. Gould's sea life reads like a romance. Since his earliest childhood he has experienced a liking for the sea and has sailed the lakes at odd periods for many years. He is a first-class navigator of the lakes and says that he has spent his summer vacations aboard boats for several years past. On Sunday last on the bridge of the *Promise*, which is now plying to Belle Isle, he looked like anything rather than a minister. His commands to the pilot were all of the orthodox nature and indicated that the reverend gentleman understands all of the crooks and turns of the business of commanding ferry boats. He said:-"It may seem queer to you when I tell you that I am an ordained minister of the Episcopal faith, but I am nevertheless that same thing. The duties of parish life wear upon one occasionally. I take to sailing the lakes as a change. I have sailed the lakes for years, whenever I have had the opportunity. I have sailed from Chicago to Buffalo on some of the biggest steamers." "Does the matter of sailing a boat on Sunday interfere in any way with your beliefs as a minister of the gospel in the Episcopal church?" he was asked. "No, not at all," responded the clergyman-sailor. "I do my duty as it is laid down to me. The Episcopal faith allows me to do this work on Sunday if it is required of me, but I have no use for the man who sits on dry goods boxes all the week and does nothing and then works on Sunday. I will sail until fall and then I will take charge of the parish again." "How do you manage your boat on ecclesiastical lines?" asked the reporter. "I manage my church and my boat just the same," he replied. "I allow no one to manipulate the bell cord but myself. I run the thing for myself." Mr. Gould is a pleasant gentleman to meet. He is highly educated and does not fear to discuss religion from an Episcopal standpoint even while he is carrying the festive crowds to Belle Isle on Sunday.

The L.E. & D.R.R. steamer *Urania* is in the Detroit dry-dock receiving a new rudder and other general repairs. She will again run between Rondeau, Port Stanley and Conneaut. She looks trim and neat.

The steamers *Black Rock* and *Northern King*, bound up, came together in a collision Sunday afternoon at the head of Belle Isle. The *Northern King* has several

plates broken, but the *Black Rock* was not badly damaged.

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June 1, 1900

**THE WELLAND CANAL DYNAMITERS.-The Three Prisoners Found Guilty and Sentenced for Life.**-At Welland on Friday last the jury in the Welland Canal dynamiters' case returned a verdict of guilty against all three prisoners, Dullman, Nolan and Walsh. Chancellor Boyd sentenced them to imprisonment for life. There has been no word said as to the secret society connection of the men. Mr. Johnston, the Crown prosecutor, found it unwise and practically impossible to introduce evidence bearing on that subject into his case. Still, it is confidently believed that the authorities both here and in England have information which if it could be used would put the question of motive at rest at once and forever. But, as the counsel for the Crown stated in his opening address, the prosecution would not concern itself with the motives which had controlled the minds of the prisoners, but would [concern itself with their actions] prior to and during their stay on Canadian soil. At every stage Dullman was placed beside the dynamiters, and perhaps the strongest points in the Crown case were two bits of evidence showing that Dullman had called at Nolan's hotel and asked for him under the name of Doyle, and that Nolan had followed Dullman to his hotel and made inquiries for him. Then a witness was brought forward who swore that he overheard Dullman tell Walsh that if Nolan was not kept sober he would not be able to perform "that job." Almost all of the members of the jury are farmers or fruitgrowers. They are as follows:- Messrs. James J. Yokum, John Chambers, Lorenzo Dell, Emerson Dawdy, Ephraim Fortner, Thomas Anderson, Daniel Claus, W.E. Ellsworth, Burnett H. Beckett, Isaac Hann, George Shisler, Alandes Croe.

Death only will release the Welland Canal dynamiters from prison. Canadian Justice has swiftly and sternly punished the trio who made the attempt to blow up the lock. It is a warning to Clan-na-gael to keep away from Canada. On Friday at Welland, Dullman, Nolan and Walsh were found guilty by the jury and at once sentenced by Justice Boyd to imprisonment for life. The prisoners were nearly overcome by the sentence and were at once locked up. The sentence was met with general approval.

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June 1, 1900

The steamer *Theano* arrived at Toronto from Rotterdam on Wednesday. She is 250 over all and 36 feet beam.

Automatic stokers do not feed the speedy *Frank E. Kirby* fast enough, and the human coal shoveller will be restored.

The steamer *Harlem* has arrived at Port Huron on her first regular trip since going down on Isle Royale two years ago.

Cleveland vessel owners are agitating a plan for locating a lightship on Southeast Shoal in Pelee Passage. Boats are being badly hung up there on account of the lack of lighting. Since the Dummy lighthouse was burned last March, a gas buoy was located on the shoal. This was recently carried away and this bad spot is in darkness. Vessel masters are afraid to take their boats through the passage after dark and in the neighborhood of 20 boats are hung up every night. Capt. McKay of the Lake Carriers' Association received a despatch from Capt. Dunn of the Canadian cruiser *Petrel* at Amherstburg, which states that the cage and lamp for the damaged gas buoy had been shipped to him. The buoy was replaced on Saturday last.

Referring to the proposition of the Canadian Government to build a lighthouse and fog signal station on the middle ground, Pelee Passage, Lake Erie, instead of rebuilding the burned Dummy light, Capt. C.E. Benham, United States Deputy Collector of Customs at Cleveland, says: "The move is a good one and will give universal satisfaction to vessel masters. If the Canadian Government could be induced also to remove the light from Pelee Island and install it upon the southeast shoal, the entrance to the north passage would then be rightly marked. It would save many vessels from striking upon that shoal, which extends more than 3 miles to the southward and eastward from the old Dummy. The light upon the island is of very little use."

