

# *Echo* SOUNDINGS

MARINE NEWS of 1882-1883

Excerpts from the  
*Amherstburg Echo*



Volume II, Number 2  
Summer 1999

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

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**Volume II, Number 2**  
Summer 1999

**EDITORS**  
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David Hamilton

*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 nearly 125 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 their rich marine history.

March 24, 1882

**Tugs and their Captains.**-The following is the list of Detroit River tugs and their captains so far as we have heard of their appointment to date:-

<i>Balize</i>	Capt. W.H. Hutchinson.
<i>Burnsides</i>	" Tod. Boynton.
<i>Castle</i>	" James Howard.
<i>Champion</i>	" Chris. Moore.
<i>Crusader</i>	" E.C. Gatfield.
<i>Frank Moffat</i>	" Robert Ferguson.
<i>Gladiator</i>	" A. Huntoon.
<i>I.U. Masters</i>	" Frank Hutchinson.
<i>John Martin</i>	" Wm. O'Neill.
<i>James Reid</i>	" B. Chamberlain.
<i>John P. Clark</i>	" Daniel Meazels.
<i>Johnson</i>	" James Bennett.
<i>John Owen</i>	" Philip Young.
<i>L.L. Lyon</i>	" Wm. Moore.
<i>Music</i>	" R. Burlington.
<i>Mocking Bird</i>	" Andrew Rattray.
<i>Niagara</i>	" John Doner.
<i>Payne</i>	" Joseph Marks.
<i>Prindiville</i>	" D. Girardin.
<i>Quayle</i>	" Sam. Burnham.
<i>River Queen</i>	" H. Pool.
<i>Sprague</i>	" Ed. Kelly.
<i>Swain</i>	" Ed. Tormey.
<i>Stranger</i>	" Thos. Currie.
<i>Smith, A.J.</i>	" Peter Kenney.
<i>Smith, Ella</i>	" Beers.
<i>Sweepstakes</i>	" Hugh Stephenson.
<i>Torrent</i>	" T.D. Quinlan.
<i>Vulcan</i>	" Wm. Rolls.
<i>Wm. A. Moore</i>	" S.H. Currie.
<i>Wilcox</i>	" A.A. Cox.
<i>Winslow</i>	" Mart. Swain.
<i>Wesley Hawkins</i>	" Wm. Curtis.

**Other Boats.**-Steam barge *Alger*, Capt. Thomas Hackett; steam barge *Lincoln*, Capt. John Duncanson; steam barge *Anna Smith*, Capt. John T. Hutton;

steam barge *Iron Age*, Capt. Thomas Honor; steam barge *R.J. Hackett*, Capt. C.C. Allen; steam barge *Mary Jerecka*, Capt. John Hatt; steamer *City of Dresden*, Capt. Jacques Laframboise; steamer *Gazelle*, Capt. D. Nicholson; steamer *Riverside*, Capt. John Desana; schooner *J.C. King*, Capt. T. Lemay; barge *Sandusky*, Capt. David Trotter.

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March 31, 1882

A St. Catharines despatch says that it is expected that the Welland Canal will be open for navigation on or about April 20th.

The steamer *City of Dresden* will make a trip to Sandusky next Monday evening, and hereafter she will make regular trips to that port every Monday evening.

When Judge Leggatt was here this week he made a personal examination of the spot where the tug *Minnie Morton* was laying when carried away by the tug *John Owen* and raft.

Odette & Wherry's tug *Erie Belle* is now ready for wrecking service and her steam pumps, &c., are all in readiness. The *Belle* will be commanded by Capt. John Tobin of Amherstburg.

The steamer *Alaska* will begin her regular trips to Sandusky and the islands on Monday, April 3rd, passing Amherstburg on Monday, Wednesday and Friday mornings at 10 o'clock.

Owing to the gale blowing outside, the steamer *City of Dresden* did not make her up trip Thursday of last week. She came up on Friday and laid over at Windsor till Monday morning.

The steam barge *Victoria*, which went to the relief of the propeller *Concord*, aground on Fighting Island, took off part of her load; and with the rise of the water the *Concord* floated off Friday morning.

Thomas Benito will go mate with Capt. Chris. Moore in the tug *Champion*, and Theo. Young will go mate in the *R.J. Hackett* with Capt. C.C. Allen. John Horsley will go mate in the steam barge *C. Chamberlain*.

The new steam barge being built at Gibraltar by Alger & Co. will be launched on Saturday April 15th. She will be named the *Manistique* and will be commanded by Capt. Thomas Hackett of this town, with D. Buie as mate.

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April 14, 1882

The Canadian buoys were placed on Bar Point and mouth of Detroit River

last week.

C.F. Dunbar's iron tug will be launched from the Union yard, Buffalo, this week.

The *John G. Kolfage* unloaded 1000 barrels of salt for Odette & Wherry, Windsor, last week.

The schooner *Pelton* arrived here Wednesday with 260 tons of coal from Cleveland for J.G. Mullen.

The Great Western Railway Company's new car barge was successfully launched at Wyandotte on Tuesday.

Capt. Thomas McGowan will command the steam barge *Isaac May* this season, and John Horsley will be his mate.

The schooner *Eliza Allen* left here on Wednesday morning with a load of ties shipped by Joseph McCracken to Buffalo.

The schooner *John Tibbets* arrived up from Black River on Saturday with 302 tons of coal for John G. Mullen, the first of the season.

The scow *Ino* arrived here on Tuesday from Toledo with 200 tons of coal for C.C. Chadwick. It is being discharged on Twomey's dock.

Brook Waters of Windsor is having extensive repairs made to the tug *Parker's* boiler and her machinery thoroughly overhauled. She will come out in good condition.

The tug [Bob] *Hackett*, which struck the Dougall Rock last week and sank near Grosse Isle, was raised last Friday evening and taken to Detroit, where she went into dry-dock.

There is a general feeling of dissatisfaction at the announcement that the Welland Canal will not be open until the 20th. The steam barge *Enterprise* was to go through by permission on the 10th.

The water at the Lime-Kilns has been higher this spring than it has ever been since the United States works were commenced there. By the engineer's water gauge it has been two feet above the average.

Dunbar's two dredges are still hard at work, although the drill has been laid up over two weeks, since the completion of the contract. Another contract is expected shortly, when the boring will go on as formerly.

The schooner *Milwaukee* was wrecked off the Chicago breakwater on Monday. The body of one man was found, the others were saved. A life-boat started for what appeared to be a capsized vessel a mile out in the lake. It is feared that all the vessel's hands are lost.

A company is being formed at Port Rowan, Ont., for the purpose of locating and perhaps raising a number of wrecked vessels in the lower end of Lake Erie. Capt. F.B. Hackett of Amherstburg has received the appointment of pilot, and will commence operations for the company about June 1st.

The Detroit and Cleveland steam navigation company's steamers to Cleveland now run daily except for Sundays. The *City of Cleveland* made trips on Tuesday and Thursday and the *Northwest*, which has been thoroughly refitted and refurbished, takes her place leaving Detroit Tuesdays, Thursdays and Saturdays as usual.

The *Erie Belle* came out on Monday night for her season's work. She looks better than ever and her machinery is in first-class shape. Her first job was on the *Oceanica*, for which her bill was \$185. Capt. John Tobin generally gets his share of the fat jobs and no doubt the *Belle* will have a profitable season.

On Wednesday the tug *Erie Belle* went to Bar Point Reef to grapple for the cables dropped there last fall from the Bar Point Lightship, but could do nothing on account of the heavy sea running. Yesterday Capt. F.B. Hackett and John Manson went out in a yawl for the same purpose. The lightship has been ready to go out since the 10th.

On Tuesday night the steam barge *Oceanica*, coal laden from Buffalo to Chicago, ran aground at Bar Point. The tug *Erie Belle* made several ineffectual attempts to pull her off, and then came here and took out Kevill's lighter *Picnic* and a gang of men. After lightering about 180 tons of coal upon the *Picnic*, she [the *Oceanica*] was released at 11 p.m. on Tuesday.

The steamer *Ada E. Allen* was laid up at Detroit for a couple of days while she was being caulked and otherwise prepared for the season's business. She is now completing her contract of carrying stone for T.B. White from here to Sarnia and Chatham. She will then carry several cargoes of lumber from Bear Creek to Buffalo. Capt. A. Bellecours is mate.

Valentine Freise is building at his ship-yard near Milan, O., one of the largest boats ever constructed for fresh water. She will be launched in about two weeks. Her capacity is estimated at 120,000 bushels of corn. The dimensions of the schooner are as follows: Length over all, 268 feet; breadth of beam, 39 feet; depth of hold, 21 feet. She has four spars with fore and aft rig, a double deck and will be fitted out with wire rigging. She will be commanded by Captain Charles Hubbard.

The following bill has been introduced into the United States House of Representatives, read twice, referred to the Committee on Commerce and ordered

to be printed:-Be it enacted by the Senate and the House of Representatives of the United States of America in Congress assembled that the sum of \$60,000 be and hereby is appropriated out of any money in the treasury not otherwise appropriated for the purpose of constructing a lighthouse at or near the mouth of the Detroit River in Lake Erie.

Notice is given that during the winter the range of lights at the head of Bois Blanc Island, Detroit River, was altered so as to throw it one degree and 32 minutes to the westward of the position occupied by it during last year. This arrangement is merely temporary pending the completion of the improvements now being made at the Lime-Kiln Crossing by the United States government. The range now indicated will keep vessels clear of the work which will be done during the coming season, while leading through a safe channel.

A serious collision occurred on Lake Huron about 10 miles outside the Fort Gratiot Lighthouse at 3 o'clock Wednesday morning, resulting in the loss of the schooner *Clayton Belle* and four of her crew, including the captain. The *Clayton Belle* was standing off and on, waiting for a tug, when the schooner *Thomas Parsons*, upward bound, sailing about one point free, struck her a solid, crushing blow on her port bow, cutting her so wide open that she sank in seven minutes and now lies in seven fathoms of water. A portion of her crew were in bed below when the collision occurred. Value of vessel, \$10,000; insurance, \$6000; and value of cargo, \$16,000; sold to be insured.

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April 21, 1882

No tenders have been received for the barge *Ark*, advertised for sale by the customs department.

On Sunday night the scow *Thatcher* arrived up from Toledo with 126 tons of nut coal for J.G. Mullen.

The new steam barge *Manistique*, Capt. Thomas Hackett, was launched at Gibraltar on Wednesday afternoon.

Sarnia Council have passed a by-law exempting from taxation all vessel property that is laid up there for the winter.

The steamer *City of Dresden* towed the Bar Point Lightship out to the reef last Friday morning. John Manson is keeper.

The Great Lake system, including the United States and Canada, now has 2498 sail vessels, 1398 steam vessels, 640 canal boats and 162 barges; total 4698 craft of 803,470 tons.

Charles Crawford, for some time mate of the *Transport*, has been replaced by Capt. Wolfe of Buffalo, formerly in command of the tug *Crowell*. Capt. Crawford is now commanding the tug *Music*.

Dunbar's dredge *Wild Irishman*, at work at [the] Lime-Kilns, was laid up on Wednesday. The *Faugh-a-Ballagh* will continue work a few weeks yet, cleaning up the channel. The diver has been at work this week picking up boulders. A new contract is not expected before June.

The wreck of the *Canfield*, sunk at Bar Point last fall, will probably be raised or blown up at the expense of the Government. It is now thought that she has been divided by the ice, and that the wreck discovered last week is her deck and one side of the hull.

On Sunday morning the new iron steamship *Onoko* passed up from Cleveland with 2636 tons of coal for Chicago, the largest cargo ever carried on the Lakes. She draws 12½ feet forward and 14 feet aft. Frank Auffret is mate on her and Geo. McCurdy and S. McDowell cooks.

On Wednesday night of last week the steam barge *Oscoda*, bound up light, ran on Ballard's Reef, Grosse Isle, and was released next night by the tugs *Owen* and *Swain* and taken to Springwells dry-dock. On being docked it was found that she had sustained considerable damage about the stern, to repair which will occupy about one week. She will have part new keel, new rudder post and probably a new rudder.

