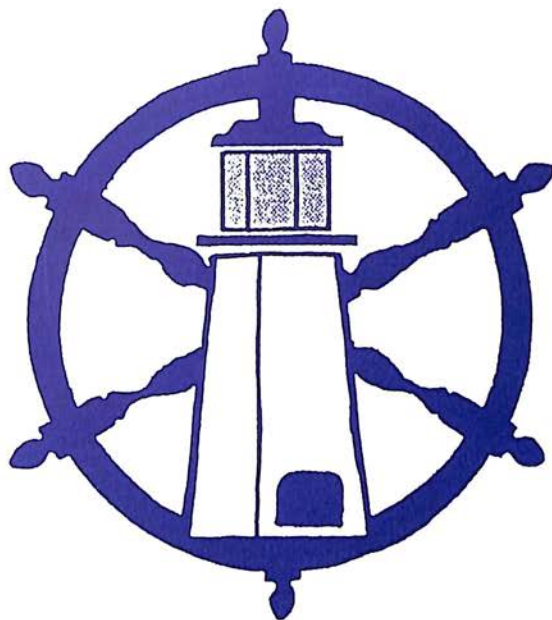


Echo SOUNDINGS

MARINE NEWS of 1879-1880

Excerpts from the
Amherstburg Echo



Volume I, Number 4
Winter 1998

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

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Volume I, Number 4
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EDITORS
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A quarterly publication of the Marsh Collection Society, Amherstburg, Ontario

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Introduction

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

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

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 124 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.

October 3, 1879

Sunday the scow *Adain* arrived from Toledo with 108 tons of coal for John Mullen.

The propeller *Avon*, which was recently sunk at the Lime Kilns, passed up Monday for Chicago.

The scow *Lizzie Lawson* arrived down Wednesday morning with 115 barrels of flour from the Essex Mills, Windsor, for M. Twomey and G.T. Florey.

The barge *Sandusky*, which passed down Sunday, had on board two young deer, captured at Marquette, Mich. A third one jumped overboard and was drowned in Lake Huron.

The body of Charles Stevens, one of the engineers who was killed at the time of the *Alaska* explosion, has been found and by some person buried in the sand on the beach near Monroe.

Wednesday morning last week a scow ran into Dunbar's dredge, knocking her out of position and breaking her up pretty badly. The dredge was laid up for repairs until Monday, when she again went to work. It seems as though Mr. Dunbar will never be left unmolested until he announces that he has a ton of glycerine on board one of his crafts.

Last Saturday morning the steamer *Erie Belle* struck on the reef at Kingsville while coming out of that port and unshipped her rudder, which was lost, as was her stern-post and shoe. She was towed to Detroit that night by the tug *Mystic* and went into dry-dock for repairs. She came down on her usual trip Wednesday morning.

Last Friday morning, on account of a cracked steam pipe, the steamer *Riverside* stopped at Wyandotte. She was taken to Detroit and after having the necessary repairs made resumed her trips Saturday evening. She is now carrying more freight than has been carried on the route since 1870, the iron trade between Wyandotte and Detroit forming the greater part of [rest of sentence obliterated on original].

The tug *McArthur* arrived up from Kingston on Friday last and is now ready to co-operate with the Canada Wrecking Co.'s tugs in doing work in Canadian waters. The *McArthur* is 115 feet long, has 25 feet beam, has two engines 18x20 and two 6½ feet wheels. She has a large tank aft and when this is filled with water she draws 9 feet, but she can be lightened up to 6½ feet. She is fitted up with every appliance for the wrecking business, carrying a diver, steam pump and hawsers constantly, so as to be ready for instant service.

The following explanations are published regarding the use of the water-gauge at Mamajuda light:-1. When the red cross-piece stands at zero it indicates that the water is at its ordinary stage. 2. When the red cross-piece stands at any point above the zero it indicates that the water is just that much above the ordinary stage. 3. When the red cross-piece stands at any point below the zero it indicates that the water is just that much below the ordinary

stage. NOTE-The figures 1, 2, 3, 4 and horizontal lines on the indicator designate the number of feet or parts thereof which the water may be above or below the ordinary stage.

Vessel captains are frightened of the time when, downward bound, they will be required to pass over the Lime-Kiln Crossing. The water is fluctuating so constantly that even though they may know the depth on leaving Detroit, there is no surety that it will not be too low for them by the time they come to cross over. Monday forenoon the water stood 14 feet 5 inches and the wind was favorable for a rise. However, the Western Transportation propeller *Milwaukee* remained at Detroit all day, not daring to make the venture, while the steam barge *Justin R. Whiting* and schooner *Acontias* held on for a time, but afterwards proceeded. It will be a blessing to lake navigators to have the channel now being blasted cut as soon as possible.

In the steamboat inspectors' report on the *Alaska* explosion investigation, it was stated that there was no evidence that an overpressure of steam was being carried at the time, and that the pressure did not exceed the amount allowed by the certificate; also that the lock valve¹ showed no signs of having been tampered with. Instead the majority of the evidence was that the *Alaska* was carrying but 43 pounds of steam, and none claimed that she was carrying over 45 pounds, while she was allowed by law to carry 50 pounds. The steam blower,² which is a device for accelerating the speed of a boat, has been in use without accident on the steamer *Jay Cooke* for 10 years past, and when the owners of that vessel built the *Alaska* they also had one placed in her, having no idea that there was anything hazardous in its use. Now, however, that its dangerous character has apparently been demonstrated by the *Alaska* disaster, they have not only taken it out of the said steamer but have ordered the discontinuance of its use on the *Jay Cooke* preparatory to removing it from that vessel also.

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October 10, 1879

C.F. Dunbar's tug *Salty Jack* was caulked at Detroit this week.

A buoy has been placed in Lake Erie to mark a reef lying about midway between South Bass Island and Scott's Point [near Sandusky Bay].

The tugs *L.L. Lyon* and *Bob Anderson* are in the large dock at Detroit. Their bottoms appear to be in very good condition.

The tug *John Martin* is doing an excellent business. She has, since she came out last,

<sup>1</sup>possibly refers here to a safety valve on a boiler, but could also refer to the main shut-off valve from the boiler

<sup>2</sup>a device used to increase air flow (draft) to the boiler's furnace. This increases the rate of combustion and thereby produces more steam for use of the engine, but does not necessarily produce higher steam pressure.



been earning an average of \$100 a day.

It has been a number of years since prospects were so bright in the line of ship-building on the Detroit and St. Clair Rivers as they are for the coming winter.

The steam barge *Alexander*, from Chatham to Detroit loaded with ship plank, was destroyed by fire Saturday morning near Ruscom River. She was owned by Joseph Roberts. Loss about \$4000; very little insurance.

The steam barge *Ada Allen* and the scow *Oriental* loaded with stone for Point Edward at T.B. White's dock this week. The steam barge *Victoria* also loaded there for Sarnia, and the scow *Idea* for Windsor, both with stone.

Dunbar's "clam" dredge, the "*Faugh-a-Ballagh*," arrived up from Port Colborne last Friday night and was received with a grand salute by the *Transfer*, tugs and locomotives in the neighborhood. She has been pulled out and will be thoroughly repaired.

As the steamer *Riverside* was moving about the docks at Detroit on Tuesday morning, her rudder chains caught on the wharf and unshipped her rudder. She immediately went into dry-dock and did not get into shape till after 8 o'clock in the evening. It was 10.30 when she reached Amherstburg.

American engineers like to have a little fun occasionally as well as other people, but they should remember that they are liable to break their necks walking the tight rope. One would think they would be afraid to have anything to do with "Canadian" ropes.

The schooner *Kate L. Bruce*, that was lost two years ago with all hands and no report ever heard from her, has been discovered by a diver. The vessel is lying in Thunder Bay in six fathoms of water. The diver found in the cabin the remains of some of the crew, of two women and a little girl.

On Sunday the Canadian schooner *Babineau & Gaudry*, bound to Detroit with wood, ran hard aground at Fighting Island. Later in the day she was pulled off by the steam barge *Coral*, Capt. H. Ives, having sustained no damage. Arriving at Detroit, the schooner was seized by Deputy Marshal Taylor on a libel filed to collect an unpaid tow bill of \$30.

The *Detroit Post & Tribune* says:-"The Canada propeller *Erie Belle* has been towing below card rates, so say some of the tug men, and they are, therefore, casting about for some method of taking summary vengeance." Not so. The *Erie Belle* was out on Lake Erie when the new card went into operation. Anyhow, those tug men would have to catch the *Belle* before "taking summary vengeance."

The Canadian propeller *Dromedary*, recently sunk in the Welland Canal, remains where she went down, but the work of raising her has been begun. On Sunday morning the 14-inch pump of the Canada Wrecking Company was sent down on the propeller *Prussia*, and other wrecking apparatus is to be procured at Port Colborne. When raised, the boat will be taken either to Port Robinson or St. Catharines for repairs. Capt. Dunlap of Windsor is superintending operations. The boat and cargo are well insured. One company, the Royal Canadian, holds a policy of \$8500 - \$4000 on the hull and the remainder on the cargo.

Chief Superintendent Tomlinson of the Dominion Lighthouse Service, Ottawa, was in

Amherstburg on Saturday on business connected with the department. He made an examination of the crib work around the foot of Bois Blanc Island, where a new stone breakwater is to be built next summer. The tenders for the delivery of the stone will probably be let this fall. He also took the measurement of the lighthouse and will report as to the feasibility of building it 20 feet lighter, of brick, and putting on a new lantern with plate glass. Should this be done the lighthouse will then be second to no stationary light on the lakes.

At half-past eight o'clock Thursday night of last week, as the schooner *Van Valkenburg* was bound down the river in tow of the tug *John P. Clark*, she ran into Dunbar's drill "*Far Down*" and badly started her upper works and broke one of the "spuds," the others being got out by the men on board as soon as they saw that the schooner was sure to run them down. Two other schooners in the *Clark's* tow ran aground and had to be pulled off by the *Clark*, which through some mistake towed the *Lamb* across the *Van Valkenburg's* bows, the latter losing her bowsprit and jib-boom and having her jib stays broken. She completed her repairs at Detroit and passed down Wednesday.

About 9 o'clock Monday night a schooner in tow of the *Frank Moffat* struck Dunbar's drill, "*Far Down*," at the Lime Kilns and stove in the drill's bow and carried away her kedge anchors and about 150 feet of line. The tug also had a plank stove in, in the melee. Mr. Armstrong, foreman of the drill, says the cause of these collisions is that tows coming down keep too far out in the river when above the drills, thus having to make a very short turn to get into the channel at the crossing, and before they can pass, the stern of the vessels are carried upon the drills by the force of the current. If tows would hug the Canada shore when opposite Norvell's dock above the crossing, they could then pass the drill without any difficulty.

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October 17, 1879

Frank Hackett, formerly mate of the *Erie Belle*, is now mate on the tow barge *Sandusky*.

The *Erie Belle* landed over eight tons of freight at Kevill's warehouse on Wednesday morning for Amherstburg merchants.

The Canada Wrecking tug *Jessie* left here Tuesday for Port Colborne for a dredge, which she will tow through to Kincardine.

A large number of vessels of different kinds lay at the docks here Tuesday night, owing to the heavy fog which prevailed all night.

On Thursday of last week the steamer *Morning Star* arrived from Cleveland with 110 tons of coal for J.G. Mullen, and on Saturday the scow *S.B. Conklin* arrived with 198 tons, also from Cleveland.

The lighthouse erected by the Government of Canada on the east side of the new channel at the west end of Long Point, Lake Erie, was to be put in operation about the middle of this month.

As the schooner *Jessie Hoyt* was passing up the river lately, loaded with coal, and when

just above Amherstburg, her hatches burst open and were thrown into the air. A formation of gas is thought to have been the cause.

Tuesday, Deputy United States Marshal Penny of Port Huron seized the small Canadian schooner *St. Clair* to satisfy a claim held by the Detroit Dry-Dock Company for repairs made some time since, amounting to \$1100. The seizure was made on Lake Huron, the tug *Quayle* being employed for the purpose. It will be remembered that the *St. Clair* was run down and sunk by the propeller *Vanderbilt* near Amherstburg last June or thereabouts, and the bill was contracted for repairs.

Within the last few days J.G. Mullen sold the tug *Parker* 20 tons of coal, the tug *Jessie* 138 tons, the tug *Hall* 63 tons, the tug *McLennen* 20 tons, the tug *John Martin* 100 tons, the steamer *Erie Belle* 15 tons, the tug *Samson* 141 tons, the tug *Mystic* 29 tons, the tug *Prince Alfred* 60 tons, the steam barge *Ketchum* 40 tons, the propeller *Oneida* 12 tons, the steam barge *David W. Rust* 49 tons, the steam barge *Inter-Ocean* 20 tons, the tug *Hector* 13 tons, the steam barge *Nahant* 29 tons, the steam barge *Henry Howard* 20 tons and the steam barge *J.R. Whiting* 35 tons.

Sunday night or Monday morning during a heavy fog, the steam barge *Alcona*, bound down with corn, got aground about two miles above Amherstburg on the Canada side. Monday afternoon the *Erie Belle* and the tug *Hall* attempted to pull her off, but without success. Early Tuesday morning the *Prince Alfred* also made an attempt to get her off, but with no better result, and the work of lightering the *Alcona* was immediately commenced with the schooner *Azov* as lighter, and 2500 bushels of cargo were removed, and before three o'clock the steam barge was afloat again and came to the Amherstburg dock with her two barges, where they remained until Wednesday evening on account of the heavy fog. The *Alcona* did not sustain any damage and Capt. Chamberlain expressed himself as highly pleased with the prompt and efficient work done on this occasion by the Canada Wrecking Company, especially by the *Prince Alfred*.

Wednesday a system of signals indicating the depth of water at the Lime-Kilns went into effect. The Western Transportation, Union, Anchor and Commercial lines bear all the expense. The signals are displayed from the pole, the top of which is about 60 feet above the surface of the river, and which is located on the high bank a short distance above Texas Landing and about three-quarters of a mile above the cross-over or dangerous point. For night mariners the signals will be as follows:—One bright white light indicating a depth of 14 feet 2 inches. One red light indicating a depth of 14 feet. Two red lights indicating a depth of 13 feet 8 inches. Three red lights indicating a depth of 13 feet 6 inches. During the day, boards seven feet long and about two feet wide, painted white and red respectively, will be hoisted in the same manner as are the lights to indicate a similar stage of water. Any of the boats of the above lines desiring further information in regard to how the water is at the crossing will blow three blasts of their whistles as soon after passing the Alexander House as they can, when they will be boarded by Duff & Gatfield, who have immediate charge of the signals.

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October 24, 1879

The schooner *John Jewett* arrived from Cleveland on Saturday last with 227 tons of coal for John G. Mullen.

Before the bridge commission at Detroit last week, a prominent citizen of that city said, "that I am not far from the mark when I say that there is no waterway in the world which passes as much commerce from the 1st of April to the 1st of December as this same Detroit River."

During the big rush down on Sunday, the tug *McArthur* came down alongside of a tow and when very near the dock, commenced to turn around and all expected her to run into the dock, when to the surprise of everyone she turned in nearly her own length by going ahead with one wheel and backing with the other.

Wednesday of last week the *Erie Belle* came down on her regular trip from Windsor when no other boat would venture out on account of the almost impenetrable fog. Capt. Laframboise steered safely down with the aid of a chart and time-table got up by himself. He says he never yet lost a trip on account of fog or darkness.

The big schooner *Michigan*, which was detained at the Lime-Kiln Crossing on Saturday, had on board 61,000 bushels of corn; rate, 7 cents. Total freight money, \$2470. Expenses for round-trip \$1500. A short time ago Capt. Pridgeon was offered \$50,000 by Chicago parties for the schooner, but he said - No, gentlemen. She is towed along with two others by the tug *Crusader*, Capt. Ed. Gatfield.

On Sunday the propeller *Nyack* collided with the tug *McArthur* abreast of Detroit, doing considerable damage. The tug had a line to the schooner *Sunnyside* and was holding her so that her anchor, which had been down, could be hove up, when the *Nyack* started out from dock at Detroit bound down, but took too short a curve and struck the tug, twisting the latter's stem so that she must get a new one. The tug went into the Detroit dry-dock for repairs and to change her wheels for others of more lead to them.

The water in the river went down very low on Friday night and continued going down all day Saturday, and all large vessels were obliged to tie up above Texas Landing, fearing to tempt the dangers of the Lime-Kilns. Detroit River from the Alexander House to the cross-over was a forest of masts on Sunday morning. Before noon, however, the water had risen considerably and the fleet had departed, and not an accident of any kind had happened. Boats arriving up say it was a pretty sight to see them sailing down Lake Erie.

Marshal Campbell of Windsor seized the steam barge *Isaac May* on two claims, each for salary due, one being for \$180 and the other for \$520. The first was filed by Capt. Fraser, who commanded the boat last spring, and the latter by Capt. McGregor, who sailed her for a portion of the time this season. Capt. May, the owner of the barge, left a deposit sufficient to cover the claims when the vessel was released. The *May* seems to be particularly unfortunate this year. It will be remembered that it was but a short time ago that Deputy United States Marshal Taylor had two of her barges in custody, the *Severn* and

*Waubashene*, for three or four weeks.

At Gibraltar, across the river, two large wooden vessels are being constructed, both for Capt. Thomas Wilson and others of Cleveland. One is a schooner, 200 feet long, and the other is a steam barge, 235 feet over all and a double-decker. The latter is just commenced and only the keel-blocks are laid and keel ready to go down. The boat will be launched sideways. The other, a schooner, is now all in frame and will go into the water stern first. The material for this boat is of the very best and the bottom will be almost solid - so near that there are only about two inches between the frames. She is of good model and will have great carrying capacity. No doubt Messrs. Linn & Craig will turn out first-class work in each of these boats.

The system of signals indicating the depth of water at the Lime-Kilns has been somewhat modified from what we reported last week. The depth is now indicated as follows:-One bright white light indicating a depth of 14 feet 9 inches. Two bright white lights indicating a depth of 14 feet 6 inches. Three bright white lights indicating a depth of 14 feet. One red light indicating a depth of 13 feet 9 inches. Two red lights indicating a depth of 13 feet 6 inches. Three red lights indicating a depth of 13 feet 3 inches. During the day, boards seven feet long and about two feet wide, painted white and red respectively, will be hoisted in the same manner as are the lights to indicate a similar stage of water.

Early Thursday morning, as the steam barge *Burlington* was passing the Lime-Kilns with a tow of four barges, the *Harvest* struck Dunbar's drill. The drill sustained but little damage, but the barge lost overboard some 4000 feet of her deck load of lumber and was somewhat damaged aft. The *Burlington* went on to Toledo with her three other barges and the tug *Mystic* followed with the *Harvest*. The customs authorities took possession of the lumber which floated ashore.

At the Canada Southern dock here on Thursday of last week, G.L. Gates shipped 136,508 feet of lumber, brought from Belle River to Richmond, Va., via Buffalo on the schooner *Babineau Gaudry*. On Monday Allister McKay of Chatham shipped on the schooner *H.P. Murray* from the C.S.R. dock 48,114 ft. of maple; 11,930 ft. of basswood; 77,851 ft. of sycamore and small quantities of oak, hickory and ash to Albany, N.Y. Also on Monday, Thomas Ouellette shipped 35,000 ft. of sycamore and ash on the schooner *Acacia* and she has gone to finish loading at Buckhorn with sycamore for the Albany market. The schooner *Bullock* is now loading for Gates at the C.S.R. dock.

The Canadian tugs *Rooth* and *Hector* have been chartered by the Canada Southern Railway to do the usual winter work at the Amherstburg crossing. These boats are small but are said to be quite powerful. Both are owned by Mr. Carter of Port Colborne. One has a 21x22 inch cylinder and the other 21x23 inch. The *Rooth* is now at Port Robinson being ironed off,<sup>3</sup> but both are to be on hand when called for. They are not expected to go on duty

<sup>3</sup>reinforcement of the bow with iron plating for ice-breaking

before December 1st.

**The New Canada Southern Ferry.**-The new ferryboat for the Canada Southern Railroad, to be used when completed at the Amherstburg crossing, is being rapidly pushed forward at the Wyandotte ship-yard. The hull of this boat will not be far from 265 feet in length and about 75 feet in width. When finished and loaded it is expected that she will draw about seven feet of water, twenty inches less than the *Transfer*, and carry three more cars than the *Transfer*. At present all the iron frames are up except those at either end. These are expected some time this week. The two ends of the boat will be precisely alike. The frames are of angle iron and the plates are riveted to them with ¾-inch bolts. The plating on the bottom is of ¾-inch iron and is all on up to the turn of the bilge. Right here it is proper to state that the bottom of the boat has a dead rise of 15 inches, by which is meant that the bottom where it joins the keel is that number of inches lower than where the bilge commences to turn on the underside. The top streak or line of plating is ½-inch thick and all the rest ⅝ of an inch. The frames number 156, each frame being 20 inches from the one next to it. Inside, the boat resembles a huge something that can hardly be explained. Its immensity needs to be seen to be appreciated. The deck frames, or a portion of them, are on hand and the work of putting them in place will be begun in a day or two. The machinery for the craft is being constructed at the Detroit dry-dock engine works. The frames for the engines have all been cast. The plating on the bottom is finished and on the sides is one or two courses above the turn of the bilge. About 275 men are employed on this steamer and the *City of Cleveland*.

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October 31, 1879

The wrecking tug *McArthur* is getting a hoisting crane.

The ferryboat *Hope* has been taken to Walkerville and her repairs and alterations will be begun immediately.

On Sunday last the schooner *John Jewett* arrived up from Cleveland with 236 tons of Briar Hill nut coal, and on the same day the scow *Emma & Eliza* also arrived up from Cleveland with 124 tons of Massillon, all for J.G. Mullen.

The propeller *Dromedary* arrived up Sunday after being released by the *Coral*, *Mystic* and *Hall* from a position near Bar Point, where she was aground several hours. Her captain says that his damages from sinking in the canal lately were not at all extensive, the carpenter's bill being but about \$600. It cost about \$1800, however, to raise the propeller, showing that, in one sense, the remedy was worse than the disease.

Tuesday morning the steam barge *D.R. Van Allen* arrived up with a portion of her bulwarks stove in. The captain states that when 15 miles below the Dummy on Monday night, the seas were so heavy and the gale was so fearful that he had all he could do to keep her from going ashore and had he not so good a boat, he would have gone to Davy Jones'

locker⁴ sure. As it was, rosin⁵ was fed to the fires to get steam. She discharged freight here for merchants in town.

Further examination showed that Dunbar's drill had sustained about \$700 damages by the collision of the *Harvest* last week, principally to her machinery, which was considerably shaken up. John Quinn, the diver from Detroit, was at work a couple of days finding the drills and other parts of the machinery, which were knocked into the river. They were all recovered and all necessary repairs completed so that work was resumed on Tuesday morning.

The schooner *Porter* collided with the schooner *Niagara* and sunk in the Detroit River Monday night off Belle Isle. She was one of the finest vessels on the lake. She had a cargo of 50,000 bushels of barley. The cargo was insured for \$50,000. The insurance value of the vessel was \$29,500 but the owners held her at \$40,000. She was insured for \$25,000. It is feared the barley on board will swell and split her. A contract has been let to Capt. S. Grummond to raise and deliver her at a Detroit dry-dock for \$5500.

Sunday's *Detroit Free Press* says:-"The steamer *Grace Grummond*, so well and favorably known to Detroiters, leaves Grand Haven today for this port, to remain in this vicinity till next spring at least, and perhaps longer. As a number of weeks of this season still remain, she will probably go on a new route at once. Just at present, that between Detroit, Windsor and Leamington is being seriously considered as promising best, if properly worked up. The *Grace Grummond*, it will be remembered, was much improved last spring when she was overhauled and she is well fitted for such a route as the one named, which will probably be adopted by her. As her machinery is powerful, she will pick up considerable towing as well and in short prove herself just the boat for the route. In order that nothing to her advantage shall be lacking, Capt. Grummond, owner of the *Grace*, thinks some of turning her into a Canadian bottom."

The steamer *Amazon* of the Northwestern Transportation Company's line, while entering the harbor at Grand Haven, Lake Michigan, on Tuesday morning with 35 passengers and a heavy load of freight, struck on a sand bar and was driven ashore by the heavy sea and strong wind. All the passengers of the *Amazon* were got off safely by the life-saving crew by means of the life-boat and life car. Her fate came upon her swiftly and struck her a fatal blow so that at this time it is fully believed she is a total loss. Her cargo is probably all lost, or what has come ashore can only be preserved in a damaged condition. She had on board 900 tons of freight, including over 7000 barrels of flour. The craft is broken amidships and cabins, etc. have been swept away or sadly staved in. This craft was

⁴an old nautical term for having sunk and gone to the bottom, "Davy Jones" being the spirit of the sea

⁵resin

built at Trenton, Mich., in 1873 by A.A. Turnet and was for a few years in the Chicago and Buffalo trade. In 1875 she went ashore near Presque Isle, Lake Huron, and after being floated was rebuilt and had new cabins put on. She was one of the largest and finest crafts on the lakes, registered 1406 tons burthen, was classed as A 1, was fitted with twin propeller wheels, double keel, etc., and had four masts, three forward and one abaft the smokestack. The total loss on boat and cargo is over \$150,000 and the insurance on the craft itself is \$30,000, divided as follows: Orient, \$6000; Buffalo German, \$5000; Aetna \$10,000; Phoenix, \$10,000!⁶ The D.G.H. & M.R.R.⁷ had a general policy on the cargo. The *Amazon* was valued at \$60,000.

On Tuesday afternoon, when at Cleveland, the steamer *City of Detroit* was struck by the schooner *Maumee Valley* as the latter was passing up the river and had several stanchions⁸ on the port side over the forward gangway carried away. On Friday last the steamer *Northwest* was damaged at Cleveland by being run into by the big propeller *Commodore*.

The high winds that have prevailed during this week have greatly affected the depth of the water in the Detroit River, it having gone down on Tuesday to the lowest of the season - 12 feet, 11 inches. Several times the water has varied over two feet in six or seven hours. The result has been that large craft have experienced considerable detention and the usefulness of the danger signals at Texas Landing has been made plainly manifest.

On Sunday the schooner *Wm. Home*, hailing from Detroit, was seized by Marshal Campbell of Windsor on claims aggregating \$7020.70. On the American side vessels cannot be taken on Sunday, but this action on the part of the Canada officials indicates that they can take a vessel wherever they can catch her, and whenever. After the seizure the *Home* was taken to Windsor, where she lay at one of the docks. The *Home* was sailing up the river at the time and had the day previous been chartered at \$4 per ton. Of course, now the charter is broken. The circumstances which culminated in the seizure are quite complex. The libel is filed by J.C. Graham of St. Catharines and Wm. L. Horn of Detroit. Graham holds a mortgage on a 7-16 interest in the craft, amounting to \$5000 and Mr. Horn owns or claims to own an additional 1/8, the two interests combined equalling 9-16 of the whole. The remaining 7-16 Capt. John Demass owns and up to the present time has had control of the whole. The mortgage of \$5000 covers some interest which does not make itself known in the transaction. The other \$2020.70 to make up the aggregate amount of the libel is a claim put in for a share of the season's profits, which the libellants state has not been paid over to them as it should have been. The most complex part of the whole matter is as to the dealings

⁶\$6000 + \$5000 + \$10,000 + \$10,000 = \$31,000

⁷Detroit, Grand Haven & Milwaukee? Railroad

⁸upright structural supports

attending certain transfers of that portion of the vessel now owned by Capt. Demass, happening before Capt. Demass became an owner. There seems to be no doubt in the minds of some that the vessel is libelled merely to get possession and that ere long she will be taken to the Welland Canal and laid up, pending a trial of the case if a settlement is not effected, and that ultimately the craft will be made a Canadian bottom. There is a point in the case, however, that may have to be settled by the respective governments of Canada and the United States, and that is as to whether a mortgage held in Canada against a vessel owned at and hailing from an American port can be held valid and can be collected against the vessel in the way adopted by the Canadians in this instance. The *Home* has always been an American craft and has always hailed from an American port, but at one time some of her owners resided at Windsor, and by these Windsor owners the mortgage above mentioned was given. The Canadians have the vessel, though, and possession is always nine points of the law. Should they make her a Canadian bottom, what would be the result? One thing is certain, in that event, Capt. Demass could take his share of the transaction out in whistling. Here is an interesting case and one that will pay vesselmen to become familiar with and watch. It was expected that Capt. Demass would give bonds yesterday and have the vessel released.

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November 7, 1879

The steam barge *Ada E. Allen* loaded building stone at T.B. White's dock this week for Sarnia.

The steam barge *Morning Star* arrived up from Cleveland on Sunday with 110 tons for John G. Mullen.

The schooner *Quimby* arrived from Cleveland Wednesday with 200 tons of coal and on Thursday the *Gilmore* with 95 tons for John G. Mullen.

On Monday last, the steamer *Alaska* began making trips from Detroit to the Islands and Sandusky only on Mondays, Wednesdays and Fridays.

Dunbar's drill *Far Down* this week laid up for the winter. The dredges will be kept at work until the 15th of December, should the weather permit.

Yesterday morning about 7 o'clock the outlawed tug *Winslow* came puffing down the river and rounded to near the captive *Ark*. After those on board had cast a long, lingering look on the captured prize, she moved slowly away.

An unknown schooner went ashore Monday night at Broad Cave, Cape Elizabeth, and went to pieces. The crew were all drowned. Owing to a heavy sea, no assistance could be rendered. Five bodies were washed ashore.

Dunbar's clam dredge broke her crane Monday and was hauled ashore for repairs. The clam dipper has been taken off and an ordinary one put in its place, as the current is too swift to work the former. She went to work again Wednesday.

The United States steamer *Fessenden* has returned from her summer trip and gone into winter quarters at Detroit. Since the 27th of May she has traveled 5000 miles, boarded 3000

vessels, done 1300 miles of row boat duty, reported 320 vessels for violation of law, assisted two vessels in distress and saved six human lives.

The scow *Mary Lydia* of Kingsville waterlogged and capsized at 3 o'clock on Thursday morning of last week between Kelley [Island] and Marblehead Point, Lake Erie. She is a three-and-after, 101 tons burden and is loaded with staves for Sandusky. The crew were picked up by the barge *J.W. Bissell*. The scow will doubtless be a total loss.

The schooner *Petite*, ashore at Port Maitland and loaded with a valuable cargo of Italian marble and sulphur, was pulled off by the *Prince Alfred* on Friday and towed to Cleveland. Neither schooner nor cargo was damaged. The *Prince Alfred* left Cleveland on Wednesday of last week and came through all the bad weather when all other steamers had to run back. The Cleveland people never expected to hear from her again.

The release of the schooner *Wm. Home*, under seizure at Windsor, was effected on Saturday. Capt. Demass of Detroit is now the sole and undisputed owner of the *Home*, having purchased the 7-16 interest of Mr. Graham for \$3000 and the 1/8 interest of Mr. Horn for \$650. It will be remembered that Messrs. Graham and Horn were the persons who libeled the vessel, one on a \$5000 mortgage and the other on a claim of \$2000 for undivided profits of this season. The parties who caused the seizure are to pay all costs made.

The work of pumping barley out of the sunken schooner *Porter* at Belle Isle goes on as rapidly as could be expected under the circumstances, and it seems a question of time merely as to when she will be up. Capt. McLeod stated Saturday that, in his opinion, the damages to the *Porter*, as far as they were now understood, would probably be covered by \$6000. That estimate, of course, takes into account no damage to the vessel resulting from the swelling of the cargo, because it is not as yet known that she has been injured from that cause. It is believed, however, that she has not.

On Monday evening Capt. T. McGowan arrived up from Buffalo with the tug *A.J. Smith* and schooners in tow, having been nine days on the way up, owing to the stormy weather. He reports passing the schooner *Columbian*, Capt. John Hutton, lying under Long Point and furnishing her with some provisions. Capt. McGowan informs us that he and Capt. Kenney of the steamer *Oakland* of Buffalo lately bought the propeller *Bradbury* at Marshal's sale at Bay City, paying therefor the sum of \$2600. They have had her repaired at a cost of \$900 and each now owns a half interest in the craft. The *Bradbury* is now on her way down from Bay City to Buffalo with a cargo of 685,000 feet of lumber, for carrying which she gets over \$3000.

After the episode between the tug *Winslow* and our customs authorities last week, it was thought that none of the other boats concerned in the infraction of our wrecking laws would venture in here for some time to come. However, on Sunday morning the lighter *Ark* tied up at the same dock that the *Winslow* had left her lines on, and customs officer Hamilton at once took steps to secure her. She was accordingly seized and constables put in charge with instructions to resist any forcible attempt to get her away, but no such attempt was made. The *Ark* had lightered several thousand bushels of wheat off the barge *Rutter*, aground in



Lake St. Clair, and after this wheat had been restored to her at the dock here the *Ark* was taken to a place of safety below J.P. Jones', where she now lies awaiting further events.

The past week has been an unfortunate one for the lake marine, owing to the stormy weather on the lakes and the low water in the Detroit River. Large numbers of heavily laden steamers and sailing vessels have been detained from one to three days at the docks here and at Texas Landing above the Lime Kilns, waiting for a rise in the water. Several, including the propellers *Dean Richmond*, *Fay*, *Conestoga*, *Commodore* and *Montana* and the schooner *D.P. Rhodes*, lightered off a part of their cargoes before attempting to cross, and reloaded again at this port. The ferry boats *Fortune*, *Excelsior* and *Essex* have been down several days doing service as lighters, &c. The barge *Rutter* finished reloading her cargo from the *Ark* on Monday afternoon and left in tow of the *Gladiator*, but got aground in the channel off Bar Point. She was released on Tuesday morning. The barge *Wetmore* struck at Bar Point on Saturday but was released by the tug *Hall*. The propeller *Milwaukee*, bound up, got hard on at Bar Point at 5 o'clock Tuesday morning. The *Prince Alfred* went to her assistance at noon and released her at six o'clock, having lightered about 200 tons of merchandise. They pulled her completely around. She was westward of the buoy about 10 lengths. The *Milwaukee* took on her cargo here. The propeller *Passaic*, bound up light, got aground on Fighting Island Tuesday morning and was pulled off by the *Prince Alfred* and *Erie Belle* on Wednesday morning. Several times this week, steamers and sailing vessels have been lying at the town docks, three and four deep, some afraid to venture up on account of the low water and others afraid to go out on account of the stormy weather.

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November 14, 1879

The tug *McArthur* has gone to the schooner *China*, ashore in Georgian Bay.

The schooner *Josephine* took on 6400 bushels of wheat at S. Fraser's warehouse this week.

The tug *Mayflower* was seized at Port Lambton last Friday for a debt of \$500 contracted last year.

The schooner *Princess Alexandria* took 4000 ties from Wheatley to Buffalo November 1st for H.A. Safford.

The tug *Wm. Hall*, Capt. Hogan, left here on Sunday for Dunnville where she will lay up and receive a thorough overhauling the coming winter.

The propeller *Argyle*, reported missing last week, was safe at Prince Arthur's Landing on Saturday. She sustained some injury, the ice cutting a hole in her bow.

The scow *Wm. Park* has been abandoned on Pelee Island, where she went ashore a few days ago. She has been sold as she lies for \$300. She was worth \$1200 before she went on.

Last Friday the schooner *Mary Garret* arrived from Cleveland with 179 tons of coal for John G. Mullen, and on Tuesday the steam barge *Morning Star* arrived from the same place with 110 tons, also for Mr. Mullen.

A change has been made in the clerkship of the *Erie Belle*, Denis Brassard of Windsor

taking the place of Henry Reaume, who left the boat Wednesday. Edward Boyt also left the *Erie Belle* this week to take a berth on the ferry *Transfer*.

E.P. Harrington, the well-known submarine diver, athlete and inventor of the water velocipede, died last week in his native town, Volusia, Chautauqua County, N.Y., where he had gone in hopes of regaining his health.

Work has been discontinued at the Neebish Rapids for this season and Captain Jermin [Jarmin], Frank Brown and others are expected home next week. The diver came down Wednesday on the tug *Jessie* and left for his home in Detroit yesterday morning.

The United States Cabinet on Tuesday discussed the late order issued by the Canadian Government in reference to the wrecking privileges of American vessels in Canadian waters. Further retaliation was proposed but the matter was left over for further consideration.

Another Canadian tug, the *S.S. Edsall* from the River St. Lawrence and Lake Ontario, arrived up last week to tow and wreck on the upper lakes. She is about 100 registered tonnage (20 more than the *McArthur*) and was formerly known on Detroit River as the *General Grant*.

On Monday night last the steam barge *Burlington* on her way down was overhauled a short distance above town by Marshal Campbell on the tug *Salty Jack* and a settlement requested for damages done lately by her barge *Harvest* colliding with Dunbar's drill. She paid \$500 and costs and was allowed to proceed on her trip.

The tugs *Rooth* and *Hector* arrived up from Port Colborne on Saturday last and began work transferring cars with the barge *Trenton* on Sunday last. The *Hector* broke two buckets of her wheel on Monday last by striking the bottom at Stoney Island and is partially disabled. The tugs have all been refitted and repainted and present quite a neat and snug appearance.

Last week we published a despatch from Sandusky announcing that the scow *Mary Lydia* had capsized on Lake Erie. A late issue of the *Sandusky Tribune* has the following concerning her: "The scow *Maria Lydia* of Kingsville, Ontario, which capsized a few days ago near Kelley's Island, was brought into the bay last Saturday night. Two scows were lashed one on each side of her, thus buoying her to a certain extent, and the tug *Mystic* brought her into Ryan & Johnson's dock, where she now lies. An effort will be made soon to raise and repair her."