The steamer *Ottawa*, launched at the shipyards of the Bertram Engine Works, Toronto, last week, is a full Welland Canal size, package freight steamer of the type best suited to take advantage of the new Canadian canals recently opened, making it possible for this size steamer to trade from the head of Lake Superior to Montreal, Quebec and other tide-water ports. The steamer *Ottawa* is 257 feet long over all, 43 feet beam, 25 feet 6 inches deep and will carry over 70,000 bushels of wheat on the canal draught of 14 feet. On the upper lakes draught she will carry over 105,000 bushels of wheat. She is constructed with cargo ports, six in number, and a complete package freight steel deck with hoisting arrangements suitable for handling package freight in the most modern and approved manner.

The new passenger steamer *Tashmoo* passed here Saturday on her trial trip. She was making 21 miles an hour. Below the Bar Point lighthouse the ability of the



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and Return, every Sunday Morning, 50c.

Steamers leave DETROIT for FLATS, TASHMOO, PORT HURON and Way Ports Daily, 8:30 a. m. and 2:30 p. m. Standard Time; additional Steamer for Flats and St.-Clair Week Days at 3:30 p. m., returning arrive 8:15 a. m., 11:00 a. m. and 8:00 p. m. Steamers for TOLEDO, Daily; leave Week Days 4:30 p. m., Sundays, 9 a. m. and 5 p. m.

TRL. 1100

Grissold Street Wharf

Advertisement in the *Amherstburg Echo*, June 8, 1900.

craft in turning was shown, for going at full speed she swung in a short crescent and quickly was headed the other way. She is a trim-looking craft.

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June 8, 1900

The steamer *Pioneer* and the *Chatanooga*, in tow, both went on at Bar Point last Saturday morning. They were released by the wrecker *Saginaw* and the *Home Rule*.

Robt. A. Hancock Jr. and Paul Ryan left last week to work on the Dunbar contract at Port Colborne harbor. Jas. Hancock and D. Ireland Jr. are in charge of the plant and are at Port Dalhousie fitting out.

The *Theano*, a steamer all the way from Newcastle, Eng., passed up the river Saturday. She was an odd-looking craft with smokestack in the centre and a mast at each end.

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June 15, 1900

The sundry U.S. Civil Appropriation Bill, which will become a law within a few days now, will contain a clause authorizing the United States Lighthouse Board to contract with the Lake Carriers' Association or lightkeepers or any other person for necessary lights on Canadian soil or waters to light channels improved by the United States Government on the connecting waters of the Great Lakes where no permanent lights have heretofore been provided by law. This means that the vessel owners of the Great Lakes are finally to be relieved of the expense of private lights. The expense last year for these lights was about \$6000 and this year will be about the same. The item referred to will have careful attention from Senators McMillan and Hanna and there is little doubt now of its retention in the Appropriation Bill.

The *Detroit News* says: "Peter Studer launched a sharp-nosed craft that means business. She is a fishing tug for Lake Erie and stability and swiftness are her two prime qualities. The American Fish Co., L.C. Holt, manager, owns the craft and she will be employed on the waters of Lake Erie through the fishing season. Her dimensions are 66 feet over all, 14 feet beam and 9 feet depth of hull, with a mean draft of 5 feet. Upright marine boilers and high pressure engine, 12 x 12 with 9 horse-power, will give the tug a speed of over 14 miles an hour. On being launched from the ways at 1125 River St., the boat will go to Lett's Engine Shops for her engines. The construction of the little flyer is but one step in the long war of fishermen and the Canadian Revenue Service down on Lake Erie. The boundary line between the United States and Canada runs somewhere through the middle part of Lake Erie. Fishermen are poor judges of the exact position of this line and the

fish are better in mid-lake than at the edges, so it is no uncommon thing for lines and seines to be stretched over an area many miles in extent. At such times there is consternation at the sight of the black hull and buff upperworks of the British revenue cutter *Petrel*. Swift tugs run for their nets, while the slower ones scoot to safer water, leaving nets and fish at the mercy of the cutter. Last year two tugs were employed as decoys. They always kept in advance of the real fishing tugs and when the *Petrel* appeared the decoy tugs began to act very suspiciously and pretend to gather in nets until the *Petrel* bore down on them and found not a thing aboard that was not all right. In the meantime the fish boats would escape. The new craft will need no decoy. With a view to fishing in United States waters, she will be well able, in case the *Petrel* finds her over the boundary, to gather in her nets and get back across the line long before the approach of the *Petrel*, for the Canadian boat can go no faster than 12 miles an hour.

On Sunday evening last the little steamer *Mazeppa*, from Hamilton to Owen Sound, ran aground opposite the Old Fort. She was about 300 yards inside of the buoys and looked as if she was going to call on Jack Menzies. The tug *Home Rule* released her and she continued her trip. Capt. Mackenzie was sailing the *Mazeppa*, but Capt. Simpson (the former dry-dock owner of Owen Sound) was acting as pilot and failed to keep in the channel, although marked with buoys, range lights and floats.