Opposition is talked of to the *City of Detroit* and *Northwest* on the Detroit and Cleveland route and Ashley & Mitchell of Detroit state that a first-class boat will be put on the Cleveland line as soon as passenger travel opens up well, and that there will be a real, sure enough opposition, but that the boat will not be the *Pearl*. Who knows but they intend putting the *Riverside* on that route and sending the *Pearl* or *Gazelle* on the Detroit and Amherstburg route.

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April 28, 1882

The tug *Erie Belle* released the schooner *Ontario*, which was ashore above Goderich, on Wednesday.

The schooner *Newell Hubbard* arrived up from Toledo on Friday with 133 tons of coal for J.G. Mullen.

The *Prince Alfred* arrived yesterday and will be stationed here during the season, ready to engage in wrecking.

On Monday last Capt. F.B. Hackett of this town placed a red and black stake

to mark the wreck of the sunken schooner *Canfield* near Bar Point. The stake is 20 feet due north from the wreck and is about ten feet above the water.

The following persons have been appointed as assessors in the Maritime Court for the Sandwich district under the Maritime Jurisdiction Act of 1877: Capt. Wm. Caldwell, Capt. John Duncanson, Amherstburg; Shadrack Jenking, Windsor; shipbuilder Henry Jenkins, Sandwich East; Engineer George Francomb, Windsor.

Capt. D. Nicholson, well and favorably known as Captain of the steamer *Gazelle*, took command of the propeller *Atlantic* last Sunday. Capt. Nicholson is a competent sailor and perfect gentleman and will be greatly missed by the river excursionists here. The *Atlantic* trades between Mackinaw and Cleveland and is one of the finest boats on the Lakes.

On Sunday morning at about 6:30 o'clock, the schooner *Gallatin* of Chicago struck near Shickluna Reef off Pelee Island and sunk inside the reef. The crew, seven men and one woman, took to the forward rigging and lashed themselves to it. The crew of fishing boat *Lizzie*, which was sunk in the harbor, waded out to her, raised her and proceeded to the schooner, and after working from early morning till 4 p.m., succeeded in saving all hands. The woman was numb and helpless and would have perished in a short time. The crew of the fishing boat who did such good work were Wm. Holton, captain; C.J. Monaghan, mate and cook; Thomas McCormick, Arthur McCormick and "Siney" Mahoney. The *Gallatin* was loaded with pig iron. Her cabin and part of her deck have gone, and her spars are sticking out of the water to mark where she lies. She is owned by Finney & Harding of Chicago and was worth \$9000 and was insured.

In answer to inquiry, Mr. French, assistant secretary of the U.S. Treasury, says the provision of law which debars a vessel from the benefits of registry on account [of] the foreign residence of its owner is in operation as long as the foreign residence continues. The law does not define what constitutes such residence. It would seem, however, to mean the personal residence of such owner, without reference to that of his family. The ownership that debars is in the language of a statute, that of any citizen of the United States who usually resides in a foreign country. The usual residence of an owner of a vessel who is her actual master could not be in a foreign country so long as he acts as master. The winter residence in Canada of such master is just that time during which the benefits of registry would not inure to a vessel employed on the northern lakes. According to this decision, there is nothing to prevent captains of United States vessels from having their families reside in Canada and themselves live with them in winter. We should think

the "soreheads" who bring up this question every year would be satisfied sometime. If they amounted to anything they could get positions themselves without resorting to the meanness of trying to make trouble for men much better than themselves. Owners know what they are about and who to trust with their property.

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May 5, 1882

On Monday night the propeller *Prussia* took on a quantity of spokes at W. Hamilton's dock for John Heard & Co., consigned to Montreal.

Capt. C.W. Stone, formerly of the C.S. Ry. steamers, is now in command of the Detroit and Windsor ferry *Garland*. Capt. George Horn is in command of the *Hope*.

S. Fraser has chartered the steam barge *Kincardine* and schooner *Hercules* for the season. Their first job will be to bring 3,000,000 feet of lumber from Georgian Bay to Mr. Fraser's lumber yard here.

The lightship for Colchester Reef arrived here in tow of the *City of Dresden* on Wednesday morning and will be placed in position as soon as a supply of oil for her lamps is received. She is much needed there.

The schooner *Pandora* has been chartered to carry a cargo of 350,000 feet of lumber from Parry Sound to Amherstburg for Park & Borrowman at \$2 per thousand. Mr. Borrowman has left for Parry Sound to superintend the loading.

The steamer *Gazelle* has been chartered to carry a circus for fifteen days. She takes it on board at Grand Haven on May 5th and goes to all ports on Lake Michigan and Superior, returning in time to engage in her regular excursion business.

The contract for building the Colchester Reef Lighthouse, Lake Erie, near the mouth of the Detroit River, has been awarded to Fred C. Thomas, C.E. of Ottawa. The amount is \$15,500. The first report appears to have been changed, it being understood that Williams declined the contract.

The Commerce Committee of the U.S. House of Representatives have recommended an appropriation for the erection of a lighthouse on the American side of the mouth of the Detroit River. They also recommend the construction of a steam fog signal in connection therewith, the total cost of both to be \$60,000.

The schooner *John Tibbets* arrived up from Toledo last week with 315 tons of coal and the steam barge *A.E. Allen* with 232 tons from Black River. And this week the schooner *R.J. Pelton* arrived up from Cleveland with 232 tons, and the scow *Thatcher* with 103 tons of nut coal from Toledo. All four cargoes were for



J.G. Mullen.

The Government are calling for tenders for the immediate removal of the wreck of the schooner *Canfield*, sunk off Bar Point, which Mr. Patterson has been urging on them for some time. The delay arose from the necessity that exists under the law of notifying the owners to remove the obstruction, and they not having removed it, the work will be done at their expense. The law in this respect seems to be the same on the American side.

J.H.C. Atkinson proposed purchasing all the rights of his partners in the steamer *City of Dresden* and becoming sole owner. He will pay about \$7000 for the other interests. Capt. Laframboise will leave the *Dresden* and go into the wrecking business if this purchase is completed. Mr. Atkinson is very much appreciated on the route and intends to afford every possible facility for the carriage of passengers and freight thereon. Barney McMullen, now mate, will be captain.

Capt. Allen of the steam barge *A.E. Allen* has made arrangements with the underwriters to take them to the sunken schooner *Gallatin* near Pelee Island, the latter part of this week, when it will be decided whether or not she is worth raising. Capt. Allen has also contracted with Odette & Wherry of Windsor to raise the boiler of the tug *Mayflower*, which foundered last fall on Colchester Reef and will raise it next week. The *Allen* went to Colchester Tuesday for a cargo of corn for Walkerville. She will have her new spar put in while at Walkerville, it being now ready.

At six o'clock Monday morning the steam barge *Cumberland* with the schooner *Helvetia* in tow both loaded with iron ore, ran on Colchester Reef. During the day the schooner worked herself off and was towed back to Detroit in a leaking condition by the tug *Swain*. On Monday the *City of Dresden* had a pull on the *Cumberland* and that night the tug *Champion* began pulling on her and succeeded in getting her off at 8 p.m. Tuesday after 75 tons of the cargo had been thrown overboard. On Tuesday evening the tug *Sweepstakes* left here with a gang of men to assist in lightering the *Cumberland* but arrived just as she was released by the *Champion*. The *Helvetia* was towed down Tuesday night and the *Cumberland* took her at Bar Point.

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May 12, 1882

It is expected that Twomey's new dock will be completed next week.

J.G. Mullen has had the word "coal" painted in mammoth 6-foot letters on the warehouse between his coal docks.

Dunbar's dredge, *Wild Irishman*, was towed from the Lime-Kilns to Detroit on Sunday last and is at work at the new Union depot dock there.

This week the schooner *S. & J. Collier* was loaded with 150,000 feet of balm and ash lumber by Thos. Ouellette at the C.S.R. station for Buffalo.

A sailor named Andrew Kronz, who shipped on the steam barge *Ackley*, at Amherstburg on Monday was killed at Buffalo on Wednesday by being kicked into the hold by a fellow sailor, who claims he did it in fun.

The steam barge *Ada Allen* with John Quinn, submarine diver, inspected the schooner *Gallatin* near Pelee Island on Tuesday. They found that she had been stripped. Her masts are leaning in opposite directions, her stern is out and she is in bad shape generally.

The schooner *James R. Benson* loaded square timber at the Canada Southern dock this week for Geo. Campbell, consigned to Quebec, and the schooner *Arctic* loaded oak plank at Norvell's dock for Joe McCracken for Tonawanda, N.Y. Mr. McCracken expects to load two more vessels next week.

A clause in the steamboat inspection bill passed by the House of Commons provides that any captain or officer of a steamboat, who knowingly takes more passengers on board his vessel than her certificate allows, shall be liable to imprisonment in the Penitentiary for two years and a fine of \$500.

On Tuesday the tug *Prince Alfred*, with Frank Dwyer, submarine diver, went out and examined the wreck of the schooner *Canfield* near Bar Point. They found her filled with coal but in bad shape, having been repeatedly run into by passing vessels. She was moved over a mile by the ice last winter and now lies with six feet of water over her, near the lightship.

The schooner *Alexander*, bound for Toledo with ties, ran aground at the foot of Fighting Island last Friday morning when the water was nearly two feet above the usual stage. That forenoon the tug *Prince Alfred* pulled on her but could not move her. On Friday evening a scow, name unknown, ran into the stern of the *Alexander*, smashing her yawl to atoms and carrying away the scow's main mast, her cabin and part of her bulwarks. On Tuesday she rafted part of her load and was then pulled off by the tug *Kittie Haight*.

A strong nor-east gale blew on Lake Erie last Friday, Saturday and Sunday, delaying downward-bound craft of all kinds. On Friday night the schooner *Niagara* was caught off Cleveland and lost her foremast, jib-boom and signal lamps. She was picked up by the tug *Merrick* and towed here Saturday morning. The *Merrick* towed her to Cleveland, whither she was bound with iron ore. The schooner *Wm.*



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Ad in the *Amherstburg Echo*, May 26, 1882.

*Shupe* was also caught and lost her yawl and davits. Capt. O'Neil of the tug *John Martin* had one of his feet badly squeezed by the pitching of his boat while out in the storm.

C.F. Dunbar's new iron tug *Shaughraun* arrived here from Buffalo on Wednesday in charge of Capt. Joseph Marks. Mr. Dunbar has rejected the tug, as she draws 8 feet 6 inches, 6 inches more water than she was to draw according to the contract. When finished she drew nearly 10 feet but was lightened up to 8 feet 6 inches by shifting her boiler and machinery. Mr. Dunbar will use her this season

while another is being built in accordance with the original contract, and when it is finished this one will be taken off Mr. Dunbar's hands. She is a fine-looking, complete little craft and Capt. Marks is well pleased with her working.

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May 19, 1882

The schooner *Stevenson* loaded ties at the C.S.R. dock on Monday.

The schooner *J.R. Pelton* arrived up from Cleveland yesterday with 274 tons of coal for J.G. Mullen.

The schooner *Pandora* arrived on Tuesday from Georgian Bay with a cargo of various kinds of lumber for Park & Borrowman.

Last week the schooner *Dominion* loaded ties at Ruthven and the schooner *Eliza Allen* loaded at Leamington, both for Buffalo.

Tenders will be received by the Canadian Government up till the 25th of May for the removal of the wreck of the schooner *Canfield* off Bar Point.

This week Joe McCracken shipped 2500 ties on the schooner *Maple Leaf* to Buffalo. He will also ship eight car-loads of lumber east this week.

This week the steam barge *Ada Allen* and the scow *New Dominion* loaded stone at White's docks, the former for Sarnia and the latter for Windsor.

Under a late ruling of the Treasury Department of the United States, sailing vessels are not required to have their name painted on the quarter, only on the stern.