The Canadian Wrecking Company are at work on the rescue of the schooner *F.B. Gardner*, which is ashore at Windmill Point near Buffalo. The tug *Prince Alfred* left here Thursday of last week for that purpose. It is stated that they get \$4000 if they deliver the vessel in Buffalo. A telegram [was] received at Detroit Tuesday, saying that the *Prince Alfred* was at Port Colborne in the morning, weather bound. It was not certain when she would be able to get away; meanwhile the schooner *F.B. Gardner* continues on the reef at the mercy of wind and water.

The old side-wheel steamer *Hope*, belonging to the Detroit & Windsor Ferry Association, is being remodeled in Jenkins's ship-yard at Walkerville and will emerge next spring as a screw-wheel consort to the *Victoria*. Kerr Bros. of Walkerville are building her

engines.

The *Globe*, referring to the wrecking question, says:—"As a matter of fact, there never was a circular issued by any Canadian Government which either interfered or was intended to interfere with the saving of lives or property placed in jeopardy. The circular so much misunderstood was intended to apply simply to the work of "wrecking" proper, that is, of raising and floating vessels aground or ashore. The new circular from the Customs Department in no way modifies the old one. It does not alter the law, but merely explains it."

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November 21, 1879

The tug *Frank Moffatt* ran aground at Fighting Island last Tuesday. The steamer *Erie Belle* went to her assistance and succeeded in getting her off in about fifteen minutes. She did not sustain any injury.

The schooner *Porter* is afloat again and last Friday evening was reported alongside the bank at Belle Isle, near where she sank three weeks ago last Monday night. She was put on dry-dock at Detroit yesterday.

Owing to the fierce gale prevailing on Lake Erie Monday night, the Cleveland steamers did not venture out either way, except the *City of Detroit*, which went as far as Point au Pelee, then put about and went into Leamington for shelter.

The tug *J.P. Clark* struck on the channel bank above Belle Isle Wednesday night and rolled over into deep water. Capt. Dan Mazel and all the crew but a woman cook were saved. The tug was owned by the captain and was worth \$5000.

Owing to the prevailing high winds, the water in the river went down yesterday morning to the lowest point yet reached and, it not being safe for craft drawing 13 feet to go over the lime-kilns, quite a number were laid up here and at Texas Landing, waiting for the water to come up.

The gales did terrible damage at Sand Beach, Lake Huron, Wednesday night. Three tow barges, *Prairie State*, *Lewis Wells* and *Wm. Raynor*, and the steam barge *J.R. Whiting* are on the reef half a mile below Sand Beach and the fine schooners *E.C. Hutchinson* and *Bahama* are also on the reef and sunk.

On Friday last the schooner *Nellie Woodward* arrived up from Ashtabula with 304 tons of coal, and the schooner *Kate Richmond* arrived up from Fairport with 416 tons of coal, all for John G. Mullen. The scow *F.L. Jones* arrived up from Cleveland on Wednesday with 200 tons, also for J.G. Mullen.

Notice is given that on the opening of navigation in the spring of 1880, the light on Mamajuda Shoal, west side of Detroit River, Michigan, will be shown as fixed red of the fourth order; and the light at Grassy Island, west side of the main channel, Detroit River, will be shown as a fifth order fixed white light, varied by flashes occurring at intervals of one minute.

During the gale early on Tuesday morning, while trying to make the harbor at Grand

Haven, Lake Michigan, five schooners and one steam barge missed the piers and ran ashore on the beach. No lives were lost. The schooner *Maple Leaf* and steam barge *General Paine* went to pieces. The other schooners are the *J.A. Holmes*, *Margaret Dall*, *C.O.D.* and *Mystic*.

The schooner *Frank D. Barker*, laden with 500 tons of hard coal from Buffalo, bound up in tow of the tug *S.S. Edsall*, went ashore at Bar Point Wednesday morning and now lies in about eight feet of water. As soon as the weather moderates, some of the coal will be thrown overboard in order that she may be pulled off. Her cargo is consigned to Stubensky & Co. of Detroit. The tug *Parker* will go to her assistance today.

Mr. Craig of Gibraltar states that the schooner he is building is all ceiled, the bottom planked and the top streaks on. The steam barge progresses favorably, about one-quarter the frame being up and another quarter in number being ready. It is announced on first-class authority that Linn & Craig have been offered the contract by Cleveland parties to build another steam barge of about the size the firm are now building, to be completed in July next.

A terrible marine disaster happened on Lake Ontario on Monday night. The tug *Seymour* of Ogdensburg, which left Cape Vincent Monday for Buffalo with four small tugs, three dredges and eight scows in tow, encountered a gale on Lake Ontario and lost three tugs and all the dredges and scows. The *Seymour* arrived safely at Sackett's Harbor and one tug was picked up. There are reported to have been 32 persons in all on the fleet and only 22 are known to have been picked up. There are slight hopes of others having been saved.

Capt. Brown, owner of the Canadian scow *Mary Lydia* that water-logged and capsized off Kelley Island recently and as subsequently towed to Sandusky, has abandoned the craft. He bought her some time ago of parties in Kingsville, Ont., and paid them \$500 of the purchase money. He came to the conclusion the other day that the best thing he could do under the circumstances would be to relinquish his claim and let the Kingsville parties take the boat, as it would cost more than she is worth to pay the claims against her for towing, etc. and raise and fix her up.

The schooner *C.G. Breede*, Capt. Rose, left Detroit on Thursday of last week with a cargo of 24,000 bushels of wheat for Buffalo. A heavy squall struck her on Friday afternoon when about seventy miles east by north of Point au Pelee and she capsized and shortly afterwards sank. When she capsized, all the crew were thrown into the water but one named Frank Davis, who clung to the masthead and was rescued by a yawl-boat from the propeller *Milwaukee* at 1 o'clock Saturday morning. One of the sailors, named David McAllister, clung to two planks and floated about the lake till 11 o'clock Saturday forenoon, when he was picked up by the schooner *Nellie Gardner*. He fell insensible as soon as rescued. Capt. Rose clung to the cabin, which broke away, and was picked up by the schooner *Abbie S.L. Andrews* about 10 o'clock Friday night. The first and second mate, two seamen and cook are still missing and are probably lost. Jesse H. Farwell of Detroit owned the vessel, which was worth \$5000, uninsured. The cargo was insured for \$32,400.



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November 28, 1879

Lake sailors are now getting \$4 per day.

The schooner *Princess Alexandria*, Captain Spence, is now being laid up for the winter at S. Fraser's dock below town.

The propeller *Asia* is at Windsor laying up for the winter. The *Quebec*, *Ontario*, *Sovereign* and *Manitoba* are all bound down to lay up.

Upon arrival at Detroit, the tug *Vulcan* will fix up a raft of timber now there belonging to R.A. Alger & Co. and then go into winter quarters.

Shipping insurances expire on the 30th of this month and whether weather be fine or not, the rates for carrying after that date will be higher.

The *Ottawa Citizen* thinks the American Government is discussing the wrecking question only to escape annoyance, not to confer any benefit on Canadians.

Mrs. Maria Roy of Port Huron was the name of the drowned cook of the tug *J.P. Clark*. Capt. Meisel will raise the *Clark* and fit her up the coming winter.

Andrew Hackett took in the buoys between Dougall's Rock in the Detroit River and Bar Point this week. The Colchester Lightship was brought in by the tug *Parker* on Wednesday morning.

Andrew Hackett, keeper of the Bois Blanc Lighthouse, has been notified by the Marine Department that a new lantern will be sent up by the supply boat next summer for the lighthouse, of which he has charge.

Wednesday the propeller *Potomac* got on at Bar Point. The tug *Frank Moffat* attempted to pull her off but was unable to do so. Later in the day she was lightered by the steamer *Coral* and then pulled off by the tug *Mystic*.

We wonder why the work of repairing the lightship was not kept in Amherstburg instead of sending it across the line. She could easily have been hauled out here and repaired by just as competent men as they have in Detroit.

The tug *McArthur* arrived at Sarnia on Saturday with the barge *Waubashene*, which was aground in Lake Huron, 18 miles from there. The *Muskoka* is still aground a mile up the lake and is likely to remain there for some time.

The steamer *City of Detroit* encountered a tremendous gale on her trip from Cleveland Wednesday night of last week and passed here on Thursday afternoon with her upper works badly damaged and covered with ice from stem to stern. \$250 will cover the damage.

The manager of the Cleveland line of steamers announces that the steamers *City of Detroit* and *Northwest* will run just as long as they possibly can with safety. Last season the *City of Detroit* laid up on November 30th and the *Northwest* on December 14th.

The Montreal steamers made their last trip Saturday. Most of the lightships on the lower St. Lawrence have gone into winter quarters. At St. Anne's the river is frozen up to the first island above the rapids and down to the Grand Trunk bridge. Four steamboats with tows are frozen in.

A large number of boats have laid up this week and the "Sailors are beginning to get their feet under their own tables." Several from this town who have spent the summer on the deep have already arrived home and the rest will soon be here to pass the winter with their friends ashore.

Sunday next, the 30th of this month, will be the fiftieth anniversary of the day on which the first vessels passed through the Welland Canal, and five years before, on the same day, the first sod was turned by George Keefer, the president of the Canal Company. The names of the first vessels were the *Jane and Ann*, a Canadian, and *Thert Boynton*, an American vessel.

It is now pretty definitely settled that the new Cleveland line boat on the ways at Wyandotte will run on the route between Detroit and Mackinac next season, touching at all intermediate ports and, during the passenger season, making two trips per week. It is calculated she will make the run, including all stops, in from 28 to 30 hours.

On Friday morning last, after 60 tons of coal had been lightered off the schooner *F.D. Barker* on the schooner *Nettie D. Woodward*, the tug *Parker* pulled her off Bar Point. The *Barker* took on her coal here and was then towed to Detroit by the *Parker*, having sustained no damage. The tug *Edsall*, which towed her on, was libelled for \$6000.

Saturday afternoon the resurrected Chatham propeller *J.W. Steinhoff* made her appearance at Windsor for the first time since she burned in August last. She looks exceedingly neat - if anything a trifle better than the *Steinhoff* of old. Now all is new and bright. Everything works well and hereafter until the close of navigation she will make her usual trips between Chatham and Detroit. The old officers run the new boat.

The tug *Gladiator*, Capt. Thomas Honor, with the mammoth barge *Rutter* in tow, was not heard of for nearly two weeks, till Wednesday. Of course there was not much uneasiness, for Capt. Tom's friends knew he would turn up all right. He was anchored between South Fox and North Manitou Islands. While in Chicago, the *Gladiator* is to be engaged to take a pull at the stranded schooner *Clara Parker*, as they have nothing strong enough up there to budge her. The latest from Capt. Honor reports the *Rutter's* steering gear gone.

Capt. Laframboise struck good luck the past week. After being detained here a couple of days, he went down the shore on Friday and came up Saturday with the schooner *Delaware* in tow, being the only tow up that day, and several other tugs laid at the docks here afraid to go out. On Monday he was detained again, went out Tuesday but could not make landings, picked up another large vessel and towed her up to Lake Huron, returning on Wednesday with another vessel. The three tows amounts to nearly \$500.

The tug *W.J. Aikens*, which was chartered by the Canadian Government for a season's work at the Neebish Rapids, arrived down here on Monday night with Capt. J. Jarmin and mate Frank Brown on board, having been detained at Alpena and Sand Beach by the storms. A.P. Kilganan, the engineer-in-charge, who came down to Sarnia on the steamer *Ontario*, arrived by train on Tuesday morning. Orders were received the same night to deliver her to

her owners in Dunnville and she left the same night under charge of Captain Jarmin with Frank Brown and John Chapman. They made the run down to Port Maitland in 21 hours. The ice on the River Maitland was four inches thick - clear blue. At the Neebish this season, the party put in a good season's work without meeting with accidents and did not quit till the 15th inst. The water there was 15 inches lower than in the season of 1874, when it was considered very low, and many new shallow places were discovered in the river. Another season will complete the work they are now engaged on.

The steam barge *Olean* was here Friday for coal. She left her barges outside and, owing to rough weather, could not go out to pick them up, and her captain, knowing that they were not overly supplied with provisions, sent the tug *Kate Moffatt* out from here Sunday morning to supply them. Capt. Brown says he found the barges *Mohawk* and *Butcher Boy* in Pigeon Bay, four miles off Leamington, and that they were completely out of provisions, having had very little of anything for two days. He was unable to get very near on account of the heavy sea and passed the provisions on a line to them. John Lemon of the barge *Mohawk* was drowned. Some of the crew say that he jumped overboard and it is supposed that suffering with extreme hunger and intense cold he put an end to himself. The *Moffatt* was unable to go near enough to get particulars. The barges were standing the weather first rate. The *Olean* left here Sunday night at 11 o'clock to pick up her barges and proceed to Buffalo.

The terrible storm of last week was more prolific of disasters than any ever before known on the lakes. Besides the disasters announced last week, the schooner *W.B. Phelps* went ashore at Glen Haven, Lake Michigan, and five men were drowned; five men were drowned off the wrecks at Sand Beach; two other schooners, the *H.C. Winslow* and *Catchpole* sank at Grand Haven; the schooner *Samana*, ashore at Port Colborne, is a total wreck; the Canadian schooner *Northumberland* went ashore at Presqu'Isle, Lake Erie; the *Wacousta* went ashore at Erie and was feared would break up, but was taken into Erie; the schooner *Two Fannies* is a total wreck at Elk Rapids, Mich.; a man was lost off the wreck of the *Mercury* at Pentwater. The N.T. Co.'s propeller *New York* sank in Ludington Harbor and it was feared that she would go to pieces. The steamer *John A. Dix* sank in Manistee Harbor in nine feet of water, having struck a sunken anchor. Numerous other disasters, several with loss of life, are reported from all over the lakes.

The schooner *Northumberland*, Capt. Milloy, left Kingsville on the 19th inst., loaded with 3500 railroad ties by H.A. Safford for Gordon & Co., Buffalo. The next thing heard of her was a telegram from Erie that she had gone ashore just above Presqu'Isle last Friday morning and that the United States steamer *Michigan* had gone to her relief, but was unable to accomplish anything, owing to the thick weather. Her hull was entirely under water and it was impossible to get aboard of her. The vessel went to pieces Saturday afternoon and the shore was strewn with the cargo. No trace of the crew was discovered and it was feared that all were lost. The friends of the crew in Kingsville and elsewhere were in considerable suspense till a telegram was received from Port Rowan on Monday that they had arrived there all right, having left the vessel Thursday afternoon at four o'clock, twelve miles south

of Long Point Lighthouse, she being at that time full of water, having been seriously damaged by the prevailing storms. The *Northumberland* was owned by H.A. Safford and she and her cargo was valued at between \$5000 and \$6000; no insurance.

On Saturday afternoon last, Andrew Hackett missed the Bar Point Lightship from her moorings outside and immediately went out with John Manson in search of her. They discovered her aground in six feet of water off the Dunn place and about five feet out, but owing to the ice and sea they could not get near her that night. Early Sunday morning they again went out and succeeded in reaching her and taking off Hugh Manson, the keeper, who had spent most of the night in pumping, as she was leaking badly and the seas breaking over her. It appeared that about noon on Saturday the chain on the large anchor broke and she took the small one with her. Mr. Hackett received instructions from Ottawa on Tuesday to give the job of getting the Bar Point Lightship off to the Canada Wrecking Company, the work to be done by the day, and to telegraph results each day. Accordingly, on Wednesday morning at 4 o'clock, the water being high, the tugs *McArthur* and *Parker* went out to work at her. The Colchester Lightship was brought up to be used as a lighter and a steam pump was put on board the wrecked ship over the one from Colchester. The *McArthur* then got a line to the Bar Point Lightship and soon brought her off her resting place and got back to this port with her at 5 o'clock on Wednesday. As she was still leaking badly, the steam pump was kept on her and she was towed to Detroit yesterday to go into dry-dock there.

The *Riverside* quit her route on Saturday last. She had a very busy and successful season.

The tug *Wm. Hall* has been laid up at Dunnville. The *Jessie* is down there and will not come up to Detroit River again this season. Both tugs will get overhauled during the winter.

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December 5, 1879

The tug *Brockway* cleared \$6000 this season.

The scow *Wm. Park* is still ashore on Point au Pelee Island.

The Welland Canal closes today, nine days earlier than last year.

All lights on the lower St. Lawrence were to be extinguished Monday night.

Thomas Buck, wheelsman of the propeller *Canada*, was recently lost overboard.

"Pull for the Shore" is the advice that should be heeded by all sailors at this season of the year.

The steam barge *Isaac May*, tugs *L.L. Lyon* and *Bob Anderson* have laid up at Windsor. Also the propeller *Asia*.

The tug *Gladiator* and tow reached Chicago Wednesday. The *Rutter* will lay up but the *Gladiator* will return to Detroit.

The *Erie Belle* intends laying up at Windsor today. She took a cargo of corn from S. Fraser's dock to Walkerville yesterday.

The prediction is made that if there is plenty of snow this winter, the lakes will next year be as high as they have usually been in past years.

Capt. John Sloan of the steamer *Saginaw*, well-known in this town, is very ill at his house on Fourth Street, corner of Bringham, in Detroit.

Sunday the steam barge *Ada Allen* arrived here with 105,000 feet of lumber for Park & Borrowman. On Monday she started to Sarnia for another load.

The tug *Champion* took 100 tons of coal at Mullen's dock on Monday and left for Bay City after five barges, two of which she will send to Cleveland and the rest to Toledo.

The tug *Edsall* left here for Port Colborne on Saturday morning last and if she can get through the canal will lay up at Toronto for the winter. She gave \$6500 bonds in the *F.D. Barker* matter.

Capt. J. Duncanson has returned home for the winter, having laid up the steam barge *Lincoln* in Chicago. Capt. John Hutton returns home this week, having laid up the *Columbian* in Detroit.

The tug *John Martin*, Capt. D. Girardin, left here for Detroit on Monday and will lay up at that city, where she will be housed in and completely rebuilt at an expense of \$2500. She has had a very successful season.

The tug *McArthur* is going to be housed in forward this winter and will remain up here next season. She has been very busy the past three months and must have added considerably to her owners' wealth. Good authority says \$4000.

Portions of the cargo of the wrecked steamer *Waubuno* have been discovered along the islands of the Georgian Bay.

Between the 15th and 29th of November, 100 craft met with disaster on the lakes. Of this number, 70 vessels were stranded or foundered and the sacrifice of life was 47. The amount of tonnage jeopardized was about 40,000, to say nothing of cargoes.

It is understood that Mr. Farijana, who was deputed to survey Neebish Rapids near Sault Ste. Marie, will in his report to the Canadian Government recommend that in order to make the navigation of the channel perfectly safe, it be deepened some fifteen feet and made 300 feet wider. The work is estimated to cost over \$30,000.

A Milwaukee dispatch says, "it is a settled conviction of vessel and insurance men of this city that the schooner *Hattie Johnson* of Buffalo, which sailed from Milwaukee on the night of the 16th, foundered, probably near the Manitous, in the gale of the 19th and that all on board have been lost. The crew consisted of Capt. D.D. Prouty and wife and eight men." She passed here on Monday evening. All on board were well.

Capt. Geo. Odette left here on Monday last with the tug *Parker* to lay up at Port Maitland. She will get a general overhauling. Both boiler and hull will be made as good as new, the engine being now in excellent condition. The *Wm. Hall* is being renovated down there and will come out next spring better than ever. The *Jessie* will also be put in good shape. All the Canadian tugs have had a very good season and have made money and can afford to fix up.

The parties in charge of the Bar Point Lightship desire us to state that the reason why she was not repaired here was that she was leaking so badly that the steam pump had to be

kept continually going and this at an expense of \$200 a day, so that it would have been very expensive keeping her here till ways were got ready to haul her out. She was repaired in dry-dock and returned here on Saturday.

The steam barge *Wm. Edwards* was aground near the buoy off Windmill Point, Lake St. Clair. The tug *Andrew J. Smith* got her off on Sunday. The *Edwards* has made one of the most unpropitious beginnings of any propeller on the lakes. First she was badly damaged at Cleveland; then her machinery did not work well; afterwards she was aground in the Chicago River; and now she finds the bottom off Windmill Point, and all on her first trip.

It was reported Saturday that the Detroit Dry-Dock Company had contracted to build two propellers for Buffalo companies, to be completed for next year's business. They will be of iron if they are built at all, and as it has been understood that the Dry-Dock Company were figuring for some Buffalo work, it is thought that there is the best of foundation for the report. The propellers will be built at Wyandotte and there is now room for doubt that they will be of the best workmanship and that when completed they will compare favorably with similar boats anywhere on the lakes.

A telegram from Waubaushene says that the steam barge *Enterprise*, Capt. Morden, arrived Sunday noon from Sarnia, she being thirteen days making a thirty-five hour run and having run through three inches of ice for six miles. She had to run back once ninety miles for shelter. She reports on her way up assisting the schr. *Queen City*, lying 25 miles northwest of Southampton, dismasted fore and main mast, and lost also one anchor and boat. Capt. Morden telegraphed from Southampton for a tug and assistance for the *Queen City*. She took on 240,000 feet of lumber and 328,000 shingles for S. Fraser of Amherstburg and left Monday night. Mr. Fraser had given up all hopes of the *Enterprise* making the trip, the *D.R. Van Allen* of Chatham having weakened after reaching Goderich, and returned with salt. Capt. Morden said he would make the trip if he could get a crew, if it took till Christmas, and he is doing it.

The steamer *Keweenaw*, from Cleveland to Saginaw, on her trip up ran aground at 8 o'clock last Friday morning on Colchester Point, 16 miles from here, during a heavy fog on Lake Erie. The tug *John Martin*, coming up the lake, hearing her signals of distress, went to the steamer's assistance. After pulling at her for some time and finding her lines insufficient, she started for this port, where she met the tug *McArthur* and they both returned to the steamer and worked at her until driven away by the heavy sea of Saturday evening's gale from the northwest, when they were obliged to leave her and seek shelter at Amherstburg. While at work, the 11-inch hawser of the *McArthur* was parted. The *Prince Alfred* arrived down but did not go out owing to the heavy sea, as she would have been unable to get near enough to the *Keweenaw* to render assistance. When returning here, the *Martin* had her cook stove upset, dishes broken and cooking utensils generally knocked topsy-turvy by the very heavy sea outside, and Capt. McGregor of the *McArthur* got a wetting while in his tug's pilot house. The water was very low on Friday night but on Saturday morning came up over two feet and at 5 o'clock the *Keweenaw* got up a good head

of steam and backed herself off. She met the tugs *McArthur*, *John Martin*, *Prince Alfred* and *Mystic* at Bar Point on their way to her assistance. The *Keweenaw* had to stop here all day Saturday and blow off her boilers, as they were full of sand,<sup>9</sup> and left for Detroit Saturday night. The tug *Martin*'s bill for services, seven hours, is \$195. The *McArthur*'s bill is \$259, time, hawsers, etc.

On Tuesday morning the tug *Mystic* left here with a warrant from the Canada authorities at Windsor for the arrest of the bark *Alexander*. The charge is a funny one, and the circumstances somewhat as follows: Cunningham & Leach of Ridgetown, Ont., purchased of a man named MacDonald, who has a sawmill somewhere on the Sault River, a lot of lumber, on which they advanced \$1000 to pay the duty or some dues to the government. The *Alexander* was chartered to bring the lumber down and deliver it at Amherstburg, whence it was to be shipped over the Canada Southern [Rail]road to its destination, Ridgetown. The *Alexander* reached Windsor on Monday where, it is claimed, a scheme was concocted between the owner and the master of the vessel whereby they would take the lumber to some American port and sell it. The *Alexander* afterwards left Windsor and was towed down to Lake Erie by the propeller *Erie Belle*. No stop was made at C.S.R. or here. Mr. Leach, one of the owners of the lumber, was here awaiting the arrival of the schooner and cargo and when he learned these facts he immediately departed for Windsor, routed Justice Bartlet out of bed at 3 o'clock Tuesday morning, swore out a warrant for the arrest of the owner, master and vessel, and an hour later the *Mystic* started out to find them. They succeeded in coming across the *Alexander* in Lake Erie below the Dummy on Wednesday night and on hauling up alongside to take her in tow, the captain and crew tried to prevent them, when the officers boarded the vessel, handcuffed the captain, and the rest of the crew then submitted. They brought her to this port and left with her for Windsor yesterday morning. Captain Malone, owner of the *Alexander*, says he was ordered to take the lumber to Buffalo. He further says when a settlement is had, the lumber, which is valued at about \$2500, will hardly cover what will be due the vessel for transporting it. The freight amounts to \$1300 and a 30 days demurrage account will add an equal sum to it.

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December 12, 1879

Capt. Morden has laid the steam barge *Enterprise* up at Fraser's dock.

The schooner *Northumberland*, ashore near Erie, has proved to be a total wreck.

The tugs *Rooth* and *Hector* are at the Canada Southern Railroad crossing ready for service there when required.

⁹To keep making steam, water must be added constantly to a ship's boilers. The pump intake for the boilers is at a low point outside the hull and when a vessel is in shallow water for any length of time (grounded), sand, mud, etc. is pumped into the boiler and accumulates there until it is "blown off" through a bottom valve on the boiler.

Sunday evening the steam barge *Ada E. Allen* arrived from Sarnia with a second cargo of lumber for Park & Borrowman.

The steamer *Benton* coaled at J.G. Mullen's dock here yesterday on her way to Cleveland. She is the last boat to Cleveland from the upper lakes.

The tug *Clark*, sunk in Detroit River, has been raised. The body of Mrs. Ray, the cook, was found in the cabin and sent to her late home at Port Huron by rail.

The ferry boat *Hope*, schooner *Bessie Barwick* and propeller *Clara* are laid up at Walkerville, where the steam barge *Enterprise* will also probably winter.

The steam barge *Enterprise*, Capt. Morden, which went to Georgian Bay for lumber for S. Fraser and was delayed by rough weather, arrived here Thursday of last week with her cargo all safe.

At Windsor there are laid up the tugs *Bob Hackett*, *Prince Alfred*, *L.L. Lyon* and *Bob Anderson*, the schooner *Maggie McCrae* and the propellers *Asia*, *Sovereign*, *Coral*, *Isaac May* and *Erie Belle*.

Capt. D. Nicholson laid up the steamer *Gazelle* at Sandusky last week and brought the *Jay Cooke* to Detroit, where he attended to the laying up of the latter boat. He arrived home Tuesday night.

Dunbar's tug *Salty Jack* and dredge *Wild Irishman* are still at work at the Lime-Kilns. The dredge *Faugh-a-Ballagh* and drill *Far Down* are laid up and both will be thoroughly repaired this winter.

The tug *A.J. Smith*, Capt. McGowan, stopped here Tuesday with schooners *Nellie Redington* and *S.H. Foster*. He takes the latter to Cleveland and the former to Erie. He took 83 tons of coal at J.G. Mullen's dock. They arrived at Erie Wednesday.

The Cleveland steamers have laid up for the winter. The steamer *Northwest* has made 106 trips and the *City of Detroit* 91 this season. During the winter the *Northwest* will be quite extensively overhauled. She will receive new deck beams throughout.

The collector at Amherstburg has received notice from the Canadian government that the fine imposed on Capt. Grummond's lighter, the *Ark*, for infringement of the Canadian laws by not entering and clearing, is \$400 and that she can be had on payment of that amount.

The tug *Gladiator*, Capt. T. Honor, is towing the schooner *Erastus Corning* from Cheboygan to Cleveland. They were at Tawas, Mich., Wednesday night, wind-bound. This is probably the last vessel to go down this season and it is doubtful whether she will get through.

Parties were here this week looking after the engine and boiler of the *Lady Franklin*, which was burned two miles above Amherstburg 3 years ago. If the boiler and engine cannot be sold where they are, they will be taken out and shipped to Port Huron.

The C.S.R. has been trying to charter one of the large powerful tugs to be used in ice breaking at the crossing here this winter. The price asked is \$50 a day, which the company is not inclined to pay. One of the Windsor and Detroit ferries has also been figuring on the

job. We hear that the tug *Sweepstakes* has been chartered for winter service. It is not known whether Capt. Inman will remain in command, owing to sickness in his family. The tug is expected down in a few days.

The schooner *Wacousta* of Montreal, owned by Dr. Schooley of Buckhorn, loaded with stave bolts for Buffalo, which had the misfortune to run on Presqu'Isle beach on the night of the 20th ult. and lost part of her cargo, now lies at Erie, Pa., with five feet of water in her hold. Capt. Mahoney of the tug *Thompson* and for use of an old sewer pump, 72 hours work, which released the vessel from the beach, has libelled the craft for \$1500. Capt. Bostwick says "it is outrageous to tax a man so heavy." Vessel men say that the boat will not sell for \$800 at the sale, which is to take place on the 24th.

The sailing master and owner of the schooner *Alexander* were arraigned at the Windsor police court last Friday afternoon on a charge of purloining a cargo of lumber. The circumstances of the case have already been narrated in these columns. Wm. McDonald, from whom the lumber was purchased, admitted on the witness stand that he had told Capt. Malone, the owner of the vessel, that it would be better for all concerned if the lumber was taken to the Buffalo market, but he thought he did not give the captain any instructions in the matter. Mr. Leach, one of the purchasers of the cargo, admitted that a rate to Amherstburg had been agreed upon, as well as a rate to Buffalo. The latter was made in case it should be decided to send the lumber to Buffalo. These statements tend to show that a shipment to Buffalo had been at least talked of by all concerned, and it looks as if the defendants will fully establish their innocence of any fraudulent intent. Capt. Malone, for whose arrest a warrant had been issued, appeared voluntarily on \$1000 bail and his sailing master on his personal recognizance. Wm. McDonald signed Capt. Malone's bail bond. The indications being that the accused would acquit themselves of any fraudulent intent, the parties concerned in the seizure of the schooner came to an understanding with Mr. Leach Saturday evening and the case has been taken out of court. The schooner came down to White's dock Sunday night and unloaded her cargo of lumber, which will be shipped to Ridgetown by C.S.R.

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December 19, 1879

Yesterday afternoon the propellers *Milwaukee* and *Maine* passed down together, cutting their way through the ice. They were probably bound for Toledo and are, apparently, determined to run the season out.

Work on the U.S. government contract at the Lime-Kiln Crossing ceased on Saturday last for the season. The operations are under the general supervision of Gen. Weitzel of the United States engineers, but H.A. Leavitt has the work in charge, aided by E.C. Burns, C.W. Danger, F.R. Foote and Wm. Hatt as assistants. The work on the present contract was commenced October 30, 1878 and about a month's work was put in that season before the close of navigation. Operations recommenced March 19th of this year and continued, as above stated, till Saturday, the 14th inst., a period of nearly nine months. There has been

an average force of 30 men employed during that time and a considerable amount of rock has been blasted and removed from the channel bed. The contract will be finished next summer and about one-third of the total labor of deepening the channel to 20 feet will have been then accomplished. The most difficult work, however, will then remain and its further prosecution will need an increased force and better facilities.

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December 19, 1879

Manager McDonald of the Canada Wrecking Company goes home to Dunnville on Saturday.

John G. Mullen has sold over 7000 tons of coal to propellers and tugs at this port since the opening of navigation this year.

Capt. T. McGowan has laid up the tug *Andrew J. Smith* at Erie, Pa., for the winter. It is said the *A.J. Smith* will get a little fixing up this winter and stay there.

Capt. T. Honor arrived in Detroit with the *Gladiator* on Friday last, the tug's boiler having given out and she could not tow the schooner *Corning* through. The schooner laid up at Port Huron, her captain having weakened on going to Buffalo.

The steam barge *Wm. Edwards* with the schooner *Marion W. Paige* in tow from Erie to Chicago, coal laden, called here Monday morning and remained till Tuesday morning, owing to low water on the Lime-Kilns. Henry Duff piloted her over all right.

Reports say the *Sweepstakes* will not be stationed at the C.S.R. crossing here this winter, but that the ferry *Fortune* or *Excelsior* will do the ice breaking there. Old skippers say they are too "long-legged" and think they will keep the *Rooth* and *Hector* busy pulling them off.

The schooner *Columbian*, Capt. John T. Hutton, is being repaired at Detroit. She will be made a three-and-after. The new mast will be put in aft, passing down through the cabin. Capt. Hutton has been in Detroit during the last two weeks overseeing the work.

Capt. C.C. Allen of the steam barge *R.J. Hackett* arrived home on Friday last. Capt. Fraser of the *Amazon* will sail the *Hackett* between Milwaukee and Grand Haven this winter if weather is fine, but the company do not intend to injure her on that route and will not run in bad weather.

The tug *Merrick* has been sold to the International Bridge Company for \$12,000, the sale being consummated Saturday. The *Merrick* will hereafter break ice in the winter between Fort Gratiot and Point Edward and in the summer will help rafts through the International bridge.

Andrew Hackett has been asking for tenders for making twenty buoys for Bar Point and has sent the tenders to Ottawa. This is as it should be, thus always having some spare ones on hand, so that when one is carried away it can be replaced immediately, as that point is one of the most important places on the lakes.

Monday, the dredge *Wild Irishman*, at work at the Lime-Kilns, quit for this season. Her crane was taken off and the dredge hauled ashore for the purpose of being repaired this winter: the entire works above the deck will be rebuilt. The drill will also be overhauled

before work commences next spring. The other dredge was put in good order this fall.

The late passage up of the steam barge *Edwards* and schooner *Page* has raised the question as to the latest date on which craft have passed through the Straits of late years. About the latest we think of was that of the schooner *Chenango* in 1873. Captain Ferris left Chicago with grain for Buffalo on the schooner *Chenango* on the 17th of December that year and succeeded in reaching his destination. The season had been a desperately hard one for owners as to freights and being offered 7 cents a bushel on a cargo of corn, Captain Ferris accepted it and took the cargo through.

1880

January 23, 1880

Capt. Williams of the tug *Mystic*, on Thursday of last week, relaid two of the cables which connect Detroit and Windsor. He also picked up 500 feet of the first cable ever laid across the river. The latter cable was laid in the year 1854 and was broken and lost many years ago.

January 30, 1880

Launch of the "Canada Southern."-The launching of the new transfer boat for the Canada Southern Railway to be used in connection with the *Transfer* at the Amherstburg crossing took place at Wyandotte on Saturday afternoon last [January 24th], about ten minutes past two o'clock, and she glided off the ways with hardly a jar. There were about 600 people present from Amherstburg, Detroit and the vicinity of Wyandotte, Division Superintendent Murray and General Passenger Agent Snow representing the Company. When she settled in the water, she, with all her engines and boilers aboard, only drew 5 feet 9 inches forward and 4 feet 9 inches aft. When loaded she will draw a foot more, which is still one foot less draught than the *Transfer*. The *Excelsior* towed the "*Canada Southern*," as she was named,¹⁰ to Detroit where she will be immediately completed and will likely be ready for service some time in March.

Her dimensions are: Length of keel, 245 feet; length over all, 265 feet; breadth of beam, 45 feet; breadth over all, 75 feet; depth of hold, 13 feet 6 inches. Her displacement will be about 2000 tons and her custom house measurement will be about 1800 tons. Her hull is entirely of iron and it is divided into four watertight compartments by three fire-proof bulkheads. On one side of the central bulkhead are the four boilers, of which we gave a full description in these columns some time ago. Each pair of boilers connects with a long steam

¹⁰As will be seen in the next column, this ferry was actually named the *Transport*.

drum, which drums are connected with each other and also with one large steam receiver from which the steam is led to the engines. On the other side of this bulkhead are the two pairs of horizontal propelling engines, which rest on their keelsons on the floor of the hold. They are provided with the ordinary link motion gear. Each pair drives one paddle-wheel and is operated entirely independently of the other. Each main shaft has a pinion wheel which meshes into a large gear wheel on the paddle shaft. In this compartment is also a large donkey engine to manage the condensing apparatus, which, from the varied duty of the engines, is unusually large. This engine can also be used, if necessary, to work bilge pumps. The engines will rate about 1000 horse power and the working pressure of steam will be 60 pounds. The space near the paddle boxes is strengthened by extra heavy web frames, attached by heavy brackets. The outer boxes of the paddle-wheel shafts are supported by strong plate girders. There have been used in the construction of the boat 500 tons of plate iron, 40 tons of rivets and 400 of angle iron deck beams, etc. She will carry 24 cars, three abreast, which are three more than any other car ferry in the United States, except one, can carry. At present she will be steered at one end only, although provision is made for steering apparatus at both ends.

She is being finished in hot haste at the foot of Orleans Street. Some 225 men are working on her cabin and upper works.

February 27, 1880

The "Transport."-The new C.S.R. ferry-Complete description-All ready for Business.-On Saturday afternoon last the work of inspection being completed, the new Canada Southern iron transfer boat *Transport*, commanded by Capt. Charles W. Stone, left the Detroit Dry-dock Company's wharf at Detroit for Amherstburg with a large party of invited guests on board - both ladies and gentlemen - from Amherstburg, Grosse Isle and Detroit. She passed the foot of Woodward Avenue at 4.34 and came down the river with all her colors flying, riding the water beautifully and her machinery in good working order. She arrived at the C.S.R. depot here at 5.54, thus making the trip in one hour and 20 minutes with only 40 lbs. of steam. On her downward trip the party on board were entertained to a splendid supper provided by Mr. Smith, the keeper of the passenger restaurant on the boat.