Just when backing away from the dock at Windsor on Saturday at 5:15 p.m., the steamer *Imperial* broke a valve in her air pump and she drifted down to the gas lightship off Sandwich, when the engineers discovered they could not repair the break. A sign was given and the tug *Boynton* came alongside and towed the *Imperial* back to Windsor at seven o'clock. As she had on 30 or 40 passengers bound for Amherstburg and as all trains and steamboats were gone, the *Boynton* was appealed to, but the captain was afraid to take the *Imperial's* passengers down, even if a permit were granted by Collector Allan, to allow her to coast. Nearly all the passengers remained over and took the *Promise* or *Wyandotte* on Sunday morning. The *Imperial* also had repairs made and came down Sunday morning.

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June 22, 1900

The submarine drillboat *Erie* and scow, belonging to the Donnelly Contracting Company, left Buffalo on Friday to begin work on the Lime-Kiln Crossing contract. It will require two years to complete the contract. The dredges will follow in two weeks.

Early yesterday (Thursday) morning, while coming up light, the large steel freighter *W.H. Gilbert*, Capt. R.J. Cowley, was struck on the port bow by either the *S.S. Curry* or the *Merida*, just inside the Bar Point light. It was too dark to distinguish which boat it was struck her and she kept on her way, so was apparently uninjured. The *Gilbert*, after getting her course again, proceeded to Amherstburg, where she lay to until noon before getting orders to proceed to the dry-dock at Wyandotte for repairs. The port bow was badly stove in, several plates being unriveted and strained. Had she not been light, she could not but have sunk at once. This is the first collision Capt. Cowley ever had, though he has sailed different boats for 20 years. He was in command of the steamer *Roumania* in 1890 when she ran into Clark's dock at Sarnia, totally destroying the warehouse there.<sup>21</sup> No doubt a lawsuit will follow this.

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June 22, 1900

The tug *Fisher*, having in tow two barges, passed down the river Friday. The barges were loaded with pulp wood consigned from the "Soo" to Niagara Falls.

The steam barge *Juno*, Capt. Allen, delivered 2500 cedar railroad ties and 6466 cedar fence posts to the L.E. & D.R.R. Co. at Port Stanley. Her consort, schooner *Madeline*, T. Downing, Capt. Murdock McDonald, delivered 4977 cedar fence posts and 3930 cedar railroad ties for the L.E. & D.R. R.

The steamer *Unique* was sold at St. Clair by auction to W.J. Laidlaw of Ogdensburg, N.Y., for \$20,000. The *Unique* has had an eventful career. She cost \$50,000 but was very unfortunate. The boat will be taken to the St. Lawrence River to run between Ogdensburg and Kingston.

Col. Lydecker of the United States [Army] Corps [of Engineers], Detroit, opened bids on dredging out the Ballard's Reef vessel channel and also for furnishing a dredging plant to be used by the engineers in carrying on portions of the work covered by former bids which were later rejected. A large number of dredging contractors were on hand and Buffalo carried off both the contracts, her figures being much lower than even the nearest competitors. For the work at Ballard's Reef the Buffalo Dredging Co. of Buffalo won at \$2.65 per cubic yard, bank measurement; the nearest bidder was M. Sullivan of Detroit, who bid \$3.49.

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<sup>21</sup> So when the newspaper says this was his first collision, obviously they mean his first collision with another vessel!

Carkin, Stickney & Cram, also of Detroit, bid \$7. The work consists in excavating 28,000 cubic yards from an area of 225,000 square yards surface and the material is rock, boulders and hard pan. For furnishing a dredge there was a wide discrepancy in the bids, depending on what sort of outfit was to be provided. E.J. Hingston of Buffalo won at \$10.25 per hour for dredges and scows. The closest opponent was Jas. Rooney of Toledo at \$12. Detroit bidders were M. Sullivan and Carkin, Stickney & Cram with \$14.50 and \$16.00, respectively.

The tonnage of vessels passing through the Soo Canal during May surpasses all previous records, amounting to 4,092,397 tons. Only once before has the tonnage for a single month reached the four million mark and that was in July of last year when it was 4,024,789 tons or 67,608 tons less than in the month just gone. The excess over last year for the period ending June 1st is 1,657,811 tons. Of the total for May, 3,267,550 tons was eastbound and 824,847 tons westbound.

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June 29, 1900

Damage to the steamship *S.S. Curry* resulting from her collision with the *Gilbert* at Bar Point last week will amount to \$3000.

Eighteen bent or broken plates and a dozen frames similarly treated is the extent of the damage sustained by the *W.H. Gilbert* by her collision with the *Curry* below Bar Point. She is at the Wyandotte yard and her repair bill will be \$8000 or more.

Vesselmen in general are bitterly disappointed that the provision of \$6000 to be extended for the private lights which they have been maintaining was stricken from the sundry Civil Bill after it had received the approval of the U.S. Senate. It is a matter of vital importance to them, as the money is coming directly out of their own pockets.

L.M. Bowers, formerly manager of the Rockefeller fleet, has declared at Cleveland that the Rockefellers will not carry a ton of ore during 1900 for less than \$1.25. A very large portion of the ore to be moved has been covered at this figure and in the interest of the vessels, the mines and the furnaces, the wild rates should not go below the contract rate. The wild ore moved up to date cuts no figure.

Col. Lydecker's inspection yacht, the "*Enquirer*," has been renamed the "*Search*" after the old schooner "*Search*" used many years ago by the engineer in charge of the waterways of the district. The new "*Search*" used to be the private yacht of William Connors, the Buffalo editor, and later was bought by the Government and used as flagship of the mosquito fleet during the Spanish war, returning to the lakes last fall.