The steamship *Onoko* passed down yesterday from Chicago with the largest cargo ever carried by any vessel for the lakes, viz., 100,000 bushels of corn. She only drew 14 feet of water forward.

The tug *Crusader*, with the schooners *Michigan*, *Nicholson* and *Gardiner* in tow, became disabled off Erie on Tuesday morning and let go the vessels, which sailed down. It is reported that the *Crusader* will go to Detroit for repairs.

On Monday morning Mr. Felteau, the engineer on the tug *Prince Alfred*, had his right arm badly scalded from the wrist to the elbow by escaping steam. He was attended by Dr. Park and is now doing well, though not able to work.

The schooner *Gallatin*, recently sunk near Point au Pelee, has been badly broken by the severe blow last week. Her stern was washed out and several of her side timbers carried away. No effort is being made to get her up or take her cargo out.

Marine matters on the Lakes remain extremely quiet, with little or no prospects of improvement. The list of vessels in ordinary [*sic*] is fast enlarging. There is but a very small quantity of grain being shipped from Chicago or

Milwaukee and the cargoes for vessels is indeed poor. Such cargoes as come forward only pay 2c. per bu.<sup>1</sup> for transportation a distance of nearly 1000 miles. The situation for vessel owners - taking losses by shortages into consideration - is a most desperate one.

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May 26, 1882

This week Joe McCracken loaded 3500 ties on the schooner *New Dominion* of Quebec at Anderdon for Buffalo.

Capt. F.B. Hackett's schooner *Eagle* has been hauled out at the C.S.R. shipyard for a thorough overhauling.

Tug *John Martin*, bound up with a tow, ran on Fighting Island Saturday night and was pulled off by the tug *Hackett*.

The big schooner *David Dows* has been libelled for \$43,281.42 on account of sinking the schooner *C.K. Nims* off Point Pelee last fall.

The propeller *Europe*, bound down, ran aground on Grassy Island on Saturday night. She was released by the tug *River Queen* after lightering 2000 bushels of wheat on a lighter.

The steam barge *Yosemite*, bound down with lumber, got aground on Fighting Island last Saturday night and was released by the tug *Hackett* after lightering half of her deck load on Kevill's lighter *Picnic*.

The steam barge *Enterprise*, Capt. Morden, struck on a rock in Georgian Bay a few days ago and sank. Messrs. Odette & Wherry of Windsor have sent a steam pump by rail and diver to raise her.

Last Friday the anchor chains of the Colchester Lightship were picked up by Capt. F.B. Hackett and on the same day the lightship was towed out by the steam barge *Kincardine* and stationed on the reef.

The fine steamship *Tacoma*, Capt. Condon, of the Lehigh Valley Line passed here Friday with a cargo of 2133 tons coal, besides 165 tons fuel, and was drawing 14 ft. 8 inches aft and 14 feet 3 in. forward. This is the largest cargo ever carried out of Buffalo excepting the *Onoko*'s last cargo.

A record of the disasters which happened at Bar Point, mouth Detroit River, from 1854 to 1881 inclusive, compiled by Capt. Hall, shows that during that period property the value of \$1,230,300 was destroyed there and 110 lives lost. It is at this

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<sup>1</sup> bushel

point that an effort is being made to have a lighthouse erected.

The tugs *Erie Belle* and *Bob Hackett* released the steam barge *Smith-Moore*, aground at Southeast Bend, Lake St. Clair, last Saturday after 200 tons of iron ore had been lightered on the schooner *Rutherford*. She re-shipped her cargo in Windsor and called here on Sunday to trim cargo and for coal.

Last Saturday night about 9 o'clock the propeller *Starucca*, bound up, got on a boulder off Bois Blanc Lighthouse and whistled for assistance. The tugs *Prince Alfred*, *Hackett* and *Erie Belle* at once went to her and each tried in vain to pull her off. She then lightered 450 barrels of her cargo of cement and was pulled off by the *Prince*.

The new steam barge *C.N. Pratt*, Capt. P. Williams, called here on her first trip down for coal on Sunday. She is a fine snug-looking craft and the captain says she works well in every way. She towed two schooners with over 17,000 posts and railroad ties on board and carried a load herself of 7500 ties from Cockburn Island to Windsor in 48 hours.

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June 2, 1882

Joe McCracken is loading the schooner *Maple Leaf* at Anderdon with ties for Buffalo.

Joe McCracken is shipping a quantity of oak plank from Anderdon to Windsor by the *City of Dresden*.

On Tuesday evening the schooner *St. Clair* arrived from Cleveland with 193 tons of coal for C.C. Chadwick, which was discharged on Twomey's new dock.

The schooner *Maple Leaf* arrived here on Tuesday from Black River with 233 tons of coal and on Wednesday the schooner *John Rice* arrived from Sandusky with 300 tons of coal, both for John G. Mullen.

It is computed by the *Chicago Inter Ocean* that there are 147 vessels now on the Lakes measuring over 1000 tons. This is stated in an article in which is urged the deepening of the water at the Lime-Kiln Crossing, Detroit River.

Work is about at an end for the present on the Lime-Kiln Crossing. One of Dunbar's dredges was at Wyandotte two days this week, but returned on Wednesday. The dredge [*Wild*] *Irishman*, which is working in Detroit, will be through next week, and then both dredges will probably lay up until another contract is let.

Brook S. Waters of Windsor has received the contract from the Canadian Government to remove the wreck of the sunken schooner *Canfield*, near Bar Point.

The price he receives is \$1200. There were 22 tenders sent in for the job. Yesterday morning the tug *Hackett*, with diver Frank Dwyer on board, went out to the wreck to commence operations.

On Tuesday Capt. Jacques Laframboise, who lately sold his interest in the steamer *City of Dresden* to J.H.C. Atkinson, the clerk, stepped down and gave the command of that steamer to B. McMullen, who has been mate since the boat came out this spring. The captain has been on the Lake Shore route several years and will be much missed. His successor has, however, become very popular on the route, as has also Mr. Atkinson, so the boat is still in good hands. Capt. Laframboise has not yet decided what he will go at.

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June 9, 1882

The schooner *De Condres*, ashore at Milwaukee, is a total wreck.

The schooner *H.A. Kent* is ashore at Ashtabula, ore laden and with six feet of water in her.

The barge *Emeu* arrived Wednesday morning from Sandusky with 287 tons of coal for John G. Mullen.

The schooner *Mountaineer* of Owen Sound, owned by Capt. J. Edgecombs of Aldborough, was launched at Port Stanley on the afternoon of the 6th.

The Colchester Lightship lost her yawl in Saturday's gale and flew a signal of distress. The tug *Hackett* went to her and left her a supply of provisions.

Dunbar's new iron tug, the *Shaughraun*, has gone to Port Huron and is doing harbor towing there. It is said that Mr. Moffat of that place is negotiating for her purchase.

Captain Chapman of the steamship *City of Rome* reports that, when on Lake Erie fifteen miles from Long Point on Sunday morning, Charles Howe, watchman, was lost overboard.

George Tickson, a sailor employed on the barge *Josco*, fell overboard in Lake Erie two miles from Sandusky and was drowned. Deceased was 25 years of age and a resident of Put-in-Bay Island.

The tug *Hackett* has been at work this week at the wreck of the *Canfield* and has removed her anchor chains and other loose parts. The rough weather prevented work being kept up steadily.

The Canadian propeller *St. Magnus* is chartered for Europe from Chicago with a large cargo of corn on through rate. She is 800 tons burthen. The trip is an experiment upon which depends the construction of ten similar steamers to ply

between the St. Lawrence and Chicago.

Louis Manickler and David Plant, mate and fireman, respectively, on the tug *E.M. Peck*, started in a yawl in pursuit of a bear which was swimming from Sugar Island to the mainland on Sault River and were capsized from the boat and were both drowned. Divers are searching for the bodies.

The schooner *Arctic*, which was loading ties at Hackett's dock, Colchester, last Saturday when the gale came on, and being unable to get away from the dock, remained there all night pounding. Both dock and vessel were somewhat injured and at one time it was thought the schooner would have to be scuttled. She completed her cargo and cleared for Buffalo Sunday night.

Since the change of masters on the steamer *City of Dresden*, some slight changes have been made in the running at the lower end of the route. The Sandusky trips have been abandoned, and trips will be made to Pelee Island every Friday in addition to the Monday and Wednesday trips, arriving and leaving at the same hours until further notice. The lake shore trade of the boat is improving rapidly. James O'Neil, formerly marine reporter at Detroit, is mate on the *Dresden*.

A severe storm raged on Lakes Michigan, Huron and Erie on Saturday and Sunday last, causing a number of minor disasters and much delay to shipping. On Sunday evening the schooner *Industry* foundered near South Haven, Mich., and all on board were drowned. The wreck was near the shore and witnessed by hundreds, but owing to the heavy sea it was impossible to render assistance. When first seen, the sailors were clinging to the rigging, but were washed away one by one. Capt. King was the last to go down. He was at one time near the shore and could be recognized. Gallant efforts were made by sailors on the shore to rescue the perishing crew, but the wreck was carried so rapidly by the gale that nothing could reach her.

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June 16, 1882

The schr. *Volunteer* arrived Sunday from Toledo with 128 tons of coal for C.C. Chadwick.

Joe McCracken will load the schooner *Maple Leaf* with 2500 ties at Chappel's, Petite Cote, this week.

The Merchants' Line propeller *Prussia* called here yesterday, bound down, and took on a quantity of bent stuff and spokes, shipped by John Heard & Co.

On Wednesday the schooner *John Rice* arrived from Sandusky with 333 tons of coal and the schooner *Maple Leaf* arrived from Black River with 220 tons, both

DETROIT & AMHERSTBURG LINE.

The Stmr. RIVERSIDE

Leaves Amherstburg at 7 a.m. daily for Grosse Isle, Wyandotte and Detroit. Leaves Detroit at 4 p.m., calling at above ports, arriving at Amherstburg at 6 p.m.

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W. HAMILTON, Agent.

Ad in the *Amherstburg Echo*, June 16, 1882.

for John G. Mullen.

Brook S. Waters, who had the contract to remove the wreck of the schooner *Canfield*, has finished the job of getting that obstruction out [of] the way. Neither the hull nor cargo were saved.

The steamer *Ada Allen* has been working at the wreck of the *Gallatin*, which is sunk on Shickluna Reef, Pelee Island, and will be loaded with the latter's cargo of pig iron, which the *Allen* will take to Erie.

The Colchester Lightship sailed up here on Sunday last. The keeper was out of provisions and his boat gone, and as no passing steamer would notice his signal of distress, he slipped the anchors and came to the river. The tug *Coleman* placed the lightship again on Monday.

The steamer *M.D. Ward* ran into and sank the tug *Nellie Colton* two miles below Marine City on River St. Clair one night last week. The *Colton* was built by David Bell of Detroit, is valued at \$8000, Class A 2 and is 37 tons burden. She will be repaired at Wyandotte.

The steam barge *Vanderbilt*, bound from Midland to Mamainse, Lake Superior, took fire off Meldrum Bay, Manitoulin Island. The crew and passengers, 30 in all, were saved. The *Vanderbilt* was built by J. Simpson at Chatham, Ont., in 1873. She registered 188 tons, was owned by Appleton & Co. of Chatham, was valued at \$8000 and rated A 2½.

The schooner *Samana* from Chicago discharged a cargo of wheat at Kingston which fell seventy bushels short. The customs officials demanded duty on the shortage. The captain deposited the duty on the shortage with the American Consul under protest. A statement of the affair has been sent to Ottawa. If the case is decided against the *Samana*, the money will be paid. If not, the amount deposited

will be returned to Capt. Robinson. Vessel men await the decision with interest.

The schooners *Lizzie A. Law* and *R.B. Hayes* got in trouble on Lake Huron on Friday. They were in tow of tug *John Martin* when a squall struck the fleet, the *Hayes* causing schooner *Crossthwaite* to collide with the *Law*, making her leak badly. They arrived here Saturday, when two pumps and extra men were put on board. The *Martin* dropped the other vessels at Bar Point and hurried on to Buffalo with the *Law*. She was unloaded and only 10 bushels were damaged. The *John Martin* got \$600 for towing her through.