Arrived here, it was found necessary to widen the lower slip to allow her to enter, and men have been engaged on her this week laying the railway tracks and otherwise getting her completely ready for business. On Sunday last, crowds from both sides of the river made a visit of inspection and numbers have been visiting her every day since. Whilst she was lying at Detroit she was visited by gentlemen who have inspected some of the finest specimens of ship-building in the old world as well as in America, and all pronounce her one of the strongest and best pieces of workmanship ever put together, and there is certainly nothing to be compared to her on the western lakes at the present time, for she combines in herself all the improvements that experience for years back and up to the present time could suggest to make her perfect. She is the second-largest ferry steamer in the world and might

in fact be said to be the largest as, though the one at San Francisco can carry a few more cars, still she is really only a huge barge.

Her size.-She has 75 feet beam over all, is 268 feet in length - 28 longer than the *Transfer* - and can carry eight cars on each of three tracks or 24 in all on the same draft loaded that the *Transfer* is light. Her register tonnage is 1594 98-100 tons, but her gross tonnage must be nearly double that.

Her cost.-Complete, will be fully \$200,000; although, owing to the advance on iron since the contract for her construction was let, her real value is at least \$50,000 more than that sum.

Her builders.-Were the Kirby Bros. of Wyandotte, who were employed by the contractors, the Detroit Dry-dock Company. They laid the keel at Wyandotte in the first week of September last, launched her on the 24th January, when she was taken to the Company's yard, Detroit, and she was completed and turned over to the Canada Southern Railway Company on the 21st day of February, less than six months from the time work was first begun. Her bottom is $\frac{3}{4}$ inch iron to the turn of the bilge, her bilge and a streak above are $\frac{5}{8}$ inch iron and the tops of her sides are $\frac{1}{2}$ inch iron. She has an iron deck frame throughout and her stanchions and guard beams are also iron throughout. Her style of build was so admired by certain gentlemen from Buffalo that they gave orders to the same contractors for the immediate construction of two large propellers, 14 feet draught, of the same style of build, one to be 2200 tons and the other 1900 tons, and both to be completed and fully equipped before the first day of September next. This speaks well for the builders of the *Transport*, who are thus recognized as the leading iron ship-builders on the continent.

General description.-On boarding the *Transport*, the first thing to be noticed on the main deck on the starboard side is the lunch room, over 40 feet long and averaging 13 feet in width. A counter, following the contour of the boat, runs the full length of the room and is furnished with lockers and bar, in fitting up which no expense has been spared. Aft of the lunch room is a large room in which is placed an immense refrigerator and ice-box and a vegetable box with 5 bins. A private stair leads from this room to the kitchen above. Over the lunch room on the upper deck is the dining hall, to which a stair leads from the main deck, and which is large and pleasant and contains a table running the whole length, which will accommodate 30 persons. The kitchen aft of the dining hall is furnished with every convenience. The passengers' refreshment department will be in charge of W.R. Smith, the popular caterer, who has so successfully managed this department on the *Transfer* during the past two years and will still continue to run it, as well as the new ferry in this line. Aft of the paddle boxes on the starboard side are convenient water-closets and a gang-way 10 feet wide. Then come the greasers' rooms, with two bunks each. The Chief Engineer's and Assist. Engineer's rooms, all nicely fitted up and furnished with splendid walnut furniture, good bedding, carpets, &c. Two rooms with three bunks each for dining room employees are also on the starboard side of the main deck, forward is the waiting room for deck [sic].

On the port side of the main deck hands and next come the offices of the United States Customs, elegantly furnished with solid walnut furniture and oilcloth floor covering, while off the offices are the car sealers' bedroom at one end and the Customs officers' quarters at the other. Both are carpeted and are supplied with bureaus, clothes press and every convenience. In rear of these are the wheelmen's rooms, nicely furnished, and a store room. Aft of the wheel house on the port side are the oil and lamp rooms, finished in galvanized iron and in which an extra fine lot of lamps are stored. Here also are rooms for the watchmen and ship carpenter, and farther aft are the kitchen, store room and dining room for the crew. All are roomy and the dining room floor is covered with oilcloth and there are seats for 14 persons, while the kitchen has a large range with copper furniture and everything necessary for complete furnishing. On the upper deck on the port side are the captain's sitting room and bedroom, and the mate's and the clerk's rooms, which are furnished in good style, as are all the officers' quarters, with the best walnut furniture, including bedsteads, wash stands, bureaus, &c., with either carpet or oilcloth on the floors, and comfortable beds and bedding, and each room is also supplied with a steam heater. The bridge on which is the pilot-house is wide enough to allow passengers to pass in any direction without entering the pilot-house, while the floor inside the latter is raised 18 inches above the bridge, so that the wheelmen may see even the heads of all who may gather around. The bridge is two feet wider than that on the *Transfer* and 9 inches higher. The pilot-house is heated with steam and is furnished with all the latest improvements, including a \$45 spirit-compass. Passengers can pass round the entire length of the boat on the upper as well as on the lower deck, the upper deck in some parts being over 17 feet wide.

Instead of having the gearing of the wheels boxed in as in the *Transfer*, large doors open which will expose any part requiring repairs. There is an open space varying from 5 to 8 feet in width between the tracks and doors of the rooms, with pillars supporting the upper deck so that passengers can walk around without danger. There is also a space of 5 feet in rear of each smoke stack so that a clear passage is open all round the boat. The *Transport* has everything imaginable in the way of fire extinguishers. She has three Babcocks, 2 hand pumps, 40 hand buckets and three water tanks on upper decks. She also carries a 2500 lb. anchor, one metallic and three wooden life boats and 200 life preserver jackets.

Her machinery.-On the lower deck is all her machinery used to drive her two large wheels, which are 26 feet, 6 inches in diameter and are furnished with 9 feet buckets, the construction of which was superintended by John T. Griffin at Detroit. Her condensing engine is a beam engine with two vertical air pumps, boiler pumps and bilge pumps all attached, and this engine also drives a large fan which is forward in the store room for the purpose of furnishing a plentiful supply of fresh air through gratings located at various points all over the lower deck. The condensing engine is 16 x 30, while the two main horizontal engines, which are similar in construction to those of the *Transfer* but supply 30 per cent more power, are 28 x 48. They have, all told, 2400-horse power. Two fire pumps which, besides their use in case of fire, also feed the boiler are just aft of the main engines.

Four regular marine tubular boilers, each 16 feet long and 9 feet 4 inches in diameter, are located towards the stern, two on each side, and beside them are coal bunkers which have a capacity for 150 tons of coal. All the machinery was made by the Detroit Dry-dock Company. The lower deck is much more roomy in appearance than that of the *Transfer*, owing to the iron construction of the boat. At the bow on this deck are two large rooms, one for a store room and the other for an oil room. Aft of the boilers are bunks for the deck hands and restaurant cooks. The boat throughout is heated with steam.

The officers.-The officer in command of the *Transport* is Capt. C.W. Stone, who superintended the building of the boat, in the interests of the company, from the time the keel was laid until her completion, he being present every day and nothing being done without his approval. Capt. Stone is an experienced veteran in railway ferry service, having sailed every car ferry in the rivers, except those of the Grand Trunk. He first took command of the G.W.R. old steamer *Transit* about 18 years ago, was transferred to the ferry *Union*, which he commanded for about 7 years, then to the new steamer *Transit*, from her to the iron steamer *Great Western* and then to the *Michigan*, having sailed every one of the G.W.R. ferries. When W.K. Muir took charge of the C.S. Railway, Capt. Stone was put in command of the ferry *Transfer*, which has been so successfully managed ever since, and has done an immense amount of work - far more than any other car ferry running on the river - and almost without the slightest accident. Capt. Stone is at present in charge of the whole ferry department of the Canada Southern, acting under instructions from General Manager Taylor has chartered all tugs and other boats required for the ferry service and laid out their work.

The second officer is not yet definitely fixed upon, as the running arrangements about the *Transfer* are not yet complete.

The Chief Engineer of the *Transport* is John A. Westaway, who has seen 20 years' service on our lakes and rivers. He superintended the fitting up of the engines and other machinery of the *Transfer*; and has been her chief engineer for the past 7 years, having been the head of his department through the various changes of management of the C.S.R., which speaks loudly in his praise. When the new ferry was being built he was selected as inspector of machinery for the C.S.R. Co. to oversee the work in their behalf. He has kept a watchful eye over piece by piece was put together and every portion of the machinery put into her had to receive his approval.

The second engineer is Thomas Kelly, who was formerly chief engineer of the steam barge *Kershaw*.

David H. Bowlsby, the obliging clerk of the *Transfer*, will act in that capacity for both the *Transport* and *Transfer* at present.

Other matters.-As the *Transport* will only run during the day and the *Transfer* during the night for some time, the crews at present running the latter will be able to run both until other arrangements are made. When everything is in running order the new boat will likely carry all the passenger trains.

It is also very probable that in the spring the *Transfer* will be laid off for considerable repairs, which will most likely be done at this port, so that with the exception of a few employees about the passenger restaurant there will be no addition to the ferry force for a time at least.

The C.S.R. has at present quite an extensive fleet at the depot here: The car ferries *Transport* and *Transfer*, the ferries *Excelsior* and *Bertie Dahlke*, the tugs *W.A. Rooth* and *Hector* and car ferry barges *Trenton* and *Ichthyosaurus*. The tugs and the *Excelsior* will be off duty on 15th March. They have had nothing to do this winter, the ice not having at all interfered with the *Transfer*. In future winters the services of all these extra tugs and steamers will be dispensed with, as the two transfer boats will be able to keep an open passage in any weather and to do all the work that will ever be required at a crossing on the Detroit River.

The *Transport* will be making regular trips carrying cars in a day or two.

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March 5, 1880

Capt. Williams of Windsor has put the tug *Mystic* in commission.

Captains of lake vessels are determined to have higher wages this season than last.

The Detroit and Cleveland steamers will resume business next week. Everything points to an early opening of navigation.

The schooner *J. O'Neil* left Cleveland Saturday afternoon for Detroit in tow of the tug *Tutthill*. She passed Amherstburg Tuesday morning.

One-seventh of the steamer *Amazon* has been sold by the Northwestern Transportation Company to the Buffalo Insurance Company for \$2000.

The Detroit Dry-dock Engine Works has the engine for Capt. Thomas Wilson's new steam barge building at Gibraltar about two-thirds completed.

The steamer *Grace McMillan* will run on the Amherstburg and Detroit route this season and is expected to start out some day next week. The *Riverside* will also run on this route as usual. Another rumor says the *McMillan* will go to the Saginaw River this season.

A good judge thinks the *City of Cleveland* will be the finest steamboat on the lakes when completed. Her cabin begins to take shape under the steady work of a large force of men and promises to be handsome. Latest reports say that she will run between Detroit and Lake Superior on a new route.

Detroit River is at its old summer tricks again. On Sunday morning last - after the big blow - the water was very low, the channel bank being plainly visible, lower than at any time last fall. At 4 p.m. it was up again several inches above the average.

The engines of the *Erie Belle* are undergoing repairs preparatory to the opening of navigation. She is expected to come out about the 15th inst.<sup>11</sup> and take her route. Capt.

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<sup>11</sup> of this month

Laframboise returned from the east but did not find any side-wheel steamer just to suit him.

In Detroit the calkers, painters and riggers are at work and nearly every craft in Detroit will be ready for service as soon as the spring business offers itself. The work on the various steamers of local lines is in an especially forward state and most of them could go into service on three days' notice.

The propeller *Mineral Rock* is being rebuilt at Detroit. She has already had new frames put in where necessary and her deck arches, deck frames and cabin will be entirely new. She will go in dry-dock for new wheels and shaft. Her boilers and engine will be thoroughly overhauled and when her repairs are completed she will be in fine shape.

Captain J.T. Hutton of Amherstburg will this season command the large schooner *John Wesley*, lately purchased by A.A. Parker & Bro. of Detroit. She is now laying at Toledo loaded with corn for Buffalo at 5 cents and will be out in a short time. Captain Timothy Lemay of Amherstburg will sail the *Columbian* formerly commanded by Capt. Hutton. James Morin of this town will go mate with Capt. Hutton. The Parker Bros. have sold the schooner *Eagle Wing* to Chicago parties for \$6000 cash. They bought her 4 years ago for \$2200.

Capt. Jermin and F.B. Hackett and C.W. O'Rourke again got the remains of the steam barge *Lady Franklin* afloat and moved her below the upper C.S.R. slip, from whence she was towed to Detroit on Saturday evening by the tug *Thomas Coleman*. Mr. Craig of Detroit, who owns her, made a deposit in the Maritime Court to cover Schulenberg's suit against her for services. Her engines and machinery will be broken up for old-iron, her boiler not being much damaged will be put into another boat, and her hull converted into a lumber barge.

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March 12, 1880

Capt. Ives is having a new boiler put in the steam barge *Coral*.

The steamer *Keweenaw* will be placed on the line from Detroit to Alpena and other northern ports.

The schooner *Princess Alexandria*, Capt. Spence, is now being fitted out here for the season's business.

The Dominion Government has decided to build a lighthouse at Port Stanley during the present year.

Celeb Coatsworth has commenced repairing his dock at Romney preparatory to the opening of the spring trade.

James Tobin will command the tug *River Queen* this season, while Joseph Biron will succeed him in the *Bob Hackett*.

The steamer *Northwest* passed here at 11 a.m. Tuesday on her first trip to Cleveland. She will now run regularly, leaving Detroit every Tuesday, Thursday and Saturday evening. She has been newly painted up and looks well.

T. Wilson's new schooner now building at Gibraltar will soon be launched and the

steam barge being built at the same place for the same man will be launched about May 1st.

The steamer *Riverside* is being fitted up and will be placed on her old route between Detroit and Amherstburg, calling at Wyandotte and Grosse Isle on Monday next, 15th inst. The forward cabin of the *Riverside* has been enlarged and the pilot house built above.

The *Erie Belle* will come down on Monday next on her first regular lake shore trip this season. She will only run on the route two or three weeks, when she will go towing, for which she will be prepared by having her small cabin aft taken out and a large towing post placed there instead. No other boat has yet been obtained for the lake shore route.

The change in the characteristics of the Grassy Island and Mamajuda lights, Detroit River, announced in Notice to Mariners No. 40, 1879, from the lighthouse board, will not be made at the first re-exhibition of the lights this season, as therein stated, but as soon after as practicable. Due notice of the date of change will be given.

Some of the enterprising men of North Bass Island, south of this county, have formed a joint stock company to build a dock on the south side of the island in the channel. It is to be 250 or 300 feet long. An abutment 14 x 16 was built this winter as a commencement. About half of the dock will be built this summer and it will be completed next winter.

The repairs to the Bois Blanc Island lighthouse were sufficiently completed to allow the lights to be lit for the first time last (Thursday) night. It is a great improvement, 12 lights of plate glass, 30 x 60, being in place of 12 x 14 glass in the old. There are now seven improved lamps with larger reflectors. The lights are now two feet higher than the old ones were.

Capt. Geo. Odette brought down on the scow *Pinafore* from Windsor on Tuesday last the plate glass for the lighthouse on Bois Blanc. They weighed 1640 lbs. and are valued at \$2500. He also brought down to the Canada Southern station 77 boxes of D.M. Ferry & Co.'s seeds and 17 barrels of flour as well as a quantity of coal oil for J.D. Burk and 17 boxes of seeds for M. Twomey.

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March 19, 1880

The steamers *Asia* and *Sovereign* of the N.W.T.<sup>12</sup> Co.'s line are being prepared for service at Crawford's dock, Windsor.

The light on Grassy Island has been changed from a fixed white light of the 6th order to a white flashing light of the 5th order.<sup>13</sup>

A meeting of tug men will be held in Detroit in about two weeks, to fix the towing rates

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<sup>12</sup> North West Transportation Company

<sup>13</sup>A "fixed light" is one that does not blink, as opposed to a "flashing light" which blinks with a definite frequency of intervals. The order of lens pertains to strength; ie, the higher the number, the smaller the light.

for this season. It is expected that they will be at least as high as at the close of last season.

A.E. McGregor of Windsor has been appointed captain of the propeller *Sovereign*. He will be the youngest commander of a passenger vessel on the lakes, being only 24 years of age.

The propeller *T.S. Faxton*, from Bay City to Tawas with freight and passengers, got fast in the ice last week and it was for a time feared she was lost, but she was discovered all right on Wednesday.

T. and S.A. Murphy's fleet of tugs will this season be officered as follows: "*Balize*," Capt. Allen Fick; "*Gladiator*," Capt. Hutchinson; "*Moore*," Capt. T. Honor; "*Kate Moffat*," Capt. Cook; and "*Kate Williams*" by Capt. Lon. Cox.

At Walkerville, the ferry *Hope*, now a propeller, is nearly ready for her summer's work. She has two new engines with cylinders each 16 x 18, made from plans of H.W. Granger by Kerr Brothers. They are similar to the *Victoria*'s.

The ferryboat *Excelsior*, which has been lying at the C.S.R. crossing at Amherstburg during the greater part of the winter, returned to Detroit on Wednesday. Her work at the C.S.R. has been very light, as she was employed for the purpose of ice-breaking.

The names of the new boats being built at Gibraltar will be the *Hiawatha* and *Minnehaha*. The former is a steam barge measuring 250 feet over all, 36 feet beam and 21 feet hold, to be launched in May. The latter, now ready to launch, is a schooner measuring 200 feet keel, 35 beam and 15 hold.

The owners of the steamer *Grace McMillan* have decided to place her on what is known as the river route this season. She will accordingly make daily trips between Detroit, Wyandotte, Trenton, Amherstburg, Grosse Isle and Gibraltar. The boat has undergone extensive repairs during the spring and is now in first class condition. She will commence making regular trips in a few days.

The *Erie Belle* came down from Windsor on Wednesday on her first regular trip this season. She had a full load of freight and a fair number of passengers. She will make three round trips per week from Windsor and Amherstburg to the lake shore ports and Pelee Island, as per advertisement. Yesterday on her trip up, she had, with other freight, 125 bags of clover seed from the lake shore. Her officers are J. Laframboise of Amherstburg, captain; Thomas Hagan of Amherstburg, mate; and C.L. Fox of Windsor, clerk.

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March 26, 1880

Three cents on wheat from Detroit to Buffalo is all that is offered, and some are refusing it.

The scow *Ino* is on the way from Cleveland with a load of coal for J.G. Mullen of Amherstburg.

It is comparatively easy to reckon up 125 vessels which will be in the iron ore trade almost exclusively this season.

Capt. David Trotter of Amherstburg will again this season command the steam barge

Sandusky, which is now lying at Cleveland.

Navigation opened at Buffalo this year on the 19th of March, three days later than in 1878, but earlier than any other year for 21 years past.

Capt. Frank Danger has purchased one-fourth of the tug *McClellan* and will command her this season. She called here Wednesday night looking like a new craft. She has been cut down considerably.

The Welland Canal authorities say that light vessels are to be passed through the old feeder on and after April 8th. The general opening of the canal for loaded vessels will not be earlier than the 5th of May, it is thought.

Capt. T. McGowan and his engineer have left for Erie, Pa., where the tug *A.J. Smith* has been laid up. She will receive a new exhaust pipe before starting out. It is expected she will be engaged towing barges this season.

On Tuesday evening during the gale, as the *Grace McMillan* attempted to leave Kevill's dock for Gibraltar, the wind forced her against it so hard that a projecting timber entered through her bulwarks, tearing away part of her rail and breaking two or three stanchions.

Capt. Hiram Ives' steam barge *Coral* was towed up to Walkerville last week for the purpose of having a new return flue boiler - manufactured by McGregor & Son - put in her. Besides this, Captain Ives intends making some other alterations which will make the *Coral* one of the staunchest crafts on the river.

On Sunday afternoon last, the steamer *Riverside* came down from Detroit with colors flying and on Monday morning began her regular trips on the Amherstburg and Detroit route. She leaves Amherstburg at 7 a.m. and Detroit at 3 p.m. The officers are John Duchesnay, captain; Wm. J. Gervine, engineer; and Henry Reaume, clerk. She has undergone extensive repairs and looks like a new craft. The extension of her upper cabin forward is a great improvement.

The steamer *Grace McMillan* is now running on the river route, having commenced on Tuesday last. She leaves Gibraltar every morning at 6.45, Amherstburg at 7.15, and calls at Texas,¹⁴ Grosse Isle upper and lower docks, Wyandotte and Ecorse. Returning she leaves Detroit at 4.30 p.m. and calls at all the above ports on her down trip. During the day she goes to Trenton and Wyandotte to take on passengers and freight. The steamer is officered as follows:-captain, John Duddleson; chief engineer, Isaac Saunders; clerk, Henry Martin.

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April 2, 1880

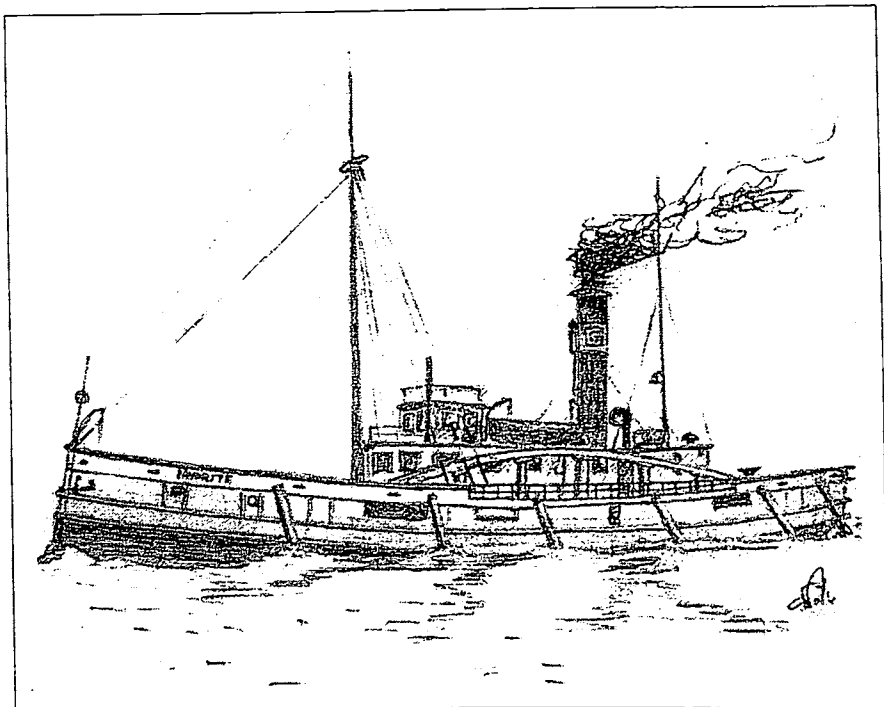
The buoys will be placed at Bar Point and mouth of the river in a day or two.

Angus McDonald, manager of the Canada Wrecking and Towing Association, was in Windsor Tuesday.

The steam barge *Ireland* was expected down this week to load stone for Wallaceburg

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<sup>14</sup> Texas Landing, at the foot of Texas Road, north of Amherstburg



**Tug Favorite.**  
Pencil sketch by David Hamilton

at T.B. White's dock.

Thirty vessels with nearly 120,000 tons of ice comprise the ice fleet to sail from Kingston as soon as a change offers.

Capt. George Odette leaves on Friday for Port Maitland to take charge of the tug *Parker*, now undergoing repairs there.

The *Ark*, which was seized last fall, lies sunk at Jones's shipyard. Nothing is known as to what will be done with her.

The *Erie Belle* broke her throttle on her trip up Saturday and could not make stops, and therefore missed all the wrecking jobs.

About fifty sailors were at the meeting of the members of Detroit union Saturday evening and they fixed wages out of that port at \$2.

Colchester Reef lightship has been pulled out on Bois Blanc Island and is being caulked and repaired. She will be placed the first of next week.

The tug *Favorite* has been sold to Capt. Pike of Ashland for \$5000 cash. She will leave Detroit in a few days for Lake Superior.

C.F. Dunbar intends to fight for a place to store his nitroglycerine. He contends that if the U.S. government want him to open a channel at the Lime-Kilns, they must give him a

place to put his material.

The old ferry *Essex* has been chartered to carry staves and pail bolts between New Baltimore and ports on the St. Clair and Windsor. She will be commanded by Capt. H. Jenking, who will thus run the only side-wheel ferry on the Detroit River.

The Bar Point Lightship has been delayed from going out, owing to not being able to procure an anchor, but is expected to be placed in opposition the first of next week. An effort will be made today to recover her anchors, which she lost last fall when driven ashore.

On Tuesday last, the schooner *N.C. West* arrived up from Cleveland with 290 tons of coal for C.F. Dunbar. On Wednesday there arrived the scow *Mary Amelia* with 172 tons from Sandusky and the scow *Ino* with 254 tons from Toledo, all for J.G. Mullen.

A meeting of tug owners was held in Detroit yesterday to make rates for the coming season. Another matter under consideration was that of leaving deep draught vessels at the Lime-Kiln Crossing when the water is low, to be taken over by small tugs when the water rises.

Steam was got up on the dredge *Wild Irishman* on Wednesday and she was launched yesterday. She will probably go to work next week. The dredge *Faugh-a-Ballagh* is expected to begin work this week and the steam drill *Far Down* is also about ready to commence business.

The iron steamer *Grace McMillan*, which was plying between Gibraltar, Amherstburg and Detroit, abandoned the route and laid up last Friday, as her owner fully decided that it would not pay, as the steamer *Riverside* was running on nearly the same route and there was not business enough for both boats. What route the *McMillan* will take is at present undecided.

Capt. D. Nicholson of Amherstburg, who has been fitting out the steamer *Gazelle* at Detroit, will superintend the overhauling and fitting out of the steamer *Jay Cooke*, on which work was commenced yesterday. It is probable that the *Gazelle* will run on the Cooke's route until the latter is ready for service and that the *Gazelle* will then receive a thorough overhauling before she goes on the route between Mackinaw and Petoskey next June.

The old schooner *Ploughboy* was purchased by John P. Jones from Anthony Hatt some 14 or 15 years ago and was broken up. The other day Mr. Jones received a letter from the Collector of Montreal, wanting to know whether she was sold to a foreign power, wrecked or otherwise disposed of. A penalty of \$200 being the result of not supplying the information required, Mr. Jones has sent her papers to the Collector and supplied all necessary information. The old craft was registered under Imperial regulations.

Capt. C.C. Allen was home yesterday and left again for Grand Haven last night. He will take the *R.J. Hackett* to Escanaba and load with iron ore and expects to be down with her in ten or twelve days. He would have her down sooner but the ice at Escanaba was 30 inches thick when he was there last week and he expects this will delay him for a short time. The *Minneapolis* is being cut down and upper-works taken off and she will go into the iron ore trade. The Western Co. has quit the Grand Haven and Milwaukee route on which the

*Hackett* has been running all winter.

The steam barge *Lothair*, Capt. Casey, of Port Hope, Ont., laden with 12,000 bushels of barley from Kingston to Chicago, went ashore together with the barge *Corisande* on Colchester Reef at 10 o'clock on Friday night. The *Lothair* was pulled off by the Canadian tug *Hector* and towed here Saturday, the steam barge having a line in her wheel, which they cut out. The *Corisande* was on the reef till Sunday when the tug *Mocking Bird* obtained a permit and pulled her off Sunday afternoon and towed her up. Capt. Frank Carter of the *Hector* wanted \$400 for seven hours' work but Capt. Casey of the *Lothair* refused more than \$224, and no settlement was made.

The barge *Brunette*, in tow of the steam barge *Wetmore*, struck on the lower end of the Lime-Kiln Crossing at 12 o'clock Saturday, where the dredge quit work last fall. She was loaded with grain for Buffalo. Her pumps just kept her free. She was drawing 14 feet of water and was out 12 inches aft. The Canadian tug *Hector* pulled \$75 worth in 30 minutes and only could swing the bow. The new Canada Southern Railway ferry *Transport* pulled her off at 5.30 p.m. and rounded her to. She laid there till Sunday morning, when the *Hector* brought her to Mullen's dock. She was not injured much and her cargo was not at all damaged. They resumed their trip on Monday morning, taking extra men from here to work the pumps.

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April 2, 1880

Mr. Fries of Milan, Ohio, is now building a steam barge that will be larger than any craft afloat on the lakes, and larger than any of the line propellers now on the stocks. She will be 277 1/2 ft. keel, 300 ft. over all, 38 ft. beam and 22 ft. depth of hold. There are no dry-docks on the lower lakes at present that could dock her, but the Globe Company of Cleveland promise Mr. Fries to enlarge sufficient to admit any craft he turns out. Owing to the bad roads, great difficulty has been experienced in getting the timber and the new craft will probably not be launched for a year from this spring.

Detroit Free Press.-The new passenger ferry building for the Horns is to be a model of her kind and is sure of being very popular this summer with excursionists. Her cabins are being finished in black walnut with handsome trimmings, much like Pullman palace cars, and the cabin ceilings will be frescoed in beautiful patterns. A certain firm in the city are to put on some extra touches to the extent of several hundred dollars, so that she will literally shine with gilt and nickel plating. Her name has already been chosen and will be the "*Garland*." She is to be provided with gas tanks and that light will therefore be used to the exclusion of any other, unless the electric light should prove available soon.

During this season, eight fine steamers of the Merchants' Line will ply from Chicago through to Montreal and vice versa, calling at points on the St. Lawrence, the Welland Canal, at Amherstburg, Windsor, Detroit, Sarnia and Milwaukee; also forming connection with the Northwestern Transportation Company's steamers at Sarnia for Duluth and Superior. The steamers of the company which are to form this line were determined upon

last week at Montreal and masters appointed as follows:-*City of St. Catharines*, Capt. J. McMaugh; *Prussia*, Capt. H. Zealand; *Lincoln*, Capt. J. Duncanson; *California*, Capt. Crangle; *Ocean*, Capt. A. McMaugh; *Argyle*, Capt. H. McLaughlin; *Scotia*, Capt. J.H. Scott; *Europe*, Capt. J. Clifford.

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April 9, 1880

**St. Clair and Lake Erie Navigation Co.**-We have received from Mr. Stephenson a copy of his bill to incorporate the St. Clair and Lake Erie Navigation Company, as amended by the committee on railways and canals. It proposes to vest in Messrs. Edward Robinson, Peter D. McKellar, Herman J. Eberts, Rufus Stephenson, Augustin McDonnell, John B. Pike, Caleb Wheeler, James W. Henry, T. Wesley Jackson, Francis J. McIntosh, J.C. Patterson and Robert S. Woods, together with all such persons as shall become shareholders of the company, power to construct a canal from Lake St. Clair to Lake Erie, and for this purpose to purchase and hold any land necessary for such construction. It also empowers them to supply the canal when constructed with water from all brooks, springs, streams, water sources, lakes, hollows or repositories of water as shall be found in making the canal or within the distance of 2000 yards of any part thereof and for this purpose to enter upon and take possession of any land required, as well as for wharves, workshops, &c., &c, the price thereof if not agreed on amicably to be settled by arbitration. Before commencing any work the company must submit their plans for the sanction of the Governor-General in council. They must construct all bridges over the canal as are required on intersected roads and railways and maintain the same in proper repair. The work must be commenced within three years and completed within seven years from the passing of the act of incorporation, and the canal is to be of such size and depth as will allow vessels drawing 15 feet of water to navigate it. The capital stock of the company is to be \$3,000,000, to be held in 30,000 shares \$100 each, ten percent of which is to be paid immediately after the election of a board of directors and the balance as the directors may require, after ninety days notice has been given, in installments of 10 per cent each, and if any shareholder fails to pay his installments his shares with all that has been previously paid on them shall be forfeited; and the directors may resell the same after thirty days' notice. As soon as \$100,000 of the capital stock has been subscribed, the provisional directors, the parties already mentioned, shall call a meeting of the shareholders to elect a board of directors. The company may borrow money to any amount not exceeding two-thirds of the authorized capital and may mortgage the lands, tolls and revenues of the canal in security for the same, and may issue debentures in sums of no less than one hundred dollars, at not less than twelve months, provided the whole amount borrowed does not at any one time exceed the sub-capital. The proprietors of the shares are to have one vote for each share and may vote by proxy, and all questions concerning the project are to be decided by a majority of the votes. The liability of each shareholder is limited to the amount of capital subscribed by him. The directors are to be seven in number and shall elect their president and vice-president. They must hold stock to the amount of

\$1000 and have paid all calls upon them on account of such stock. They shall be elected on the first Monday in October on each year at a meeting of shareholders, to be held in Chatham. The company shall carry mails, military, naval or civil forces when required at such rates as the Government of the day may fix, and Her Majesty may at any time assume possession of the property on paying the amount expended and ten per cent on the same. The powers of the company in regard to securing the land necessary for the construction and maintenance of the canal are very great and any interference with their rights or damage done to their property may be punished by 12 months imprisonment.

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April 9, 1880

Frank Hackett Jr. goes mate with Capt. Trotter on the barge *Sandusky* this season.

The schooner *Fellowcraft* took 4000 ties from Kingsville this week for H.A. Safford.

S. Fraser has repaired his upper dock and expects two vessel loads of coal there this week.

Capt. E. Gatfield and T. Honor left this week to take command of their tugs - the *Crusader* and *Moore*.

Last Friday the schooner *Pelton* arrived up with 248 tons of coal for S. Fraser and discharged at his lower dock.

The *Erie Belle*, *Bob Hackett*, *Enterprise* and *Tecumseh* were inspected at Windsor this week by Inspector Risley of Toronto.

It is probable that the steamer *Ruby* will take the Windsor, Amherstburg and Leamington route when the *Erie Belle* starts towing.

The *Asia* and *Sovereign* are receiving a fresh coat of paint at Windsor, preparatory to their starting on the route for Lake Superior.

Connelly Bros. of Windsor have issued a policy insuring 150,000 feet of oak timber by the schooner *St. Lawrence* from Chicago to Quebec.

In the river and harbor appropriation bill, introduced in the U.S. Congress, \$50,000 is recommended for the improvement of Detroit River.

On Saturday the schooner *Jessie Drummond* arrived at Kingsville from Buffalo light and the scow *Ida Belle* sailed for Sandusky with bolts.

The steam barge *Enterprise*, Capt. Morden, left Fraser's dock on Tuesday on her way to Georgian Bay for a cargo of pine lumber for S. Fraser.

Capt. Forrest of the schooner *Gladstone* is having his schooner fixed up in good style at Sandwich in anticipation of doing a good business this season.

The Bar Point Lightship was towed out to her station on Wednesday by the tug *W.A. Rooth*. The Colchester Lightship will go out tomorrow or Monday.

Dunbar's drill and dredges are now all at work on the Lime-Kiln Crossing. The schooner *G.W. Holt* carried away the light at the Lime-Kilns a few nights ago.

The steam barge *Mary Pringle* went ashore Monday night off Ballard's at Grosse Isle. The *Pringle* had two barges in tow at the time. She got off Tuesday afternoon.

The Canadian wrecking tug *McArthur* goes into the dry-dock this week. She is now having her hoisting machinery put in order so as to be ready for wrecking as soon as possible.

Charles Barron is first engineer and Arthur Barton second engineer of the steamer *Pearl*, which has gone to Mackinaw to ply between that and other upper lake ports this season.

Major Leavitt, Capt. Burns, 1st Lieutenant Danger and 2nd Lieutenant Foote arrived here last week to watch the work on the Lime-Kilns on behalf of the American Government.

The schooner *Carrington* from Toledo, with 234 tons of coal, and the schooner *Chris. Grover*, with 267 tons of coal from Cleveland, arrived at Windsor last week and discharged on Odette & Wherry's dock.

Jas. Strachan, chief engineer of the Beaver Line, has secured the contract for launching the barge *Muskoka*, at present aground about three miles above Sarnia. The amount to be paid him for performing the work is \$1889.

Capt. James Jermin will take command of the tug *Trudeau* this season and Frank Brown may accompany him. No work will be done on the Neebish [Rapids] this year but it is very probable that they will be employed at Little Current, for which there is an appropriation of \$9000.

The tug *Mystic*, Capt. Williams, coaled at John G. Mullen's on Sunday last and also again on Thursday. She has had a thorough overhauling, has been painted and looks well. She has already been doing a rushing business. We hear that Capt. Williams refused \$5000 for her last week.

The steam barge *Van Allen* starts out on Saturday on her first trip for the season, going to Georgian Bay for a cargo of lumber for S. Fraser of Amherstburg. After delivering this cargo, the *Van Allen* commences a contract to carry several million feet of deals from Ashland, Lake Superior, to Quebec. She will tow a barge and will be engaged nearly all season on this job.

At the meeting of tug owners held on the 1st at the office of Capt. Grummond, Detroit, 33 tugs were represented. On motion of Mr. Chesebrough, the last "Card" of 1879 was adopted as the rates for 1880. No rates have yet been made for raft towing, which does not begin until about the 1st of June. The tugs *W.R. Crowell* and *Mollie Spencer* were added to the list of tugs in the association, and the steamer *Erie Belle* (formerly the tug *Hector*) has signed the card and will soon be converted into a tow boat.

Capt. Wilson's new barge, the *Minnehaha*, was successfully launched at Linn & Craig's shipyard, Gibraltar, Saturday. Her dimensions are 203 feet keel, 35 feet beam and 15 feet depth of hold. She draws an average of 5 feet 7 inches and should carry 1100 tons in 12 feet of water. The *Minnehaha* has been chartered for her first trip, which is from Escanaba to Cleveland, and her cargo will be ore, which she carries for \$2 per ton. The *Hiawatha*, which is now being built for Capt. Wilson, will be ready for launching in five or six weeks.