Charles Knapper, first engineer of the Canadian steamer *Glengarry*, was drowned in the river at noon on Sunday. The *Glengarry* was lying alongside of the stone pier at the foot of Georgia Street and Knapper was returning aboard with Capt. Kaine. In getting over the rail, his foot slipped and he fell between the pier and the boat. Second Engineer McGuire succeeded in getting him out in a short time, but he was already dead. Knapper was 40 years old and came from Kingston, Ont.

Last Tuesday afternoon the lower drill scow working on the channel here opposite Bois Blanc dock had the stern blown off by an explosion of dynamite. John Healy, William Wilcox and William Cady were on the scow at the time and had placed a charge of dynamite in a hole in the rock, but as often happens, it floated out and instead of floating clear, it became tangled in the lines and discharged immediately under the stern of the scow, which was blown off. The men fortunately were on the other end at the time and were taken off by the tug in attendance, before the drill scow up-ended and sank. The drill was raised Wednesday and pulled out below C. Wigle's mill where repairs are being made.

**Work at the Lime-Kilns.**-The Donnelly Contracting Company of Buffalo arrived last Friday and commenced work on the Lime-Kilns Saturday morning. The plant consists of a drillboat containing 21 of a crew and the tug *Albany* with 4 of a crew. The drillboat has 3 submarine drills and works both night and day shifts. The contract undertaken by the Donnelly Contracting Company calls for the removal of rock from an area of 59,000 square yards, leaving a channel 21 feet deep and 600 feet wide. The average depth of rock to be removed at that point is 37 inches, varying from a few inches to ten feet thick. The new work, in a word, is 180 feet by 3000 feet, 20 feet of which overlaps the old work. The company in carrying out their contract will necessarily have to excavate deeper than 21 feet in order to get a clear bottom and they will be allowed one-half pay for all over that depth down to 23 feet. The contract will occupy them this season and next, the work to be completed by November 1st, 1901. Approximately it will take them 360 days working 24 hours to the day to complete the job, as there are 21,600 holes to be drilled and the average per day is about 60. Wilson E. Skinner, superintendent of the company, is in charge of the work here for a few days, but Capt. E.W. Watson, an old expert in this line, will take charge permanently. The Donnelly Company have plants at work at Ashtabula, Conneaut, Ohio, Buffalo and Cape Vincent, N.Y. As soon as enough rock is dislodged, the dredge will be brought here. She carries a crew of thirteen men. When completed the cut through the Lime-Kilns will be 600 feet wide, 3000 feet long with 21 feet depth of water.

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July 6, 1900

The Canadian Sault Ste. Marie canal is being guarded by three private detectives.

The schooner *Annie Minnes* arrived at Belleville Monday night and her crew confirms the loss of the schooner *Picton* off Charlotte. The captain says he was within two miles of the *Picton* when she foundered, but was unable to render any assistance. The *Picton* was owned by Capt. Sidlev of Belleville, who sailed her. With him perished his son, Sylvester, and the following crew, all of Belleville: Frank Smith, Walter Dunn, Wm. Bligh and Bernard Myers.

The marine interests hardly know what to make out of Rockefeller's tie up. Unheralded and unannounced, the big Bessemer steamer *James Watt* slipped into Chicago Tuesday morning and went to the Peavy elevator to load grain. On June 29th the master of the *Watt* went to the Custom house at Conneaut, O., and took out a clearance for Duluth, going up without cargo. Then he went back to his boat and steered straight for Chicago. The charter of the *Watt* for grain on the Chicago Board of Trade was carefully suppressed and until loading commenced nothing was known about it. Since Rockefeller started in to bull freight rates by laying up four-fifths of his big lake fleet, the greatest secrecy has been maintained. The *Watt* could have had a \$4000 coal freight up, but she went up light. She is bringing down 215,000 bushels of corn for Buffalo.

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July 6, 1900

Major Willard has investigated the Chicago drainage canal and decided it is all right.

As the steamer *W.J. Averill* of the Rutland Line was being lowered in the lock at four o'clock Sunday morning, the stern caught on the gates of the lock and before the water could be shut off both gates were broken so badly that they must be replaced by new ones. This caused a delay to navigation in the canal for two days while repairs were being made. The steamer *Governor Smith* arrived at Ogdensburg on Sunday night with her stem broken and the timbers in the forefoot badly broken. Her captain reports that his boat also collided with a gate in the Welland Canal.

It is reported on good authority that a treaty of peace has been entered into between the Rockefeller and Carnegie interests in the contest over the lake freight rate on iron ore, which Rockefeller has been trying to maintain at \$1.25 from the

head of Lake Superior to Lake Erie ports. It is said that Rockefeller has secured control of all of the ships of the Pittsburg Steamship Co., the fleet of ore carriers which Carnegie commenced forming last fall when the strife began. Carnegie is to take all of the Rockefeller iron mines, thus dividing the territory and leaving the son of the Standard Oil magnate in full control of the carrying business. The transaction will give Rockefeller 70 steel ships for next season's business, nearly all of them of the largest class, and by swinging this immense fleet as the situation demands, lake rates may be fixed at will.