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June 23, 1882

The steam barge *Isaac May*, Capt. T. McGowan, and barges *Severn*, *Muskoka* and *Waubashene* have been ordered into commission again this week.

The new steamship *Walullo* passed up on Sunday. She is the latest addition to the steamship fleet on the Lakes and presents a splendid appearance.

The mammoth Canadian barge *L. Hotchkiss* passed down last week for Buffalo with 1,004,665 feet of lumber, 570,000 of shingles and 215,000 of lath.

The new steamship *Manistique*, Capt. Thos. Hackett, is pronounced a splendid success as a raft tow. She passed down Monday with a large raft, doing splendidly.

Superintendent Ellis issued a notice that on and after Sunday night last, the 18th inst., at 12 o'clock, the new Welland Canal would be lighted up throughout for night navigation for the season.

Commencing July 5th, the steamer *Gazelle* will run between Cleveland and Put-in-Bay, connecting at the latter place with the steamer *Alaska* for Detroit. By this means, passengers leaving Detroit at 8:30 a.m. in the *Alaska* will arrive at Cleveland at 8 p.m., having two hours at Put-in-Bay.

The steamer *Idlewild*, which was struck at Southeast Bend with an excursion on board on the 14th inst., was released by the tugs *Erie Belle*, *Hackett* and *Winslow* after 10 hours' hard work. The tug *Erie Belle* then tackled the propeller *Asia*, ashore at the same point. A dredge is at work making a channel to her and it is expected that she will be afloat today. Capt. John Tobin is getting the lion's share of the "Phat" jobs.

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June 30, 1882

The schooner *Jessie* arrived on Wednesday with 319 tons of coal from Sandusky for J.G. Mullen.

Capt. Stone of the steamer *Garland* resigned last week and W.L. Horn has been appointed in his stead.

The steam barge *Kincardine*, which was ashore at Belle Isle, was released on Monday and placed in the dry-dock at Detroit.

Geo. J. Wilson of Ottawa, the contractor for the building of the lighthouse on Colchester Reef, is making arrangements for commencing the work.

Last week Capt. Frank Hackett of Amherstburg recovered the anchor and chain lost last fall opposite the Windsor water works by the schooner *Victor*.

The sides of the schooner *Canfield* have been removed and it will require but a day's dredging to remove her cargo of coal. The channel at Bar Point will then be clear.

The schooner *Tecumseh* is discharging at Park & Borrowman's dock a cargo of 225,000 feet of assorted lumber from Parry Sound for Park & Borrowman's lumber yard.

Capt. James Jarmin of this town left last Friday for Toronto, from which place he goes to take charge with A.P. Kilgannan, C.E., of the Government works at that place. Wm. McTaggart takes his place as night watchman here.

The Canadian steamer *Asia* has been released by the *Erie Belle* from her sticking place at the Southeast Bend, St. Clair Flats, after lying there two weeks. The tug *Bob Hackett* released the *Lake Michigan* from the same place Tuesday.

A. Trerice of Dresden is just completing a new passenger steamer, which will be placed about July 4th on the route between Detroit and Dresden. The boat, which is called the *Byron Trerice*, is 110 feet long and 26 feet beam. Asa Ribble will be the captain.

Capt. Morden of the steam barge *Enterprise* did a smart thing at Detroit on Saturday. He painted one side of the steam barge's cabin and then invited Capt. Jas. Millen and a lot of the dry-dock clerks to "come right aboard and see the launch." The boys came, saw and were painted.

Thirty-five per cent *ad valorem* duty<sup>2</sup> has been charged against a huge timber crib built in Canada and towed across to Oswego, N.Y., where it was to be used in harbor improvements. The U.S. customs department classifies it as manufactured wood, and the Vessel men of Oswego classify the decision as manufactured dampfoolishness.

<sup>2</sup> duty fixed at a percentage of the value of the import as stated on the invoice

The tug *Balize* with a raft was passing the Lime-Kiln Crossing when the squall of Saturday night struck her, and the raft carried away both lightships stationed there. One was afterwards found at Elliott's Point, and the other is still missing. Dunbar's men had to turn out in the storm and replace the lights. The steam barge *Germania*, bound up, also ran down the lights one night last week.

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July 12, 1882

The schooner *John Rice* arrived from Sandusky on Sunday with 317 tons of coal for J.G. Mullen.

The schooner *Charlie Crawford* arrived up from Black River on Monday night with 415 tons of coal for J.G. Mullen.

Capt. John C. Graham, a well-known vessel owner of St. Catharines who was thrown from his buggy about a week ago, died at 7 o'clock Wednesday morning.

The steam barges *Victoria* and *Manitoba* loaded stone last week at T.B. White's dock for Sarnia and Chatham. The *Ada E. Allen* is chartered to carry six loads to Sarnia, two of which were taken this week.

The wreck of the schooner *Canfield* has been entirely removed from the channel at Bar Point, nothing remaining but the buoy which marked the obstruction. Dunbar's dredge was at work on her on Thursday of last week. There was no coal in the hull.

Some enterprising Port Huron men have filled the bull-rush marsh opposite that city with saw-logs and the *Sarnia Canadian* is working itself up to a white-heat over the matter. It, this week, says:-"Our Bay is no longer ours. The Americans have filled it with logs and taken possession. Not a member of our Town Council seems to take the least interest in asserting our right to the possession of our harbor." There is a good deal of dog-in-the-manger about the *Canadian*. The bay, as they call it, is of no use to the Sarnia people except to gather frogs, turtles and bull-rushes, and they do not want their neighbors to make good use of it. What the Town Council has to do with it, we fail to see. They control it about as much as the Amherstburg Council does the Lime-Kiln Crossing at this point.

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July 14, 1882

The schooner *Maple Leaf* arrived from Black River last Friday with 215 tons of coal for John G. Mullen.

The propeller *California* left Kingston on Monday afternoon on a cruise up

the Lakes, delivering annual supplies at the lighthouses between Kingston and Fort William. About forty passengers are on the trip, which will occupy seven weeks.

The steamship *City of Rome* has been libelled for \$2000 damages done to the tow of the steamship *J.B. Lyon* last fall off the head of Bois Blanc Island, and below the Lime-Kilns, when the former became entangled with the two lines of the latter and caused considerable damage.

The schooner *Hercules* arrived here on Monday from Byng Inlet with 205 thousand feet of lumber for S. Fraser. She returned for another cargo. The schooner *Benedict* will also take a cargo to Belle River for Mr. Fraser. The *Kincardine* is also loading on Georgian Bay for him.

On Wednesday the steamer *City of Dresden* remained at Detroit to have a new crank pin put in. She made a round trip between Windsor and Leamington yesterday and is thus enabled to leave Windsor on her regular trip this morning. The passenger and freight traffic of the *Dresden* has greatly increased of late and the boat now has all she can do.

The Marine and Fisheries Department has issued an Order in Council specifying the number of passengers to be carried by each steamer in the lake, river and ferry service. The steamer *City of Dresden* is allowed to carry not more than 200 passengers and 13 of a crew; the ferry *Essex* 295 passengers and 5 of a crew; and the ferry *Hope* 345 passengers and 5 of a crew.

The steamer *City of Detroit*, with seven hundred excursionists from New York, Pennsylvania and Ohio Railway, left Cleveland on Tuesday morning for the islands seventy miles from there. When near Ballast Island the steamer grounded in a shoal of cobblestones so firmly that three tugs were unable to pull her off. The passengers were transferred without accident.

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July 28, 1882

On Tuesday the schooner *New Hampshire* took a load of oak plank from Leamington to Detroit.

John Desana is now captain of the steamer *Carrie H. Blood*, running between Gibraltar and Detroit.

The scow *Belle Eliza* arrived here on Wednesday morning with 227 tons of coal from Sandusky for J.G. Mullen.

The oldest American vessel in the carrying trade is a bark, the *Amethyst*, now in San Francisco harbor. She was launched in 1822.

The steamer *Riverside* broke her crank pin on her evening trip to Detroit on

Monday and the ferry *Excelsior* took her place on Tuesday while repairs were being made.

On Tuesday the Merchants' Line propeller *Prussia*, bound down, called here and took on a deck load of 25 tons of bent stuff, shipped by Heard & Co. to Montreal, Quebec and Halifax.

Capt. McKay, the popular commander of the *City of Detroit*, was last week presented with a handsome gold band for his cap by S. Gardner, Commodore of the Cleveland Yacht Association and President of the Cleveland Council.

Gen. Godfrey Weitzel, who has had charge of the U.S. river and harbor improvements in the Detroit district for the past nine years, has been promoted to a lieutenant-colonelcy in the engineers, with headquarters in Philadelphia, and leaves for there in a few days.

About 11 o'clock on Wednesday night the steam barge *Cormorant*, bound up with a cargo of hard coal, ran aground off the lower end of Bois Blanc Island. Shortly after, the tug *Hackett* arrived up with a tow, which she sold out to the tug *River Queen*, and went to the *Cormorant*. A.M. Kevill's lighter *Picnic* was also engaged and the work of lightering commenced. The *Hackett* tried to pull the steam barge off but was unable to do so. The water lowered considerably yesterday. During the afternoon the water again came up high and she worked herself off, and came to the dock and reloaded the coal that has been transferred to the lighter.

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August 4, 1882

The *Grace Amelia* brought a load of 7000 cedar posts for S. Fraser from Lake Huron last Friday.

The schooner *Volunteer* arrived from Cleveland yesterday morning with 122 tons of coal for C.C. Chadwick.

Jas. Quinn, submarine diver, is at work on the wrecked schooner *Gallatin* off Pelee Island, removing her cargo of pig-iron.

The tug *Erie Belle* left Windsor on Tuesday night for Georgian Bay to assist the steam barge *Enterprise*, ashore near Point Robert.

Monday afternoon the tug *Hackett* pulled the barge *Manitowac* off the bottom at South East Bend, St. Clair River, and received \$110 for the job.

At Leamington the schooners *New Dominion* and *S. & J. Collier* are loading ties and the *Albatross* square timber on the shore for Joe McCracken.

The scow *Belle Eliza* and the schooner *Ariadne* arrived here on Wednesday with coal for John G. Mullen, the former with 236 tons from Sandusky and the latter



from Black River with 300 tons.

The Murphy wrecking expedition of Detroit this week commence raising the propeller *St. Catharines* and tug *Mills*, sunk in Lake Huron four or five years ago. The tugs *Cal Davis* and *Currie* are now engaged sweeping for the wreck.

The steam barge *Passaic* checked down while passing here on Monday to let the second engineer be brought ashore and have one of his fingers amputated, it having been smashed in the machinery. Dr. Park performed the operation.

*Sarnia Canadian*: The *Pandora* last week discharged 175 thousand spokes and 38 thousand feet of oak and hickory lumber at Van Staden & Co.'s dock. The *Admiral* is expected soon with a cargo. The County of Essex furnishes it all.

The steamer *Onoko* left Chicago last week for Buffalo with a cargo of 108,000 bushels of corn. This is the largest cargo that has ever been carried on a lake craft. She was drawing 15 feet, 4 inches aft when she passed the Lime-Kilns. She coaled at Mullen's Saturday evening.

An organized attack was made by a gang upon two of the crew of the schooner *L.M. Higbie* of Chicago at Kingston on Tuesday night. The vessel was boarded and the two non-union sailors aboard her at the time captured, bound with ropes and ducked until nearly drowned, taken ashore and brutally beaten. Three of their assailants have been arrested.

The engineer in charge of the improvement of the channel at the Lime-Kilns says the \$60,000 appropriated for the continuation of that work will be sufficient to complete the west half of the cut to a depth of 20 feet. This channel will be 150 feet wide and will be finished about next June, and from that time the largest vessels on the Lakes will be able to load as deep as their captains or owners see fit.