April 16, 1880

Frank Park of Amherstburg is second mate on the tug *Samson*.

Wednesday night the tug *Samson* took on 82 tons of coal at Mullen's dock.

The *Ida Belle* has taken two loads of bolts from Canfield's dock to Sandusky.

The schooner *Nemesis* took a load of limestone from Pelee Island to Sarnia this week.

The scow *Ino* arrived up from Toledo on Wednesday with 247 tons of coal for John G. Mullen.

The *J.W. Steinhoff* will commence her regular trips between Windsor and Chatham next Monday.

The *City of Detroit* will take her place on the route between Windsor and Chatham next Monday.

The steam barge *Ada E. Allen* brought a load of corn from Toledo to Walkerville this week for H. Walker & Sons.

T. Hagan, now mate of the *Erie Belle*, will command the tug *Hall*, at present being rebuilt at Port Maitland.

Navigation is rather lively on the lakes and large tows have been passing up and down the river during the past week.

Yesterday the propeller *Milwaukee* went ashore on Fighting Island. The *Prince Alfred* went to her relief at noon.

The schooner *Pelton* arrived from Cleveland on Tuesday with 243 tons of coal for S. Fraser and unloaded at his upper dock.

Capt. Alexander McDougall has purchased a \$15,000 share in Capt. Thos. Wilson's new steam barge *Hiawatha*, now building at Gibraltar.

The tug *Favorite* got hard aground above Edgeworth's mill Wednesday morning and was pulled off by the tug *Hector* without damage.

The schooner *Alexandria*, Capt. Spence, left here for Leamington yesterday morning and will load ties for Buffalo there and at other lake shore ports.

The steamer *Essex* has gone to Wallaceburg. During the season she will be in the stave trade and ply between Bear Creek, New Baltimore and Windsor.

It is announced that the *Quebec* of the Northwest Transportation Company will start from Windsor for Duluth and intermediate ports today (Friday).

Capt. E. Gatfield left Tuesday to take command of the tug *Crusader*. She goes to the straits to meet Pidgeon's fleet, which she will tow the same as last season.

There is a probability that the tug *S.S. Edsall* will be up and go towing and wrecking. John Campbell of Windsor is figuring for her purchase. The 1st of May will settle it.

The steam barge *R.J. Hackett* (Capt. C.C. Allen), accompanied by the *Forest City* and *Rust*, arrived at Escanaba wharfs at 4 p.m. Monday, having broken through thick ice a distance of two miles.

The propellers *Asia* and *Sovereign* coaled up at Odette & Wherry's wharf, Windsor, Monday night. They left for Sarnia Tuesday. Capt. John Bives commands the *Asia* and

Capt. Ed. McGregor the *Sovereign*.

The schooner *Gladstone*, Capt. Forrest, of Sandwich sailed from that place on Monday last for Dresden and Bear Creek for a cargo of ties, with which she will proceed to Buffalo.

The propeller *T.S. Faxton* stopped here yesterday on her trip down and had some repairs to her engine made at Middleditch's foundry. She was bound for Tonawanda with lumber.

The tug *Young America*, working at the schr. *Col. Hathaway*, ashore near Algonac on the Canada side of the St. Clair River, was seized by a Canadian customs officer and taken to Port Lambton Wednesday.

The U.S. Government propeller *Haze* from Toledo was putting out the buoys in the river Saturday but had to stop on account of the bad weather. She finished Wednesday and stopped here Wednesday night.

The *River Queen* got shook up in the blow on Saturday on Lake Erie. She shipped considerable water, her pumps gave out and it was only through Capt. Tobin's good seamanship that she did not go to Davy Jones's [locker].

The prop. *Lincoln* (Capt. John Duncanson) and consort *Gibraltar*, with cargoes, left Chicago for Kingston via Port Colborne Monday. The *Lincoln* took 16,916 bush. corn, and schr. *Gibraltar* 18,650 bush. corn at 8¼ cents.

The tug *Bob Hackett* was inspected at Windsor on Wednesday of last week and her boilers stood a cold water pressure¹⁵ of 115 lbs. Thursday evening of last week she started for Amherstburg but when the steam reached 30 lbs., the man-hole plate was burst out.

There will be ten Canadian tugs in the towing business on the Detroit and St. Clair Rivers this season - the *Prince Alfred*, *Parker*, *Rooth*, *Hector*, *Jessie*, *McArthur*, *Erie Belle*, *Bob Hackett*, *Mystic*, *Hall* and possibly the *Edsall*.

Dunbar is building another small scow, to be placed in the channel on spuds, from which bearings can be taken. When the two dredges and the drill get to work, with the lightship, it will make it difficult for tows to pass the Lime-Kilns.

Wednesday night the steam barge *V. Swain*, bound up, got aground at the foot of Bois Blanc Island. Permission was obtained from Collector Anderson for the tug *Samson* to go to her relief, but before the latter got out the *Swain* hove in sight, having worked herself off.

The Canadian tugs *W.A. Rooth* and *Hector*, which have been doing service at the C.S.R. crossing, will remain and do towing on the river. Capts. Carter of Port Colborne, the owners, will command them. A.E. McKinlay will be mate of the *Rooth* and Capt. Jarmin, at present, mate of the *Hector*, with Capt. Frank Carter.

A buoy has been carried away from Bar Point already. It will be replaced this week, one having been made by J.P. Jones. The government should keep some on hand and not delay

¹⁵When a boiler's integrity is in doubt, it is safer to perform this test than to actually pressure it up with steam. If a component should let go during the test, only cold water will be sprayed out.

in replacing them. At present it takes at least three or four days to make, paint and replace one, which could be done in a few hours if they kept some on hand.

The steamer *Ruby* is to take the Windsor, Amherstburg and Pelee Island route and will have to be made a Canadian bottom. The duty is 10 per cent. Capt. J. Laframboise will command her. The *Erie Belle* will go towing, with Capt. George Odette as master. They will leave for Chicago in a few days to bring the *Ruby* down, if negotiations are satisfactorily completed. The *Ruby* is said to have been greatly improved in appearance since going to Lake Michigan.

In Buffalo harbor on Saturday the water was the highest it has been for years, overflowing the wharves and almost entirely submerging the island between the river and lakes, the inhabitants being obliged to flee for their lives. A number of shanties and five boat houses were washed away. The low lands from Erie Street to Black Rock were entirely submerged and a portion of the Lockport branch of the N.Y. Central [Rail] Road was washed out so that trains had to be abandoned. On the Main Street line a car was blown from the track and a number of buggies were overturned. No lives have been reported as lost.

On Saturday evening last, during the prevalence of the wind and snow storms, Capt. Laframboise left here for Lake Erie with the *Erie Belle*, and many wondered at his going out in such a storm, but it afterwards transpired that he had received word of a vessel being in distress on the lake shore and he had gallantly started to her rescue. It appears that the schooner *Fellowcraft* of Port Burwell, Capt. Foster, went ashore at Leamington dock, Pigeon Bay, during the big blow. She had finished loading 4000 ties on Friday but could not get away from the dock owing to heavy seas. She hung onto the dock and commenced pounding. She then got away and tried to make sail, but commenced to go on and accordingly let go both anchors but dragged ashore. The Captain scuttled her but immediately plugged up the hole, as she was breaking badly and soon had five feet of water in her hold. Shortly after this, the schooner *W.Y. Emery* of Port Burwell, Capt. Bergh, which was loading ties at the same dock, broke away and collided with the *Fellowcraft*, carrying away both of their jib-booms and breaking the *Fellowcraft's* cabin and rigging. The *Erie Belle* having gone to the latter's assistance, as above stated, got her off at 8 o'clock Sunday night by dredging in the sand, when she went on again. Both got off again Monday morning and the *Erie Belle* towed them to Amherstburg, where the *Fellowcraft* discharged part of her cargo. The *Erie Belle* towed her to Detroit Tuesday and she went into the dry-dock there. Both were leaking and the pumps kept working all the time and just kept the *Fellowcraft* free. Both vessels are insured in the Phoenix of Toronto. The damage to the *Fellowcraft* is \$2500; to the *Emery*, \$1200. This is the third time Capt. Foster has been on this shore in six years. The *Erie Belle's* bill against the *Fellowcraft* is \$352 and against the *Emery* \$205. Capt. Foster protested against the bill. Capt. John Rice, inspector of the Phoenix, was in Amherstburg Tuesday and with Capt. F.B. Hackett and Capt. F. May made a survey of the *Emery*. Capt. Rice went to Detroit to look after the *Fellowcraft*.

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April 23, 1880

J.B. Meloche of Amherstburg is second mate on [the] propeller *W.H. Barnum*.

The freight paid for lumber from Collingwood to Windsor is \$1.80 per M.

The tug *Bob Hackett* has been at the Detroit Dry-dock for some repairs on her engine.

The *Parker* arrived up Thursday and broke her eccentric<sup>16</sup> between here and Detroit.

Capt. C.C. Allen left Escanaba on Wednesday on the first trip down of the *R.J. Hackett*.

The tug *Mystic* burst her heater on Lake Huron Wednesday and is being repaired at Windsor.

The propeller *Scotia*, which coaled at J.G. Mullen's on Tuesday, had a load of 1700 tons of lard on board.

The schooner *Canton* went aground on Grassy Island on Thursday night of last week but was released by the tug *Favorite*.

The schrs. *Mary E. Perew* and *C.C. Trumpff* went ashore at Long Point on Monday. The *Jessie* [is] at work on them.

The tug *Samson* has been chartered for the season by Capt. C.E. Benham to tow iron ore vessels for \$7000 and findings.

The schooner *Senator Blood* arrived on Friday from Cleveland with 375 tons of coal for S. Fraser and unloaded at his upper dock.

The steam barge *Niagara* and the schooner *Morwood* loaded ties at Wheatley and along the lake shore last week for Capt. Hudson.

The steam barge *Araxes* received a new rudder in dry-dock at Detroit this week in place of the one lost on Friday off Bar Point.

The Anchor line propeller *Alaska*, bound down, called at Amherstburg on Friday and stopped several hours to have her cylinder head fixed.

The tug *Salty Jack* broke a leg of her boiler on Thursday of last week and went to Detroit for repairs. The *Rooth* did her work during her absence.

The schooner *Argo* is loading bolts at Leamington and the schooner *Dauntless* is loading at Kingsville, both for Capt. Hudson. They will go to Buffalo.

The tug *River Queen* has been in dry-dock at Detroit having a new wheel put on and some caulking done. Capt. Tobin says the new wheel is a big improvement.

The schooner *Jennie C. Graham* of St. Catharines, wheat laden, has sank in 40 feet of water at Duck Island shoals, Georgian Bay. The crew were all saved.

The middle ground in the St. Clair River, which has been the cause of so much annoyance and the source of so much expense, is beginning to show itself again.

During high water Friday the *Faxton's* barge *Cameron* drifted on the channel bank and when the water went down considerable trouble was experienced pulling her off.

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<sup>16</sup>a rotating part of the valve assembly that lets steam into the cylinder of a steam engine

The wrecking tug *McArthur* was taken out of the Detroit Dry-dock on Saturday after having her engines raised four and a half inches. She will be ready for work in a week.

The schooner *E.W. Rathburn* of Napanee, loaded with bolts from Dresden to Buffalo, ran back to the river Monday with her steering gear gone. She had a new post and rudder put in.

The dredge *Calkins* is at work on the outside of the sand point in Sarnia Bay and will dredge a space 900 feet long for the use of the Grand Trunk Railroad, which will build a dock that length.

The tug *Wilcox* came out Wednesday. She has been housed in and generally overhauled and now presents a handsome appearance. The *John Martin* is receiving extensive repairs and alterations and will be out next week.

Chas. S. Anderson, formerly mate on the Canada Southern transfer ferry at this port, left for Cleveland on Saturday night, where he shipped as mate for the tug *Goodnow* with Capt. Bradford.

Capt. Frank Hackett picked up the anchor of the *Emery* at Leamington on Wednesday and delivered it to her yesterday, when she left with her load of ties for Buffalo. Capt. Hackett has three more anchors to fish for at Leamington.

The *Riverside* made her first trip to Sugar Island on Monday night with stock, etc., and owing to very low water she grounded a few feet from the dock. She had a number of passengers aboard and it was ten o'clock before she got to her dock here.

Capt. Geo. Odette took command of the *Erie Belle* on Wednesday and Capt. Laframboise went to Toledo on business connected with the proposed placing of the *Ruby* on the lake shore route. Capt. Laframboise has disposed of all his interest in the *Erie Belle* to Odette & Wherry.

Detroit dry-dock rates are reported as follows: Docking vessels under 100 tons, \$10 to \$25; floating vessels in dock, shifting on the blocks and pumping out to complete work, \$25. "Lay days" begin after the second day and charged for at 5 cents per ton for each day. Docking loaded vessels 20 cents per ton and 10 cents per ton for the cargo.

The schooner *Josephine* was beached at Kingsville during the storm on Monday last, not being able to get away from the shore. She was loaded with 3500 ties by H.A. Safford for Buffalo. The *Prince Alfred* went down Tuesday and pulled her off not much damaged and towed her to Detroit to receive slight repairs before she proceeded on her voyage.

In order to prevent misconceptions respecting the announcement of the opening of the Welland Canal, Mr. Ellis, the superintendent, states that so far the canal is open only by way of the feeder to Port Maitland and not through the main channel to Port Colborne, which will not be open till about the first of May. The feeder has only a depth of seven feet of water.

The Canada Wrecking tug *Prince Alfred* has already this season been doing a big business. Within the past few days she has relieved the following craft:-The N.T. propeller *Milwaukee*, aground on Fighting Island; *Mayflower's* tow, aground on Pêche Island; the propellers *Nashua* and *Granite State*, ashore at St. Clair Canal; and schooner *Josephine*,

ashore near Kingsville.

The tug *Oswego* returned to this port Sunday night with the schooner *Sunrise*, leaving the *Bailey* at anchor in Pigeon Bay. They were 20 miles below the "Dummy light"<sup>17</sup> when the *Sunrise* lost her anchor. A new anchor was procured here and at 3 o'clock Monday p.m. the *Oswego* started for Pigeon Bay, but was obliged to put back till Tuesday, the sea being too heavy for the schooner. The *Sunrise* has had a series of mishaps since leaving Chicago. They arrived in Buffalo Wednesday.

The schooner *Fellowcraft* arrived down from Detroit dry-dock Friday afternoon and reloaded her cargo of ties. She sailed for Buffalo Friday night. On Thursday her owner and master, Capt. Foster, concluded to trade with James Sutherland, Owen Sound, giving the *Fellowcraft* for the schooner *Maple Leaf* of Picton. Capt. Foster gets \$5230 to boot. He will take the *Fellowcraft* to Buffalo and then to Port Burwell, where she will complete repairs, and be duly delivered to Mr. Sutherland.<sup>18</sup>

On Monday last the schooner *Princess Alexandria* had nearly completed her load of 4000 ties for H.A. Safford at Leamington, but was unable to get away from the docks owing to the storm. Her anchors were thrown out but her chains broke and she was driven through the wreck of an old dock nearby and so badly damaged that she sank in 15 feet of water. Capt. Spence did all that a good sailor could do to save his vessel but it was of no avail. The *Prince Alfred* could not get near enough to work on her and it is feared she will be a total wreck. This and the *Josephine* make four vessels loaded for Mr. Safford that have met with mishaps on this shore this season, the *Fellowcraft* and *Emery* both being loaded by him. He also lost the *Northumberland* last fall. The *Prince Alfred* went down to her last night.

Last Friday night the tug *Sprague*, with the barges *Orton*, *Treat*, *Neill*, *Carney* and *Ed. Kanein* tow, rounded to at the mouth of the river on account of the heavy seas outside. In coming to, the *Treat* collided with the scow *Bookstaver*, lying at anchor at Elliott's Point. The scow was almost cut in two and sank immediately in six feet of water. On Saturday Benjamin Garrison of Sandwich, captain of the *Bookstaver* of Bronte, made an affidavit before L.W. Burnette, U.S. Consul at Amherstburg, to the effect that the barge *Orton* was wholly to blame for the accident. While the *Sprague* was rounding to, the line was cast off from the *Orton*, letting the *Treat* run into the scow just aft of the main rigging. Capt.

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<sup>17</sup> 'The Dummy' was a lighthouse located 2½ miles south of the extreme end of Point Pelee. It was destroyed by fire on April 17, 1900.

<sup>18</sup> Capt. David Montague Foster (1823-1907) was a well-known shipbuilder who constructed 45 schooners at Port Burwell, Ontario, among them the *Ariadne*, *D. Freeman*, *Argo* and *Fellowcraft*. Foster moved to Michigan in the 1890s, later relocating to Port Coldwell, Lake Superior. For more information see Prothero, Frank & Nancy. *Tales of the North Shore*. (Port Stanley: Nan-Sea Publications, 1987), pp. 114-118.

Garrison and crew state that there would have been no accident had not the line been cast off at that critical moment. The captain claims that his vessel is a total wreck and of no account whatever. He was loading sand at the time.

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April 23, 1880

An Exciting Steamboat Race.—The following account of a race between the *Pearl* and *Reindeer* is taken from the *Detroit Free Press* of Friday, August 4th, 1865 and will be read with interest by many in this neighborhood who recollect the event of nearly fifteen years ago. It will be remembered that although the *Reindeer* came in ahead, she did not really win the race, for, by agreement, the *Pearl* was to be allowed ten minutes time. Capt. J. Sloan was master of the *Pearl* and Capt. J.D. Burk of Amherstburg was first mate at the time of this race. When the *Pearl* returned to Detroit, Capt. E.B. Ward offered to wager \$20,000 that there was nothing of her inches in America that could beat her.

"The much talked-of trial of speed between the steamboats *Reindeer* and *Pearl* was brought to an issue yesterday forenoon by the boats getting together and testing their respective merits. It is almost unnecessary to say that the anxiety to witness the race was very great. This is established from the fact that some time before the hour of starting, the fine steamers *Magnet*, with a good load, the *Forest Queen*, with a large company, and the *Clara*, with a respectable crowd, started in advance down the river to be "in at the death" if possible. The weather was delightful, a good breeze from the southwest coming fresh up the river, and making existence on board the boat a source of real enjoyment, away from the heat and dust of the city. The excursions on board the several steamers were enjoyed quite as much, and fully shared the honors with the race. Previous to the time for starting, the entire river front was lined with spectators, who watched the movements of the coursers in their preliminary "canters" quite as eagerly as would the horse-jockey note the movements of a favorite or rival piece of horseflesh. Not only were the wharves crowded, but the house-tops were more than dotted with anxious persons, who took a deep interest in the race.

"The *Reindeer* having, by trotting up and down the river, got a splendid headway of steam generated, reared around, eager for the start. The *Pearl*, less demonstrative, waited at the dock until near the appointed time and then went quietly to work to arrange matters for the start. She took the ferry *Argo* alongside at Woodward Avenue and went up the round-house, above which the *Reindeer* was impatiently waiting to be off. The contestants were to start at a signal from the ferry and after coquetting for a few moments they got it and were off, the *Reindeer* having, if anything, the advantage. It is said that this boat hardly complied with the stipulations, the agreement being that both boats should be lashed to the *Argo*, and that they should start at the word from Captain Forbes. It is held that she was carrying so much steam that it was impossible for her to stop, and therefore went off at a full rate of speed with nearly 60 lbs. of steam, while the *Pearl* had to start without any headway. This certainly was an advantage, but the *Pearl* had the same opportunity to get up as much steam as she wanted and place her on a par with her competitor. The start, on the whole,

could not be complained of, both boats starting off at a high rate of speed. They ran nearly even till they came to Woodward Avenue, when the *Reindeer* commenced to draw away and was soon a couple of boat lengths ahead. She increased her lead to four or five lengths when the extra steam under which she had been fairly lifting herself out of the water was blown off and the *Pearl* began to gain. For the first five miles the *Reindeer* had a decided advantage, with things apparently all her own way. The *Pearl*, however, came bowling along and held her own in splendid style, occasionally creeping up and raising the hopes of her friends to the utmost, but could not overtake her nimble opponent. Passing Fighting Island there were but a few lengths between them, but below Wyandotte the *Reindeer* increased her lead and passed Park's dock, Malden, one minute and forty-four seconds ahead of her opponent, according to the judgment of the umpires - Messrs. John Pridgeon, Detroit, and Collector Anderson and O'Callaghan, Malden. The whole time exhausted in the race was sixty-six minutes and a half, which may well be said to be good running.

"At Malden the people turned out in crowds to witness the boats and, with the excursionists, stirred up the cobwebs which grew across the streets in that ancient city.¹⁹ After a short stay, the boats started on their return trip, the *Reindeer* being the last to leave. Having plenty of steam, she made an extraordinary run, being only one hour, fifteen minutes and a half in passing from dock to dock - the fastest time on record.

"On the arrival here another race was immediately talked of, but whether it will ever come to a head or not remains to be seen. The spirited captain of the *Pearl* has great confidence in the powers of his fast little craft and is not disposed to allow the *Reindeer* to walk the course without a struggle."

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April 30, 1880

The tug *W.A. Rooth* will go to Windsor and have six feet added to her smokestack.

The tug *John Martin*, Capt. D. Girardin, came out for the season on Wednesday evening.

This week the scow *Hugh Wood* took a load of wood from the River Canard to Detroit.

John Nesbit has bought the lumber barge *Sarah Jane* at Windsor for two thousand dollars.

The steamers *Great Western*, *Coral*, *Isaac May* and *Hope* were inspected at Windsor Tuesday.

The enlarged Welland Canal will be opened next year for navigation by vessels drawing twelve feet of water.

Angus Macdonald, manager of the Canadian Wrecking Association, has his headquarters at Odette & Wherry's office in Windsor for the season.

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<sup>19</sup> Editors' note: Since Malden is a township and not a city, we assume this refers to Amherstburg.

The Canada Southern Railroad Company have sold their steam yacht *Bertie Dahlke* to Detroit parties. She was taken to Detroit Saturday.

The tug *Wm. Hall* left Dunnville on Monday and arrived here on Wednesday. She has been rebuilt and repainted. Capt. T. Hagan commands her.

The steam barge *Ada E. Allen* has taken a load of stone from White's dock to Sarnia and the steam barge *La Belle* has taken a load to Chatham.

During the big blow on Lake Erie last Friday, about 40 steam and sailing craft ran back to this port and lay here all day till the storm abated.

The *Prince Alfred* has on her deck, in coil, 1000 feet of 10½ inch line, which has been made to the order of the Canada Wrecking Company for use in their work.

The schooner *Josephine* arrived from Detroit dry-dock Tuesday, finished her load out of the [*Princess*] *Alexandria's* cargo of ties here and left for Buffalo Wednesday.

The schooner *Morwood* has loaded ties at Colchester and Wheatley this week, the schooner *Argo* at Canfield's and the *Upper* at Kingsville, all for Buffalo.

Last Saturday Dunbar's dredge at work on the Lime-Kiln Crossing picked up a piece of a propeller wheel weighing half a ton, which has at some time been broken off on the rocks.

The scow *Newell Hubbard* arrived up from Toledo Monday morning with 120 tons of coal for J.G. Mullen, and the schooner *Erie Queen* from Sandusky Tuesday morning with 489 tons for the same.

The barge *Gibraltar*, in entering Port Colborne harbor Thursday of last week, ran into the stern of the schooner *Maggie McRae* under the elevator, breaking the latter's mizzen gaff and damaging her mizzen sail.<sup>20</sup>

The new car ferry *Transport* does all the ferrying at the Canada Southern Railroad crossing now, the *Transfer* only doing one day's work this month. They keep steam on the *Transfer* and a single crew and she runs to the upper slip in the morning and drops down at night.

The schooner *Grace Murray*, wheat laden and bound for Buffalo, left Detroit Sunday morning but when off Colchester, the captain discovered that the vessel was leaking badly and accordingly put back. The *River Queen* towed her from Amherstburg to the upper dry-dock where she was caulked. She left again for Lake Erie Monday evening.

On Tuesday Dunbar's dredge at work at the Lime-Kiln Crossing brought up several blocks of stone which were too large to pass through the pocket of the dipper, and an experiment of blasting them was tried. A few ounces of Hercules powder was put in a hole drilled in the block and set off. The result was that the stone was shattered into pieces, while the dipper was uninjured. Two ounces placed in the tip of the stone broke it into several

<sup>20</sup> *mizzen mast*: the mast next aft the main mast. On a three-and-after this would be the third mast from the bow; *mizzen gaff*: the spar rising aft from that mast to support the head of the sail

pieces.

The Colchester Reef Lightship was towed out by the tug *Hector* on Thursday of last week, but owing to a breeze springing up they could not place her in position. James Gordon is again in charge of the craft. The work of caulking her was done on Bois Blanc Island by Andrew Bellecours and John Renaud. A. Hackett of Colchester reports that the Colchester Lightship is now placed off the Clay Banks, Lake Erie. She lies north of the reef in 18 feet of water.

The *Lothair* and *Corisande* have not as yet settled with Messrs. Carter for the wrecking on them this spring at Colchester Point, and Mr. Carter will be under the disagreeable necessity of calling them in when they arrive down. The *Lothair* was bringing Carter's lines from Port Colborne and the captain let the *Mocking Bird* pull on them, and that tug broke them, and this is where the dispute comes in, the captain of the *Lothair* refusing to pay for them. The *Lothair* has had more hard luck in Georgian Bay. She ran on a shoal, damaging her shoe and rudder and went to Owen Sound to dry-dock.

The Canada Wrecking Co.'s tug *Jessie* succeeded in releasing the schooner *Mary E. Perewé* from Long Point on Friday, after having jettisoned<sup>21</sup> 5000 bushels of the schooner's cargo, and towed her to Port Colborne on Monday, along with the schooner *C.C. Trumpff*, which was also ashore on Long Point. Of the *Trumpff's* cargo of 21,850 bushels of wheat, she unloaded 9422 bushels of dry grain and there was about 12,000 of damaged grain in the vessel, which she took to Buffalo. The balance of her cargo she jettisoned in getting off the beach. The vessels are not damaged a great deal.

The steamer *Erie Belle*, in leaving Kingsville on Tuesday, struck the anchor of the schooner *M.C. Upper*, loading at the dock, and snagged a hole in her bottom. They tried to keep her free by pumping and started for the river but, finding they could not keep her free, they ran her ashore in ten feet of water about a mile east of Canfield's dock. The tug *Prince Alfred* went down to her on Wednesday morning and found her in a very bad position, lying on her starboard side with her hurricane deck<sup>22</sup> touching the water. She put a steam pump aboard, took off her freight and lay off till evening, when she came here, and Capt. Innes reported that one pump would not keep her free, as it could not be worked to its full capacity owing to the position of the wrecked boat. They expected the *Jessie* up, but as she had not arrived and as the *McArthur* would not allow her pump to go unless she was engaged, Manager McDonald and Capt. Innes gave the job over to her and lent her a hawser<sup>23</sup> rather than lose any time in getting the *Belle* off. Several attempts had been made to straighten the

<sup>21</sup> threw cargo overboard to lighten the vessel in order to improve its stability

<sup>22</sup> covered deck at the top of a passenger steamer

<sup>23</sup> heavy rope for mooring or towing

*Belle* up without success, although a great deal of her upper works were pulled away. When the *Belle* struck the anchor, Capt. Laframboise was handling her and she was backing out.

The schooner *Princess Alexandria*, ashore at Scott's old dock, Leamington, and which was reported last week as likely to be a total wreck, was got off by the tug *Prince Alfred* on Saturday noon. The steam pump pumped her out in two hours, but a sand bar had formed clear around her and after removing her deck load, she had to be pulled over the bar. They arrived at this port on Saturday evening and, as the schooner was not making water very fast and her own pumps kept her free, the steam pump was taken on board the tug, which left for Windsor. On Sunday morning the schooner was found to have four feet of water in her hold and still making, her pumps being insufficient to keep her afloat; the Amherstburg fire engine was put on board and worked from 10 a.m. to 5 p.m. Her ties were taken out on Monday and Tuesday, after which she did not make any water. The tug *Mystic* towed her to Detroit on Wednesday, where she was put in upper dry-dock for repairs to her hull. Capt. Spence expects to have the schooner down here next Monday, when he will complete her repairs. Capt. Spence says that Capt. Innes deserves great credit for the splendid work done on his boat by the *Prince Alfred*, it being one of the best and most expeditious jobs he ever heard of.

Yesterday evening as the steam barge *Egyptian* with two barges in tow, bound up, was passing the Lime-Kilns, one of the barges, the *Russell*, was surged to the leeward by the gale, struck her bow against the C.S.R. piers and was stove in. The hole was boarded up to keep the water out and both were tied to the dock, where they still were at the time of going to press.

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May 7, 1880

The first vessel of the season passed through the [Welland] Canal from Port Colborne on Monday.

The schooner *Erie Queen* left Amherstburg Tuesday night for Toledo and will probably take coal to Windsor.

The schr. *E.J. McVey* left Chicago this week with five thousand bushels of rye and fifteen thousand bushels of corn for Walkerville.

The scow *Bookstaver* is still lying sunk at Elliott's Point, where she was run into by the barge *Treat* in tow of the *Sprague* two weeks ago.

On Tuesday the steam barge *Ada E. Allen* was here and took on a number of piles from H. Walker & Sons lot, which were taken to Walkerville.

Capt. J.W. Steinhoff intends to build a new steamboat soon at Wallaceburg. He will use the boiler and engine of the tug *Ontario* which was burned last summer.

The schooner *Princess Alexandria*, lately ashore near Leamington, is now in Detroit having her masts taken out and being fitted up as an American lumber tow barge.

Messrs. Cockburn and Pirie's steam yacht *Rob Roy* was launched yesterday. She has been fitted with a new stern bearing, nicely painted, got up neat and looks first-class.

Wm. King, for a considerable time on the C.S.R. ferry *Transfer*, has shipped as mate on the tug *Hector*. This is the third officer of the *Transfer* that has gone tugging this season.

Among the estimates for the construction of lighthouses during the fiscal year ending June 30th, 1881, is a sum of \$5000 on account of a pier and light at Colchester Reef, Lake Erie, County of Essex.

Angus McDonald, manager of the Canada Wrecking Company, may probably go to the woods to look after the lumber interests of L. McCallum there. Mr. McDonald's brother will attend to the wrecking business.

The steamer *Grace McMillan* will make her landings here at Kevill's large warehouse just below Mullen's dock. Men were at work yesterday repairing the dock. She is expected to commence running regularly Saturday.

Capt. James Jermin left here for Penetanguishene on Monday night, where he will take command of the Government tug *Trudeau* and take her to Meaford in Grey County, where she will likely work for a time this summer.

Duff & Gatfield will maintain the same series of day and night signals above the lime-kilns that they did last year, and vessel men can always depend upon it being safe to pass if they are not drawing more water than indicated by the signals.

The barque *Alexander*, loaded with five hundred tons of coal for J.G. Mullen of Amherstburg, in tow of the tug *Green* from Toledo, was leaking so badly on nearing the mouth of the river yesterday morning that she was run aground on Bar Point to prevent her from sinking. At 6 o'clock the tug *Pacific* brought her to the dock here, her own pumps keeping her free enough to come in.

Saturday morning the tug *D.H. Ballentine* damaged her cylinder head when just outside of the river. The *Ada E. Allen* towed her to the dock here and she was taken to Detroit by the tug *Balize*. Her repairs will almost amount to a new engine, being a new cylinder, piston head and rod with new rods and straps. The new cylinder will have a larger bore by two inches than the old one, thus increasing her power. She will be finished in a few days and the whole work will cost in the neighborhood of \$500.

The steamer *Grace McMillan* has been chartered for the season by Moses W. Field and will be run daily between Detroit, Wyandotte (touching at the White Sulphur Springs), Trenton and Grosse Isle. He will also take excursion parties. Capt. Walter E. Campbell had her chartered to go to Chicago and run excursions and it is said he surrendered his charter for about \$1000. His charter price was probably \$7000. Moses W. Field now holds the season's charter of the *Grace*. She will probably include Amherstburg in her trips.

On Friday, 30th April, the propeller *Chicago* collided with schooner *Walter B. Oades*, lying at anchor opposite Sarnia. The *Oades* drifted on the bank one mile below where she lay, with her starboard side rail three feet under water. The tug *Mystic*, Capt. Williams, with steam pump and diver, went to her and patched up the holes and pumped her out and then pulled her off the bank, but as soon as the vessel was clear of the bank she listed over to the starboard and went down, dumping the pump and all connected with it overboard. With the

assistance of the schooner *Tecumseh* as a lighter, the vessel was again righted and pumped out.

May 7, 1880

The Tugs and their Captains.-The following are the tugs at present employed on the Detroit River, with the names of their captains:-

NAME OF TUG.	MASTER.	NAME OF TUG.	MASTER.
<i>Andrew J. Smith</i>	Capt. Thos. McGowan	<i>Mocking Bird</i>	" Hiram Ames
<i>Balize</i>	" Allen Fick	<i>Mystic</i>	" Peter Williams
<i>Bob Anderson</i>	" S. Currie	<i>McArthur</i>	" A. McDonald
<i>Bob Hackett</i>	" Joseph Biron	<i>Mayflower</i>	" John Hagen
<i>Brockway</i>	" Chris Moore	<i>Niagara</i>	" R. Mellen
<i>Crusader</i>	" E.C. Gatfield	<i>Oswego</i>	" Ed. Tormey
<i>Champion</i>	" Byron Inman	<i>Old Jack</i>	" -- Ruelle
<i>Castle</i>	" John Cornwall	<i>Prince Alfred</i>	" James Innes
<i>Erie Belle</i>	" George Odette	<i>Parker</i>	" A.J. Huntoon
<i>Favorite</i>	" A. Downie	<i>Pacific</i>	" Wm. Littleton
<i>Frank Moffatt</i>	" John Moffatt	<i>P.L. Johnson</i>	" Sol. Rummage
<i>Goodnow</i>	" Wm. Bradford	<i>Quayle</i>	" Sam'l Burnham
<i>Gladiator</i>	" W. Hutchinson	<i>River Queen</i>	" James Tobin
<i>George B. McClellan</i> ..	" Frank Danger	<i>Samson</i>	" C.E. Benham
<i>George N. Brady</i>	" -- Smith	<i>Sprague</i>	" A. Booth
<i>Hector</i>	" Frank Carter	<i>Stranger</i>	" James Bryant
<i>Hercules</i>	" Wm. Mills	<i>Sweepstakes</i>	" Alex. Rattray
<i>H.A. Ballentine</i>	" Chas. Beech	<i>Salty Jack</i>	" Joseph Marks
<i>I.U. Masters</i>	" W. Moore	<i>Torrent</i>	" Wm. Roll
<i>Jessie</i>	" Robt. Cannally	<i>Thomas Coleman</i>	" Henry Bell
<i>John Martin</i>	" David Girardin	<i>Vulcan</i>	" Thos. Hackett
<i>James H. Martin</i>	" Wm. Curtis	<i>Wm. A. Moore</i>	" Thos. Honor
<i>John Owen</i>	" Robt. Ferguson	<i>Wilcox</i>	" Andrew Rattray
<i>John P. Clark</i>	" Dan'l Measles	<i>W.A. Rooth</i>	" Sperry Carter
<i>Kate Williams</i>	" Alonzo Cox	<i>Winslow</i>	" Mart Swain
<i>Kate Moffatt</i>	" L. Cooke	<i>Wm. Hall</i>	" T. Hagan
<i>L.L. Lyon</i>	" F. Hutchings	<i>Wesley Hawkins</i>	" Willis Stewart
<i>Laketon</i>	" C. Millard	<i>Young America</i>	" W.G. Harrow

Together with the tugs *Ella M. Smith*, *Music*, *Burnsides*, *Henry Smyth* and *Beaver*, whose masters' names have not been obtained.

May 14, 1880

The schooner *Erie Queen* was unloading coal at Windsor on Wednesday.

The *Riverside* was inspected at Detroit on Tuesday by the U.S. Government Inspector. The propeller *New York* ran aground on Grosse Isle Friday and was pulled off by the *Toledo*.

The tug *A.J. Smith*, Capt. T. McGowan, and four barges have made the quickest round trip to Buffalo this season. Time, 7 days and 10 hours.

The schooner *Mary Jane* arrived here on Saturday night from Georgian Bay with three hundred thousand feet of pine lumber for Park & Borrowman.

The propeller *Argyle* arrived here Sunday on her way up from Montreal and discharged a quantity of iron for D.L. Wigle and other freight for town and lake shore ports.

During the big blow on Lake Huron last Friday, the schr. *Margaret A. Muir*, with iron ore, was dismantled. On Saturday she was picked up by the steam barge *R. J. Hackett*, Capt. C.C. Allen, and towed to Detroit.

The tug *Mystic*, Capt. P. Williams, released the schooner *Oades*, which went ashore near Sarnia last week. She was towed to Detroit on Saturday and went into dry-dock there. The *Mystic's* bill for the job was \$1396.25.

The schooner *Alexander* was seized on Wednesday by Deputy United States Marshal Taylor at Detroit, having been libeled by Daniel H. Ball for an unpaid tow bill of \$50, alleged to be due the tug *Joe D. Dudley* for towage done June 27th, 1879.

The tug *Alpena* broke down on Lake Erie on Tuesday night and was towed to Detroit by the *Frank Moffatt*, leaving her lumber barges to be taken to Buffalo by the same tug. Her shaft was bent by the breaking of the main bearing and she will be laid up several days.