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July 6, 1900

**MARION TELLER SANK.-Three Lives Lost.-John Kirk of Amherstburg among the Drowned.**-Leaking badly, with clogged siphons and an engine useless because the fireman and engineer would not keep up the steam, the small tug *Marion Teller* foundered two miles off the Lake St. Clair lightship early Saturday morning and took three men to the bottom with her. The lost are: A.J. Holmes, engineer; George Moisan, fireman, of Detroit; and John Kirk, cook, of Amherstburg. Capt. John Cornwall and his son, Ray Cornwall, both of Port Huron, were picked up by the steamer *Norwalk* and taken to that port. Capt. Cornwall gave the following story of the disaster: "We were two or three miles northwest of Grosse Pointe lightship, towing the barge *Canton*, when we discovered that the tug was leaking. We started the pump, but the siphons failed to work and almost in a minute the tug began to fill with water. I immediately cut off the tow and headed for the American shore, but it was too late. When I saw we could not beach her, I called to the boys to save themselves and we all rushed for the tug's small boat. My son Ray and I got in each end and John Kirk, the cook, and Al. Holmes, the engineer, jumped into the centre. The little boat was immediately swamped. George Moisan, the fireman, was still on the tug and, seeing the conditions we were in, he evidently concluded to stay on the tug and that was the last I saw of him. Holmes got away from the little boat and the last I saw of him he was drifting on a plank and was getting away from us rapidly. When the tug sank our little boat was capsized and we were nearly drowned then, but three of us got hold of the boat again, and then I found that we were still tied to the tug, which must have sunk in about fifteen feet of water. I managed to cut the rope and we drifted away, still hanging on as best we could. I think the cook must have been injured in some way or else the water strangled him, as he only hung on for about ten minutes and then let go. I think he sank immediately. Three or four times boats passed within sight

of us but we could not make them hear. My boy was so nearly exhausted that twice he told me that he could not hold on any longer and was going to let go. I cheered him up the best I could and begged him to hang on a little longer and that by daylight we would surely be picked up. At last a vessel passed near enough to us to hear us, but did not stop; this was nearly the death of us, as we had about lost our courage, but it seems the boat that passed informed the crew of the *Norwalk* and they came to our rescue just in time. I do not think that Holmes, Kirk or Moisan were rescued. We were all excited and I tried to have the men keep the fires going, but they would not. The last I saw of Holmes was when he was hanging onto the overturned boat, and dropped from sight. We might have dropped back and took hold of the schooner, but my first thought was to beach the tug and I think we could have done it if our fires had not died out." The tug, which was valued at \$5000, was owned by Capt. Cornwall, who bought her a short time ago from the Beaubien Ice Company of Detroit. She was built in 1879, her engines and machinery were said to be in a fair condition. She was 52 feet over all and had a 14-foot beam. Holmes left a widow and five children, residing at 665 Fourteenth Avenue, Detroit, where they had lived two years or from the time of leaving Port Huron. He was 55 years old. Moisan, the fireman, aged 18, lived with his parents at 90 Campau Street. The father, Antoine, is manager of the Beaubien Tug Co. He also left two sisters. The tug, which is uninsured, will probably be raised.

John Kirk, the cook, was a son of Mrs. Wm. G. Kirk of Amherstburg and was known to everybody and was a bright, jolly, lighthearted young man, and his death is greatly regretted by all. He was [26] years of age and was the principal support of his widowed mother.

The tug *Marion Teller* was here on Thursday night and it was then pointed out that the hull was in a terribly bad condition, the oakum being out of the seams so that light could be seen through just above the waterline. It seems strange why hull inspectors would allow such a trap to be in service.

There should be an investigation into the matter and the blame put on the parties responsible for such a hull being in commission.

Capt. A. Moisan, whose son George was drowned on the tug *Marion Teller*, went up to Lake St. Clair on Wednesday on the tug *Farragut* to look for the body. The neighborhood of the wreck and the Canadian shore will be searched in hope the body may rise. The tug *Teller* has been located near the middle of the lake. The spot is marked and her pilothouse shows in the smooth water. The tug is right-side-up and can be easily raised. Her life-preservers were found stowed away in the

hold.

The body of John Kirk was found in Lake St. Clair Wednesday afternoon. It is being prepared in Detroit now and will be brought to Amherstburg for interment today (Friday).

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July 13, 1900

The monster Carnegie steamer *Cornell* is nearly ready for launching at the South Chicago yards of the American Shipbuilding Co. The christening will be by the liberation of white doves.

Mariners say that if the Calvin Company succeeds in liberating the steamer *Spartan* from the rocks in the Lachine Canal, where the water flows at the rate of thirty miles an hour, the feat will be the finest piece of wrecking skill ever performed in those waters.

The new steamer *Chippewa* of Toledo showed the other day on a trip out into the lake from Toledo that she could run 20 miles an hour under 150 pounds of steam. She passed up the river on Sunday and was going very slowly. She will run between Cheboygan and the "Soo."

Clergue's steamers *Palaki* and *Theono* are to be renamed after islands in the Soo River. When the close of the season approaches they will go back to the ocean to carry pulp wood to Japan, then returning with tea to England, they will come back to the lake next spring with cement.

In dealing with the estimates for canals, Hon. Mr. Blair explained that the entrances to the Welland Canal would be deepened to 22 feet and then to the first lock, having a channel ranging from 500 to 700 feet in width. Two piers are to be built. The cost of the whole work will be about \$950,000.

Two of the Old Country steamers that Mr. Clergue told the Toronto Board of Trade about have sailed for Lake Superior. The steamship "*Leafield*" left Newcastle-on-Tyne for Sault Ste. Marie, Ont., two weeks ago and steamship "*Monkshaven*" left Glasgow for the same destination at noon Monday of last week. These vessels belong to the Algoma Central Railway Company.