The *Chicago Tribune* says:—"Dennis Murphy, a sailor on the Canadian bark *Alexander*, some time since broke his arm on board that vessel. He was taken to the Marine hospital, where he remained till his money was exhausted, when he was compelled to leave, being a British subject. Being penniless, Murphy applied to the British consul at Chicago for assistance but was informed that the British laws did not apply to Canadian sailors. The master of the *Alexander* would do nothing for him and the poor fellow as a last resort applied to the sailors' union for relief, which was promptly granted."

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August 11, 1882

A raft, said to belong to the tug *Swain*, has gone ashore at Rond Eau, Ont. N. Bailey of this town is now mate on the steamer *City of Dresden*, vice

James O'Neill.

The schooner *St. Clair* arrived last Friday from Buffalo with 212 tons of hard coal for C.C. Chadwick.

The schooner *Irene* arrived from Sandusky on Tuesday with 152 tons of coal for the steamer *Riverside*.

The schooner *J.F. Card*, bound up with coal, got aground near Bois Blanc Island Light during a squall on Tuesday morning and was pulled off by the tug *Erie Belle* the same evening.

The schooner *Maple Leaf* arrived last Saturday from Cleveland with 197 tons of coal and the schooner *R.J. Hill* arrived on Monday from Black River with 179 tons of coal, both for John G. Mullen.

The Canadian customs authorities are moving with reference to the complaints of American grain shippers against the unjust exactions imposed upon them by the Kingston authorities on the score of "shortage."

This week Joe McCracken loaded the schooner *Maple Leaf* at Chappell's and Norvell's docks with ties for Buffalo, and the *Albatross* with square timber off beach two miles above here. The cargo goes to Port Metcalfe.

The excursions given by the steamer *City of Dresden* on Tuesday and Wednesday from the lake shore villages and Amherstburg to the regatta at Detroit were both highly successful, the boat being well patronized on both days.

On her last trip down the river on Thursday night of last week, the steamer *Riverside* ran aground on Fighting Island and the passengers were brought down Friday morning on the yacht *Red Wing*. The *Riverside* was pulled off Friday afternoon by the tug *Wilcox*.

On Monday afternoon Capt. Charles Hughs was placed in command of the tug *Kate Williams*, vice Capt. Sunderland. The change of captains displeased the engineer, who quit and was replaced by Mr. Douglas, formerly of the tug *Masters*. When things reached this state the entire crew of the tug were discharged, and when she proceeded with her tow she was in charge of new hands from pilot-house to firehold.

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August 18, 1882

The schooner *Volunteer* arrived Monday morning from Cleveland with 132 tons of coal for C.C. Chadwick.

Joe McCracken is loading the schooner *Dominion* with ties at Leamington this week.



The steam barge *Lothair* arrived on Tuesday from Georgian Bay with 300,000 feet of lumber for Park & Borrowman of Amherstburg.

The steam barge *Raleigh*, while making Detour Passage at the Sault Canal August 11th at 10:30 o'clock p.m., struck Crab Island Reef, off Drummond Island, and sank in 14 or 15 feet of water. Her consort, the *Lucerne*, avoided the reef and reached Pipe Island, where she anchored. The *Raleigh* is loaded with 1100 tons of anthracite coal consigned to Duluth. The tug *Peck* came to the Sault for a steam pump, lighter, extra help, etc. The *Raleigh* is exposed to east-southeast and southeast winds from Lake Huron.

Just off the foot of Bois Blanc Island, about 12 o'clock Monday night, there was a bit of a collision between the steamer *City of Detroit* on her regular trip to Cleveland and the steam barge *Araxes*, bound up. The vessels were damaged somewhat but nobody was hurt. The tug *Coleman*, bound down, was close by at the time and Capt. Biron, who witnessed the affair, says the *City of Detroit* blew one whistle as a signal for the barge to port her wheel and take starboard. The *Araxes* answered with two whistles, which signified that she would do just the reverse.<sup>3</sup> The *Detroit* ported her wheel and "slewed around," and the barge struck her on the port side near the paddle box. There was a crashing of timbers and considerable excitement, but the vessels speedily disengaged and each went on its way. Capt. Biron hailed Capt. McKay of the *Detroit*, who replied that there was nobody injured. The hurricane deck and the bulwarks between the forward and midship gangways were damaged to the extent of about \$500. The *Araxes* seemed to have the worst of the encounter. Her bow was badly damaged and she went into dry-dock at Detroit for repairs Tuesday morning. Capt. Biron says that in his opinion the barge was the offender.

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August 25, 1882

Brook Waters' two tugs, the *Hackett* and *Parker*, have been converted into coal burners.

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<sup>3</sup> By Canadian agreement, one blast means, "I intend to leave you (pass) on my port side," and is to be only answered by one blast from the other vessel. In a head-on or meeting situation this is normal practice and both vessels pass port side to port side. Two whistle blasts mean, "I intend to leave you on my starboard side," and are to be answered only by two blasts from the other vessel. If there is a disagreement, the second vessel must respond only with a danger signal of five or more quick blasts.

The schooner *Sassacus* arrived from Cleveland with 213 tons of coal for John G. Mullen.

The schooner *Jura* has been chartered to carry lumber from Amherstburg to Buffalo at \$1.50 per thousand.

The harbor tug *Pacific*, which has been at Detroit for three seasons, left on Wednesday for Duluth, having been purchased by Jas. H. Drake of St. Paul, Minn., from Capt. W.H. Littleton for \$10,000.

The steam barge *Kincardine* and schooner *Hercules* discharged 350,000 feet of pine lumber at Fraser's dock last week. They have gone to Parry Sound for another load, with which they will return next week.

An old law of the Dominion, re-enacted from an old English statute, prohibits excursion parties from coming into the country on Sunday. It has always, up to a few years ago, been regarded as a dead letter, but the cast of the Collector of Port Dover, who refused to allow any excursion to land at that place, in which course he was justified by the highest maritime authorities in Canada, and the case of one captain who was fined \$40 recently for bringing a Sunday excursion to Toronto proves the validity of the law.

The propeller *Menominee* is reported by her captain to have encountered on Lake Huron in mid-lake on Tuesday night, 7th inst., a thick cold cloud which burst on her decks, covering them with snow and slush to the depth of six inches. For five minutes the atmosphere was like that of winter, but as the steamer was moving rapidly, she soon came into a warmer temperature. The event is unprecedented but the accuracy of the facts is vouched for by her officers and passengers, and the story is corroborated by the thermometric conditions of that night.

The schooner *Florida* of Quebec, bound from Black River to Toronto with 662 tons of coal, sprung a leak about 2 o'clock Wednesday morning off Long Point and foundered off the Mohawk, about eighteen miles from Port Colborne. The crew were picked up in their yawl by the propeller *Blanchard* of Buffalo and brought opposite Port Colborne. They arrived ashore in the yawl all safe that afternoon. The *Florida* is owned by Oldrieve & Horn of Kingston. She lies in about eighty feet of water and about eight miles east of the *Carlingford*, which was sunk last fall.

The International Wrecking and Transportation Company have given notice that they will apply for a charter under the Joint Stock Companies' Act. The objects for which incorporation is sought is the towing of vessels and timber, a general wrecking business and the carriage in vessels of timber and merchandise of every description. The operations of the company are to be carried on the rivers and lakes

of the Province of Ontario, and the rivers and lakes and waters separating the United States of America from the Dominion of Canada, the chief place of business to be at the town of Windsor. The company is composed of John Charlton, M.P. for South Norfolk; Thomas Charlton of Lynedoch, Ont.; L. McCallum, M.P. for Monck; and S.A. Murphy, Robert Stewart and G.W. Moore of Detroit.

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September 1, 1882

The scow *St. Joseph* has been chartered to carry posts from St. Clair to Amherstburg at \$1.25 per cord.

The schooner *J.J. Hill* arrived Wednesday morning from Lorain, Ohio, with 178 tons of coal for John G. Mullen.

Last week Joe McCracken finished loading the schooners *Admiral* and *Stevenson* with spokes at Anderdon. The *Admiral* went to Sarnia and the *Stevenson* to Sandusky.

On Wednesday the tug *Hackett* went to Leamington for a raft of timber to be towed to Amherstburg, where it will be made into cribs for the new lighthouse on Colchester Reef.

Vessel men complain of the extortion of the tug combination on the new Welland Canal. The captain of the schooner *Shandon* was compelled to pay \$82 for towage of his vessel through the new Welland Canal, 27 miles in length. His bill for a similar service for the 400 miles which he travelled on Lakes Superior, Huron and Erie before reaching the canal was only \$74.

The case of Odette & Wherry, owners of the tug *Minnie Morton*, which was sunk by the tug *John Owen* last October,<sup>4</sup> against Emory Owen of Detroit was decided this week in favor of the plaintiffs, Judge Leggatt awarding \$2600 damages. The accident took place at the head of Bois Blanc Island, the *Morton* being stationed near the island. The *Owen* has a large raft in tow and, it is asserted, drifted out of the channel, became unmanageable and swerved against the *Morton*, sinking her. Suit was commenced shortly afterward and has been stubbornly contested, M.A. McHugh appearing for the plaintiffs and Mr. Dougall for the defendants.

About 12:30 o'clock Monday morning the tug *Mocking Bird* collided with the tug *Gladiator* off the lower end of Walkerville, and immediately sunk in some 35 feet of water. No lives were lost and no one injured. The *Mocking Bird* was

bound down, running light, while the *Gladiator* had just started from Detroit with the barge *Fame* in tow. The *Mocking Bird* was struck on the starboard side. Her smoke-stack is just out of water and her pilot-house is beached below Windsor. She was owned by Moffatt & Son of Port Huron, and it will cost some \$4000 to put her in shape again. The *Gladiator* immediately released her tow and went into dry-dock that evening for a new stem. T. and S.A. Murphy are her owners.

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September 8, 1882

The schooner *Hannah* arrived last Friday with 174 tons of coal for C.C. Chadwick.

C.C. Chadwick's coal dock in this town is now in charge of Dominique Corrigan.

It is recommended officially by the U.S. board in charge that the lighthouse at the mouth of the Detroit River be completed.

The United States revenue steamer *Bibb*, Capt. Shephard, is on her way up from New York, having been assigned to take the place of the *Fessenden* while her successor is being built.

Mr. Wilson of Ottawa, the contractor for the erection of the new lighthouse on Colchester Reef, is here making preparations to commence the work. Joe McCracken is furnishing the timber for the cribs.

The United States lighthouse board on Monday decided to ask congress at its next session to appropriate \$40,000 in addition to the \$20,000 already appropriated for the construction of a lighthouse at the mouth of the Detroit River.

Colchester Lightship is now over a quarter of a mile east of her proper place, having dragged her anchors in a recent gale. The lightship is now furnished with a fine fog-horn, manufactured at Birmingham, Eng.

Last week Captain Whitney of Monroe, Mich., after a year's search, discovered a sunken vessel in Lake Erie which he pronounced to be the schooner *Favorite*, sunk off the American shore in 1843 with a cargo worth about \$300,000. Wreckers will be at once set to work on it.

The following is the summary of Gen. Weitzel's annual report for the fiscal year ending June 30th on the progress of improvements at the Lime-Kiln Crossing:- The original condition of the navigable channel at this point was such that vessels drawing thirteen feet of water could often barely pass. A ridge of limestone lies entirely across the bed of the river and over the top of this ridge are scattered boulders of all sizes and in large quantities. The object of this improvement is to

<sup>4</sup> See Vol. II(1), pp. 70-71.

make a cut through this ridge along the main channel to a width of 300 feet, in which cut there shall be a depth of twenty feet in ordinary low water stages. The originally adapted project was to make this cut. No amendments here have been made in it except to change the direction of the lower half of it slightly. The amount expended on this work to June 30th, 1871, was \$179,785.22. The amount expended during the last fiscal year was \$94,198.51. The only benefit resulting from this has been to bring the cut nearer its completion. It is only there that any benefit from the work will result. During the progress of the work a temporary channel has been created, which admits [vessels] of deeper draught by the removal of loose boulders lying on the surface of the limestone ridge and near the cut. The amount that can be profitably expended during the fiscal year ending June 20, 1884, is \$150,000. If this amount is appropriated it will probably complete the work. If only a portion of it is appropriated, it is proposed to continue the work. The amount of benefit that will arise from this work is that it will prevent the present loss by detention and allow the great number of vessels which pass this point annually to load to a deeper draught, and will thus lower the rates of freight sufficient to pay for the whole work in two good seasons. The total estimated amount required to complete the work is \$228,983.73.