The steam barge *Coral*, Capt. Ives, went up and down the river at Windsor on Wednesday on a trial trip. The *Coral's* engine works to perfection and with banners flying she presented a gay appearance. She will be in the moulding sand business and will tow a vessel.

Odette & Wherry of Windsor have arranged to run the steam barge *Ada E. Allen* on occasional freight trips down the lake shore, pending arrangements for a new boat. The *Allen* arrived at Amherstburg on Tuesday evening with a large load of freight and went on to Leamington.

The port side of the *Erie Belle* has been all re-fastened and several new planks put in. A number of the planks on her bottom had to be removed in order to free her from a large quantity of sand, which had worked into her when she was ashore. The work done her in the dry-dock cost \$500 and she was taken to Windsor and cut down to a tug.

At Walkerville last Friday the schooner *Eveleigh* uploaded 275 tons of coal brought from Black River at 35 cts; the *Evening Star* salt brought from Goderich at \$1 a ton, and the schooner *McVea* rye brought from Chicago at 2¾ c. The steamers *Steinhoff*, *Manitoba* and *Sovereign* also unloaded freight there the same day. All the above was consigned to H. Walker & Sons.

Two more buoys have been carried away from Bar Point. They were replaced on Wednesday. This is the third one carried away this season. It is thought that the rafts towed

down when making the turn catch buoys between the logs and take them along until the raft straightens out and lets them go in deep water and the heavy stone takes them out of sight. There must be a forest of buoys in Lake Erie if this is so, for there are a number carried away each season. They cost about \$25 to replace.

Last Friday morning the schooner *Red, White and Blue*, in tow of the tug *W.A. Rooth*, bound down, collided with the tow barge *Ajax* in the St. Clair River. The vessels struck each other with their port bows, carrying away the rail, fore-rigging, timber head and anchor of the schooner and damaging her to the amount of \$350. On arriving at Detroit the *Rooth* was seized by Deputy U.S. Marshal Taylor at the instance [insistence] of the captain of the *Red, White and Blue*, who declared that when the *Rooth* met the upward-bound tow he neglected to sound his whistle, thus rendering a collision unavoidable. The captain of the *Rooth* says there was no watch on board the *Ajax* and that the captain of the *Red, White and Blue* made no demand for damages before making the seizure. The anchor of the *Red, White and Blue* was found in the hold of the *Ajax*, having gone through her side. The Messrs. Carter, owners of the tug, gave bonds to the amount of \$1100 and [the] tug was released. The matter will be settled by arbitration.

The prop. *Kincardine* arrived up from Toronto last week and is now at Detroit Dry-dock getting a new wheel. She will then go to Georgian Bay for a load of lumber for S. Fraser; she will tow the schooner *Rathburn* this season and the steam barge *Enterprise*, the schooner *Dauntless*.

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May 21, 1880

The tug *Jessie* left here on Saturday to tow a raft from Port Dover to Tonawanda.

The large scow being built at Trenton for T.B. Sibley was launched on the 13th.

The scow *Ida Belle* took 30 cords of stone from Pelee Island to Leamington for T.M. Fox last week.

The scow *Bell Eliza* has been chartered to take a cargo of coal from Toledo to Mullen's dock at 30 cents a ton.

Last Friday the schooner *W.Y. Emery* cleared from Kingsville with 3600 ties for Buffalo. They were shipped by H.A. Safford.

Sunday morning the steam barge *Morning Star* disabled her wheel opposite Amherstburg and was towed to Turtle light by the tug *Hector*.

The propeller *Scotia* arrived up from Montreal on Tuesday with 50 tons of freight for town and lake shore. The *Coral* took part of it down on Wednesday.

Last Friday George Russell loaded the *Ida Belle* with lumber at Leamington for Detroit, and the schooner *Annandale* loaded at the same port with ties for Goderich.

The tug *McArthur* on Monday morning succeeded in pulling the *Isaac May's* barge *Muskoka* off the beach above Point Edward, where she went on high and dry during a storm last fall.

Capt. Ives' little steamer *Coral* brought a cargo of freight to Amherstburg from Windsor

on Monday and Wednesday of this week. She will run as occasion requires until a larger boat goes on the route.

The C.S.R. ferry *Transfer* left Amherstburg station Saturday afternoon for Springwells dry-dock, Detroit, to be overhauled. John W. Westaway, chief engineer, will superintend the work. She will not be able to get in dock before next week.

Last week the *Erie Belle* went into the Springwells dry-dock to complete her repairs and be cut down into a tug, and with her after cabins removed and housed in, makes as fine a tug as is seen on the river. She was out for the first time as a tug on Monday.

It is said that the owners of the *Erie Belle* will make an effort to hold the *M.C. Upper* responsible for the late accident to the *Belle* at Kingsville, by backing on the *Upper's* anchor, it being sixty feet from the vessel and dock. The *Upper* is owned by A. McCallum of the Canada Wrecking Company.

Supt. Ellis of the Welland Canal telegraphs as follows under date of May 15:-Notice to captains passing through the Welland Canal: "On and after this date no vessel of any description will be allowed into the lock at either end of the canal drawing more than ten feet. This rule will be rigidly enforced."

The schooner *Todman* was unloading lumber at Odette & Wherry's dock, Windsor, Wednesday. The schooner *Morwood* is unloading coal at the Great Western dock, and the scow *F.X.* is waiting to discharge her cargo. There is considerable grumbling because the railway company has no facilities for unloading more than one vessel at a time.

The schooner *Rising Star*, which was being towed by the tug *Bob Hackett*, struck a reef Tuesday night when about two miles south of Port Hope, Lake Huron. They procured the assistance of the scow *Sunny Side* and lighted her off, and towed her into the harbor next evening apparently uninjured.

The *Grace McMillan* gave a special excursion yesterday afternoon from Detroit to Ecorse, Wyandotte, Grosse Isle and Amherstburg. 75 pupils and teachers from St. Mary's Academy of Windsor got on at Detroit and visited the Amherstburg Academy and returned in the afternoon. She left Detroit in the evening on her regular trip at 6 o'clock instead of 5.

The appropriation for the Lime-Kiln Crossing will be worked out in about a month, and Mr. Dunbar is making an effort to have the \$50,000 appropriation made by U.S. Congress last month, made available immediately. They have so far this season had good luck, hardly a mishap of any consequence occurring, and a large amount of work has been done in a short time.

Marshall John Campbell seized the barge *Wm. Treat* at Windsor for a \$500 claim for damages in running into the scow *Bookstaver* at Elliott's Point while rounding to at Amherstburg this spring. She gave bonds and was released. The scow still lies at Elliott's Point. The tug *Sprague* was also seized at Windsor on Wednesday for her share of damage. She gave bonds.

On the *Grace McMillan's* excursion on Sunday to Toledo, the boat stopped at Wyandotte to receive passengers and among them were a number of roughs who were under



the influence of liquor. They soon made a disturbance and several employees of the boat, who attempted to quiet the gang, were roughly used. The disorder lasted until the boat reached Toledo, but the return trip was quiet. She had about 200 passengers.

The *Princess Alexandria* arrived down in tow of the *Coral* on Monday. She has been stripped and dismasted and her sails and rigging stored in Windsor. She will receive some new planks, new rails, &c., and have two tow posts put in her, and will be transferred into an American tow barge, unregistered, and will probably be put in Bay City and Toledo Transportation Co. Her hull is in good condition. Capt. Spence is in charge and may remain on board this season. It is said that H.A. Safford may trade her for something stancher to go into his R.R. tie trade.

About 9 o'clock Friday night the schooner *Augusta*, from Toledo to Kingston with 22,000 bushels of corn, ran aground at North Harbor Reef, Lake Erie. Word was sent to Amherstburg for assistance and Saturday afternoon the tug *Prince Alfred*, with a lighter and steam pump, proceeded to the assistance of the *Augusta*, which she found to be about three feet out. After 6000 bushels of her cargo had been transferred to the lighter *Nevada City*, the *Prince* pulled her off at 3 p.m. Sunday and arrived at Amherstburg with her that evening. On Monday she re-loaded her cargo and proceeded to her destination. The *Augusta* is owned by Capt. S. Neelon of St. Catharines and is commanded by Capt. George Brooks of Port Dalhousie.

The excursion steamer *Ruby*, formerly on the Amherstburg and Detroit route, was burned to the water's edge at 2 o'clock Monday morning while lying at Chicago. The flames made a beautiful sight viewed from the city, but did not last over half an hour. Captain Fox and watchman Crowell, who were sleeping on board, had a narrow escape, the latter jumping into the water and being rescued by the schooner *Newsboy*, which also came near burning. The *Ruby* was valued at \$10,000 and was insured for \$6000. The *Ruby* was of 134 tons register, re-built at Trenton 1875 by A. Turner and was owned by the Lake Erie and Inland Steamboat Company of Toledo, O[hio]. The engine was at one time in service on a steamboat known as the "*Little Erie*", which suffered destruction by fire with loss of life. Afterwards it was placed in a boat called the *Island Queen* and since the palmy days of the *Queen* has done service in the *Ruby*. The iron work of the engine is about all that can be saved, as the destruction has been thorough, and the dome of her boiler is "white."

The new iron steamer *City of Cleveland*, built at Wyandotte for the Detroit and Lake Superior passenger trade at a cost of \$175,000, started down the river on Thursday evening of last week on her "engineer's trial trip" and got aground at Fighting Island. She was got off by the tug *Prince Alfred* next morning and returned to Detroit, where she went into the upper dry-dock. She will leave Detroit at 10 a.m. Saturday for Cleveland and will make her first trip to Lake Superior next week. She is considered the fastest steamer on the lakes and will, it is expected, be able to make 22 miles an hour.

U.S. Secretary of the Treasury Sherman states that under section 4370, revised statutes, if a tow of American vessels is taken up in foreign waters by a Canadian tug, she can be

taken into an American port. On entering a narrow strait she may cast off her tow while she is simply in American waters, in which case it might be doubtful whether she had made such an arrival as would require a report and a consequent clearance. The shifting of a tow by a foreign tug from one point to another within the waters of a port has been generally considered contrary to the spirit of the coasting law. No Canada tug in waters of the United States can take in tow vessels of the United States destined for a port in that country without liability to a penalty of fifty cents per ton, though there is no penalty against her taking in tow Canada vessels destined for ports in the United States or Canada. It would seem, however, to be a violation of the spirit of section 4347, revised statutes, for a Canadian tug to move undocumented vessels of American ownership from place to place in our waters. American laws therefore seem to treat Canada tugs with the same rigor as American tugs are treated by the laws of Canada.

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May 28, 1880

Low water at the Lime-Kilns detained several large craft above the crossing on Saturday.

The steamer *Alaska* begins regular daily trips to Put-in-Bay and Sandusky on Monday, May 31.

R. Canfield has chartered the schooner *John G. Kolfage* to bring a load of lumber from Georgian Bay to Kingsville.

At Leamington last week the schooners *James Norris* and *M.C. Upper* loaded with bolts for Buffalo for Capt. Hudson.

The scow *Hyde* arrived up on Wednesday morning with a cargo of coal for S. Fraser, which she discharged at his upper dock.

The *Isaac May's* barge *Muskoka*, which was pulled off the beach above Point Edward by tugs *Mystic* and *McArthur*, now lies waterlogged in Sarnia Bay.

Capt. John Wilkinson, brother of Deputy-Reeve Wilkinson of this town, has been promoted to the command of the ferry *Excelsior* at Detroit and Windsor.

Capt. George Odette, late of the *Erie Belle*, has assumed charge of the tug *Bob Hackett*, vice Capt. Biron who goes as mate on the tug *Erie Belle* with Capt. J. Laframboise.

The tug *Jessie* arrived here Tuesday night from Welland with the dredge *Little Giant* and dump scows in tow. After coaling here on Wednesday, she proceeded to Collingwood with her tow.

Capt. Anthony Gurney is at present in command of the tug *River Queen* in place of Capt. James Tobin, who has been laid up at Amherstburg for [the] past three weeks with a severe attack of intermittent fever and bronchitis.

Another buoy has been carried away from Bar Point and was replaced Saturday. If the rafts don't let up they will bankrupt the Canadian government. Six have been carried away this spring, which means a loss of \$150.

Charters - Schr. *H.F. Merry*, lumber, Amherstburg to Buffalo at \$1.50 per m for C.H. Gates. She is now taking 250,000 feet of hardwood lumber at C.S.R. Schooner *Quimby*,

coal, Toledo to Amherstburg at 30 cents per ton, free.

Extensive repairs have been made to the *Jay Cooke* at the Fort dock, Detroit, and she will probably be out next week. The *Gazelle* will be fitted out and go up June 15th, to run excursions from Mackinaw for 100 days. Capt. D. Nicholson will command her.

Saturday morning the propeller *St. Louis* while passing up along the wharf was driven by the wind against the barge *Princess Alexandria*, lying here, and crushed in the latter's yawl. The dock was pretty well shaken up by the *St. Louis* bumping against the *Riverside*, and she also broke three stanchions above deck on the tug *Bob Hackett*, lying here. The captain of the *St. Louis* said he would settle the bill.

The Sundry Civil bill, as reported to the House of Congress at Washington, contains a provision making available the appropriation of \$18,000 made by the act of March 3, 1875, for a lighthouse on Passage Island, Lake Superior, and repealing so much of that act as made the appropriation unavailable until the Dominion Government should build a lighthouse on Colchester Reef.

The Northern Transportation Company's propeller *Maine* took fire at the company's dock, Port Huron, Saturday afternoon and was burned to the water's edge. When it was found that the fire could not be controlled, her lines were cast off and she was allowed to drift to the Canadian shore below Point Edward. Her cargo consisted of jute, sugar and potash, which was insured. The *Maine* was built at Cleveland in 1862 by Stevens & Presley for the firm that now owns her. Her hull was insured.

The new steamer *City of Cleveland* made her trial trip from Detroit to Cleveland on Monday. She left Detroit at 9 o'clock a.m. and passed the Park House²⁴ dock, Amherstburg, at 10.05, and reached Cleveland at 3.05 that afternoon, the time from Detroit to Amherstburg being 1 hour and 5 minutes, and from Detroit to Cleveland 5 hours and 58 minutes. The distance is 105 miles and the average speed of the boat was therefore nearly 18 miles an hour. She returned to Detroit on Tuesday and left on Wednesday on her first trip to Lake Superior.

Last Friday the steam barge *City of Alpena* passed down with a tow of 5 barges, including the *Almeda* and *St. Joseph*, all lumber laden, for Buffalo, N.Y. That night they took shelter from the gale at Pelee Island, but during the night the *Almeda* sprung a leak, lost her moorings and was driven ashore on the mainland, where she went to pieces. Her crew were all saved, and the beach was strewn with her cargo of lumber. The *St. Joseph* also sprung a leak and was waterlogged, in which condition she was towed to Detroit on Sunday. The scow *Aunt Ruth* goes to Pigeon Bay and takes the cargo of lumber from on board the barge *Almeda* and carries it to Tonawanda at \$2.30 per m, on the rail.

On Thursday night of last week the schooner *Fame*, bound down with lumber, got

aground on Point Mouilli Reef, 7 miles from here. The tugs *Henry Smyth* and *Kate Moffat* tried to pull her off, but were unable to do so. The captain of the *Fame* came to Amherstburg and telegraphed to Detroit that the *Fame* was on Bar Point Reef, and the steamer *J.W. Steinhoff* was brought down to release her. On arriving here it was found that the *Steinhoff* could not work on her, as she was in American waters. On Saturday evening the steamer *Grace Grummond* came down from Detroit with the lighter *George Worthington* and during the night succeeded in getting the *Fame* off. She proceeded to Toledo with her cargo.

The steam barge *W.T. Graves*, with the barge *G.W. Adams* in tow, got on a boulder on Sugar Island Reef on Thursday night of last week during the fog. They were bound for Chicago and the *Graves* was loaded with coal. She was released Friday night by lightering and passed up, but got aground again early Saturday morning in the gale below Fighting Island on the west side of the Canadian channel. That afternoon the tugs *Mystic* and *W.A. Rooth* went to work at her, but after two hours' work dredging found that she could not be pulled off. The *Prince Alfred* came down but did not do anything, and returned to Windsor. Capt. P. Williams of the *Mystic* came to Amherstburg to get a lighter to take off the *Graves'* deck load. Failing to get one, Capt. P. Williams and the captain of the *Adams* applied to Collector Anderson to use the *Adams* as a lighter, which was granted, and the *Graves* was released at 7 Sunday evening by the tugs *Mystic*, *Hector* and *Rooth* after half of her cargo had been transferred to the *Adams*. The *Graves* then proceeded up with the *Adams* in tow. The *Mystic* piloted them up the Canadian channel. The tugs worked on her nearly all day and the *Mystic* all night. Carter's tugs got \$175 for their work.

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June 4, 1880

A coal dealer in Chicago has paid \$200 for the hull of the burned steamer *Ruby*.

The Mamajuda light, Detroit River, is now shown as a fixed red light of the 4th order.

The barge *Fame*, with 500 tons of coal for Odette & Wherry, arrived at their wharf at Windsor Monday morning from Toledo.

The Canadian wrecking tug *Prince Alfred* left Windsor Saturday to go to the schooner *Trinidad*, sunk at Silver Islet, Lake Superior.

One day last week the new C.S.R. ferry *Transport* broke sixteen braces from under her starboard side by striking the pier at Stoney Island.

The steam barge *Ada E. Allen* brought a quantity of plank and scantling<sup>25</sup> here for Park & Borrowman, and then went to Toledo for corn for Walkerville.

The Canadian tug *Bob Hackett* was purchased Tuesday afternoon from Capt. Reynolds by Brooke Waters for \$1000. Both parties reside in Windsor.

The schooner *H.F. Merry* loaded 218 m. feet hardwood lumber at the C.S.R. dock last

<sup>24</sup> refers to the Park House Hotel (later called the Lake View) at the northwest corner of Dalhousie and Murray Streets

<sup>25</sup> timbers of relatively small cross-section

week for C.H. Gates at \$1.50 per m. She left Saturday morning for Buffalo.

Beginning on Sunday, the steamer *Alaska* opened the season of her Sunday excursions, leaving Detroit at 3 p.m. for Sugar Island and Grosse Isle and returning at 8 p.m.

The steamer *Grace McMillan* made her usual trips Sunday but did not put in an appearance here Monday, and has now drawn off this route and only runs between ports on the American side and Detroit.

The ferry boat *Fortune* has been chartered by parties in Milwaukee and left for that port on Tuesday. She will return at the expiration of an 8 days' reunion of the Iron brigade, beginning on the 6th June. \$2000 is the charter money to be paid her for that time.

The scow *Jones*, with 185 tons of coal, and the scow *Mollie*, with 151 tons of coal, both arrived here Saturday from Cleveland and discharged at J.G. Mullen's dock. The scow *I.L. Quimby* arrived on Sunday from Toledo with 199 tons of coal, also for Mr. Mullen.

The steam barge *Enterprise* and consort, schooner *Dauntless*, arrived on Saturday morning with 500,000 feet lumber and five hundred thousand shingles for Simon Fraser from Parry Sound, Georgian Bay. After unloading they went to Dresden and take stave bolts to Buffalo.

The Canadian propeller *Louis Shickluna*, from Montreal to Chicago with general cargo, ran aground at Elliott's Point opposite Bois Blanc Island light during Saturday night. The steam barge *Enterprise* (Capt. Morden) released her at 8 a.m. Sunday. She only lightered a few cords of wood.

On Tuesday the scows *Mollie* and *Jones* cleared from Amherstburg. The former goes to Marblehead and the latter to Kelly's Island, both to load stone for Cleveland. On Wednesday the scow *Quimby* cleared for Toledo and will bring another load of coal to Amherstburg for J.G. Mullen.

The Canada Southern ferry *Transfer* was put in the Springwells dry-dock Saturday morning. She will receive about \$18,000 worth of repairs. Capt. C.W. Stone, who is superintending the changes being made, informs us that she will receive new side arches entire, which will be eight feet higher than the old ones and will be strengthened with iron as much as possible. Her boilers have been raised and new keelsons placed under them, and she has also been supplied with completely new buffers. She will be straightened up throughout and made nearly as good as when first built, and it is expected that the improvements introduced will reduce her draft of water about 4 to 6 inches.

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June 11, 1880

\$4000 was the price paid for the *Bob Hackett*, instead of \$1000 as given last week.

The steam barge *Hiawatha* was launched at Linn & Craig's shipyard, Gibraltar, Wednesday.

The tug *McClellan* ran into the stern of the tug *Hall* at the dock here Monday, damaging the latter considerably.

The schooner *Mary Merritt* is loading square timber here and the schooner *Jane*

Woodruff at Colchester, all for the English market.

The barque *Princess Alexandria*, which is being transformed into an American barge, will be ready for service the end of next week.

The schooner *James Norris*, Capt. T. Riley, unloading coal here, has been chartered by Capt. Hudson to take a cargo of bolts from Leamington to Buffalo.

Capt. Ives of Windsor lately purchased the schooner *Active*, which was ashore at Ruthven, and now has her ready for service. This makes the sixth craft he owns.

Alex. Trerice of Dresden has purchased Mr. Currie's interest in the steam barge *Enterprise* for \$3200. Mr. Trerice now owns two-thirds of her and Capt. Morden one-third.

The barge *Carney*, one of the *Burlington's* tow, lost her deck load of 100,000 feet of lumber and her mainmast off Colchester during the blow on Sunday afternoon last. Over 100,000 feet of lumber came ashore two miles east of Colchester.

Martin Donahoe, mate of the *Belle Hanscomb*, was severely injured while hoisting anchor off Bar Point. The tackle broke and a block fell on his head, knocking him senseless. The steam barge *Mills* took him to the Marine hospital, Detroit.

The little schooner *Cornelia Amsden* of Vermilion, loaded with staves for Buffalo, sprang a leak off Point Pelee Saturday morning and ran back to the river, her pumps just keeping her free. She went into the lower dry-dock at Detroit Monday.

The Oswego tug *Sumner* arrived up from Lake Ontario on Friday and on Tuesday celebrated the event by piling her first tow of three vessels up on Grassy Island, smashing things up generally. The tug *Champion* helped to pull the vessels off.

The Sarnia and Port Huron ferry *Hawkins* came down with a tow and laid here on Wednesday. The most intimate acquaintance of the old tug *Wesley Hawkins* would not recognize her. She has been fitted out regardless of expense and is painted up as dandy as a lumber wagon.

On Wednesday the scow *F.L. Jones* arrived up from Cleveland with 185 tons of coal for J.G. Mullen, and the schooner *James Norris* arrived up from Sandusky with 314 tons for S. Fraser. On Thursday the *Mollie* arrived with 150 tons of coal from Cleveland for J.G. Mullen.

Col. H. Kallman, formerly assistant to Col. Ulfers, took charge of the work at the Lime-Kilns for the U.S. Government on Tuesday, in place of Engineer Leavitt, who has been seriously indisposed. When Mr. Leavitt recovers, he will probably be detailed to the work at the Sault.

The schooner *Josephine* was chartered to load ties at Kingsville, and on Sunday was lying off that port when the big blow came on. Her large anchor was let go, but the chain parted. The small one would not hold her and she put back to Point Pelee. She will grapple for her anchor, which was buoyed.

Wednesday of last week, Marshal Campbell seized the tug *Henry Smith* at Windsor for a wages claim of \$85. The claim was paid three years ago and the money was in the hands of a Detroit lawyer, who could not find the claimant. On hearing of the seizure, he sent over

a cheque for the amount. The tug was released next day.

On Sunday morning at 2 o'clock the barge *D.K. Clint*, in tow of the steam barge *D.W. Rust*, while crossing the Lime-Kilns was pulled across the course, running very near the steam drill and upon Dunbar's beacon light, striking twice on the ridge of the rock. The *Rust* went outside and let go of her barges and returned to Mullen's for coal. No sign of the *Clint*'s leaking was discovered until she was halfway to Point Pelee, when it was found that she had made four feet of water. The pumps would not keep her free and Capt. Joseph Kendrick ran her back here at 7 o'clock Sunday morning and dispatched the steamer *Coral* to Windsor for a Canada Wrecking Co.'s steam pump, which was put on board at 5 o'clock Sunday afternoon. The *Clint* had over seven feet of water in her with her pumps working. She had 1130 tons of iron ore for Ashtabula on board. Capt. Kendrick thinks the sea outside washed a boulder out of her bottom. There was 16 feet of water at the crossing when she struck and the *Clint* was only drawing 14 feet 6 inches. The pump was got to work on her at 8 p.m. and cleared her in about an hour, and was kept going occasionally till 3 o'clock Monday afternoon, when she left with it on board for Cleveland, in tow of the tug *Rooth*.

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June 25, 1880

The tug *Rooth* received a painting up while in dry-dock last week.

The tug *Mystic* received \$1400 in settlement for her wrecking work on the schooner *Walter B. Oades*.

The *Riverside* took an excursion of 400 from Detroit to Sugar Island on Sunday, and the *Alaska* did likewise.

The scow *Labelle* brought 40,000 bricks from Chatham for Odette & Wherry of Windsor on Tuesday of last week.

The old schooner *Princess Alexandria* completed her repairs here and was towed to Detroit on Sunday by the steamer *Coral*.

The Canada Southern ferry steamer *Transfer* is still in the lower dry-dock, Detroit. Capt. Stone says her repairs will cost at least \$20,000.

This week the schooner *Rice* discharged a cargo of coal at White's dock. The schr. *B. Eveleigh* unloaded 250 tons for C.F. Dunbar this week at White's dock.

The tug *Vulcan* broke her coupling while towing a raft off Forestville. Another tug went to her assistance and took her to Detroit Monday morning for repairs.

The schr. *Aurora* took 255,000 feet of hardwood lumber from C.S.R. dock to Buffalo this week. The lumber was brought from Essex Centre via C.S.R. and is consigned to G.L. Gates, Richmond, Va.

The schooner *Eliza Allen* from Buffalo unloaded 250 tons of hard coal for Odette & Wherry at Windsor on Tuesday of last week. On the same day, the scow *Moor* brought 171 tons of soft coal for the same firm from Toledo.

This week the following cargoes of coal were discharged at Amherstburg for J.G. Mullen:-Scow *Ino* from Toledo, 244 tons; scow *Irene* from Sandusky, 160 tons; scows

*Adain*, 123 tons, *Jones*, 189 tons, and *Mollie*, 150 tons, all from Cleveland.

When the tug *Crusader* was passing through the channel at Bay City with her tow, the schooner *Nicholson*'s anchor caught the rail of the *Ajax* and carried a portion of it away, stanchions etc., down to near amidship, when the anchor dropped, carrying out several fathoms of chain.

Some time ago the tug *Minnie Morton* was seized at Sault Ste. Marie for a claim against Wm. McDonald and Charles Cockburn, who were supposed to be her owners, and was to have been sold last week, but the sale was postponed till the 24th to give J.H. Campbell of Windsor time to prove that he has owned the tug for the last six months, since which time the claim arose. She is registered at Amherstburg.

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July 2, 1880

Capt. T. McGowan is now in command of the tug *Crowell*, towing lumber barges between Bay City and Buffalo. She will probably go into the Ohio trade.

The schooner *Albicare* is loading square timber on the lake shore for Joseph McCracken. She will take it to Collins' Bay, where it will be rafted for Quebec.

The schooner *Mollie* discharged 197 tons of coal for J.G. Mullen on Monday. This is the fourth cargo the *Mollie* has brought up from Cleveland for Mr. Mullen this season.

The scow *Alpena* arrived on Tuesday from Sandusky with 133 tons of coal for J.G. Mullen, and on Wednesday the scow *Pelton* arrived from Cleveland with 254 tons of coal, also for Mr. Mullen.

The Great Northern Transit Company have applied for incorporation by letters patent; capital, \$200,000; place of business, Collingwood; object, general freight and passenger business over the lakes.

A decree has been granted Alice Perew against the tug *Jessie* and the damages fixed at \$941.35. This was an action brought against the *Jessie* for alleged negligent towing, she having allowed the schooner *John M. Hutchinson* to ground while towing her through the Detroit River.

The steam yacht *Bertie Dahlke* recently purchased by W.K. Muir has been thoroughly rebuilt at Detroit at an expense of \$600. She is fifty-six feet long and ten feet wide and her new cabin, which is much lighter than the old one, causes her to draw five inches less than formerly. She has a New York Dilimeter wheel and is expected to rank next to the *Truant* in speed.

About 1 o'clock last Friday morning the large three-masted schooner *David Vance* was dismasted in a sudden squall on Lake Erie off Colchester light. The tug *Crusader* (Capt. E.C. Gatfield) had brought her down and had only let her go shortly before. The tug returned to Amherstburg, coaled up and towed the disabled vessel to Buffalo. The *Coral*, bound up, secured the iron off the jibboom; the mizzen mast was towed ashore by a boat. The main mast was also sighted.

The Great Western Railway ferry *Transit* has been repairing for some time. At first it

LAKE SHORE ROUTE AND PELEE ISLAND.

THE STEAMER "ERIE BELLE"

J. LAFRAMBOISE, Master.

Leaves Windsor every Monday, Wednesday and Friday at 10 a.m., Amherstburg at 11:30, for Leamington, calling at all intermediate Ports.

Returning leaves Leamington every Tuesday, Thursday and Saturday at 6:45 a.m., for Windsor, touching at all intermediate ports.

ODETTE & WHERRY.
Managers.

Windsor, March 11, 1880.

Advertisement in the *Amherstburg Echo*, July 1880.

was only intended to repair her bulwarks, but it was found that the escaping steam had rotted the arches, which till now had been cased in, so much that it was necessary to have them entirely replaced. This work has just been completed at the Detroit Dry-dock at an expense of about \$3000. She will be finished this week and will take the place of the *Michigan*, which will be thoroughly overhauled, receive new furnaces and have her boilers and engines repaired. Capt. Sullivan, who is superintending the work for the company, thinks the expense will amount to about \$10,000.

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July 9, 1880

The schooner *Dauntless* is unloading coal at Odette & Wherry's wharf, Windsor.

The St. Lawrence ship channel is to be improved so as to admit vessels drawing twenty-five feet.

The scow *Hyde* arrived up from Sandusky on Tuesday with 100 tons of coal for Simon Fraser.

The Western Transportation company's new iron propeller building at Wyandotte will be named *Boston*.

The tug *Crusader* left here on Wednesday morning for Buffalo with the barge *Princess Alexandria* in tow.

The *Erie Belle* received \$1500 for towing her three vessels from the Welland Canal to Lake Superior and back.

A captain who had been licensed annually for the last ten years has just been rejected on account of color blindness.

The schooner *John G. Kolfage* arrived down from Goderich on Monday with a cargo of 1100 barrels of salt. She delivered 204 barrels here for J.D. Burk and 78 for S. McGee and took the rest to lake shore ports.

Capt. Hiram Ives, the Windsor vessel owner, is kept busy travelling from point to point, looking after the interests of his fleet. His steamer *Coral* is doing an unusually heavy freighting business between Windsor, Amherstburg and the lakeshore ports.

Alex. Hackett reports that when the Colchester Lightship was withdrawn from her moorings last fall, her anchors and chains were buoyed. This spring they could not be found and the presumption is that they have been stolen. They were valued at \$1000.

Joseph King of this town has again resumed his old position as clerk on the steamer *Riverside*. While on the *Riverside* before, Mr. King was very popular with all the travelling and business public with whom he came in contact, and Mr. Clark, no doubt, recognized this fact in again securing his services in time for the busiest portion of the season.

Tuesday evening at 7.30, as the tug *Goodnow*, bound down with five vessels, was crossing the Lime-Kilns, the line of the second vessel, the schooner *Camden*, parted. Dunbar's tug *Salty Jack* went to their assistance and towed two of them outside, the *Goodnow* taking one. The *McArthur* had just arrived to coal at Mullen's and hurried to their assistance, taking the line of the *Camden*, which had drifted out of the channel, and, releasing her, took her out. The *Goodnow* returned for the other vessel, the schooner *Jamaica*, and towed her out about 9 p.m.

The Canada Southern ferry *Transfer* still occupies the Springwells dry-dock. Both her arches are now complete and it is thought that she will be out of the dock in about one week, although her repairs will not be completed before the 15th. Capt. Stone, who is overseeing the work in the interests of the company, thinks that she will run for the next eight years without any large repairs. This boat is said to have done more work than any other boat of her kind on the river. For instance, in the month of April, 1879, she took across the river 25,014 cars, and at another time 1074 cars in 24 hours. Her arches are very strong and everything done to her is of a first class nature.

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July 16, 1880

The steamer *Alaska* now gives 50-cent excursions to Put-in-Bay every Wednesday and Saturday.

Odette & Wherry of Windsor have chartered the scow *Adain* to bring coal from Toledo to Windsor at 35 cents.

Schr. *W.Y. Emery* has cleared from Kingsville with 3900 railroad ties for H.A. Safford, consigned to Gorten & Co., Buffalo.

The Canadian tug *Jessie* was sold on Tuesday at Port Huron by Capt. Robert Cannally to Woodruff and others of St. Clair for \$4060.

The steam barge *Plymouth* and consorts went ashore on Fighting Island during the squall last Friday afternoon and were released by the *Erie Belle* early Saturday morning.

The tug *Parker*, while trying to take the barge *Newcomb*'s tow-line from the *D.W. Rust* Tuesday at Port Huron, got it into her wheel. She was towed to Sarnia where it was taken out.

The schooner *Red Wing*, which struck at the Lime-Kilns while passing down a few days ago, was docked and examined at Buffalo when it was found that one of her forward planks had been broken.

Saturday morning the large new steam barge *Hiawatha*, built at Gibraltar, coaled here on her first trip down. She is a fine looking craft and is furnished with all modern improvements. She will tow the barge *Minnehaha* this season.

A schooner which capsized off Two Rivers Point on Friday night proves to be the *J.O. Duvall* of Racine. Her canvas is set, showing she went over suddenly. It is feared her crew of six men are lost, as six days have elapsed without hearing from them, and the vessel's small boat is attached to the wreck.

A quantity of chain which was used to tie up the old lighter *Ark*, under seizure here, was stolen Thursday night of last week. It belonged to J.P. Jones. No clue to the thieves. The chain was worth \$50 or \$60. The *Ark* has now been lying here for over eight months and the government does not seem to do anything in the matter.

In addition to the usual lightship on the east side there is now another one on the west boundary of the work in progress at the Lime-Kiln Crossing. The distance between the lightships is 300 feet and all boats are warned against passing over this area. There is a good channel on either side. At night a single white light is shown from each lightship.

The scow *F.L. Jones* with 167 tons of coal from Cleveland and the scow *Vannatta* with 350 tons from Toledo arrived up on Friday, also the scow *Adain* with 110 tons from Sandusky on Monday, all for J.G. Mullen. The coal heavers struck work for an increase of wages on Friday and the *Jones* was not unloaded till they received a temporary raise.

Capt. P. Williams of the tug *Mystic* received a severe blow in the stomach a few days ago from the end of a line which was being cast off. He was knocked ten or twelve feet and injured to such an extent that he vomited large quantities of blood. He obtained medical

assistance at Toledo but is still suffering from the effects of the blow. Had it been possible to obtain a master to have taken his place, he would have remained ashore last week.

The steamer *City of St. Catharines* was struck by the American barge *George A. Marsh* in Lake Huron Monday morning and went to the bottom in 84 feet of water in less than fifteen minutes. The passengers and crew, numbering about fifty, were all saved and brought to Port Sarnia by the barge *Rust*, which fortunately was near by at the time of the disaster. The captain of the *Rust* says it will be almost impossible to raise her. The *City of St. Catharines* was owned by S.L. St. John of St. Catharines, was built 6 years ago and had an insurance of \$15,000 on the hull.

On Tuesday the Canada Southern ferry steamer *Transfer* came out of the dry-dock at Detroit and will be at the crossing next week. She has been repaired and improved at a cost of \$20,000 and will, barring all accidents, do without overhauling for six years to come. She has new arches entire, diagonally strapped with iron their entire length, so that she now sits perfectly straight in the water, something she has never done since first built. Her engines and boiler have been overhauled and she has been repainted. She is, in fact, altogether in better shape than when first launched.

Work on the new iron propellers *Boston* and *Lehigh* at Wyandotte is now being pushed rapidly to completion, over 400 men being employed in the yard. The *Boston* lacks only about six plates while the plating of the *Lehigh* is well advanced. About 275 iron workers are employed, the majority being at work on the *Lehigh*. The carpenter work on the *Boston* is rather more advanced than on the other propeller. Judging from appearances, the machinery is farther behind than any other part and it is probable that some delay will be caused by it. All the boilers are on hand but none are yet in position. About 150 carpenters are employed on both boats.

At midnight last Friday, the Anchor Line propeller *Philadelphia*, bound up, got aground below Elliott's Point, two miles below here, in thick weather. The tug *Erie Belle* went to work at her at four o'clock that morning, and the tug *Mystic* at 8. 60 tons of her cargo of canned raspberries was transferred to the *Belle*. The customs officials here gave them permission to use the *Philadelphia*'s consort, the *Annie Sherwood*, as a lighter and 50 tons of pig iron were put on the latter's deck. The *Mystic* dredged around the propeller with her wheel and at 6 p.m. the *Erie Belle* pulled her off. They came to the dock here, where the cargo was reloaded. The *Belle*'s bill was \$450 and that of the *Mystic* \$200. Capt. Fellows of the *Philadelphia* expressed himself well satisfied with the work and charges and proceeded on his trip Saturday night, being only detained about 24 hours.