Capt. John Donnelly Sr., the veteran Kingston wrecker, is rapidly sinking and is not expected to survive much longer. A pathetic incident occurred Friday when the veteran's son, Capt. Thomas Donnelly, entered his room. The old wrecker regained consciousness for a few minutes and, looking at his son, said, "Navigation is about closed, Tom." He was thus consciously aware that he was soon to enter the harbor of rest.

The limit of passenger capacity of the White Star steamer *Tashmoo*, running between Sarnia and Detroit, to 2500 has compelled her to leave several hundred people behind at various times. Her owners will ask the United States Treasury Department for an increase of 3000 or more and if it is granted her earning capacity will be largely increased. Frank Kirby, her designer, is quoted as saying that when the Government officials measured her, no allowance was made for the large capacity of her dining room and parlors.

The Canada Atlantic Railway is cutting into the old line in great shape. A despatch says:-"The big steamer *W.H. Gratwick* left Chicago recently with 105,000 bushels of grain. At Milwaukee she took on 1500 tons of the package freight lying there and the complete cargo (on 18 feet of water) went to Depot Harbor, Lake Huron, in Canada, from which point it goes by rail to various points in Canada and New England. The "in" cargo of the *Gratwick* this last time to Chicago loaded her down to the 18-foot mark. It was a rich cargo of general merchandise, the wholesale value being about \$900,000, and the master reported that he was compelled to leave 168 cars of freight behind him at Depot Harbor for the simple reason that his ship could not carry it. The accumulation of freight at Milwaukee bound for Canada and New England is so great, the captain said, that the agents there have refused to receive any more. Four great steamers of this line are carrying full cargoes of rich general merchandise bound to and from the New England states.

The body of John Kirk, who was drowned by the sinking of the tug *Marion Teller* in Lake St. Clair on Friday, June 29th, was brought to Amherstburg on Friday evening on the steamer *Promise*. The funeral took place directly from the boat to Rose Hill Cemetery, where the body was interred in the family plot. On Sunday afternoon Rev. W.T. Artis held funeral services at the A.M.E. church and preached an appropriate sermon. The family of deceased wish to extend their heartfelt thanks for the many acts of kindness shown them during their sad bereavement.

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July 20, 1900

Capt. Benrose of the *Pittsburg* was removed from the boat at Windsor Monday morning to Detroit. The captain had one of his feet crushed at Little Current last week.

The tug *Gratwick* of the Great Lakes Towing Co. sank in the Niagara River at Tonawanda Monday night and Louis Hurst, a fireman, and James Parker, who was on the boat for a ride, were drowned. The towing line snapped and the tug careened and sunk.

C.Y. Dixon, United States Engineer in charge of the channel work in this vicinity, advises masters of steamers to keep to the westward of the dredges working along Bois Blanc Island, and to keep on the ranges at Elliott's Point. They will then avoid any obstructions caused by dredging, he states.

The steamer *Scranton* went hard on a boulder in the channel between Amherstburg and Bois Blanc last Sunday afternoon. The *Saginaw* was brought from Detroit and managed to pull her off about 6 o'clock Sunday evening. The boulder was evidently turned up by the dredge "*Old Glory*," which is working there now.

Charles Corrigan, second engineer on the steamer *Superior City*, lost his left hand as a result of an accident on Monday last. The steamer was unloading her cargo of iron ore at the Illinois Steel Co.'s dock at South Chicago. Corrigan, while working on the engine of the boat, caught his hand in the slide, where it was badly crushed. He was taken to the steel company's hospital and amputation was found to be necessary.

On Tuesday the steamer *City of Detroit* notified Capt. F.B. Hackett that a schooner off Colchester Reef was flying a signal of distress. The *Home Rule* at once started for the vessel in the teeth of a savage gale. It was found to be the schooner *Voges*, bound up with coal. She had all her sails stripped from the spars and was in a helpless condition. The immense seas, or as the captain says, a water spout, had carried away everything. The *Voges* was taken in tow by the *Home Rule* and brought here Tuesday night. The captain says it was the worst storm he ever experienced. The wind would carry the seas thirty feet high and lash them into foam.

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July 20, 1900

The steamer *J.W. Gates* has just taken from the head of Lake Superior 7143 gross tons of iron ore. A few days ago the steamer *J.J. Hill* of the same fleet cleared from Ashland with 7147 gross tons of ore. These are the record cargoes from Lake Superior to date.

One of the best-known masters on the lakes and probably the longest in the continuous service as master was Capt. Albert Stewart, who died at his home in Detroit on Thursday of last week of a complication of diseases at the age of 76. He was for years master in the D. & C. Line and was born on Harsen's Island.

Toronto vesselmen predict a revival of steel vessel building on account of lower prices obtaining. At present prices, the cost of building a steel vessel of 6500 tons

is \$50,000 to \$75,000 less than the same boat would have cost a year ago. No fear of a dull season in shipbuilding on the lakes is entertained and everything points to a large number of orders for new vessels.

When the steam yacht *Wacouta*, recently bought by James J. Hill, the railroad king of West Superior, reaches the lakes it will be seen that she is far ahead of anything on fresh waters. She is 243 feet over all, 32 feet beam and 19 feet deep, has triple-expansion engines and has auxiliary sail power, being bark-rigged, with sail spread of 14,036 feet. Her crew numbers fifty-three. The deckhouse and interior plan of the yacht give an abundance of living room. The furnishings are most luxurious. Some of the conveniences of the *Wacouta* are a refrigerating and distilling machine and a complete electric lighting plant.