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September 15, 1882

The tug *J.P. Clark*, recently sunk in Lake St. Clair, has been repaired at Detroit and is again on the warpath.

C.F. Dunbar, contractor for the works at the Lime-Kiln Crossing, has secured the contract for section 34 of the new Welland Canal.

The steam barge *Siberia* of Buffalo, while going down Saginaw Bay Monday, struck a heavy sea which washed several men overboard, but the return wave brought all but one back on board. Capt. Norris, second mate of the *Siberia*, was the unfortunate man.

The schooner *St. Andrews* of St. Catharines, loaded with 14,000 bushels of wheat from Toledo to Kingston, while working down the lake Monday night sprung a leak off Long Point. The captain, by using the pumps, endeavored to beach her but failed, and she sank in sixty feet of water. The crew were all landed safe.

A new indicator to be used on steamers for telling the captain which way the engine is turning before its motion affects the vessel was tested on the C.S.R. ferry *Transport* at Detroit on Tuesday, and worked very satisfactorily. Capt. Innes expressed himself as perfectly satisfied with its workings and is confident that it will

save many accidents if it comes into general use on the lakes. It is the invention of Harry Granger of Detroit.

A composite<sup>5</sup> screw steamer, 1000 gross tons, named the *Myles* has just been launched at Hamilton. She was built by Robertson for the Messrs. Myles and is, we are told, the largest vessel of her class built on Lake Ontario, excelling in size the *St. Magnus*, at present the largest. The new propeller is 180 feet long, 33 feet beam and has 15 feet hold clear from stem to stern, as the boilers, two in number, are on the main deck. She is expected to carry 50,000 bushels of grain while drawing 14 feet of water. The vessel has three bulkheads, one of iron and two of wood.

The construction of the lighthouse for Colchester Reef has been going on steadily for some time and the contractor, George J. Wilson of Ottawa, Ont., expects to have it completed this fall. The mode of construction is somewhat new in this part of the world. A caisson, made of thick boiler plate, and thirty-four feet in diameter and perfectly round, with a heavy wooden water-tight bottom, will be sunk on the reef in twelve feet of water. In this caisson, which is perfectly dry, the stonework will be built. The wall will be six feet in thickness and of dressed block stone, put together with Portland cement. The outer part of the wall will be cemented to the sides of the caisson and the hollow in the centre - twenty-two feet in diameter - will be filled with loose rock, while several hundred tons will be dumped outside around the caisson. The iron work will reach about ten feet above water level and the stone work twenty-one feet above water. Above the caisson the stone work will be octagon in shape, and above it a frame tower will be erected, the top of which will be sixty-one feet above water. The caisson is now being put together at Amherstburg and when completed will be towed to the reef and sunk, and the stone work begun immediately. The stone is from the Pelee Island quarries and is all dressed and ready for transportation to the reef. The timber for the work has been got out at Amherstburg by Joe McCracken and consists of 105 pieces of elm, and it is being framed below the C.S.R. depot and will be all ready in a few days. A fog bell will also be hung on the lake side of the tower near the top.

On Thursday night of last week, while the tug *Goodnow* was coming down Sault Ste. Marie with the schooners *Kate Winslow*, *Geo. D. Russell* and *John O'Neil* in tow, the *Russell* was run into by the steam barge *Northener*, bound up, and sank

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<sup>5</sup> made of iron and wood

in a few minutes. Mrs. Robinson, stewardess, of Cleveland, O.; Oliver O'Hara, sailor, of Dexter, N.J.; Joseph Clausson, sailor, of Pottsville, Pa., are known to have gone down in her and drowned. The schooner is said to have been in her proper course. Capt. Sheppard of the *Northener* says his vessel became unmanageable. The *Russell* is said to have had a cargo of 1276 tons of iron ore at the time of the accident, though only registered for 658 tons. The sunken schooner, which lies in the middle of the channel, is a serious impediment to lake navigation, as the river is narrow and the current extremely rapid. Picking up the remainder of her tow, the *Goodnow* proceeded and early Saturday morning pulled them on the middle ground near St. Clair. The *Kate Winslow* ran on and the *O'Neil* struck the *Winslow*, crushing in her starboard quarter and breaking her yawl. The *O'Neil* lost her head gear and had her bulwarks stove in. On Saturday night the *Kate Winslow* was released after lightering a portion of her cargo and the unlucky tow passed Amherstburg Sunday afternoon, looking rather dilapidated.

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September 22, 1882

On Tuesday the tug *Hackett* pulled the barge *Dolphin* off Fighting Island, where she had got aground the day before.

S.A. Murphy's wrecking expedition succeeded in bringing the wreck of the steamer *City of St. Catharines* safely to Sand Beach harbor.

The United States man-of-war *Bibb*, which is now stationed at Detroit, passed here yesterday morning on her way from the Atlantic Ocean to Detroit.

The schooners *N.C. West* and *M. Stalker* arrived here Saturday night from Black River, the former with 280 tons of coal and the latter with 511 tons, both for John G. Mullen.

The excursion announced to take place yesterday on the steamer *City of Dresden* from lake shore ports to Sandusky did not come off, owing to the rain yesterday morning preventing a sufficient attendance.

The schooner *James Couch*, grain laden for Buffalo, was picked up in a leaking condition on Lake Huron by the tug *Champion* on Thursday evening of last week. She had sprung a leak in the storm of that day. The *Champion* towed her to Buffalo, continual pumping being required to keep her free.

At Cleveland on Friday last, Capt. Jacques Laframboise of this town had his right arm badly scalded while on the steam barge *R.J. Hackett*. He was standing in front of a hot water siphon when the engineer, not knowing he was there, turned on the steam. The skin was pulled off his arm from shoulder to wrist, making a very

painful wound.

Grave fears are entertained regarding the safety of the schooner *Willie Sherwood* that left Owen [Sound] on the 12th, laden with flat cars and stone for the C.P.R. at Algoma Mills. Nothing has been heard of her since and it is feared she is another victim to the fearful gale of last Thursday. The cause for apprehension is increased by the report of Capt. Griffith of the schooner *A.G. Morey*, who reports seeing a vessel go down near Talbot's Head with all on board.

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September 22, 1882

**Steamer *Asia* foundered.-Of one hundred and twenty on board only two are known to be saved.**-Advices from Collingwood, Ont., on Georgian Bay, indicate that the vessel reported lost on Georgian Bay Thursday of last week was none other than the well-known propeller *Asia*, formerly plying from Windsor to Lake Superior, and that with the ill-fated craft has gone down perhaps one hundred persons. The first positive information as to the identity of the craft came from D.A. Tinkis and Miss Christy Ann Morrison, who arrived at Collingwood Sunday, and supposed to be the sole survivors of at least one hundred people believed to have been on board the propeller.

D.A. Tinkis reports that he boarded the *Asia* near Owen Sound with J.H. Tinkis and H.B. Gallagher of Manitowaning. "The steamer was crowded, all the state rooms full and many passengers lying on sofas and the cabin floor. About 11 Thursday morning a storm struck the vessel. My uncle, J.H. Tinkis, jumped up and said the boat was doomed. The dishes and chairs were flying in every direction. We left the cabin and found difficulty in getting on deck, the boat rolled so heavily. I got a life preserver and put it on. The boat fell into the trough of the sea and would not obey her helm. She rolled heavily for about 20 minutes when she was struck by a heavy sea and foundered, and went down with the engines working at 11:30. The *Asia* was making for French River and had men, horses, lumbermen and supplies for shanties. I saw three boats loaded. I was in the first. About eight were with me. At first, more got in till the boat was overloaded and turned over twice, people clinging to my life preserver, which got displaced and I threw it off. I then left the boat and swam to the captain's boat, which was near by, and asked John McDougall, the purser, to help me in. He said it was but little use but gave me a hand. When I got in, there were 18 in the boat. By that time there was a larger number in and clinging to the boat I had left. I know nothing of the third boat. Our boat rolled over and I missed McDougall. The people were hanging to spars and

other parts of the wreckage. Our boat was full of water and the sea continued breaking over us. One of the first to die on the boat was the cabin boy. He was dying and being supported by one of the men when a wave washed him overboard. The next to go was a boathand who jumped out. I could see him paddling around in the water for nearly a hundred yards. Our numbers were now reduced to seven, five of whom died before reaching the beach. Capt. Savage, who was the last, died in my arms about midnight Thursday. John Little of Sault Ste. Marie, Mate McDonald and two others, names unknown, also died. The boat finally stranded near Point au Barre about daylight Friday morning with Miss Morrison and myself the only surviving ones. I put the boat off with an oar but did not bale it out. Miss Morrison and I went down the beach in the boat to a derrick about two miles distant and laid on the beach all night. About 8 o'clock Saturday an Indian came along and I engaged him to bring us to Parry Sound. He would not bring the bodies."

The *Asia* was considered fairly staunch and seaworthy. She has been very unfortunate lately. Last season she was sunk by a collision on the Sault River and early this season she was ashore for about a month at South East Bend on the St. Clair River and had to be dredged off. The *Asia* adds one more to a long list of propellers which have during the past few years foundered with more or less loss of life. She belonged to the Beatty line, but was chartered by the Great Western Transportation Company to take the place of the *Manitoulin*, which met with a fatal disaster last spring. The Great Northern Transportation Company are the successors to the Georgian Bay Transit Company, who owned the *Manitoulin*. She registered 350 tons, was built on the Welland Canal by M. Simpson in July, 1873, rated A 2 in the Inland Lloyds Vessel Register of 1882, and was valued at \$23,000.

The following are the names of the passengers lost from the steamer *Asia* booked at Collingwood: Wm. Christie and wife, just married, Collingwood; Wm. Clinton, B. Morey, Mr. and Mrs. W.H. Wood, Cincinnati; A. Bowse, Mr. Shipp, Mr. Duncan and son of Hamilton; J. Martin, Collingwood; a man named Kerr and family, Lime House, Ontario; W.B. Gallagher, Manitowaning; J.H. Tinkis, Manitowaning; Mr. McNabb and Mrs. Hanbury, Owen Sound; Mrs. Spruce of Cookstown. As the boat's books are lost it will be difficult to ascertain all the names. There were 27 or 30 shanty men on board.

The crew consisted of the captain, J.N. Savage; first mate John McDermid; second mate A. McNab; wheelmen M. Davis and G. McKay; watchman James Smith; deck hands John McIlroy, Jas. Nolan, Wm. Stinson, C. Innes; first engineer T.K. Bruce; second engineer M. Windover; foremen H.J. Degroat, James Lamb;

steward Stephen Carter; waiters Isaac Bennett, A. Watt, T. Lawrence; porters R. Walker and T. Hill; ladies' maid Mrs. Walters; cooks Wm. Jackson and J. Jackson; purser John McDougall.

The following is a list of the vessels lost on the lakes within the past three years:-

The *Waubuno*, belonging to the Great Northern Transit Company-Foundered; 25 lives lost; from Collingwood.

*Simcoe*-Foundered; 12 lives lost; same company; Collingwood.<sup>6</sup>

*Northern Queen* and *Lake Erie*-Collided and sank on Lake Michigan; one life lost; same company; from Collingwood.<sup>7</sup>

*Asia*-also from Collingwood, same company, 120 lives supposed to have been lost.

*City of Winnipeg*-from Collingwood-Burnt at Duluth.

The *Zealand*-on Lake Ontario-All hands lost.<sup>8</sup>

The *Columbia*-foundered on Lake Michigan-16 lives lost.

The *Manitoulin*, burned, belonging to Mr. Keough of Collingwood-Over 60 lives lost.