Last Friday afternoon at 3 o'clock as the tug *River Queen* was coming down Lake Huron with the schooner *Comanche* in tow, a sudden squall drove the schooner against the tug with such force that the wheel-house of the latter was knocked clean off, the wheel broken and part of it carried away. The nose piece of the tug was wrenched from its place and stood two inches from the stem. Capt. James Tobin, who had turned in, knew nothing about the storm until the schooner was alongside and turning the tug around. He rushed out without boots

or hat, seized an axe and was going to cut the line, when he saw Robert Tate, the cook, casting it off, thus saving her from being rolled over. The schooner then took a sheer and again came upon the tug, then doing the damage. The wheelsman on the tug, Jos. Best of Colchester, hung to the wheel when he saw the wheel-house leaving, but when he felt the wheel going to pieces, let go and was blown against the smoke-stack with nothing to hold on to; when she righted he jumped upon the cabin of the schooner, a distance of 20 feet. Capt. Tobin, seeing that the schooner had all her canvas split, again picked her up and towed her through to Lake Erie. The *Queen* went to Detroit on Saturday for repairs. Mrs. Capt. Tobin was on board at the time and was badly frightened. The *River Queen* was repaired at Springwells and came down on Wednesday.

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July 23, 1880

On Wednesday W.K. Muir sold the steam yacht *Bertie Dahlke* to Wm. Wright of Detroit.

The scow *Newell Hubbard* arrived on Monday from Sandusky with 120 tons of coal for J.G. Mullen.

The schooner *A. Benedict* is loading lumber at the C.S.R. dock, Amherstburg, for Buffalo at \$2 per thousand.

The *Guelph* recently made the run down Lake Erie from the Dummy lighthouse to Port Colborne in 20 hours and 30 minutes.

The steamer *Riverside* laid up last Friday and Saturday for repairs, among which was a new crank pin. The tug *Red Wing* took her place on the route.

John Stone Chester, seaman on the schooner *A. Ford*, fell overboard near Belle Isle in Detroit River Thursday night of last week and was drowned.

A serious charge has been made against the captain of a vessel at Toronto. It is said that he allowed a man to work his way from Port Colborne and then refused him meals, leaving him for two days without food.

The schooner *Geo. W. Holt* of Detroit was wrecked off Port Austin and was completely demolished by the seas. The *Holt* had a cargo of iron ore and was in tow of the steam barge *Iron Age* when the tow line broke. Freight not insured; schooner insured for \$8000.

The schooner *Joe. Duval*, which was found capsized off Milwaukee last week, has been pumped out and docked at Manitowac. The bodies of Frank Dood, son of the captain, Carl Lind, August Remier and David Stedman were found in the vessel. Those of the crew missing are Capt. John Dood, Schmidt and Gus Coltes.

The acting secretary of the U.S. Treasury has given the following decision in regard to wrecking in American waters and towing American vessels by Canadian tugs:—"The general rule in regard to the employment of tugs in American waters is to be found in section 4370, revised statutes, which allows foreign tugs to tow documented vessels of the United States if a part of the towing be done in foreign waters; but if a part of the towing be not in foreign water, the tug is liable to a penalty of 50 cents per ton upon the tonnage of the vessel towed.

If a vessel of the United States found in distress be relieved by a foreign tug, which continued the towing into foreign waters, such towing being a part of the relief, the tug would incur no penalty. Any relief afforded by a foreign tug to a vessel of the United States, other than commencing and completing the towing of her in American waters, is not prohibited by the statutes and such relief may be given whether an American tug can be obtained or not, if the foreign tug be the first to offer its services."

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July 30, 1880

The scow *Dawn* arrived up from Toledo on Sunday with 111 tons of coal for J.G. Mullen.

The schooner *Todman* arrived at Windsor on Tuesday with a load of lumber and shingles.

During the three months ending June 30th there was shipped from Detroit 2,502,299 bushels of wheat.

The scow *Lucky Boy*, which sank several weeks ago off Grosse Isle, has been raised and taken to Detroit.

Capt. Stone thinks the Canada Southern steamer *Transfer* will be ready for business by the beginning of next week.

The new steam barge *Waukoken* from Cleveland passed up on her first trip last Friday night for Chicago with a cargo of 1800 tons of coal.

The tug *River Queen* got another shaking up in a squall off the Dummy on Sunday. She ran in here with everything floating in her.

The eldest boy of John Cragg, captain of the *E.W. Rathburn*, was drowned at Rondeau Harbor Monday morning while fishing off the vessel.

The owners have had men engaged rafting the two cribs secured by Andrew Hackett at Bois Blanc Island over a year ago. They will be put in the *Master's* tow when she comes down.

The tug *Erie Belle* of Windsor, while endeavouring to make fast to a schooner off Port Burwell, had her stem carried away, and called at Port Stanley Friday evening to have the necessary repairs attended to.

The penalty of the United States law for wrecking a vessel for the insurance is death. A Chicago lawyer has looked the case up and finds that the old law making this provision has never been repealed. There will soon be a case of this kind before the Chicago courts.

There are now 300 vessels of all kinds owned in Detroit customs district and classified as follows: 52 screw steamers, 13 side-wheel steamers, 40 tugs, 69 schooners, 4 sloops, 69 schooner scows, 4 scow barges, 2 sloop barges, 3 barks, 32 barges, and under 20 tons, 9 sailing vessels and 3 steam vessels.

Another new vessel for the upper lake grain trade has been launched at Toledo. She is 186 feet keel, 36 feet beam, 17 feet depth of hold and will carry 60,000 bush. of wheat when fully loaded. She is intended for a "three and after," will be called the *R. Halloran*, sailed

by Capt. Boyce and cost over \$50,000.

The tug *Louise* passed up from Vermilion, O., for Detroit last Friday evening with a party of about 50 excursionists. The *Louise* is a large sized tug with fine cabin accommodations and plys in the fishing trade from Sandusky to Pelee Island and north shore ports of Lake Erie during the fishing season.

Friday night the steamer *Jay Cooke*, when off Kelley's Island, Lake Erie, twisted the shaft of one of her wheels and was towed to the dock there by the *Alaska*. Saturday evening she passed Amherstburg, bound up, working but one wheel and making about four miles an hour. She was docked at Detroit for repairs.

Owing to the rocks lately drilled on the Lime-Kilns not coming out as easily as expected with the dredges, Mr. Dunbar finds it necessary to drill over a large portion of what has been done since the beginning of the season and will start the drill at work in the course of two or three weeks, when a quantity of explosive now sent for is expected to arrive here. Fully two-thirds of the area drilled will have to be re-drilled in order to enable the dredges to continue the excavation. Contrary to the expectation of the contractors, the rock strata has been found so variable as to upset all their previous calculations of the difficulty of the work.

Marshal J.H. Campbell was down at Amherstburg with the tug *Minnie Morton* during Monday and Tuesday, and it was surmised that he was after something. Tuesday afternoon he boarded the barge *Orton*, in tow of the *Olean*, when in Canadian waters and we are informed that he stopped on board and that the barge would probably settle at Detroit. This is the case of sinking of the scow *Bookstaver* at Elliott's Point early last spring while the tug *Sprague* was rounding to during a storm, and the barge *Treat* ran into the *Bookstaver*, caused, as claimed, by the line being cast off the barge *Orton* at that moment. It is reported that the *Olean* did not stop at either Windsor or Detroit to settle but continued her trip with Marshal Campbell on board the *Orton*. They are bound for Saginaw.

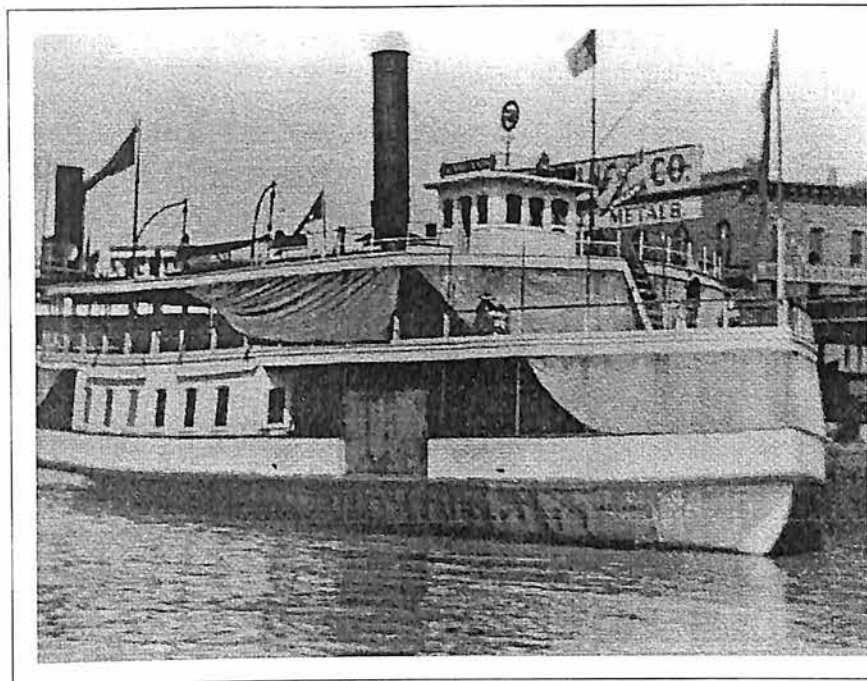
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July 30, 1880

**HEARTRENDING ACCIDENT.-Collision on the River-Thirteen Lads and Three Women meet Instant Death.**-For many years Detroit has enjoyed a special immunity from marine disasters like those of the *Narragansett* or the *Scawanhaka*, which shocked the whole country a few weeks ago, and her citizens have had reason to congratulate themselves upon the safe and careful management of the steamers which leave her wharves by the score every day and evening. But Thursday night of last week an accident happened on the Detroit River so terrible in its nature and so clearly the result of blundering negligence or criminal recklessness that

#### A THRILL OF HORROR

runs through every vein and artery of the community. When such disasters can occur it would seem as if nobody's life is safe hereafter, under the most favorable circumstances.

About 10 o'clock Thursday evening the new steamer *Garland* was on her way down the



**Steamer Garland.**

Dept. of Canadian Heritage: Fort Malden National Historic Site

river with a large party of about 1200 Detroit Stove Works employees and their friends on board, and when just below the Grassy Island light came in collision with the steam yacht *Mamie*, which was returning from Monroe with a party consisting of Rev. Father Bleyenbergh of Holy Trinity Church, several women and 16 lads who act as acolytes or altar boys of the church. The *Mamie* sank in a very few minutes and of the 24 persons on board sixteen were drowned. A cotemporary says:-

The *Garland*, with Capt. George Horn in command and Pilot H.W. Buff at the wheel, steamed directly down the river for Grosse Isle. The scene on the *Garland* was one repeated almost every summer night of the year at the City of the Straits. The bright waters were dancing in the light of the full, round July moon, and on deck where the brilliant electric light shone on hundreds of happy faces, all was mirth and jollity. An hour and a half rolled by and the big steamer glided easily along when a sharp whistle was heard almost directly under the bows of the *Garland*. In less than a minute a crash followed the whistle. Then from mirth and gaiety the scene changed to one of distress and horror. Amid the snapping of crashing timbers and the groans of the ponderous laboring engines were mingled the despairing cries of drowning boys and women struggling in the water. As soon as the excursionists on the *Garland* comprehended the situation, women shrieked and fainted and all was confusion on deck. But brave, strong men were there and they did all they could

to succor and save. The *Garland's* life-boat was immediately lowered, life-preservers and chairs were thrown into the water and the river was strewn with floating particles, but within three or four minutes the little craft, which but a short time before was plowing the water with its load of young life, had sunk beneath the waves.

Out of life into eternity! Each fresh disaster seems more awful than the preceding one. The shepherd surrounded with his little flock amidst a merry, joyous scene. But a moment sufficed to change it all. The pastor and seven others were saved, but sixteen went out "on that sea which rolls all around this world." Three were women and sixteen [thirteen] were boys - youths in their teens, full of the day's delights, and doubtless even then framing the account which on the morrow they would give their parents of the happy day they spent. No time for prayers - no time to utter the sacred name of mother. Five minutes sufficed for it all, and the moon shone coldly down on the cruel waters that gave back no answering look of pity, rolling on over the silent dead.

**Capt. Horn's statement.**-Capt. George Horn said: "The accident took place just below the Grassy Island light. It is pretty tough, I tell you. We did all we could; lowered the life-boat at once and manned it and threw out the life-preservers. I think the *Mamie* must have been trying to cross our bows squarely and that is the reason we struck her amidships. We were going down and she was coming up. I was near the wheel. She showed us nothing but a bright light. She gave one whistle under our bows and we immediately answered it and backed our engine."

**The pilot's statement.**-H.W. Buff, the man at the wheel, said: "I saw a bright light some time before we got to the *Mamie*, a long distance, and I took it to be an anchor light. I had my wheel to leeward and was trying to keep away from it. As we got between the two lights (the Grassy Island and the Mamajuda) I saw the anchor light, as I supposed it, still in our path. There was no red light or green light, which the *Mamie* should have carried. About fifty feet from our bow she blew one whistle. I answered it and immediately backed my engine and put my wheel hard a-port. I called Capt. Horn to come and help me at the wheel and he did. We picked up four in our life-boat and Father Bleyenbergh and three others jumped on the *Garland* from the deck of the *Mamie*."

Thomas Eagan and three others of the *Garland's* crew entered the life-boat and picked up four of the boys. He says the *Mamie* sank almost immediately.

**Father Bleyenbergh's statement.**-I left the city Thursday morning on the steam yacht *Mamie* to give my altar boys their annual excursion, going to Monroe. We had on board seventeen boys, four ladies, the captain, engineer and myself, twenty-four in all. Arriving at Monroe we passed the day pleasantly and shortly after 5 o'clock in the afternoon started for home. When about halfway between the Grassy Island and Mamajuda lights I saw the steamer *Garland* coming down the river and, following behind, the steamer *Fortune*. At that time the moon was shining brightly and we could see in any direction nearly as far as in daylight. The ladies and myself, the captain and engineer and two or three of the boys were

outside of our cabin while the rest of the boys were in the cabin. As the *Garland* neared us I remarked to the ladies: "That boat is coming unpleasantly near to us." The next instant I saw there was going to be a collision and cried, "She is going to run into us. Come forward quickly!" As I spoke I sprang to the bow of the yacht, followed by Miss Dusseau. I do not believe it was thirty seconds from the time I first spoke to the time I sprang to the bow of the yacht, for the *Garland* was going very rapidly and came upon us like the wind. When I reached the bow of the yacht, Miss Dusseau was at my side and we were just in time to get hold of ropes hanging over the guards of the *Garland*. The next instant I felt a shock, heard a crash. While Miss Dusseau was helped aboard the *Garland* by some man, I climbed up the rope to the deck. Instantly I ran across the deck to the other side of the boat, expecting to see some of my party struggling in the water. When I got there I saw the sinking wreck of the *Mamie* just disappearing under the bows of the *Fortune*, while I saw four or five persons struggling in the water. Meanwhile, the *Garland's* engines had been stopped and there was a terrible scene on board. People not knowing the nature of the calamity were putting on life-preservers, seizing floats and screaming. Ladies were fainting and men were shouting with fear. Soon, however, the real condition of affairs was ascertained, life-preservers were thrown overboard, a life-boat was lowered away and manned, and, in fact, everything possible was done to save any persons who might be found. Only six persons were picked up and it is my opinion that the poor boys died together in the cabin, as the boys saved say that they escaped by crawling through the cabin windows. I do not think the *Mamie* was two minutes in sinking out of sight. I do not feel certain to state it, but I know when I first saw the *Garland* and the *Fortune* they were both going very swiftly and I know that when I got aboard the *Garland* and the passengers were screaming and shouting to the *Fortune* to stop, that boat did not slacken her speed but passed on, with her passengers cheering as though in answer to what they supposed was applause from us. Whether the boats were racing I do not know. In answer to the question: "Were there any whistles sounded?" Father Bleyenbergh answered: "Yes, both boats blew their whistles before the collision." He could not tell, however, which whistle sounded first or how many blasts were given by either whistle. The *Mamie* at the time of the collision was going up stream and could not have been making more than six or eight miles an hour. I do not know where the blame belongs, but there was terrible carelessness on the part of someone." Several times during the interview Father Bleyenbergh, who was very much overcome by his awful experience, was required to assuage the grief of Miss Dusseau, who lost a sister (the wife of the engineer) by the disaster, while all through the house were sobbing servants and assistant priests, going about with tears streaming down their cheeks. Father Bleyenbergh repeatedly asserted that at the time of the collision the moon was shining very brightly and that he and his companions saw the *Garland*, the *Fortune* and other boats many minutes before the fatal meeting.

**Capt. W. Hoffman**, in command of the *Mamie*, is a native of Detroit, is a very boyish-looking man for his age, 27 years, and in appearance gives no indication of a man

accustomed to face difficulties such as a captain of the smallest vessel is liable to encounter. Nevertheless he seems to have had considerable experience, having, he said, had sailing master's papers for the past three years. In that time he has been master of the *Gen. Sheridan*, running from Sutton's Bay to Traverse City and Petosky on the Lake Michigan shore; master of the steam yacht *Louise* of Detroit; pilot of the tug *Ballentine*, two years ago; and commander of the *Mamie* since last spring. He stated positively that *the red and green side lights were burning* on the *Mamie*, as well as the white light at the masthead. The side lights are not visible from the pilot-house, but about five minutes before the collision he looked out to see that they were all right. The lights are so fastened to the side frames that it is impossible for them to be detached, and when the wreck is raised, he avers, his assertion will be found correct. When he blew one whistle the *Garland* was "a good block away" (this was his way of expressing distance) and the whistle was answered almost immediately. The *Garland* seemed coming down at full speed. She ported and he did the same. The *Garland* then came about, showing both her side lights, and stood right for the *Mamie*. He threw his wheel hard a'port and was immediately struck by the *Garland* on the port side, forward of the pilot house, which is about 15 feet from the bow. "When she struck us," said Capt. Hoffman, "She came right upon us, seemed to slide off and struck us again. I then left the pilot house and sprang for the *Garland*'s deck, missed my hold and was dragged aboard by some one. Fred. Martin, the engineer, had jumped on before me." Capt. Hoffman says that Beardsley, ticket agent of the *Garland*, told him and Mr. Abar, owner of the yacht *Nellie Abar*, and over fifty other persons on the ferry wharf next morning that the engineer of the *Garland* got no bells at all, but backed of his own accord when the collision took place. Hoffman says the night was clear and bright and that a few minutes before the collision he saw a propeller lying at the dock at Wyandotte.

The boys ranged from 11 to 16 years of age, and were bright, happy lads chosen for their aptness, grace and manliness to positions of honor in the church of their parents, making the task of notifying the parents of the horrible blow which had befallen them all the more painful for the clergymen. The duty had to be done, however, and was done by priests who came to Father Bleyenbergh's house from all parts of the city. The scene witnessed by the messengers of the sad news may never be known and cannot possibly be realized.

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August 6, 1880

The schooner *Tecumseh* finished unloading lumber at Odette & Wherry's, Windsor, Wednesday.

The schooner *Newell Hubbard* arrived up from Sandusky on Friday with 125 tons of coal for J.G. Mullen.

The barque *Alexander* arrived up from Buffalo Wednesday morning with 500 tons of hard coal for Simon Fraser.

The schooner *Jessie* (not the tug) has been sold by Mr. McCallum of Dunnville to some St. Clair parties for \$4060.

The tug *John Martin* pulled out her tow post on Lake Huron during a heavy sea. She will be out today with a new post.

Bids were opened on Saturday afternoon at the office of Gen. Weitzel in Detroit for the further improvement of the Lime-Kiln Crossing under an appropriation of \$50,000. The lowest bid was that of C.F. Dunbar, being \$7 on solid rock and \$1 on loose rock.

On Wednesday the steam barge *Nahant*, bound down, ran down and sank one of Dunbar's scows at the Lime-Kilns. The *Nahant* scarcely ever passes without causing some trouble to the men at work there. It is also reported that she struck several times on the rocks on her last trip up while crossing the Lime-Kilns.

The Central Pacific Company's car ferry boat *Solano* has four tracks and is copied in all respects from the gigantic railway ferry steamers of the Detroit River. In the matter of ferryboats, both for ordinary traffic and for railway purposes, Detroit River sets the world a pattern which so far no one has been able to improve upon. The *Solano* is more capacious than the Detroit River ferries by an additional track.

The steam yacht *Mamie* is being raised and will be rebuilt, as she is not so badly damaged as was at first supposed. Capt. W. Littleton, with his tug the *Pacific*, "fiddled" round this craft for nearly two weeks before accomplishing anything. Had the Canadian wreckers been engaged they would have had the job of raising her completed inside of a few hours. The *Prince Alfred* offered to do the work without remuneration.

On Monday the sounding scow used at the Lime-Kilns by C.F. Dunbar's men broke from its anchorage and with Chas. Danger on board began to drift down the current. A strong northerly wind aided the current in hurrying him down and caused quite a sea. The tug *Salty Jack* came to the rescue of the lone mariner and caught the scow near the head of Bois Blanc Island but when she started back, the scow was towed under and sank near the dock at the island. Next morning it was raised and again anchored at its place at the crossing.

It is said that the United States revenue steamer *Commodore Perry* has received instructions from the department at Washington to report the names of all sailing vessels violating section 2,434 of the revised statutes which provides, under penalty of \$200 for non-compliance with its provisions, that sailing vessels shall, on the approach of a steam vessel at night, exhibit a lighted torch to be shown over that quarter from which said steam vessel shall be approaching. It having come to the knowledge of the authorities that this law has hitherto been habitually disregarded, they are determined henceforth, for the protection of life as well as of property, to strictly enforce it.

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August 13, 1880

The scow *J.G. Hill* arrived from Cleveland on Thursday with 174 tons of coal for J.G. Mullen.

Brook Walters of Windsor has purchased the tug *Tommy Wright* from Goderich parties for \$2500.



The steamer *Transfer* arrived down from Detroit on Monday evening and will be ready to do her share of business at the crossing after Monday next.

At 2 o'clock yesterday morning the tug *McLellan* got aground on Bois Blanc Island, opposite here, and remained there until pulled off at 5 o'clock by the tug *Beaver*.

The scow *W.R. Hannah*, with 181 tons of coal, arrived up from Toledo on Friday, and the scow *Hyde*, with 110 tons, also from Toledo, on Sunday, both cargoes for J.G. Mullen.

The Treasury Department of the United States has pronounced that a "barge"- such a vessel as may be imported from Canada and undocumented, engaged in the coasting trade - may hoist a foresail and jib.

The fore-and-afters *Mary* and *Cataract* of Port Stanley will complete their contract for the delivery of 22,000 tons of coal for the Great Western Railway at the Port Stanley docks in time for them to engage in the wheat trade.

Yesterday the tug *Wm. Hall* towed A.M. Kevill's barge *Picnic* to the C.S.R. dock, where she will be hauled out and caulked. The work will be done under the direction of John P. Jones. The *Picnic* will probably be kept here to be used as a lighter.

The U.S. government will spend \$125,182 in improving various parts of the Detroit River for the ensuing twelve months. For the fiscal year ending June 30th, 1882, an appropriation of \$125,000 is asked, which will be applied to continuing the excavation at the Lime-Kiln Crossing.

Captain Hiram Ives, owner of the moulding sand pits at Pigeon Bay, has orders ahead amounting to \$22,000 from the Michigan Car Company, the Peninsular Car Company and the Russell Car Wheel Company, and his schooner, the *Babineau Geaudry*, is hard at work filling the requisitions.

Dunbar's drill went to work again at the Lime-Kilns yesterday after being idle just five weeks. It is in charge of John Armstrong, who has returned from Port Colborne. The drill has received considerable repairs and is in excellent condition. They will go over the old work first and take off lumps missed, and then commence on the \$50,000 appropriation.

The schooner *Consuelo*, which was raised and towed to Kelly's Island and sunk, has been abandoned. Two steam pumps succeeded in lowering the water in her 18 inches but her bottom is so badly torn up that the pumps would not float her. The tug *Oswego*, Capt. Tormey, arrived here Wednesday after having been at work on the *Consuelo* for several days.

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August 13, 1880

The Mamie-Garland Collision.-The inquest held by Justice Patton of Detroit on the body of Mary J. Martin, who was killed in the *Mamie-Garland* collision, was ended Saturday. The jury deliberated about an hour and rendered the following verdict: The said Mary J. Martin came to her death on the night of July 22nd, 1880, by being crushed and drowned in a collision between the yacht *Mamie* and the steamer *Garland*. The said collision was caused by the gross carelessness and criminal negligence of George D. Horn,

master, and Henry W. Buff, pilot, of the steamer *Garland*. Saturday evening, in obedience to a warrant issued by Justice Toll, Capt. Horn and Pilot Buff were arrested by Constable Bradford on a charge of manslaughter. They were arraigned about 6 o'clock when they pleaded not guilty and were held to bail in the sum of \$2500 each for examination on Thursday, the 12th instant. It is possible that a nice question of jurisdiction may arise in any prosecution for manslaughter growing out of the *Mamie* disaster. The destruction of life took place very near the boundary line between the United States and Canada and it may require a pretty careful survey to determine on which side it actually occurred.

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August 20, 1880

The steamer *Garland* is still tied up at Girdlestone's old dock, Windsor.

The scow *Mollie* arrived up from Cleveland on Monday with 160 tons of coal for C.F. Dunbar.

The scow *Idea* took a load of flint stone from T.B. White's dock, Anderdon, to Windsor this week.

The scow *Frank Morris* arrived Wednesday night from Cleveland with 93 tons of coal for J.G. Mullen.

The propeller *Ocean* arrived up from Montreal on Sunday with freight for town and lake shore ports, which she discharged on Kevill & Co.'s wharf.

Capt. John Donnelly of Kingston is in Toronto negotiating with the insurance companies to raise and place in his dock at Port Huron the sunken steamer *City of St. Catharines*.

The American tug *Wm. Gardner* of Ogdensburg was seized at Belleville, Ont., lately for violation of the Canadian towing laws and her captain fined \$100 by the minister of customs.

Capt. John Duddleson of the *Grace McMillan* is to command the new steam barge *Thomas W. Palmer*, launched at Detroit Saturday, and Capt. Hodges of the *Grace Grummond* will be promoted to the captaincy of that steamer.

A Canada schooner named the *Erie Stewart*, bound down with staves, got aground at the lower end of Fighting Island Tuesday. She was released by the *Minnie Morton* at 5 p.m. the same evening, having got a lighter in Detroit.

The largest crowd ever assembled in Wyandotte to witness a launch gathered Saturday afternoon at the immense shipyard of the Detroit Dry-dock Company on the occasion of the launch of the new iron propeller *Boston* for the Western Transportation Company of Buffalo, N.Y.

The new propeller *Rochester*, now nearly ready for service at the Union Dry-dock shipyard in Buffalo, will carry the largest cargo of anything afloat on the lakes at present. She will have a capacity for 2220 tons freight or 120 tons more than the propeller *Commodore*.

The *Riverside* went into the Detroit lower dry-dock Saturday evening for slight repairs. She was on her route as usual Monday. On Tuesday she broke her crank pin and is now in Detroit repairing and will be out this evening. The ferry boat *Hope* carried her excursionists

to the clam bake at Sugar Island on Wednesday.

The Detroit Dry-dock Company contracted Saturday with Capt. A.E. Goodrich of Chicago to build an iron steamer for that gentleman, to cost \$187,000. The steamer is to be 230 feet in length, thirty-three feet breadth of beam and 11 feet depth of hold. Her boilers are to be similar to those now in the *City of Detroit*. The cylinder of her engine will be sixty inch bore and eleven feet stroke. The engine frame, as well as the hull, will be of iron. She will be constructed at Wyandotte.

On Wednesday one of Dunbar's dredges at the Lime-Kilns raised a large anchor, weighing about 1800 lbs. From its appearance it was firmly imbedded in the bottom before the rock was drilled and blasted. It had a square shank and scolloped flukes and the shank was broken off just below the stock. Capt. F.B. Hackett says that it has undoubtedly been broken by vessels striking against it. This makes the fourth anchor that has been picked up in that locality during the past few days.

On Friday Capt. F. Hackett with the tug *Minnie Morton* grappled and raised a 1600 lb. anchor at a shoal spot on the crossover at the turn just below the drill. When found, the anchor was set upright on the bottom, the wooden portion being bedded in the rock. Both flukes were broken off the anchor, as if from contact with the bottoms of vessels, and it is believed that two-thirds of the marine disasters at this point have been caused by this anchor, as where it was situated is just in the middle of the channel where all craft begin to turn round after passing the drill. Two other anchors have been recovered this week by the *Minnie* in the same locality.

On Saturday night about 12 o'clock as the tug *Relief* was bringing a large raft over the Lime-Kilns and was rounding the lower end of the drill, her tow-line slipped on the tow-post, causing the raft to suddenly sag over and 36 cribs to break away. Twenty-four of them got caught on the head of Bois Blanc Island and were got off by the tug *Minnie Morton*, Capt. Jos. Hickey, on Sunday, but the other 12 drifted out into the lake and were lost. The *Relief* waited for the 24 cribs and then proceeded on her trip. Mr. Evans, the owner of the raft, was on the tug and stated that the raft was valued at \$30,000 and that \$5000 worth of chain had been used to put it together. It was bound from Green Bush to Tonawanda. Some of the missing cribs have come ashore at Gibraltar.

On Thursday afternoon of last week the side-wheel steamer *Chief Justice Waite* passed up the river loaded down to the guards with an excursion from Toledo. On her arrival at Detroit one of the passengers complained of the matter to the Inspectors there and an investigation showed that the boat had on about 1500 persons, or about 700 more than she should legally carry. The Inspectors would not allow her to leave Detroit with the load and several hundred returned to Toledo by rail. The *Victoria* took part of the balance of the load and the *Waite* was allowed to leave. The *Waite* and *Victoria* stopped at Amherstburg, where they waited nearly an hour for the *Grace Grummond*, which was to take the *Victoria*'s load to Toledo, but the *Grace* not showing up, the *Victoria* went over with the *Waite*.

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August 20, 1880

The *Garland-Mamie* Disaster.-The board of United States steamboat inspectors, which conducted the investigation of the *Garland-Mamie* disaster, has prepared a long report, in which Capt. Geo. D. Horn of the *Garland* and Capt. Wm. Hoffman of the *Mamie* are found guilty of neglect and their licenses revoked - Capt. Horn for neglecting to keep a proper lookout and Capt. Hoffman for violating rule three, which declares that when signals of two approaching vessels are misunderstood, both vessels shall slow up, retaining only sufficient speed to give steerage way. It appeared from the evidence that Hoffman did not blow his first signal whistle until the *Mamie* had approached within five or six hundred feet of the *Garland*. The other facts established by the investigation are that the *Garland* was in her proper course; that the *Mamie* was not in her proper course at the moment of the collision; that the *Mamie*'s lights were all burning in their proper places; and that if the *Garland* was overloaded, nothing appeared in the evidence to warrant such a conclusion - the number on board being placed officially at 800. There is a general opinion among vessel men that the decision of the inspectors was just and equitable. The Horns are afforded a certain degree of satisfaction because the *Garland* was not censured, so far as her keeping in her proper course and observing the customary rules of navigation were concerned, but simply for not having a lookout at the bow, a regulation not observed by any of the river or ferry steamers. The *Mamie*'s owners were much surprised at the decision, and intimated that an appeal would be taken. Buff, Horn's wheelsman, had no license at the time and was not acting as pilot, but merely as wheelsman under Horn's orders. A charge of manslaughter, brought by a coroner's jury, rests against Horn and Buff, and under this the latter cannot escape responsibility.

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August 27, 1880

The scow *Irene* arrived from Cleveland on Monday with 168 tons of coal for J.G. Mullen.

The schooners *Sweepstakes* and *Emery* each took a load of 3600 ties from the lake shore during the week.

They call it the fastest sailing on record, made by the schooner *Niagara*, from Chicago to Port Colborne in six days.

During the recent storm, the *Ida Bell* of Kingsville capsized on Lake Erie five miles from Eau Point. The captain and crew were saved.

The schooner *W.R. Taylor* took on a quantity of square oak timber for J. McCracken here on Saturday last to complete her load for Collins' Bay.

The schooner *H.N. Todman*, with bark, was at the lower tannery, Windsor, Saturday, and the scow *Adine* [*Adain*] was at Odette & Wherry's wharf with coal from Toledo.

Capt. F.B. Hackett has abandoned the search for the anchors at Colchester Reef, and yesterday went down with another anchor and chains and will make the lightship secure for the rest of the season.



The owners of the tug *Mystic* propose to build a new hull for the machinery now in that craft. It will be built at Windsor during the coming winter and will be 100 feet over all, 90 feet keel, 25 feet beam and will be housed in.

It is reported that Alvin A. Turner of Trenton is about to lay the keel for a large steam barge for Erie parties to carry 70,000 bushels of wheat. W.B. Morley of Marine City is to lay down another steam barge as soon as the one he is now building is completed.

We hear that parties are negotiating for the purchase of the little American propeller *Van Raalte*, and if successful, intend putting her on the Windsor, Amherstburg and Lake Shore route. If a boat was built for the route, we doubt if one could be made more suitable. She is nicely fitted out and has lots of power.

The tug *Mystic*, Capt. Williams, has gone down to endeavor to raise the hull of the steamer *Lake Breeze*, burned at Leamington in the fall of 1878. Piles will be driven in alongside of the wreck and she will be jacked up to them and secured and taken to Windsor, where she will be converted into a lumber barge. The engine is still in her in good condition.

The Canada Southern ferry steamer *Transport* went to the upper dry-dock at Detroit on Monday last, where she will receive some necessary repairs. Her decks will be caulked, machinery lined up, wheels tightened and other work done to prepare her for winter service. When she comes out of dock the Canada Southern will have two of the most serviceable ferry transports in the world. The *Transfer* and *Transport* have a united carrying capacity of 45 full-size cars.

The tug *Minnie Morton* dragged all Friday on Colchester Reef for the anchors lost there last fall when the lightship's cables parted, but without succeeding in finding anything. Capt. F.B. Hackett, who had the work in charge, is of the opinion that they have been taken away by some parties who knew where they had been lost. They were valued at \$1000 and the loss will fall on Messrs. Hackett. A reward will be offered for their recovery. Capt. F.B. Hackett took another lot of anchors down to the lightship yesterday.

Another large anchor has been discovered in the channel at the Lime-Kilns. It will weigh about 1900 [lbs.] and is lying about 25 feet out from the lower end of the lower C.S.R. slip and a short distance below, just where the sterns of vessels, bound down, swing around to get the range of the lights on Bois Blanc Island. It has a wooden stock about 10 feet long and one of the flukes rests on the bottom, while the other stands about 4½ feet from the bottom, pointing upstream. The *Minnie Morton* has worked four days this week trying to get it, but so far without success. The owners offer \$50 for its recovery.

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September 3, 1880

The steamer *Riverside* has discontinued her regular trips to Sugar Island.

The C.S.R. ferry *Transport* is expected down on Sunday from Detroit Dry-dock.

The tug *Hall* is again out and at work towing. T.D. Quinlan is now in command.

The schooner *W.Y. Emery* took a load of ties at the Red Tavern on Tuesday for Buffalo.

On Wednesday night the scow *F.L. Jones* arrived from Cleveland with 190 tons of coal for J.G. Mullen.

The schooner *Grace Amelia* loaded balm lumber at the C.S.R. dock for Richmond, Va., via Buffalo this week.

The tug *L.L. Lyon* lay here Wednesday and had some repairs done to her machinery at George Middleditch's machine shops.

Schooner *New Dominion* of Port Rowan ran aground at Mamajuda light on Monday night. Raised Tuesday by steamer *Coral*.

The schr. *Maggie McRae* is completing her load of car timber at the C.S.R. and at Barron & Borrowman's dock in town this week. The timber is consigned to Europe via Quebec.

A Romney despatch says: - A vessel or barge was wrecked on Lake Erie and the lumber is coming ashore near Coatsworth's dock, some of it burnt. Quite a piece of deck came ashore, also a red boat with bottom stove in.

Odette & Wherry of Windsor have purchased Capt. Laframboise's interest in the *Erie Belle* and Capt. Geo. Odette took command of her last Friday. Messrs. Odette & Wherry have also purchased the schooner *Stevenson* for \$2500. She was lately dismantled by being run into by the propeller *Avon* and is now lying at the Great Western Railroad dock, Windsor. She is being fitted out and will be ready for business in a few days and will go into the Georgian Bay lumber trade.

The tow barge *Saginaw*, lumber laden, from Bay City to Tonawanda, water-logged in Lake Erie off Port Stanley about three o'clock on Thursday morning of last week and was abandoned. She was in company of three others, in tow of the tug *Sumner*. Her bow was torn out. The crew of six men were washed overboard with part of the deck load. About six o'clock Friday evening they were picked up by the schooner *H.M. Scove* and landed safely at Detroit.

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September 10, 1880

Wednesday afternoon J.G. Mullen's sold the steam barge *Wm. H. Barnum* 120 tons of coal.

On Saturday the schooner *Maggie McRae* finished a load of white oak lumber at Amherstburg and sailed that evening for Quebec.

Since the steamer *Riverside* received her new crank pin a few days ago, she has exhibited a remarkable increase in her speed and is now able to hold her own with most of the boats on the river.

The scow *Hyde* with 102 tons of coal and the *Newell Hubbard* with 129 tons, both arrived up from Sandusky on Saturday. The *John R. Hill* arrived up from Cleveland on Monday with 180 tons. All the cargoes were for J.G. Mullen.