The steamer *Vega*, bound up with coal, went hard aground on the middle ground in the Pelee Island passage Friday. The wrecking tug *Saginaw* went to her aid. She is owned by David Wallace of Lorain. The *Detroit Tribune* blames the Canadian Government in not properly lighting the channel. There is a gas buoy on the middle ground and Pelee lighthouse is 2½ miles from the spot, so the Canadian authorities can't be blamed for want of lights on that point. The *Vega* was released Saturday evening. About 1000 tons of her coal cargo was lightered and some was thrown overboard. The steamer was leaking slightly. She passed up and re-loaded the lightered cargo at Detroit.

Capt. Donnelly of the Donnelly Wrecking Co., who in the last 40 years did more inland wrecking than any other vesselman, died Friday morning at Kingston, aged 65 years. Capt. Donnelly was for over 30 years connected with the Calvins of Garden Island. A widow and seven children survive, the eldest being Ald. Donnelly, chief of the Canadian inspectors for Lloyds. William Johnston, engineer at the Royal Military College and brother-in-law of Capt. Donnelly, went to call on the latter Friday morning. He had just stepped off his bicycle when he dropped dead. Mr. Johnston passed away just 10 minutes before Capt. Donnelly. A widow and two children survive.

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July 20, 1900

**THE PELEE LIGHT.**-The Canadian Government has decided to erect the new lighthouse on the middle ground between Point Pelee and Pelee Island instead of at the Dummy, where the old lighthouse was located. Col. Anderson, engineer of the Marine Department, will be up next week and will locate the spot and the work of construction will be proceeded with at once, with Major Noble as engineer in

charge. The appropriation for this lighthouse is \$60,000 and it is very doubtful if the amount will be sufficient to complete a substantial enough structure and protect it so that the ice will not damage it. This is a very exposed position with the wind from any direction, but more particular from the southwest or northeast, and the pressure of ice is tremendous in the fall and spring. Circulars were sent out to the masters of the many boats passing this point as to their opinion of the best location for this light, and ninety per cent reported in favor of having it located on the middle ground.

W.A. Grubb, keeper of the Dummy light at Point Pelee, was in Detroit and called on General Manager Carter of the D. & C. Wednesday morning. He told Mr. Carter that it would be impossible to keep the Dummy light in order until a new house is built to replace the one that was burned. He said that a light on the middle ground or the southeast shoal would not do in place of the Dummy light, but that these should be there also. He has heard nothing from the Canadian Government about erecting a new light.

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July 20, 1900

Capt. Frank Hackett was out east of the Dummy last Monday endeavoring to locate the dredge "*Niagara*," belonging to Hingston & Wood, which was lost some ten miles east of the Dummy seven years ago while being towed from Conneaut, Ohio, to Port Huron by the *Home Rule*.<sup>22</sup> The captain found the lake bottom at this point excellent for sweeping and had favorable hopes of locating the dredge the same day, when the wheel of the *Walter H. Stone* loosened and he had to return to this port. He will return again at his first opportunity and hopes to secure it.

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July 27, 1900

Rocks blown into the channel by blasting at the Lime-Kilns were touched Friday by the steamer *City of Cleveland* and her consort *Sandusky* and the schooner damaged her rudder.

During the fiscal year ending June 30, 1900, 27,520,205 tons of freight passed through the U.S. and Canadian ship canals at Sault Ste. Marie, exceeding by over half a million the total traffic through the United States canal during the seven years 1882-1888.

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<sup>22</sup> This occurred in the fall of 1892. A lawsuit resulted. (See Vol. IV(2), pg. 20.)

The finest craft afloat in the shape of a yacht passed up the river early last Friday morning. It was the *Wacouta*, Jas. J. Hill's magnificent yacht, formerly named the *Eleanor*. She was on the way to Duluth and had Mr. Hill and suite on board. A stop was made at Detroit to take Miss Hinchman on. Compared to passenger boats on the lakes, the *Wacouta* is two feet longer than the *Greyhound* and two feet narrower. She is much longer than either the *City of Toledo* or the *Idlewild* and is only 44 feet shorter than the big Detroit & Cleveland steamer *City of Detroit*. The deck house and interior plans of the yacht give an abundance of room and the furnishings are magnificent. Woods of various kinds are used in the interior work and every luxury is at hand. The yacht *Eleanor* was built at the Bath Iron Works at Bath, Me., in 1894 for Wm. A. Slater of Norwich, Conn. She was later sold to Mrs. James W. Martinez Cardeza from whom Mr. Hill purchased the boat. According to Mrs. Cardeza's wish the name *Eleanor* was changed to *Wacouta*. The steamer is 243 feet over all, 208 feet on the waterline, 32 feet beam, 18 feet 8 inches deep and 13 feet 4 inches draft. She has 1138 tons of displacement and a gross tonnage of 804, triple expansion engines and an electric lighting plant. The *Wacouta* is three-masted, bark-rigged and has a sail area of 14,036 feet. Her crew numbers 53, in command of Capt. Miner, late of the passenger steamer *North West*.

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July 27, 1900

The barge *Armenia*, bound up with coal, ran aground on the Lime-Kiln Crossing Tuesday. She was lightered by the wrecker *Saginaw* and pulled off by the *Home Rule*, which also towed her to Detroit.

It is rumored that the Rockefeller interests have bought the nine big freighters operated by the Mutual Transportation Co. and the Menominee Transit Co., in which M.A. Hanna of Cleveland is one of the heavy stockholders. Should the report prove true, it will doubtless mean a cessation of hostilities between Hanna and Rockefeller interests. The freighters said to have been transferred are the *Coralia*, *Corona*, *Corsica* and *Cambria* of the Mutual Transportation Co. line and the *Grecian*, *Roman*, *Saxon*, *Briton* and *German* of the Menominee Transit Co. line. The vessels have an aggregate carrying capacity of about 32,000 gross tons.