The *Jane Miller*, Owen Sound-Foundered on Georgian Bay, all hands lost.<sup>9</sup>

The *Vanderbilt*, belonging to Appleton & Co., Collingwood-Crew saved.

The list does not include the terrible loss of life on the Thames at London last year when the pleasure boat *Victoria* was upset.

The str. *Northern Belle* of the same line, dispatched from Parry Sound to the scene of the disaster to the steamer *Asia*, returned Thursday, bringing the bodies of Capt. Savage; McDonald, first mate; John Little, Sault Ste. Marie; J. McAlpine, Gore Bay; an unknown man supposed to be a lumberman. The body of Robert Sparks, a land surveyor of Ottawa, was recovered at Waubashene. It is supposed that he was a passenger of the lost steamer *Asia*.

Mrs. Savage, wife of the late captain, is at present suffering from an attack

<sup>6</sup> See Vol. I(4), p. 108.

<sup>7</sup> See Vol. II(1), pp. 84-85.

<sup>8</sup> See Vol. I(4), p. 102.

<sup>9</sup> See Vol. II (1), p. 85.

of typhoid fever. She has had more than the usual amount of sorrow within the past few weeks, having recently suffered the loss of a son, who came to his death by drowning in Goderich Harbor. It is feared that the terrible and untimely death of her husband may have a disastrous effect on her in her present weak condition.

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September 29, 1882

The tug *Bob Hackett* had a new crank-pin put in at Middleditch's machine shop this week.

Work on the new Colchester Reef Lightship is being rushed along at Dunbar's ship-yard. The plate is being rivetted together and that part will be finished this week.

Valentine Fries' large vessel, the *Golden Age*, was launched at Milan, Ohio, last Saturday. She is among the largest upon the lakes, having 287 feet keel. Her deck measures 285 feet; width of beam, 39½ feet; depth of hold, 21½ feet. Her carrying capacity, 120,000 bushels of corn on 14 feet of water.

C.F. Dunbar having received a \$60,000 contract from the United States government, the work of improving the channel at the Lime-Kiln Crossing at this point, which has been suspended for several months, was resumed on Monday. The drill was towed out and the work of blasting rocks commenced and everything was humming again both in the ship-yard and afloat. Nearly all the old reliable skilled hands are at their posts. Mr. Dunbar states that the eastern lightship will be removed 400 feet below its present position when the work begins, and wishes navigators to govern themselves accordingly.

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October 6, 1882

The steamer *Ada Allen* took two cargoes of pressed hay from here to Walkerville for H. Walker & Sons last week.

The tug *Kate Williams* has commenced with pontoons to raise the schooner *C.K. Nims*, sunk near Leamington, Lake Erie, last season by collision with the schooner *David Dows*.

Last week the schooner *Stalker* arrived from Black River with 517 tons of coal and the schooner *John Rice* arrived from Sandusky with 315 tons of coal, both for John G. Mullen.

Brook S. Waters of Windsor has purchased the tug *Colin Munro* from Capt. Foster of Port Stanley for \$2800. She arrived here on Friday and will tow on the Detroit River.

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October 20, 1882

The schooner *Eliza Allen* loaded railroad ties here for Joe McCracken for Buffalo.

The schooner *Thurston* brings lumber from Byng Inlet to Amherstburg for \$2 per m.

The barge *Sarah Jane* last week unloaded cedar ties at Amherstburg for the Windsor and Essex Centre cut-off. They come from Cockburn Island.

The tug *Mocking Bird*, wrecked opposite Walkerville some weeks ago and which has several times floated and sunk again, has been finally put into dry-dock.

The steam barge *C.N. Pratt*, Capt. P. Williams, is loading wheat here for Borrowman & Barron for Kingston. They will take the full load from here. This will be the *Pratt's* first trip through the canal.

A Detroit despatch referring to the beaching of the barge *Waverly* stated that the craft, though used for lake traffic, was so rotten that she had to be sheathed with lumber and pinned together with iron rods before she could be navigated.

The steam barge *Anna Smith*, Capt. John Hutton, and consort are now at L'Anse, taking on the last cargo of their season's contract. Parker Bros. state that the boats will be placed in winter quarters on delivering their cargoes, if freights do not improve.

The tug *Champion* passed down Sunday with what was claimed to be the boss tow of the season - four schooners, whose tow bills amounted to \$720. That was good, but the *Champion* must take a back seat for the present, as the tug *Crusader*, Capt. E.C. Gatfield, on Tuesday passed up with the schooners *Michigan*, *E.A. Nicholson*, *Marengo* and *L.A. Law*, their total tonnage being 3145 tons, and their tow bills aggregating \$775.

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October 27, 1882

Last week the schooner *Dauntless* made the quickest run this season. She came from Buffalo to Kingsville dock in 23 hours.

The steam barge *Clinton* is at Kingsville loading wheat for D.W. Canfield. The cargo will be consigned to Norris & Neelon of St. Catharines.

The schooner *Nellie Sherwood*, which was lost with all on board in the storm which wrecked the *Asia*, has been found ashore on Bear's Rump Island, about 15 miles from Cove Island, Georgian Bay. The tug *Prince Alfred* has the job of releasing her.



Three collisions of vessels were reported on the 12th inst. - between the schooners *Steele* and *Keith*, just this side of the St. Clair Flats Canal; between the schooners *Sherman* and *Pelican* on Lake Erie; between the schooners *Gardner* and *Republic* above Port Huron. It will take a few hundred dollars to repair all the damage done.

Mr. Brown of Hamilton, Ontario, was in Detroit last week looking after the schooner *Victor*. He sold the *Victor* last year while she rested on the bottom of Detroit River after her collision with the *Macy*,<sup>10</sup> but has taken her back again, the purchasers having failed to pay for her. The *Victor* was seized at Detroit last summer and has since been in the bone-yard. She was bonded last week and taken to Windsor, where she will probably be placed in winter quarters. Mr. Brown speaks in the highest terms of the new propeller building at Hamilton, and says she will be in commission early next season.

Last week a report was brought from Whitefish Point by a passing tug to the effect that the little steamer *Grace* has been lost and several persons drowned. The report was hardly credited, as it was known she had gone to Goulais Bay. That afternoon the *Ste. Marie* came into the canal with flag at half-mast, which at once confirmed the report. The *Grace* left Chippawa Thursday morning to take some men and tools to Goulais Bay. It seems that a short distance from Gros Cape the engine gave way, leaving the little boat and a small scow she was towing at the mercy of the waves. She drifted from there to about two or three miles this side of Whitefish Point, some 25 miles, where she went ashore early next morning. One man, Robert Holmes, was drowned in attempting to reach the shore, and Thomas S. Stonehouse dropped dead, probably from exposure or over exertion, soon after reaching land. There were about half a dozen other persons on board who were saved.

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November 3, 1882

The steamships *Forest City* and *R.J. Hackett* will have compound engines next season.

The lighthouse tender *Warrington* will make soundings at Bar Point for the new United States lighthouse to be constructed there.

The barge *Grimsby* was here on Monday loading wheat at Fraser's dock and

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<sup>10</sup> See Vol. II(1), pp. 62 and 63.

Bickle & May's mill for D.W. Canfield, consigned to Norris & Neelon, St. Catharines. The steam barge *Clinton* loaded along the shore and then took the *Grimsby* in tow.

The attempt to launch Jas. Beatty's new propeller at Sarnia on Wednesday was not a success. Her forward end stopped on the ways with her stern in deep water. The steamer *Hiawatha* and tugs *Kitty Haight* and *Thos. Quayle* have been trying to get her off.

C.F. Dunbar's tug *Howard Payne* was pulled out by John P. Jones at the C.S.R., re-caulked, a new wheel put on and generally titivated,<sup>11</sup> and she left for Port Colborne to work on Mr. Dunbar's contract on the Welland Canal on Monday morning. She towed down two old dump scows.

The schooner *Hercules* has just made some wonderful time and Capt. Jones, her owner, thinks of challenging the *Permelia*. The *Hercules* left Sarnia at noon on Saturday last and reached Collingwood, a distance of 312 miles, on Sunday evening. The wind was very strong and favorable all the way. She will bring down a cargo of lumber for S. Fraser of Amherstburg.

While the steam barge *Wm. H. Barnum* was lying at Buffalo last Friday evening, the captain, Edwin Fitzgerald, went ashore but did not return to his boat, and no trace of him has been found, although diligent search has been made. Foul play is suspected, as he had money with him. The *Barnum* left for Milwaukee Saturday night in command of Capt. J.H. Doyle, and at 9 o'clock Monday morning got on the rocks at the Lime-Kilns, the water being down. The tug *Hackett* pulled on her and at 4 in the afternoon she was released by tugs *Samson*, *Masters* and *Shaughraun*.

The propeller *Celtic*, bound from Montreal for the upper lakes with 170 tons of dynamite aboard, was forcibly removed from Kingston harbor by the police and taken to Garden Island, where the crew deserted her. She arrived at Amherstburg at 3 o'clock on Wednesday afternoon and coaled at Mullen's dock, leaving at 7:30 on her trip up the lakes. The men who put the coal on her were not aware of the fact that they were dumping tons of coal in among boxes containing dynamite and glycerine until the boat was ready to start. Coming up Lake Erie the *Celtic* encountered very heavy seas, which pitched the dangerous freight about in a manner that made all on board feel rather uncomfortable, and the hair of some of the crew

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<sup>11</sup> spruced up



was still on end when the boat arrived here.

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November 10, 1882

Beatty's new propeller built at Sarnia has been named the "*United Empire*."

The steam barge *M.M. Drake* has just made the run from Buffalo to Amherstburg in 24 hours. This is good time for a boat that was not intended for speed.

A new floating dry-dock was launched at Toronto Saturday. It is 210 feet long by 60 feet wide and cost \$15,000. It is owned by the Toronto Dry-dock and Shipbuilding Company.

The schooner *Cataract* loaded wheat at Canfield's dock on Friday. She ran up here on Saturday night owing to a gale on Lake Erie. The *Dresden* towed her to Leamington on Tuesday to finish her load.

The propeller *Celtic* passed here last week with about 170 tons of dynamite on board and the captain states that he is receiving \$4000 freight for taking it from Montreal to Duluth. If everything goes well and no accident occurs, about \$3000 of that amount will be clear profit.

On Monday the steamer *City of Dresden* took a quantity of lumber at S. Fraser's dock for A.W. McCormick and E. Wardroper of Pelee Island. The *Dresden* was detained overnight by the southeastern gale but got away bright and early Tuesday morning with schooner *Cataract* in tow.

The small propeller *Josephine Kidd*, formerly the *Stanley*, burned off Cape Commodore, Georgian Bay, Saturday night. She was run ashore and her crew saved. Her cargo was valued at upwards of \$4000 and was not insured. The *Kidd* was built at Port Stanley in 1879, owned by Kidd & Co. of Goderich, valued at \$6000 and classed A 2. She was insured.

John H.C. Atkinson, proprietor of the steamer *City of Dresden*, who has made that boat so popular on the Windsor, Amherstburg and lake shore route during the past summer, intends to give the people along the route a superior boat next season. He may sell the *Dresden* and buy a larger boat, as he has had offers for her, and has also been offered several other larger boats which are well-adapted for the route. In case he keeps the *Dresden*, he intends to have her hauled out at Amherstburg this winter, cut in two and lengthened about 30 feet. Mr. Atkinson is now in a position to put the right kind of boat on the route and will spare no pains to procure the best.

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November 17, 1882

The schooner *Stevenson* has been turned into a boarding house at Windsor for the hands employed on the Essex Centre cut-off.

Capt. Dodge of the steamer *Gazelle* is now in command of the steamer *Riverside*, Capt. McGregor's services having been dispensed with.

It is not likely that anything will be done this fall towards the completion of the Colchester Reef Lighthouse, as it is too late in the season.

Last week Barron & Borrowman loaded the propeller *Shickluna* with 16,000 bushels of wheat at this port. She cleared on Sunday for Montreal.