Capt. F.B. Hackett with the tug *Minnie Morton* has recovered three more large anchors. On Saturday he raised one weighing 1100 pounds at the Lime-Kiln Crossing and on Sunday

one weighing 1200 pounds at Colchester Reef. The latter had 28 fathoms of chain attached. On Tuesday another was recovered at the Lime-Kilns.

The Canadian scow *Ida Belle*, loaded with staves and cordwood, sprung a leak and foundered between Rond Eau and Cleveland Monday night during a heavy gale. The crew worked at the pumps and battled with the waves all night. At daybreak the wind shifted and, hoisting the sail, they headed for Cleveland, but when about 18 miles distant from there she became unmanageable. The crew abandoned her and went ashore in the yawl. A tug went out and succeeded in getting the wreck to Cleveland, where she went in dry-dock. The *Ida Belle* was sold a short time ago to Robert Brigham by Wm. Wigle of Kingsville.

The tug *Wm. A. Moore* was fined \$400 at Windsor on Wednesday for transferring three barges at the docks at Windsor that day. The owner settled the matter and she was not detained. This is giving Americans a little taste of what they gave the tug *Hall* last week, when they fined her \$117 for transferring a vessel at the Detroit docks. It won't do to have this thing all one-sided.

The tug *Vulcan*, Capt. Thos. Hackett, which did such noble service in rescuing the passengers from the burning steamer *Marine City*, passed down Saturday towing the raft from which she cut loose to go to their aid. The raft, which was in fine order, was nearly a quarter of a mile in length. The *Vulcan* showed the severe scorching she received during the heroic work of her officers and crew. She returned to Detroit on Monday. On Tuesday E.W. Voigt, the Detroit brewer, who with his family was rescued from the *Marine City* by the tug *Vulcan*, in a spirit of munificent gratitude presented the officers and crew with gold and silver watches and chains, respectively. The officers are Thomas Hackett, captain; Robert H. Sunderland, mate; Patrick B. McCabe, first engineer; George B. Kelly, second engineer - each of whom received a watch worth from \$100 to \$175, according to rank. The crew, who received silver watches, are as follows: Look-out, Joseph M. Peltier; wheelmen, Daniel Kelly, Ralph H. Hackett; firemen, Geo. Horsley, Joseph Bent; steward Samuel J. Lewis; deckhands, Joseph Mearon, George W. Brock. Each watch is uniformly and appropriately inscribed and the total cost of the gifts, which were purchased from M.S. Smith & Co., is in the neighborhood of \$1000. Mr. Voigt has also presented a gold watch to Luke Dosey, second mate of the *Marine City* and has a similar watch in store for Capt. Comer.

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September 17, 1880

The new steam barge *Henry Chisholm* has loaded with coal in Cleveland. Her load is 1900 tons.

The schooner *Dauntless* took 2000 bushels of wheat at S. Fraser's dock here on Friday last and then cleared for Colchester to complete her cargo.

Notice is given that application will be made to Parliament at its next session for an act to incorporate "The Wrecking and Salvage Company of Canada."

Capt. A. Curtis of Kingsville has purchased the scow "*Jenny Lind*" from Detroit parties.

She will be engaged in carrying bolts from the lake shore to Sandusky.

The *Van Raalte* will not go on the Windsor and Lake Shore route, as Capt. Laframboise's arrangements for her purchase have fallen through. The captain is now after the *Edsall* for the route.

The steam barge *Enterprise* and consort arrived here from Georgian Bay on Wednesday night with cargoes of lumber, lath and shingles for S. Fraser, about 500,000 feet in all. 500,000 shingles are in the cargoes.

On Sunday night the Canadian propeller *Europe*, bound from Montreal to Chicago with salt, ran aground inside of the stake at Ballard's Reef, Grosse Isle. She was released Monday evening and went into dry-dock at Detroit for repairs.

The businessmen of Detroit are subscribing a purse of \$600, with which appropriate testimonials will be purchased for the officers and members of the crews of the tugs *Vulcan* and *Grayling* who signalized themselves by acts of bravery and humanity during the burning of the steamer *Marine City*.

A deck hand named Wm. O'Reilly of the steam barge *Lincoln* fell into Lock No. 17 at Merrittton Monday and the suction from the propeller wheel drew him under, tearing the greater part of his clothing off and cutting a great gash in his forehead, no doubt causing death instantly. He appeared to be about 30 years of age and belonged to Chicago.

Last Friday the scow *Hyde* arrived from Sandusky with 97 tons of coal and the scow *Adain* from Toledo with 119 tons. On Sunday the schooner *Snow Drop* from Cleveland with 350 tons and the scow *Wm. Wellhouse* from Toledo with 168 tons. Yesterday the schooner *John Rice* arrived up from Sandusky with 315 tons, the scow *Adain* from Toledo with 118 tons and the scow *F.L. Jones* from Cleveland with 190 tons. All for J.G. Mullen.

The large propeller *Rochester* struck on the Lime-Kiln Crossing twice on Saturday afternoon, drawing fourteen feet six inches. The propeller *Avon* and steam barge *Smith Moore* also struck there last week, the *Smith Moore* breaking her wheel. She went into the dry-dock at Cleveland to be examined and it was found that her fore foot was considerably out of trim. Two large schooners also struck last week. Several large crafts have been detained above the crossing, owing to being too heavily laden for the depth of water on the crossing.

At 6.30 Monday morning, as the steam barge *Olean* was bound down with the barges *Mohawk*, *Orton*, *Ayr* and *Sheldon* in tow, lumber-laden, she attempted to pass to the westward of the dredges at the Lime-Kiln Crossing. The *Olean* passed the drill and dredge all right, but the *Mohawk* struck the drill, breaking two of the spuds and parting the tow-line. The *Orton* struck the dredge *Wild Irishman* and broke her four spuds and crane and damaged her boilers, while a hole five feet square was stove in the *Orton's* bow. The *Ayr* and *Sheldon* struck the *Orton* and the dredge, but the latter was held fast by the dipper getting caught in the rocks. The drill and dredges were hauled ashore for repairs and the damage to C.F. Dunbar will foot up to \$1500. The *Orton* was patched up and the *Olean* went out at 6 o'clock that evening. The drill resumed work Wednesday and the dredge will

be out next week.

Duff & Gatfield have in their office above the Lime-Kilns a nilometer, with which a record of the depth of water on the crossing can be kept. It is erected on a small shelf above the gauge which they used last summer and are still using. An upright, hollow cylinder or tube revolves on a small rod which passes up through its centre. The cylinder is exactly 12 inches in circumference, and 3 feet long, and is covered closely with white paper, on which 12 upright lines indicate hours and 36 horizontal lines mark the inches. The revolving power is furnished by the works of an ordinary clock, which turns the cylinder round once every 12 hours. A lead pencil fastened in the top of a small rod connected with the float presses lightly on the paper. The nilometer is set so that at 12 o'clock the pencil rests on the line marked "12" and as it revolves, the pencil, rising and falling with the water, shows just how much water there is on the crossing each hour or fraction of an hour. When the paper is changed every twelve hours and dated, the stage of water at any time of any past day can be ascertained at once. A. Wood of the firm of Scott & Wood, architects, of Detroit, was the gentleman who constructed and put up this useful piece of mechanism. Duff & Gatfield now have all the arrangements complete for supplying information to vessels in regard to depth of water on the crossing, and piloting over the dangerous reef any who may need their assistance. They have already this month given timely warning to several large craft of the danger they were incurring in attempting to cross at low stages of water, and thus prevented what might have been serious casualties to the different craft.

The *Detroit Post & Tribune* last week said:-"The Canada Wrecking Company is a monopoly, if there is such a thing on the lakes and rivers hereabouts. Last summer the propeller *Wissahickon* grounded while crossing the Lime-Kilns and the tugs *Mystic* and *Erie Belle* went to her relief. The respective captains refused to assist the propeller unless the captain would accede to their demands, which were exorbitant. The captain of the *Wissahickon* went ashore and applied to the collector at Amherstburg for a permit to engage an American tug to get her afloat. He was met with a flat refusal and given to understand that if his vessel was floated it would be through the assistance of Canadian tugs. For getting the *Wissahickon* afloat, the *Mystic* and *Erie Belle* charged the Anchor line \$650 and the bills were paid. American tugs would have performed the same service for one-half the sum named above."

Collector Anderson at this port says, in answer to this, that he did not at any time refuse permission to have an American tug work on that propeller, for the captain did not make any application to him, nor to Mr. Anderson's knowledge was that propeller on the Lime-Kilns, so as to require anything to be done for her. The *P. & T.* is probably referring to the Pêche Island affair, in another district, when the *Wilcox* did the work. This summer, when the Anchor line propeller *Philadelphia* ran aground on Elliott's Point, the *Erie Belle* was alongside a few moments after the mishap, no American tug putting in an appearance. Capt. Williams of the tug *Mystic*, which assisted the *Erie Belle*, obtained permission from Collector Anderson to use the *Philadelphia's* consort - the *Annie Sherwood* - and the

propeller *Arizona* of the same line was allowed to pull on the *Philadelphia*, which she did without success. The *Erie Belle* and *Mystic* succeeded in getting her off after a detention of only 24 hours, and Capt. C.M. Fellows signed their bills, saying he was perfectly satisfied with the way they did their work and the price they charged. As to exorbitant charges, the *Post and Tribune* cannot mention a single case in which the Canada Wrecking Company or any Canada tug overcharged, or that they ever took the wrecked craft as part payment. Collector Anderson has granted several permits to American tugs to wreck both Canadian and American vessels in Canada waters and has never refused permission to any tug to pull on a vessel in distress. As to the Canada Wrecking Company being a monopoly, most vessel men, outside of a couple of owners of harbor tugs in Detroit, think it is a blessing to the vessel interest generally. The fact of the matter is that two or three of the greatest soreheads at the present time are the very parties who first instigated the American customs authorities to enforce their restrictive regulations against Canadians. Now they are like pampered infants, fretting and chafing, while being taught the wholesome lesson that other people have rights they are bound to respect.

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September 24, 1880

On Sunday the schooner *Belle Eliza* arrived from Cleveland with 230 tons of coal for C.F. Dunbar.

The propeller *Argyle* took a mixed cargo from Windsor on Friday for George A. Graham, Fort William.

The schooners *Todman*, *Bullock* and *Dudley* have all gone to Georgian Bay for lumber for McKee & Co. of Windsor.

The propeller *Dominion* from Montreal discharged a large quantity of freight here yesterday morning for merchants in town and along the lake shore.

The propeller *Lincoln* and consorts loaded wheat at Detroit Tuesday and left for below next day. They took 53,300 bushels of grain to Kingston at 6c.

The contracts have been made with Linn & Craig of Gibraltar for a new steam barge, similar in size and build to the *A. Everett*, for Adams, Farwell and Co., owners of the tow barge *Rutter*.

On Sunday the scow *Irene* with 168 tons of coal and the scow *Mollie* with 150 tons arrived from Cleveland, and the scow *Dawn* with 110 tons arrived from Sandusky. All for J.G. Mullen.

On Tuesday the *Riverside* took 30,000 feet of black walnut from here to Detroit. It was shipped by Joseph McCracken and was purchased by the Detroit House of Correction, where it will be made into furniture.

A.P. Kilganan, C.E., left Ottawa on Monday for Manitoulin Island to look after the deepening of the Little Current River. The Government intend having it deepened so that vessels drawing fifteen feet can navigate it.

A few days ago the tug *Mocking Bird*, with a raft for the Welland Canal, grounded the

same about 15 miles above Rond Eau Bay, Lake Erie. The raft went to pieces and has been shipped on schooners from the Eau to Kingston, its destination.

The new steam barge *Henry Chisholm*, the last addition to the Bradley fleet, passed up Sunday on her way to Chicago. She is commanded by Capt. Geo. Stone and her dimensions are 250 ft. length, 40 feet breadth and 20 feet molded depth. She has on board 2125 tons cargo and drew but 13 feet 8 inches of water. Her cost was \$125,000.

The United States Treasury Department has decided to place a new interpretation on the Act of June 30th, 1879, under which Canadian-built vessels purchased by United States citizens have been permitted to take part as barges in the U.S. coasting trade. Henceforth they will be liable to the payment of a tonnage tax of \$1.30 per ton.

John P. Clark & Co. sold the steamer *Jay Cooke* to Middle Bass and Sandusky parties on Thursday and the new owners took possession of the boat on Saturday. They will run her on her present route during the remainder of the season and during the coming winter they will have a new hull built and put her machinery into it. The new boat will be of the same model substantially as the *Cooke* which is conceded to be one of the handsomest craft on the lakes. The price paid was \$26,000.

A month ago the Canada tug *Wm. Hall* was seized by the customs authorities at Detroit for transferring the schooner *E.P. Dorr* from one dock to another in violation of the laws of the United States. Rather than be detained, the captain of the *Hall* paid the fine imposed, \$125, under protest and appealed to the secretary of the treasury for a review of the case. It is understood the treasury department has ordered the return of the money, on the ground that the captain of the tug was not on board when the transfer was made, and the officer in command was ignorant of the law.

Capt. J. Laframboise has finally purchased the propeller *Kincardine* from Messrs. Trerice of Dresden. He pays \$7000 for the steamer including freight money for the present cargo of staves to Quebec and will place her on the Windsor, Amherstburg and Lake Shore route on his return from Quebec. He also intends having her decks raised this winter and will take out the berths and fit her out in good style. The *Kincardine* is considered to be a staunch craft and makes about 12 and 15 miles an hour. There is some talk of parties buying the *City of Dresden* and placing her on the Lake Shore route, but we doubt if the business men and people of the lake shore will go back on Capt. Jacques, who has always been obliging to everyone and is a general favorite on the route. He has been constantly on the lookout for a boat for the route since the burning of the *Lake Breeze*. The captain, now that he has a suitable boat, will commence to build up the route and he intends to make the passenger rates very low so that it will be an inducement for all to ride with him.

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October 1, 1880

The steamer *Coral* is carrying large quantities of oak car timber from Leamington to Detroit.

Joseph King of the *Riverside* was laid up last week with a severe attack of bilious fever,

but he is now able to attend to business as usual.

Wm. McGregor is loading the schooner *Wave Crest* with wheat along the lake shore this week. 12000 bushels were put on at Windsor, 2000 at Amherstburg and the balance of the load of 12,000 are being put on at Kingsville and Colchester.

On Saturday the scow *Emily Eliza* arrived from Sandusky with 148 tons of coal, and on Monday the schooner *Waneetee* arrived from Cleveland with 221 tons, both for J.G. Mullen. These make ten cargoes Mr. Mullen has received within ten days.

Capt. Laframboise does not think he will put the *Kincardine* on the lake shore route this season but will use her for freighting grain from Essex County ports to the Canal the remainder of this season. But nothing will be definite until the Captain and steamer return from Quebec.

The new propeller *Boston*, with 83,000 bushels of corn and 650 barrels of flour, lay at Norvell's dock all day Sunday on account of low water at the Lime-Kilns. Monday forenoon, the water having come up, she was piloted over all right by Henry G. Duff. She took on forty-five tons of coal at Mullen's and left that afternoon, drawing over 15 feet of water.

At 10 o'clock Saturday night the U.S. government supply boat *Haze*, bound up, collided below the Lime-Kilns with the schooner *J.N. Carter*, bound to Kingston with wheat, in tow of the tug *Pacific*. The *Haze* struck the *Carter* on the starboard bow, smashing the schooner's cut-water and carrying away her bowsprit and jibboom. The steamer's bow was damaged but she continued up. The *Carter* remained here until Monday night, when the propeller *Africa* picked her up and will tow her to Kingston for \$200. The *Pacific* claim they whistled twice to the *Haze* before collision, but received no answer. The steamer's crew admit they were in fault. Both the *Haze* and *Pacific* have been libeled for the damage.

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October 1, 1880

**Nitro-Glycerine Explosion.-300 pounds of Hercules powder blown up at the Lime-Kiln Crossing.-Amherstburg well shaken up.-No lives lost-Loss \$500.-**Last Friday morning at five o'clock a terrific shock startled the people of Amherstburg and neighborhood. It was soon learned that an explosion had occurred at C.F. Dunbar's drill, at work on the U.S. improvements at the Lime-Kiln Crossing, Detroit River, opposite the Amherstburg Canada Southern Railway Depot.

The drill works day and night and at the time mentioned, Patrick Collins, who has charge of the nitro-glycerine and powder used for blasting, was in the scow about twenty feet below the drill, preparing a charge to be used shortly after.

As it was becoming daylight, Collins took off the bottom of his lamp and blew it out, and a spark from the lamp-wick ignited a pail of Hercules powder in the scow. Collins made an attempt to extinguish it, knowing it would not go off without exploders, but it set fire to the exploders in the cartridges and almost immediately the 300 pounds of Hercules powder - a mixture of glycerine and paper pulp - in the scow, which was about 20 feet from the drill,

exploded with terrible force. Collins saved his life by jumping overboard as soon as he saw that the explosion was inevitable. He caught the rope holding the scow and was pulled on board the drill by his assistant, Alex. Mellows.

When the smoke cleared away, not a vestige of the scow was to be seen, and as the men on the drill recovered from the shock, they found themselves amid a wreck of broken boards and splinters, the lighter frame work of the drill being badly broken up. The end towards the scow was completely blown in, the other end partly driven out and the partitions carried away, while the sides were forced out and broken. Peter Boyers, the drill-runner at work, had his face badly cut by broken glass from one of the windows. None of the men sustained any serious injuries.

At the Gordon House<sup>26</sup> thirty-eight panes of glass were shattered and at the residence of Thos. Ouellette some of the front windows were driven in, sash and all. Henry Ouellette's residence<sup>27</sup> - the Ouellette old homestead - received the most damage, as 51 panes of glass were broken and sash damaged, the plaster was shaken off the ceiling and walls of the rooms in the front part of the house; the front door, which was locked, was blown open, breaking the lock off. Chief Engineer Westaway's house got a shaking-up and the plaster injured and window glasses broken. Other buildings near suffered to a less extent from broken windows. Several panes of glass were broken in the C.S.R. coaches standing in the yard, and also in the C.S.R. Depot windows.

Tons of water were thrown in all directions and for a moment the river looked like a huge saucer, with the drill standing on her spuds in the hollow, and then the water rushed back, soaking everything on the drill.

The tug *Bob Hackett* was only a short distance away at the time of the explosion, coming up with the schr. *Monticello* in tow, but was not near enough to be damaged.

The drill was hauled ashore to repair the damages. The debris was cleared away and it was found that the machinery was not damaged nor any of the timbers in the hull seriously damaged, although shaken up. During the afternoon she was taken out on the river and work continued, the repairs not interfering with the drilling.

The amount of damages done was about \$500.

The force of the explosion was severely felt in Grosse Isle, Trenton and Wyandotte, waking people up, shaking the houses and creating a general sense of uneasiness. At Kingsville, Sandwich, Windsor, Detroit and Essex Centre it was also slightly felt.

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²⁶ This refers to the Gordon house at Gordon Station, north of Amherstburg, not the well-known "Gordon house" on Dalhousie Street.

²⁷ The houses of Thomas and Henry Ouellette were on the Front Road just north of Gordon Station.

October 8, 1880

The scow *Irene* arrived up from Cleveland on Tuesday with 174 tons coal and the *F.L. Jones* with 187 for J.G. Mullen.

The schooner *Wave Crest* completed her load of 11,500 bushels of wheat at Colchester and sailed this week. The *Pandora* took a full cargo of 17,000 bushels.

Wednesday morning the steamer *Coral*, bound up loaded with bolts, broke her shaft coupling when off Canfield's dock, Colchester. She was towed to Detroit by the tug *Mystic*.

The schooner *Erie Stewart* arrived here last week with 10,500 bushels of wheat taken on at Chatham. She finished her load of 17,000 here and sailed for the St. Lawrence on Monday.

The propeller *California* arrived here Wednesday night and is loading wheat at Barron & Borrowman's warehouse. She will go to Walkerville to complete her load. She goes to Montreal. She gets 11 cents per bushel.

Capt. J. Laframboise left Quebec with the steamer *Kincardine* Saturday morning and is expected here about the 14th or 15th. He brings a cargo of Liverpool salt from Quebec and general merchandise from Montreal for Odette & Wherry of Windsor.

Tuesday night the new steam barge *Henry Chisholm*, after being detained six hours at the Lime-Kilns on account of low water, passed over at nine o'clock and rounded to in Lake Erie, intending to come to Mullen's for coal. On returning to the river she went on the reef at the foot of Bois Blanc Island. She had 79,000 bushels of corn on board. The tug *Rooth* went to Windsor and procured a lighter, with which she went to work on the *Chisholm* Thursday afternoon.

Tuesday night the cable of the Bar Point Lightship got foul of some obstruction on the bottom, supposed to be an old wreck. The sea being heavy, she broke her windlass. John Manson, keeper, slipped the cable to prevent further damage. Word was brought to A. Hackett of Bois Blanc Light, and the tug *Beaver* went out and towed the lightship to Amherstburg for repairs. The work is being done at Middleditch's foundry. She will be taken out again tomorrow or Monday.

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October 15, 1880

The steamer *Northwest* took on 203 sheep at Windsor for Cleveland late Saturday afternoon.

The Bar Point Lightship was again placed in position on Tuesday morning, having been towed out by the steam barge *Ada E. Allen*.

George E. Brockway, for many years connected with the tug interests of the lakes and formerly owner of the Brockway's line of tugs, died at his residence in Port Huron Friday from bilious intermittent fever.

Last week Andrew Hackett shipped the spar buoy and large stone anchor, which he had made here by the direction of the Department, to Point Clark, Lake Huron, where it is to be placed in three fathoms of water. It went up on the *Quebec*.



The propeller *California* completed her load of 16,150 bushels of wheat and 130 barrels of apples here last week and left for Montreal Saturday night. The wheat was shipped by Barron & Borrowman and the apples by T. Graveline of Malden.

On Saturday C.F. Dunbar's steam drill, at work all summer at the Lime-Kilns, was laid up for the winter, the appropriation of 1879 being exhausted and the engineers wishing the blasted rock removed before more drilling was done. The dredges will work as long as the weather permits. Next spring the drill will begin work on the appropriation of 1880.

The steam barge *Henry Chisholm*, which got on Bois Blanc Island reef on Tuesday night of last week, was pulled off on Friday morning by the tugs *Mystic* and *Rooth*, after 8000 bushels of her cargo of corn had been transferred to the lighter *Jessie Drummond*. Both steam barge and lighter came to the dock here and the cargo was reloaded. The *Chisholm* left Saturday night. She ran aground going into Buffalo harbor on Monday. Several harbor tugs and the *Crusader* pulled on her without success. She had to lighter 4000 bushels.

Capt. Ira H. Owen intends to make his new steam barge, now on the stocks at Linn & Craig's shipyard, Gibraltar, Mich., one of the strongest heavy freighters afloat. With this object in view, he has given orders to have her iron-strapped diagonally, inside and out. Double chords of iron eight inches wide and three-fourths of an inch thick are also to be run fore and aft completely around the craft, as in the Union steamboat company's propellers *Rochester* and *New York*.

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October 22, 1880

The Late Storm.-Great loss of life and property.-On Saturday and Sunday, the most disastrous storm known for several years raged throughout the whole lake region, from Lake Michigan to Lake Ontario, and several lamentable cases of loss of life with wrecked vessels are reported, the most serious having occurred on Lake Michigan. The saddest disaster of all is the loss of the steamer *Alpena*, which went down early on Saturday morning off Holland on the Michigan shore of Lake Michigan, and all on board perished. The steamer left Grand Haven on Friday night for Chicago and is estimated to have had a crew of about twenty-five and forty to fifty passengers, so that this is one of the most fatal disasters of this disastrous season. A few of the bodies have already been washed ashore and only some of them have on life preservers. The *Alpena* was valued at \$40,000.

The steam barge *Trader* is also reported lost in Lake Michigan. She was in the lumber business between Chicago and Muskegon and was commanded by Capt. Frank Brown and a crew of ten men. All hands probably perished with her.

There are no tidings of the Canadian propeller *Europe*, known to have been on Lake Michigan during the gale, and it is feared she foundered with all hands. Her consort, the *G.M. Neelon*, is reported among the wrecks on the South Manitou. The *Europe* had (or has) a crew of 25 or 30 and a number of passengers.

Among other casualties on Lake Michigan was the foundering of the schooner *David A. Wells* off North Chicago with her crew of eight; the loss of the schooner *Grenada* off

Muskegon with five of her crew; and the schooner *David Vance* lost three men overboard off Point au Sauble. A large number of vessels are either total or partial wrecks all around the shores of this lake, and numbers of them have lost one or more of their crews overboard during the gale.

On Lake Erie the storm raged with almost equal violence, and is said to be the severest storm experienced in twelve years. On this lake the loss of property was not so great, and but one or two lives were sacrificed. The schooner *W.Y. Emery* of Port Burwell, laden with ties for Buffalo on account of H.A. Safford, was obliged to slip her anchor at Leamington on Saturday evening and was blown ashore at the old Scott dock. A portion of her cargo was thrown overboard. The crew could not be got off till Sunday morning, when Forest Conover and others went out in a fishing boat and rescued them. This is the second time she has been on that beach this season. The *Prince Alfred* went down to her assistance yesterday morning. She found that the *Emery* had been driven bow foremost through the dock and is lying in such a position that there is no immediate danger of her going to pieces. On account of the heavy seas and the expense of keeping the tug there, Capt. Innis and McLeod decided to abandon the schooner for the present and returned to Windsor in the afternoon.

The schooner *Belle Hanscom*, which left Detroit on Friday with 22,500 bushels of No. 1 white wheat for Buffalo, anchored off Colchester when the storm came up, but dragged her anchors and at 7 o'clock Sunday morning struck the beach about a mile west of Hackett's dock. Her crew, consisting of seven men and one woman, were driven to the rigging by the heavy seas breaking over the doomed vessel. Towards noon the yawl was lowered and part of the crew reached the shore, although they were nearly swamped several times. The boat then returned to the vessel and rescued the others, but the woman, who was cooking on the boat, was rendered insensible from cold and fatigue. She was taken to the residence of C.R. Quick, where she was kindly cared for and she soon revived. Had it not been for the noble exertions of the people in the neighborhood, some of the crew would have found a watery grave. The vessel pounded on the rocks so violently that she soon sprang a leak and filled with water. On Wednesday the tug *McArthur* went down to her assistance, but at this writing had not succeeded in helping her much. She is valued at \$14,700 and her captain's half interest is insured for \$7000. Her cargo of wheat is insured for \$24,300.

The schooner *Jessie H. Breck* was loading wheat at Colchester when the storm came up. It struck her so suddenly that she could not get away, but had to remain there during Saturday and Sunday, pounding on the dock. About 130 feet of the dock, on which was 75 cords of bolts belonging to Capt. H. Hudson of Leamington, was finally carried away by the force of the waves and the vessel striking it, but the damage to the dock was the salvation of the schooner, as otherwise she would have gone ashore. The damage to the dock is considerable and vessels will have difficulty in loading there. On Tuesday the *Rooth* transferred the *Breck* to Canfield's dock, where she will complete her load.

The Colchester Lightship is still at her post and appears none the worse for her shaking up in a storm which equalled that in which the *Eaglewing* went ashore twelve years ago.

At the Lime-Kilns the water went down to thirteen feet at midnight Sunday night, and was nearly that low several times. During Saturday, Sunday and Monday very few large craft passed down, most of them waiting at Detroit and above the Lime-Kilns till the water came up. C.F. Dunbar's dredges were towed ashore above White's dock on Saturday and remained there during the storm. The propeller *Juniata* and schooner *Melvina* got aground at the foot of the St. Clair Canal, but were released without much damage.

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October 22, 1880

The *Stanley* has abandoned the Wallaceburg route and taken to towing on the river.

The steam barge *Lincoln*, Capt. John Duncanson, and three consorts rode out the late storm at the Dummy.

The *Manitoba* of the North Western Transportation line has laid up for the season at Sarnia, and the *Ontario* is making her last trip to Duluth before she too lays up.

On Friday morning last the barge *Harvey Brown* ran into the steamer *Alaska* at the dock here and damaged her paddle box. She did not go out that morning but returned to Detroit.

The *Sylvester Neelon*, a large three-master, took 11,000 bushels of wheat from J.N. Henry at Chatham the beginning of last week and on Thursday came here and took 6500 at S. Fraser's warehouse.

The schooner *Singapore* has been chartered to carry a cargo of wheat from Walkerville and Amherstburg to Kingston at 7 cents per bushel. She took about 6500 at Walkerville and is now taking 6000 bushels at Barron & Borrowman's here.

Capt. Frank Welcome has purchased the steamer *Grace Grummond* from S.B. Grummond for \$10,000. She goes to Chicago, where she will be overhauled and refitted as an excursion steamer. Meantime she is running on the Bay City and Oscoda route.

On Wednesday Capt. J. Laframboise arrived here on the steamer *Gordon Campbell*, having left the propeller *Kincardine*, which he was bringing from Quebec, at Erie, Pa., on account of the storm, which would not allow them to go to Port Burwell after a schooner.

The managers of the Union Steamboat Company are negotiating with the Detroit Dry-dock Company for the construction of a craft at Wyandotte that shall be the peer of all freighters now afloat, both in size and carrying capacity. The design is to build an iron propeller 287 feet in length over all with 40 feet beam and 17 or 18 feet hold.

Bar Point Lightship was placed last Friday 50 fathoms to the southward of where she had hitherto been, in order to keep her cables clear of an obstruction in the shape of a large rock, 12 feet square. Capt. F. Hackett warns vessel men to give the lightship a wide berth from the north side, as there is only 12 feet of water on this rock. It is directly on the lightship's old position.

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October 29, 1880

The schooner *H.P. Murray* brought a cargo of rye from Belleville to Walkerville this week.

A petition is circulating among Canadian vessel men for the establishment of a life-saving station at Pigeon Bay.

All the Dominion canals are to remain open until 6 a.m. and re-open at 6 p.m. on Sundays to the end of navigation.

The schooner *E.G. Benedict* is loading hardwood lumber at C.S.R. dock for C.H. Gates. The cargo goes to Richmond, Va., via Buffalo at \$2.75 per m.

The new iron propeller *Lehigh* struck on the Lime-Kilns on her last trip down and had to go into dry-dock for repairs at Chicago. The *Raleigh* and *Wissahickon* also struck this week.

Capt. Laframboise took command of the *Erie Belle* on Monday last. William Hatt is mate with him. He seems to have so far had his usual good luck and is doing a big business.

The Canadian schooner *Two Friends* is a total wreck at North Bay, Mich. She was built in 1873, owned by Supple of Port Burwell, classed A 2, valued at \$16,000 and measured 319 tons.

M. Barrett of Gesto is shipping 40,000 feet of oak plank and timber from this port to Quebec via steamer *Acadia*. Mr. Barrett also put a deck load of 35,000 feet of oak plank on the schooner *Bessie Barwick*.

This week Joseph McCracken loaded the schooner *Bessie Barwick* at this port with 13,000 feet of square timber and 35,000 feet of oak plank. The cargo is shipped to Quebec and will be taken to Kingston by the *Barwick*.

The steam barge *Good Hit* arrived up from Cleveland on Thursday night of last week with 187 tons of coal and the scow *Mary Garret* arrived from Cleveland on Monday with 175 tons of coal, both for J.G. Mullen.

We understand that W. King has purchased the tug *Minnie Morton*, which will be put to work at Port Dalhousie during the coming season, towing dredges and scows. Capt. Murray of St. Catharines has bought the tug *Edsall*.

One hundred dollars and [illegible] passage has induced the crew of the schooner *R. Richardson* to take a lot of nitro-glycerine from Kingston to Fort Worth for use on the Canada Pacific Railway. \$1700 is the amount of charter money paid.

The tug *Mystic*, Capt. Williams, made short work of the job of raising the schooner *W.Y. Emery*, ashore at Scott's old dock, Leamington. He got her afloat on Saturday and took her to Detroit the same day. The tug *Mystic* received \$1400 for delivering her at Detroit.

Tuesday afternoon the scow *Abeona*, bound up with stone, struck the reef near Stoney Island and, although her deck load was thrown overboard, she settled on the reef. The captain of the scow went to Capt. Williams of the tug *Mystic* and piteously urged him to pull the scow off, but Capt. Williams said, "No, the *Mystic* is a Canada tug, and don't do any wrecking in American waters."

On Monday morning, Customs Officer Cunningham seized the tug *Resolute* of Detroit for violation of the coasting laws. She had been towing rafts out of the Canard River to Trenton, Mich., without reporting. The tug was tied to the dock here and put in charge of

Chief Constable Sparks. The owner, Capt. Ruelle of Detroit, came down and deposited \$400 cash and she was released.

The propeller *Quebec* got into Sarnia at noon Monday looking very little the worse for her encounter with the cyclone on Lake Superior. For hours it was a life and death tussle with the gale, and the opinion of all on board is that to Capt. Anderson's skill and courage the storm was the worst ever seen in that region, the wind blowing at the rate of 80 miles an hour. She jettisoned 1000 sacks of flour during the great gale.

The steamer *Kincardine* with general merchandise for parties in this town arrived Saturday morning from Quebec. The statement that Capt. Laframboise had purchased the *Kincardine* proves to have been premature, as the purchase depended on the result of his trial trip with her as a passenger. He has not yet decided to purchase her, but hopes to secure some steamer before next season opens. There is \$500 between Capt. Laframboise and the owners of the *Kincardine*.

While the steam barge *Inter-Ocean* and consort *Argonaut* were rounding to in the river on Monday, the consort ran her bow on the bank on Bois Blanc Island. The steamer released her and afterwards got on herself. The tugs *Minnie Morton* and *Beaver* worked at the *Inter-Ocean* two hours, when a permit was granted by Collector Anderson, on application of the captain of the tug *Beaver*, to the American tug *Wilcox* to assist and she was pulled off that evening. No Canadian tug, except the *Morton* and *Beaver*, were at this port at the time.

The schooner *Belle Hanscome* was raised Saturday at Colchester and towed by the tugs *McArthur* and *Coleman* to the Detroit Dry-dock on Sunday morning. She is but slightly damaged and Captain Hanscome made a mistake when he abandoned her, as he will now have no voice in the repairs put on her by the insurance companies, who will return her to him. The water coming in through the hole in the bottom caused the wheat to swell, lifting her deck amidships about one foot, taking with it the caps of the centre-board box. The grain is all damaged and half of it was pumped overboard. Frank Dwyer did the diving work and patched up the holes before the steam pumps would free her.

The Merchants and Manufacturers' Exchange of Detroit raised \$660 by contribution and therewith purchased suitable gifts and presented them on Monday evening to the gallant crew of the tugs *Vulcan* and *Grayling* for their heroism in rescuing so many of the passengers and crew of the burning steamer *Marine City* off Alcona August 29th, 1880. The worthy and favored recipients are as follows: Capt. Hackett of the tug *Vulcan*, gold and diamond badge; John Millen, Jr., mate of the *Vulcan*, gold watch; Joseph Mero, J. Peat, George Horsley, P.B. McCabe, J.M. Peltier, G.B. Kelly, R.H. Hackett, R.H. Sunderland, D. Kelly, S.J. Lewis, G.W. Brock of the crew of the *Vulcan*, each a gold and silver badge; Capt. Frank Van Lieu of the tug *Grayling*, gold watch and chain; John Van Lieu, mate, and Wm. Bishop, deck hand on the *Grayling*, each a silver watch and chain. Capt. Hackett's badge is of exquisite workmanship. The name "Thos. Hackett" is inscribed in raised letters on the bar, the pendant represents Phoenix rising from the flames and is surrounded by a life-preserver. Below is a shield with the burning *Marine City* and *Vulcan* in relief.

The missing propeller *Europe* arrived at Chicago Saturday morning, badly shaken up but not seriously damaged. Captain Clifford is an old navigator and he says that never before in his career did he encounter such wind and sea. The great billows at times swept entirely over the *Europe*, dashed in between decks and penetrated even to the engine-room. The steamer pitched and rolled in a fearful manner, and the wheel was entirely out of water, revolving with such rapidity that she trembled in every timber. The freight in the hold and between decks was hurled to and fro, and partitions were broken in splinters and prostrated. Casks of imported liquor (her cargo) broke open and spilled, dishes were broken and cabin furniture displaced. She was got around, however, and, though her steam-pipes burst, after a most boisterous handling succeeded in getting back to the Beavers again. When the schooner *Neelon* got into the Manitous her master ascended to the crosstrees to watch the fate of the *Europe* and he says that for some time it looked very dubious for her. He saw her bottom several times and greatly feared she would go down. A good boat, however, in good trim and well officered, she escaped.

The Anchor line propeller *Wissahickon*, while rounding to for coal on Sunday at 7 p.m. just below town, struck an old sunken scow, supposed to be the *Red Rose*, sunk more than 20 years ago, and in backing out, her stern swung around and she got on a boulder and was unable to work herself off. The tugs *Rooth* and *Stanley* went to her but nothing was done till the *Erie Belle* went to her at 9 a.m. Monday, and shortly after the *Wilcox* arrived down and, as the water was high and was liable to go down at any time and injure the propeller, Collector Anderson granted the *Wilcox* a permit to assist the *Erie Belle*. They together pulled her off about 11.30. The propeller is not very seriously injured: her shoe is damaged, to what extent, of course, is not known. The tug *Wilcox* towed her to Erie. Some surprise was expressed that the *Wilcox* obtained a permit to work from Collector Anderson when the Canadian tug *Rooth* lay at the dock, but the following letter of instructions to Canadian customs officers explains the whole matter - it having been represented to the collector that the *Rooth* had not sufficient power.