One of the most important wrecking jobs ever undertaken in deep water on the lakes will be the contract the Donnelly Wrecking and Salvage Co. of Kingston has

taken to raise the steamer *Oconto*.<sup>23</sup> The wreck lies in 105 ft. of water opposite the Thousand Island Park in the St. Lawrence River. The *Oconto* was lost ten years ago. She was laden with general merchandise. Smith, Davis & Co., insurance agents of Buffalo, have just awarded the contract to the Donnelly Co. There have been many vessels raised from as great depths as the *Oconto* lies in and wreckers think the Canadians should have success. The steamer *Quebec*, now the *F.E. Spinner*, was sunk in Soo River in the Canadian channel in 125 feet of water.<sup>24</sup> Then the Canadian steamer *City of Collingwood*, a passenger boat, went down off Cove Island in Georgian Bay in 110 feet of water. She was brought to the surface. The steamer *Oneida* was sunk in 75 feet of water in Alexandria Bay and the *Armour* at Southeast Bend in St. Clair River was 75 feet from surface.<sup>25</sup> All of these successful wrecking jobs were in still water, where the diver had a good chance to work right along without interruption.

The Anchor Line steamer *Mahoning* went aground on the Lime-Kilns last Saturday morning while down bound. She parted her steering gear when just at the north lightship and sheered westward. She lay with her bow upstream and her stern partly across the channel, making a partial obstruction to navigation, and vessel masters had to use great caution at night in passing the spot. The tugs *Wales* and *Saginaw* tried to pull her off but failed, and they lightered about 10,000 bushels of her wheat and took it to Detroit, working all Saturday night and Monday forenoon. The steamer *Miami* was also called in Monday morning to help lighter about 25,000 bushels of grain altogether, when for the second time the *Home Rule* was chartered and about 8 o'clock Monday evening pulled the *Mahoning*, *Wales*, *Saginaw* and *Miami* out into mid-stream. The *Mahoning* at once left for Detroit in tow of the *Saginaw*. Her bottom plates were badly punched in and the steam pumps were kept going constantly, keeping the water down with such success that it did not rise above the first compartments. The cargo is dry and she is not seriously injured. After her bottom had been examined by a diver, the *Mahoning* started for Buffalo on Tuesday afternoon. The diver found that a seam on her port side amidships had

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<sup>23</sup> The *Oconto* sank in July, 1886. (See Vol. II(4), pp. 33-34.)

<sup>24</sup> The *Quebec* sank in July, 1885. (See Vol. II(3) and Vol. II(4).)

<sup>25</sup> The *Philip D. Armour* sank in September, 1889 and was raised in August, 1890. (See Vol. III(2).)

opened for a distance of about eight feet. The *Mahoning* carried one steam pump with her and will be docked after unloading at Buffalo. The loss for delay and the cost of lightering will amount to a considerable sum.

The dredge "*Old Glory*" blew out the head of the low pressure cylinder Tuesday morning last and work had to be suspended for a day for repairs to be made.

Hingston & Woods' dredge with two scows arrived here Sunday and was fitted out at this port preparatory to working at Point Hennepin. She was put to work Tuesday afternoon and will work there throughout the season. Time work.

When about fifteen minutes away from the west dock, Pelee Island, last Friday night, something went wrong with the low pressure cylinder of the *Imperial's* engine. An attempt was made to ascertain what was the matter, but to no purpose, and Captain McCormick had to turn her round and very slowly ran her back to the north dock, getting in about 1 o'clock Saturday morning. The *Home Rule* was sent for and towed her up to this port, arriving here at 6 o'clock Saturday evening. She was then taken to Walkerville, where repairs were made. She did not return to Pelee until her regular trip Tuesday.

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*Indexed by Jennifer MacLeod*

## Glossary

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

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

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

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

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

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

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

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

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

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



**oakum** material used to caulk or fill the seams between the hull planks 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.

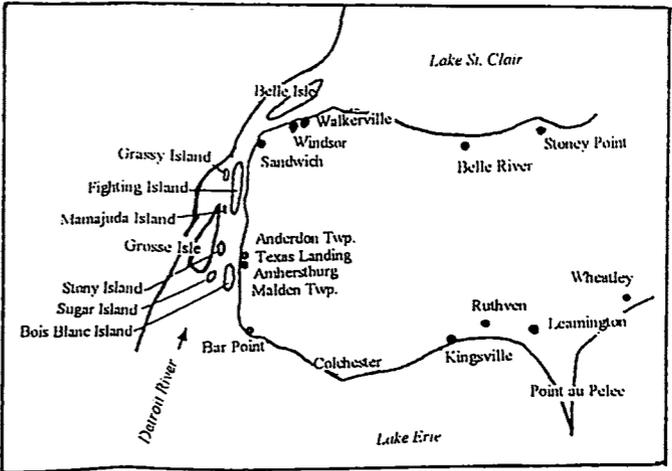
**scow** a flat-bottomed vessel of shallow draft. Schooners were often designed with a flat bottom to reach into a shallow port (**schooner-scow**).

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

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

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

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



- ① Wallaceburg
- ② Dresden
- ③ Chatham
- ④ Middle Sister Island
- ⑤ Put-in-Bay
- ⑥ Kelley's Island