CUSTOMS DEPARTMENT,
OTTAWA, September 19th, 1879.

Sir-Referring to departmental circular No. 210-3 of 5th March, 1878, on the subject of wrecking by foreign vessels in Canadian waters, I am directed by the minister of customs to inform you that that circular is not to be understood as having any application to cases wherein life may be in danger, or where property may be jeopardized by delay, such for instance, as the grounding of a vessel in circumstances in which immediate assistance would prevent a wreck; nor is there any possible case in which vessels of any nationality should be prevented from going to the rescue of persons in peril of their lives, or of vessels in danger of being lost.

You will understand the terms "wrecked vessels or property in Canadian waters" as referring to vessels and cargoes cast upon the Canadian shores and stranded or wrecked,

requiring apparatus for their removal or discharge of cargo into other vessels, and to goods which may have been discharged and floated off therefrom and cast upon the coast; and in either case coming within the provisions of the revenue laws.

I am, sir, your obedient servant.

J. JOHNSON.

~~~~~  
November 5, 1880

The tug *Minnie Morton*, which was sold to St. Catharines parties, has not yet left Windsor, the purchaser having failed to settle the claims against her.

During last Friday night's fog the tug *Erie Belle*, while coming down light, got aground on Grassy Island. She was released by the tug *Parker* Saturday morning.

Saturday night the steam barge *Passaic*, bound up with her barges in tow, ran aground at the lower end of Fighting Island. She was released Sunday by the tug *Jessie*.

The propeller *Kincardine* left Windsor last week with a load of general freight for Cockburn Island for J.A.H. Campbell and others. She was detained by a storm for a considerable length of time at Sand Beach.

The steam barge *Niagara* left here last Friday night for Montreal with 16,500 bushels of wheat, shipped by Barron & Borrowman. She arrived at Montreal early Wednesday morning.

Saturday afternoon Capt. P. Williams left here with the tug *Mystic* to raise the hull of the steamer *Lake Breeze*, burned at Leamington last fall. The hull has been purchased by parties in Windsor.

The scow *Belle Eliza* arrived here on Saturday from Cleveland with 227 tons of coal. On Sunday the scows *Quimby* and *Newell Hubbard* arrived from Sandusky, the former with 191 tons and the latter with 130 tons, all for J.G. Mullen.

On Friday last, John Griffen of the C.S.R. ferry *Transport* picked up the paddle box of the steamer *Evening Star*, which was in collision with the tug *River Queen* off Walkerville the day before. They will have a stock of winter's wood from it.

Sunday night the schooner *Annie Craig*, loading timber on Lake Erie shore, lost one anchor and slipped the other, but got away from the shore. The tug *McArthur* has been searching for the anchors but broke her windlass and had to go to Detroit for repairs.

Windsor clipping says: "James Watts, an old resident of Chatham, came down on the steamer *Steinhoff* last night in search of tidings of his son, Wm. Watts, whom he heard had been lost on the steam barge *Lincoln*, owned by Norris & Neelon of St. Catharines."

Early Saturday morning the schooner *H.M. Scove*, bound up in tow of the tug *Bob Hackett*, got aground opposite Wyandotte during the heavy fog, which covered the river at that time. She was pulled off Saturday evening by the tug *John Martin* with J.G. Mullen's hawser.

It is said that the tugs *Frank Moffatt* and *Gladiator* are now considered outlaws by the Canadian customs authorities, having, it is alleged, violated the wrecking law by assisting

the propeller *Lehigh* off between the stakes at Bar Point without reporting at the customs house, about the 10th of October.

Yesterday morning at 5 o'clock the large new barge *Progress*, bound up with 1500 tons of hard coal, in tow of the propeller *St. Albans*, got on the reef off the foot of Bois Blanc and was two feet out. The tug *McArthur* went to her assistance and a portion of her cargo will have to be lightered off before she can be released.

The tug *McArthur* reports having picked up the barque *Bessie Barwick* on Lake Erie. The *Barwick* left here last Friday with thirteen thousand feet of oak timber for Jos. McCracken and a deck load of oak plank for M. Barrett of Gesto. She met a storm in Pigeon Bay and is badly used up. The *McArthur* towed her to Rond Eau. She lost her fore-mast, jibboom and bowsprit and her main and mizzen were broken. She was not leaking and her cargo is all right. She will tow through.

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November 12, 1880

The propeller *Riverside* will not lay up for the season until the ice stops her.

The *Minnie Morton* will not now change hands, as the proposed sale has fallen through.

The propeller *Van Allen* on her last trip up landed several tons of newspaper here for the *Echo*.

Sunday night the tug *Quayle* got aground west of Bar Point during the snow storm. She was released Sunday morning.

On Tuesday the tug *Sol. Ramage* of Bay City arrived here and will try towing on the river for the balance of the season.

Tuesday morning the tug *Jessie* blew the packing out of her engine while going out to Lake Erie. She came to the dock here and had the damage repaired.

Wednesday morning the tug *McArthur* recovered one of the schooner *Belle Hanscome's* anchors, lost at Colchester when she went ashore there last month.

Robert Sunderland is the mate of the tug *Vulcan* who received a valuable present from the Detroit Merchants and Manufacturers' Exchange, not Millen, as stated in a late issue.

The scow *Mollie* arrived from Cleveland on Sunday with 149 tons of coal and the scow *Belle Eliza* arrived from Sandusky on Tuesday with 233 tons, both for J.G. Mullen.

The propeller *Milwaukee* of the Western Transportation Co., bound up Sunday morning, struck on Bar Point Reef, damaging her shoe and wheel. She went into dry-dock at Detroit for repairs.

Hiram Kirtley, fireman of the *Riverside*, is laid up at his home in this town. Hi has fired on the boats running on the Amherstburg and Detroit route every season during the last fifteen years.

Last Friday afternoon, while sailing down the river, the schooner *H.P. Murray* got aground at the lower end of Fighting Island. She was released next morning by the tugs *Rooth* and *Prince Alfred*.

Monday noon while the tug *Parker* was rounding to in the river here, she unshipped her

rudder. She was towed to the dock by the *McArthur* and that evening was towed to Detroit by the *Jessie* for repairs.

In contradiction to the rumour in circulation that the Welland Canal will be closed on the 15th of November, shippers have been informed that the canal will be kept open, as usual, as long as the weather will permit.

The tug *Mystic* was at the Leamington dock last week, trying to take off the *Lake Breeze*, which, it will be remembered, was burned about two years ago. Owing to the instability of the spiles employed in the attempt, she was obliged to come away without accomplishing the object of her visit.

About 5 o'clock Tuesday morning, while Mr. Cherry, owner and engineer of the tug *Wm. Hall*, was starting the engine to leave the dock, a joint blew off the cylinder head and the escaping steam severely scalded him about the face and head. For a time it was thought that the sight of his right eye had been injured, but, fortunately, such was not the case.

The schooner *Norway*, bound from Lake Erie with timber for Garden Island, was picked up Tuesday by the tug *W.T. Robb*, dismasted and waterlogged and with the crew missing, off Kingston. She was owned by Calvin & Son, Kingston. The names of the lost are: Wm. O'Brien, captain; Alfred Jolliffe, mate; Sarah Collender, cook; Thos. and Wm. Snell, Francis Quinn, Wm. Crosby and Robert Simons, sailors.

The schooner *Belle Sheridan* of Toronto, with 300 tons of coal from Oswego, was wrecked on Weller's Beach, Lake Ontario, Sunday morning. With the exception of James McSherry, jr., the entire crew perished in sight of a large crowd of people on the beach, who had no means of assistance at hand. The names of the lost are James McSherry, sr., captain; John Hamilton, mate; John, Thomas and Edward McSherry and Samuel Boyd.

The mammoth barge *Progress*, which got on the reef below Bois Blanc light on Thursday of last week, was released on Saturday by the N.T. Co.'s propeller *Garden City* and the tug *McArthur*, after several hundred tons of her cargo of coal had been put on the lighter *Nevada City*. Permission was given the *Garden City* to assist the *McArthur*, as the latter had no hoisting gear. The barge and lighter were towed to Detroit by the *McArthur*, where the cargo was reloaded.

There is little doubt but that the propeller *Zealand* of Hamilton, with her crew of sixteen, has gone down on Lake Ontario. She left Port Dalhousie on Saturday evening for Kingston and the only thing heard of her since is the picking up of her yawl boat and portions of her upper works and some of her cargo floating in the lake between Toronto and Kingston. Edward Zealand, her owner and captain, belonged to Hamilton, where he leaves a wife and large family.

The schooner *W.Y. Emery* was towed from the dry-dock at Detroit to Leamington on Saturday by the tug *Erie Belle*, where she reloaded as much as her cargo as was saved when she was driven ashore last month. On Saturday night she had a narrow escape from again being driven on by the gale. On Sunday the tug *McArthur* towed her around Point Pelee and she sailed for Buffalo. Her anchors, which were lost at Leamington, were recovered by the

Erie Belle last Friday.

All Sunday night a terrible gale from the west, accompanied with snow, raged on the lakes. At the Lime-Kilns the water went down to 12 feet 6 inches, the lowest stage reached at any time this season. Several large craft were detained above, being unable to get over, and the propeller *St. Louis*, bound down, struck heavily three times while coming over Sunday morning. The tug *Andrew J. Smith* with her barges and steam barges *Sanilac* and *Belle Cross*, the latter with her barges, all lumber-laden, were here Saturday night and Sunday waiting for favorable weather.

About midnight Thursday night of last week, while the tug *McArthur* was lying alongside the barge *Progress*, aground off Bois Blanc light, they were run into by the Detroit and Cleveland steamer *Northwest*, bound down. The steamer struck the *Progress*, glanced off, then struck the tug, tearing off her guards and several plank, and passed through between them. The force of the collision drove the *Progress* back several feet and turned the tug completely around. Capt. A. McDonald was on the deck of the *Progress* at the time and says he thought the *McArthur* would surely have sunk, and gave orders to run her into shallow water. But, strange to say, no one was hurt and not more than \$100 or \$200 damage done. Monday the tug went to Detroit for repairs.

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November 12, 1880

The scow *Ida Bell* of Kingsville and owned by A.J. Young of Chatham went ashore at the East Sister during the gale on Wednesday. The tug *Mystic* attempted to release her that afternoon but was unable to get her off on account of the heavy seas running. Before the *Mystic* left her, her cabin had been washed off, her decks burst open and she has probably gone to pieces. Mr. Young purchased her a short time ago for \$1180, paying \$700 cash. As soon as the storm lulls, Capt. Williams will go down and try and recover her anchors, chains, &c.

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November 19, 1880

The steamer *Grace McMillan* will lay up for the winter after Saturday.

The lightship at Colchester will go out of commission on Thursday next, November 25th.

Capt. P. Williams was to leave here this morning to gather up the remains of the scow *Ida Belle*, wrecked at East Sister Island a week ago.

A steam pump was sent to Port Stanley Monday by the Great Western Railway, to be used, it is said, in raising the tug *Wm. Hall*, sunk near that place.

The *Shiawassee*, one of the lumber barges in tow of the tug *Mollie Spencer*, broke away from the tug off Sand Beach Wednesday night and has not been heard of since.

The brig *Hercules*, which took part of her load of wheat at Chatham last week, called at Amherstburg and took 4000 bushels at S. Fraser's warehouse to complete her cargo.

Capt. James Jarmin of this town arrived home on Wednesday evening from Little

Current, Algoma East, where he has been this fall with the tug *Trudeau*, employed on Government works.

Another lake schooner, the *Morning Star*, engaged in the Toledo and Buffalo trade, has been lost with all hands, seven in number. The disaster occurred on Wednesday of last week off Long Point.

The Superintendent of the Welland Canal last week received a telegram from the Secretary of the Department of Railways and Canals cancelling the Department order of October 22nd for the partial opening of the canal on Sundays.

The *Bessie Barwick*, timber laden from Kingston, dismasted in [an] October storm, is being towed from the Welland Canal by the steamer *Argyle* to Kingston to be unladen. She will then return to St. Catharines to be repaired in Shickluna's dockyard.

The tug *Vulcan*, Capt. Thos. Hackett, which was laid up last week at Detroit, was taken out of her winter quarters Wednesday. She will leave for Black River today, having in tow the barge *Clematis*, laden with supplies for the lumber camp of R.A. Alger & Co.

The *Erie Belle* took an \$80 cargo of freight from Windsor to Pelee Island last week and brought back 90 barrels of wine at 50 cents per barrel. She will make another trip to the island about the 25th of November, taking down winter supplies and bringing back some more wine. This does not interfere with her towing.

The steamer *Garland*, having been seized and sold at Windsor, has been again seized on a similar action by the United States authorities. Her present owners will contest the action on the ground that they have a clear title from the marshal of the Western district of Ontario, and the steamer was accordingly bonded Tuesday in \$13,500.

A small Canadian schooner loaded with twenty tons of nitro-glycerine for Port Huron is aground in Erie, Pa., harbor, driven in by the bad weather. Two days' efforts to release her were futile. There was danger of her pounding enough to explode the cargo, which would undoubtedly have resulted in great damage. The people there were somewhat excited until it was removed.

The three-masted scow *Mary Lydia*, which waterlogged off Sandusky last season, was pumped out last week and towed to Amherstburg on Sunday by the Sandusky tug *Mystic*. She is owned by R.R. Canfield & Sons of Kingsville and was built at that place about ten years ago, and afterwards lengthened at Port Dover. It is intended to have her rebuilt here this winter, the work to be done under the superintendence of Capt. W.R. Spence. She will be hauled out on the old ways in rear of the spoke factory and will be lengthened 16 feet, made schooner-bow, widened 5 inches on each side, raised 3 feet fore and aft and 18 inches amidships. She will be furnished with new spars, bow-sprit, in fact everything above deck with the exception of her rigging will be renewed.

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November 25, 1880

The *Asia* and *Sovereign* have been both at Goderich unloading and will be laid up at Windsor.

Seventeen years ago, navigation closed November 18th but opened again in four days, and boats continued to run until December 3rd.

The propeller *Georgian*, with a cargo of 20 tons of nitro-glycerine and 40 tons of giant powder for Fort William, is on her way up Lake Erie.

The barge *Saginaw* with lumber is at Windsor, leaking from ice damage. The lumber will be discharged and forwarded to its destination by rail, the *Saginaw* going into dry-dock at Detroit.

Capt. Wm. Sunderland of the barge *Fulton*, which arrived at Buffalo on Saturday, reports the loss of a sailor named George Kenny, aged twenty years, who fell overboard in a blinding snow storm.

The propeller *Alma Munro*, which was reported lost with all hands, turned up all right at Port Hope. The captain says he experienced very heavy weather. He has been lying at South Bay Point for three days.

The steam barge *Lincoln* went on dry-dock at Port Dalhousie on Tuesday morning after considerable trouble in breaking ice in the canal. Capt. Duncanson expects, when repaired, to make another trip on Lake Ontario before laying up for the season.

The schooner *Falmouth* of Oswego foundered at Buffalo on Saturday and went down in 24 feet of water. All hands escaped but the woman cook, who would not leave without her effects and went down with the boat. The vessel was loaded with wheat from Toledo.

Captain Williams, with the tug *Mystic*, visited East Sister Island on Saturday last in hopes of finding something of the scow *Ida Belle*, run on that island the week before, to save her from sinking. The late storm, however, had either broken her to pieces or carried her away, as not a vestige remained.

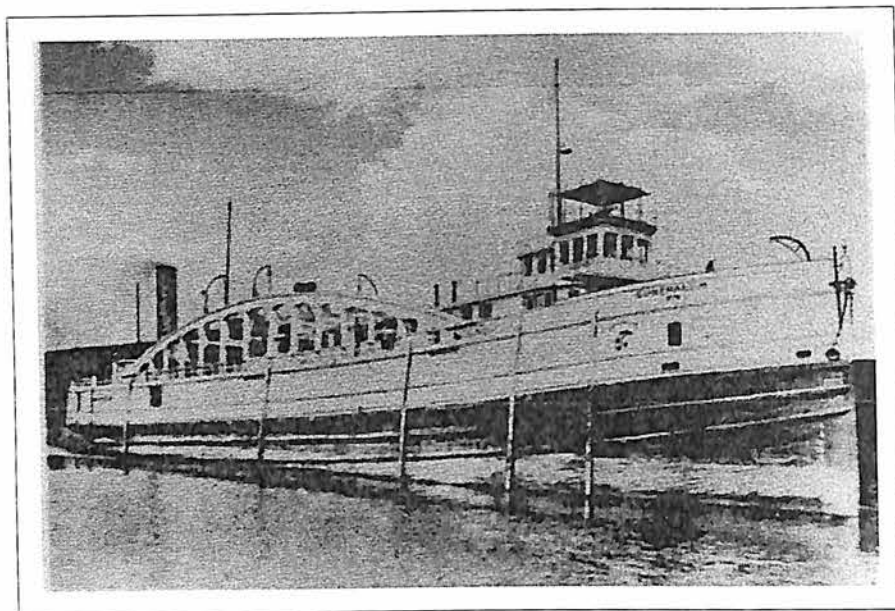
On Saturday the schooner *J.J. Hill* with 171 tons of coal and the scow *F.J. Jones* with 185 tons arrived here from Cleveland, and the scow *Irene* with 180 tons arrived from Black River, all for J.G. Mullen. These three vessels are now frozen in at the dock here and will probably remain all winter. The *Irene* has already been stripped.

A lighter and stake-puller belonging to Louis Dubry of Newport, Mich., was carried away by the ice this week and is adrift on Lake Erie. Seven pound nets belonging to Mr. Dubry and valued at \$2500 are also lost. Our Colchester correspondent writes that a steam pile driver can be seen directly south of Hackett's dock, which is probably Dubry's craft.

The schooner *Garibaldi* went ashore Sunday morning about seven on Weller's beach a short distance from the late *Belle Sheridan* disaster. People from the shore succeeded in rescuing three of the crew and the cook, a woman. Three remained on board all night. Next morning they were taken off, Lewis Stonehouse, the mate, being dead, and the other two badly frozen. The captain and mate were two of the three remaining.

A Washington despatch says:-It is not improbable that the President in his forthcoming message will recommend that Congress authorize the appointment of a commission to investigate the wrecking question. There are some radical issues of fact between our government and the Dominion authorities relative to the action of the Canadian customs





**Propeller Conemaugh.**

*Dept. of Canadian Heritage: Fort Malden National Historic Site*

officials in preventing American tugs and vessels from going to the relief of American vessels wrecked or in distress in Canadian waters.

A Kingsville telegram of Tuesday says: Three men walked ashore today on the ice from the schooner *Ed. Kelly*. She is about five miles out from the shore. The men only stayed long enough to give some letters to some men who were working on the shore, as the northeast wind was driving the ice from the shore. They report the vessel all right with ice six inches thick. The schooner *W.J. Preston* of Oswego is about one hundred yards from Canfield's dock, three miles west of here. She was clear of ice this evening. She is loaded with railroad iron.

The *Toronto Mail* says, in reference to the wrecking laws:—"The American Government might easily come to terms with our Government if there was any disposition to be reasonable or liberal on the other side of the line. There are some things by no means creditable to American generosity in regard to maritime business that might be remedied. Thus, we believe that a Canadian vessel going to the United States on her first trip for the year, and every year after, has to pay a tonnage tax of so much per ton and on every subsequent trip it costs her between \$2.50 and \$4 for fees. An American vessel coming to Canada pays a fee of fifty cents in and the same out, in all one dollar, and the American captains grumble at having to pay even that small sum. Our friends over the border do not always take both sides of the case into consideration before making complaints about the selfishness and injustice of Canadian laws."

**The weather and the shipping.**—The cold snap of the past few days has brought navigation on the lakes to a sudden close. Saturday night the weather turned extremely cold and on Sunday morning the river was full of floating ice. A gale from the west raged all Sunday and Monday, the thermometer at times being down to zero. The ice in the river increased in quantity and thickness until 3 o'clock Monday afternoon, when it stopped running, being completely blocked at the mouth of the river. A large number of vessels of all kinds were caught in the ice at different places. There were 28 vessels between the Detroit River and Chicago, bound for Buffalo, and 54 between Buffalo and this river, bound for Chicago. There are probably 150 additional craft now afloat, bound for intermediate ports. The schooners *Dewey* and *W.R. Preston* were caught in Pigeon Bay. The steam barge *Oscar Townsend* and her consort, the *Edward Kelly*, were coming up at the time. The *Townsend* got to the dock here Sunday noon, having been obliged to let the *Kelly* go off Colchester. She continued her trip up on Monday. The tug *Samson* was towing the *David Vance* up and the latter got aground on Bar Point. The water came up Sunday night and the *Samson* got the *Vance* to the dock here about midnight. Sunday morning the tug *Erie Belle* brought the Bar Point Lightship to the dock here and in the afternoon went out for the Colchester Lightship, but the seas were running so high that it was found impossible to bring her in. The keeper, James Gordon of this town, was taken off by the *Belle* with the greatest difficulty and brought here. Some time Monday the lightship broke away from her moorings and went down the lake. She was sighted on Wednesday on Shickluna Reef and will be brought in as soon as possible. The propeller *Conemaugh*, which had been detained above the Lime-Kilns since Saturday, got over Monday morning and proceeded to the lake. Shortly after, the propellers *Japan*, *New York*, *Boston*, *Lycoming* and *Fountain City* passed down, but all got stuck in the ice one mile below Bois Blanc Light. During the afternoon the *Boston*, with the aid of the *Fountain City*, made considerable progress in the ice and finally got through, reaching Buffalo at noon on Tuesday. The *Japan*, *Lycoming* and *Conemaugh* were making slow progress towards Point Pelee when last heard of. The *New York* got aground on Bar Point Monday but released herself Tuesday when the water came up, but she did not get through to Point Pelee until the ferry *Fortune* went down and broke the ice for her on Wednesday. The propeller *Waverly*, bound up Saturday night, struck at the Lime-Kiln Crossing and had to be run on Grassy Island to prevent her sinking. The ferry *Excelsior* went to work on her Monday and on Tuesday got her off with the aid of the *Gazelle* and *Fortune*. She was taken to Detroit. The schooner *New Dominion*, Capt. J. Malott, got aground at the mouth of the river Sunday. She was brought to the dock by the *Erie Belle* Monday evening and will lay up here. The tug *Bob Hackett*, owned by Brooke Waters of Windsor, had her bows cut so badly with the ice while at work in the river that she began to leak at five o'clock Monday afternoon while at Twomey's dock, and filled so rapidly that she sank at eight o'clock in fourteen feet of water. The tug *Mystic* came down on Wednesday to raise her. She is insured for \$3000 in the Western of Toronto with Messrs. McCrae of Windsor. A.L. McCrae is here looking after the interests of his company. The



steam barge *H.L. Worthington* has been at Fraser's dock since Sunday and will lay up there. The steam barge *D.F. Rose* and three barges, all lumber-laden, were caught here and will remain until spring. The barge *Wenona*, bound up, got on Stoney Island reef Saturday morning and on Sunday night when the water came up, got off, but was carried down behind Bois Blanc Island. She was taken to Detroit on Monday by the propeller *Gazelle*. The tug *Champion* went to Pigeon Bay for the barge *Kelly* on Monday but could not get through the ice, and returned to Detroit. The steam barge *Wo-co-ken* arrived down Monday noon from Detroit and coaled here, but will not leave until the river opens. A despatch from Colchester on Wednesday evening says that the tugs *McArthur* and *Kate Williams* and schooners *Joseph Paige*, *Cummings*, *Monticello* and three others, names unknown, were all fast in the ice off that place. The *McArthur*'s rudder was gone and a plank stove in. The tug *Rooth* arrived down from St. Clair River, where she left the schooner *Delaware* fast in the ice and leaking. The tug was so badly squeezed by the ice that every plank was started, but she did not leak any. The propellers *Montana*, *Russia* and *Buffalo* have worked through as far as here and are waiting above the Lime-Kilns for the ice to move. The tug *Bob Anderson* came down from Detroit on Wednesday morning for the *Vance*, but in backing up in the ice broke her rudder post off. She is being repaired at Middleditch's. The tugs *Champion* and *Stranger* went to Pigeon Bay Wednesday afternoon for the *Kelly*. The tug *Niagara* came up from Lake Erie on Tuesday night with her bows cut through with the ice. She proceeded to Detroit on Wednesday for repairs. The ferry *Garland* arrived here Wednesday night from Turtle Island light, where she went to the relief of the propeller *Jarvis Lord*, which was sunk there. She succeeded in raising the *Lord*, which followed her up towing the *Mont Blanc*, upon which her cargo had been lightered. They went to Detroit yesterday. The *McArthur* worked her way up here yesterday without a rudder and goes to Detroit for repairs. The large propellers *Commodore* and *Vanderbilt* passed up at noon and tug *Kate Williams* with schooner *Paige* arrived Thursday afternoon, being the only arrivals from Buffalo this week.

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December 3, 1880

The Welland Canal closed for the season on Tuesday last.

The tugs *John Martin* and *Rooth* have laid up at the Canada Southern Railway docks.

E.A. Vandercock, formerly of Trenton, Mich., a sailor on the schooner *B. Eveleigh*, was drowned in Lake Erie off Port Stanley.

The steamer *Simcoe* of the Collingwood and Chicago line, sank off Manitoulin Island on the 24th of November. Five were saved and twelve lost.

The ferry steamer *Excelsior* on Friday found Dunbar's glycerine scow, which broke away to Lake Erie, and brought the cargo on board and towed it in.

The schooner *Wm. I. Preston* has stripped at Amherstburg and stored away her outfit. She has had enough of ice for one season. Her cargo of iron railroad rails are consigned to Toledo.

On Wednesday evening the propeller *Rochester* coaled at J.G. Mullen's and took the last

pound of coal off the dock. The sales here this season have exceeded those of any previous season, being in the neighborhood of 20,000 tons.

The steam barge *D.F. Rose* with the barges *Chicago Board of Trade* and *Marine City* are still at Amherstburg. They have about given up all hopes of getting to Cleveland. It was the intention to rebuild the *Rose* at Port Huron this winter.

Mr. Gatfield of Duff & Gatfield has been at Colchester the past week, and Mr. Duff is here watching the progress of the boats and keeping agents and owners posted. They have received and replied to as many as a hundred telegrams a day during the ice blockade.

Judge Brown has decided in the United States district court at Detroit that when vessels are seized and sold by a foreign maritime court they cannot again be seized and sold in that country. This decision releases the *Garland* and several tugs from seizure at Detroit.

The steam barge *R.J. Hackett* left Cleveland at 8 a.m. Tuesday for Detroit, reached Point au Pelee at noon and returned on account of the ice, which she reported eight inches thick in which several propellers and a tug were stuck fast. She laid up at Cleveland.

Capt. F.B. Hackett was down to Pigeon Bay on the ferry *Fortune* on Tuesday, Wednesday and yesterday to see if anything could be done to recover the Colchester Lightship, which was carried away with the ice. All attempts to get her in were fruitless and he has decided to abandon her.

The steam barge *Wo-co-ken*, wheat laden from Detroit to Buffalo, reached the latter port Sunday noon. She was obliged to lie in the ice near the Dummy light at Point au Pelee during Friday night, and on Saturday morning she had to be cut out with axes. She arrived at Cleveland and laid up on Tuesday.

The tug *Bob Hackett* was raised Monday by the tug *Mystic* and was pumped out with the Windsor steam fire engine, which was brought down on Saturday. In transferring the pump from the dock to the tug she rapidly made water again, the ice having melted in the holes, and after considerable trouble was freed again, the holes topped up, and she was taken to Detroit Wednesday forenoon.

A number of boats have lately struck on the works on the Lime-Kiln Crossing while there was more water than they were drawing. Duff & Gatfield request captains to keep close to the Canada Southern Railway dock until the Bois Blanc range lights are well open to the eastward before they haul up, then haul up sharp to the range lights again so as not to get too low down. It is impossible to keep buoys on the works owing to so much ice running.

The tugs *W.A. Moore* and *Balize* arrived here at noon last Friday. The *Balize* was cut through at the stem by the ice while cutting schooners out in Lake Erie. The *Balize* is said to have got \$1000 each for towing the schooners *Thos. Wade* and *Fitzhugh* from Long Point to Buffalo and Cleveland. The tug *Moore* cut the schooner *Dewey* out in Pigeon Bay and towed her to Cleveland for \$1500. The *Moore* cut the *Vance* out of the ice here and towed her to Detroit, where she laid up. She has had in 22 cargoes and been dismantled twice this season.

The tug *Samson* had a hole cut in her by the ice after leaving here on Monday of last week and she sank in McCormick's Bay, Pelee Island. Capt. Benham and some of the crew are living in a deserted log school house on the island, awaiting the arrival of a force for her rescue. The mate, Rabshaw, and an islander made the passage to Kelly's Island in a small skiff rigged on runners, so as to take the advantage of both floating ice and water. They had a pretty rough passage but reached Kelly's Island Friday and there took the *American Eagle* to Sandusky.

The ice blockade at this end of Lake Erie still continues and steamboat captains report it fifteen feet deep in many places where boats have cut through and it has been piled up by the wind. Fifteen large propellers left here on Monday but were frozen in and unable to get out of Pigeon Bay till the *Garland* and *Fortune* cut passages for them, at which work they were engaged till Wednesday night. The *Garland* released the *New York* on Wednesday and she passed up on her way to Chicago, where she will lay up. The steam barge *Cormorant* returned to the river at noon on Wednesday, having been in the ice since Monday. She reported the *Swain* and consort stuck in the ice, flying signals of distress and wanting help to get back to the river. The *Fortune* went to the aid of the *Swain* and cut her out and she and her consort came back yesterday morning. The propellers *Newburg*, *Alaska*, *China* and *Rochester* started out yesterday morning to follow the *Garland* down the lake shore. The steam barge *Sheldon* is still here, having made two unsuccessful attempts to get through. The steamer *City of Detroit* got out of the ice and passed up yesterday. The *Scotia* is now on her way down from Port Huron and on her arrival at Buffalo, together with the vessels now cutting through the ice in Lake Erie, the season of navigation will have closed. The *Fortune* went to Detroit yesterday to have some iron, which was torn off by the ice, replaced.

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December 17, 1880

The U.S. lighthouse board recommend the erection of a new tower on Grassy Island, Detroit River, which will cost \$15,000.

Ice is a foot thick in Sandusky Bay. Capt. Benham and his wrecking crew had to turn back and abandon their attempt to raise the *Samson*, sunk off Point au Pelee Island, for the winter.

The Northwestern Transportation Company, owning the steam barges *Forest City* and consort *R.J. Hackett* and consort *Minneapolis* and steamer *Flora*, whose stock not long ago was worth only fifteen cents on the dollar, now finds itself sailing in smooth water, stock getting up to par and flies its colors high accordingly. The *Forest City* and *R.J. Hackett* are to be made double-deckers this winter.

The large steam barge *Wm. Edwards* and schooner *Charles Foster*, with 100,000 bushels of corn for Buffalo, which came over the Lime-Kilns on Thursday of last week and attempted to reach the dock here, stuck fast in the ice about halfway down. They laid in mid-stream across the channel. No effort was made to cut them out until Sunday, when a

number of men went to work with saws and axes, and by Tuesday noon had succeeded in getting a large wind-row just below them, which was anchored on the bottom of the river, cut out. The mild weather [at] the beginning of the week had weakened the ice in spots and on Thursday morning they came down several hundred yards. They are still lying across [the] channel with bows to [the] east bank.

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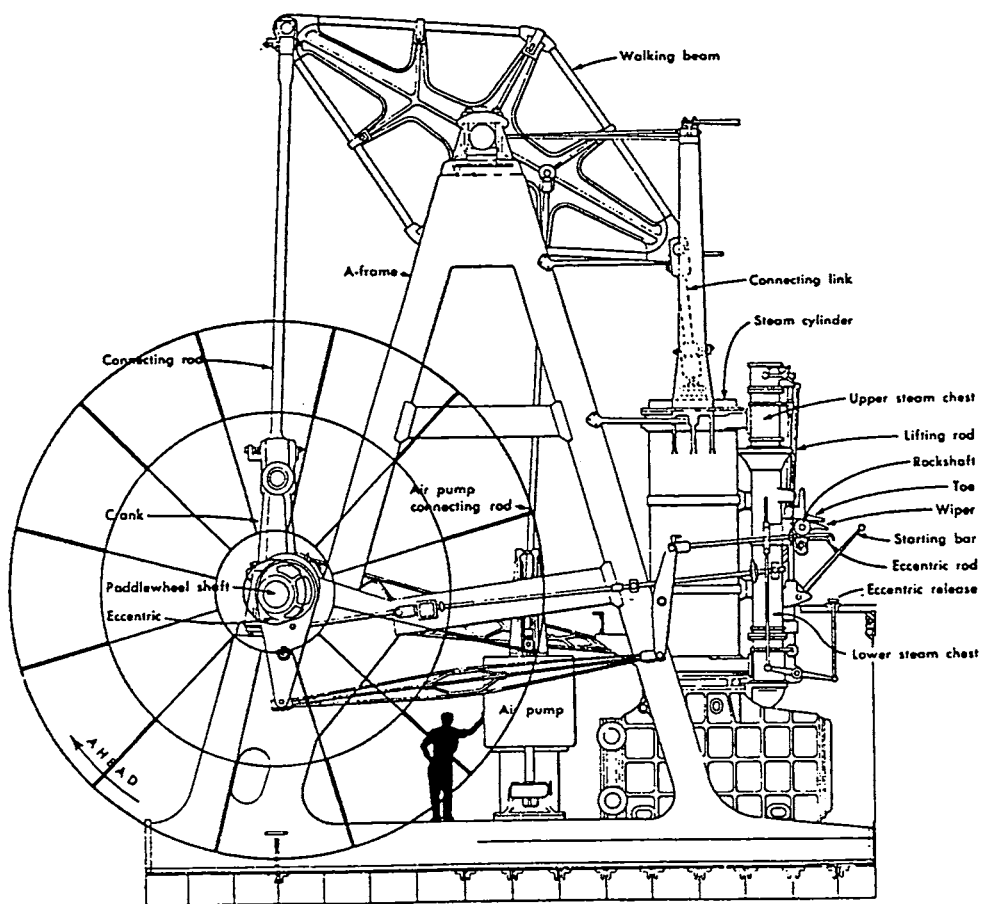
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 Indexed by Jennifer MacLeod



## Glossary

|                       |                                                                                                                                                                                                                                                                                                                                                                           |
|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>air pump</b>       | 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.                                                                                                                     |
| <b>arches</b>         | as wooden steam vessels became longer (over 200 ft.) 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. |
| <b>barge</b>          | 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 <b>schooner barge</b> .                                                                                                                                                                                                                          |
| <b>bobstay</b>        | part of the forward rigging that holds the bowsprit downward.                                                                                                                                                                                                                                                                                                             |
| <b>bucket</b>         | the single blade of a ship's propeller.                                                                                                                                                                                                                                                                                                                                   |
| <b>bulwarks</b>       | the sides of the hull that are built higher than the main deck.                                                                                                                                                                                                                                                                                                           |
| <b>centreboard</b>    | 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.                                                                                                         |
| <b>crosshead</b>      | 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.                                                                                                                             |
| <b>deadwood</b>       | located at the sternmost part of the keel, those timbers which give strength to where the keel and sternpost are joined.                                                                                                                                                                                                                                                  |
| <b>draft/draught</b>  | the amount of water needed to float a vessel, usually measured from the lowest part of the keel to the loaded waterline.                                                                                                                                                                                                                                                  |
| <b>fore and after</b> | refers to a type of schooner with two masts. Three and after, three masts, etc.                                                                                                                                                                                                                                                                                           |
| <b>knightheads</b>    | two heavy timbers built vertically deep into the bow to keep the bowsprit from slipping sideways.                                                                                                                                                                                                                                                                         |

|                     |                                                                                                                                                                                                                                                                                                               |
|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>leadline</b>     | (pronounced <i>lead</i> ); 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.                                                                                                             |
| <b>lightship</b>    | 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. |
| <b>oakum</b>        | material used to caulk or fill the seams between the hull planks for water tightness of the hull.                                                                                                                                                                                                             |
| <b>propeller</b>    | refers to a steam-powered vessel driven by a propeller.                                                                                                                                                                                                                                                       |
| <b>rabbit</b>       | a small propeller steamer with all cabins and machinery situated aft.                                                                                                                                                                                                                                         |
| <b>range lights</b> | 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.         |
| <b>schooner</b>     | refers to a specific type of sailing craft having two or more masts.                                                                                                                                                                                                                                          |
| <b>scow</b>         | a flat-bottomed vessel of shallow draft. Schooners were often designed with a flat bottom to reach into a shallow port ( <b>schooner-scow</b> ).                                                                                                                                                              |
| <b>shoe</b>         | an iron bar or strap fastened to the underside of the ship's keel for protection.                                                                                                                                                                                                                             |
| <b>spiles</b>       | most likely refers to the dock pilings which were timbers driven vertically into the river bed close to the wharf for protection to the wharf.                                                                                                                                                                |
| <b>steam barge</b>  | 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.                                                                                                                                                    |
| <b>steamer</b>      | 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 applied to both freighters and passenger carriers.                              |
| <b>wheel</b>        | usually refers to a ship's propeller and occasionally the paddle-wheel of a side-wheeler.                                                                                                                                                                                                                     |



### Typical-sized walking beam marine engine.

From Whittier, Bob. *Paddle Wheel Steamers and their Giant Engines*. Duxbury, MA: Seamaster Inc., 1987.