The schooner *Hercules* discharged 60,000 feet of Georgian Bay lumber at S. Fraser's dock this week. The balance of her cargo was unloaded at Windsor.

Odette & Wherry's tug *Erie Belle* with wrecking appliances will be stationed at Amherstburg for the remainder of the season. Capt. John Tobin is in charge.

Capt. Edwin Fitzgerald of the steam barge *Wm. H. Barnum*, who so mysteriously disappeared at Buffalo a short time ago, has turned up in New York City. He is, however, very ill.

On Saturday last Capt. John Duncanson passed down on his last trip for the season with the *Lincoln*. After unloading at Tonawanda he will go into winter quarters at St. Catharines.

Capt. Peters of Windsor has bought the tug *Senecal* and will put her machinery in the barge *Fortune*. He will also convert his schooner *Grace Amelia* into a barge and tow her behind the *Fortune*.

The schooner *F.B. Gardner* unloaded grain at Walkerville and had an overrun of forty-five bushels. Capt. Fuller felt so good over the overrun that he walked up town and bought a whole bottle of pop.

Allan L. McCrae and Alfred Wigle have bought the *Bob Hackett* from Thomas Waters of Windsor, who obtained her under a mortgage. A number of creditors in Amherstburg who furnished her supplies are considerably out.

In passing along the river in thick weather, vessel men encounter three banks of fog, one at South East Bend, one near the lightship and a third just above Fighting Island. The other parts of the lake and river may be quite clear, while the fogs at the places mentioned are so dense that navigation is quite unsafe.

At 2:30 o'clock yesterday morning the steam barge *Ogamaw*, bound up with a part of a load of coal, ran aground at the lower end of Fighting Island. Soon after the tug *Erie Belle* went from here to her release and after working an hour and a half, the tug *Hackett* went to her assistance and in half an hour they had her afloat.

Trouble has commenced again for the big boats from the low water on the Lime-Kilns. Several of the largest crafts have been detained at Duff & Gatfield's - some as long as 48 hours. The propeller *Conemaugh* was compelled to lighter 75 tons on the ferry *Essex* to enable her to pass the crossing yesterday. She was then brought down safely by Mr. Duff. She was drawing about 15 feet.

Mr. Kirby of the Detroit Dry-dock Company has commenced laying down a new iron steamship which the company will build for themselves at Wyandotte this winter. She will have a carrying capacity of 2500 tons, which is equal to 85,000 bushels of wheat or 90,000 bushels of corn, with a draft of 14½ feet of water. She will have a water bottom<sup>12</sup> with a capacity of 750 tons of water ballast. Her bottom will be of steel and her machinery a powerful fore-and-aft compound engine.

The tug *Erie Belle* went down to Colchester Reef on Thursday of last week to the relief of the schooner *Canada*, ashore there a few feet from where the tug *Mayflower* went to pieces.<sup>13</sup> The *Erie Belle* came up on Saturday without having effected the schooner's release to get her steam pumps on board, as the schooner was then full of water. The *Erie Belle* went out but she was then going to pieces in Saturday night's storm and the tug [line missing in original] and took off the crew, landing them at Colchester. The *Canada* was owned by Capt. S. Neelon of St. Catharines and was loaded with oak and walnut timber from Toledo for Quebec. The schooner *Benson* is on the way up from the canal to take on the timber. The *Canada* was built 22 years ago. The Detroit papers insinuate that the *Erie Belle* allowed the *Canada* to go to pieces. The *Erie Belle* was only working by the hour on the schooner, and therefore under direction of [the] captain of the *Canada*, and did not have the job of releasing her. Captain Tobin of the *Belle* hailed the tug *Crusader* and asked her to pull on the *Canada*, but the water being too shallow to work near the schooner and no long line being available, the tug would not risk it. The *Erie Belle* was taking very narrow chances when she attempted to release the schooner, as the point where she went on is one of the most dangerous on Lake Erie. Capt. Tobin wanted to pull the timbers out of the *Canada* but this the schooner

<sup>12</sup> Refers to a hull constructed with ballast tanks below the cargo floor, which could be filled with water to maintain proper ballast, rather than the old method of stowing rocks in the cargo hold. This method of construction began in the 1880s and eventually became standard.

<sup>13</sup> See Vol. II(1), p. 60.

captain would not do.

On Monday morning last the wrecking tug *Conqueror* called here on her way up from Kingston to the Georgian Bay to rescue the steam barge *Georgian*, which has been ashore on Club Island since Sunday, Nov. 5th. The *Conqueror* is a long black side-wheeler with two smokestacks directly in front of the pilot-house. The smokestacks were red with black tops and raked aft, giving the craft the appearance of an English dispatch boat. She is an iron Clyde-built steamer 190 feet in length. She has two condensing engines thirty-four inches bore and fifty-seven inches stroke. They are beam engines but are so arranged that the beams are in the engine-room instead of above the hurricane deck. Each engine works one wheel independently but the two may be coupled so that they work together as if on one shaft. The wheels have feathering buckets similar to those of the *City of Cleveland*. Steam is furnished from the boilers, one forward and the other aft of the engine, and each boiler has three furnaces. Her officers claim that the *Conqueror* can make sixteen miles per hour and that she is an excellent sea-boat. She came from Port Colborne to Amherstburg in twenty-two hours, with a very heavy sea and almost every other boat on Lake Erie taking shelter. She has on board two twelve-inch steam pumps and other wrecking gears and tows the barge *Victor* from Windsor to be used as a lighter. The expedition is in charge of Capt. John Donnelly, who has had large experience as a wrecker, and the tug is commanded by his son Thomas Donnelly. Capt. E.A. Booth of Kingston is pilot. The *Conqueror* and outfit are the property of the Dominion Salvage and Wrecking Company.

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November 24, 1882

The tug *John Martin* was last week laid up for the season at Texas Landing dock.

Capt. George Odette has had a raft of elm logs towed down from the River Canard to Trenton this week.

Later advices from Port Huron indicate that possibly the New York telegram telling of the finding of Capt. Ed. Fitzgerald in the latter city is not trustworthy.

The wrecking steamer *Conqueror* has released the steam barge *Georgian* and towed her to Owen Sound. The *Conqueror* has gone to attempt the release of the *Kincardine*.

The Union Line iron steamship *H.J. Jewett* arrived at Milwaukee from Buffalo Sunday afternoon, having made the run from Buffalo in two days, fourteen hours and fifteen minutes, the fastest time on record.

The steam barge *Nahant*, bound up with coal, blew out her cylinder-head on Lake Erie on Saturday night. She was picked up by the steam barge *Anna Smith*, Capt. J.T. Hutton, and towed to Detroit, where she was repaired.

The propeller *Celtic* with her terrible cargo of dynamite has safely landed at Prince Arthur's Landing. The crew were in constant fear during the trip, not knowing whether they were more likely to go up or down in case of disaster.

The propeller *Dromedary* was burned to the water's edge Saturday morning at Hamilton, loss \$16,000. She was insured for nearly the full amount. The *Dromedary* was owned by the Messrs. Crankshaw and Captain Burrows, her commander.

The propeller *Prussia* of the Merchants' Line, Capt. E. Wright, passed down on Saturday evening from a special trip with railroad supplies to Prince Arthur's Landing, and went to Leamington for a load of wheat for St. Catharines, where she will go into winter quarters.

The steamship *Wallula*, bound for Prince Arthur's Landing with railroad iron in bond for the Canada Pacific Railroad, coaled up here Saturday, and at Detroit she took aboard iron sheathing which will put it on as the iron is unloading, Capt. Lowe expecting to meet ice on his down trip.

Edward Kelly of Wallaceburg has contracted to supply one thousand cords of stone at the Union Depot in Detroit from the Lime-Kilns at Amherstburg, and has now one barge at work on the job making one round trip per day. He expects to have another at work this week.

The *Sarnia Observer* claims that the Beatty line propeller *Quebec* had a brush with the *China*, which she ran away from, and that she then tackled the *Nyack* - the best boat on the American side, on Saginaw Bay. This was a neck and neck run to the river, the *Quebec* coming in a length or two ahead, thus out-pacing the fastest boats of the rival lines.

The steam barge *R.J. Hackett*, Capt. C.C. Allen, and consort passed up on Wednesday, Nov. 15th at 5 o'clock a.m., and at 7 a.m. the *Colonial* and consort passed up. Both went to Escanaba, where they loaded iron ore, and both passed down on Tuesday night, the *Colonial* at 8:40 p.m. and the *Hackett* at 9:20. The *Hackett* is no racer but for an old-fashioned one is a stayer, and when she gets

compounded,<sup>14</sup> watch out.

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December 1, 1882

The barge *Manitowac*, bound from Buffalo to Chicago with hard coal, will lay up here for the winter.

The steam barge *C.N. Pratt*, Capt. P. Williams, loaded supplies at Sarnia this week for Prince Arthur's Landing. She will not come back this season.

C.F. Dunbar's new iron tug *Shaughraun* broke her wheel on the rocks at the crossing while at work during low water last Friday morning. A new wheel was put on at the Detroit Dry-dock.

The steam barge *Kincardine* has been released by the wrecking steamer *Conqueror* and towed to the Algoma Mills where she was discharging her cargo of supplies. She will be taken to Owen Sound for repairs.

Last Friday being the 25th of November, the last day of necessary service by Canadian lightships, the Bar Point and Colchester Reef Lightships were both brought in. The *City of Dresden* brought in the former and the tug *Hackett* the latter. Both are at the dock here.

The schooner *Canada*, which was on Colchester Reef, succumbed to the storm of Thursday night of last week. Not a vestige of her is to be seen now. A quantity of her cargo is on the beach. The schooner *Benson*, which was at work stripping the *Canada*, rode out the gale all right and secured a portion of the latter's cargo.

The steamer *H.J. Jewett* arrived in Buffalo shortly after noon last Friday, having made the round trip between Buffalo and Chicago in one week, the fastest time on record. She was detained by low water at the Lime-Kiln Crossing. A special effort was made to get her cargo of wheat to New York on Monday, in order to make the fastest time on record between Chicago and New York.

During the heavy weather last week the steamer *J.W. Steinhoff*, loaded with wood for Detroit, dragged her anchors and went ashore near the mouth of the Thames River. She went up so far that she cannot be lightered off. The ferry *Hope* went to her on Sunday but could not get anywhere near her and had to return without doing anything. The wrecking tug *Prince Alfred* was engaged to dredge her

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<sup>14</sup> A single-cylinder steam engine was sometimes modified by having another cylinder fitted to it, which operated at a different steam pressure. This added to the efficiency and horsepower of the engine.

off.

The owner of the steamer *Byron Trerice* has decided to build a steamship this winter at Dresden for the lumber trade on Georgian Bay. The new boat will be of the following dimensions: Length of keel, 138 feet; length over all, 150 feet; beam, 30 feet; hold, 11 feet. She will have two masts and a compound engine with cylinder 36 and 20 by 36. The boat will cost \$35,000 and will be ready for business at the opening of navigation next spring. Capt Geo. Morden of the *Enterprise* will be part owner.

The Kilgannon crew of divers and rock blasters arrived at Meaford a couple of weeks ago. Their work has been watched with interest by large crowds of citizens daily, and especially have the divers, with their cumbrous suits, been the cynosure of all eyes. They found a very large rock of the hardhead variety in the centre of the harbor channel and succeeded in blasting it. The local paper says the crew are fine fellows who not only understand their work but do not object to explain the *modus operandi* to the inquisitive town folk.

The steam barge *Lothair* arrived here last Saturday with 260,000 feet of lumber and sixty thousand lath from Parry Sound for Park & Borrowman. The *Corisande* was dropped off at Windsor with a load for that place. Capt. Symmes reports that the passage down Lake Huron in the face of the gale of Thursday night of last week was the worst he experienced in his long career on the lakes. In spite of wind and waves, the *Lothair* pulled her tow along at the rate of four miles an hour all night. Only two boards of the cargo were lost and one of these was carried over the mizzen-mast head by the force of the wind.

Reports of extensive and heavy loss and damage to shipping on the Lakes in the heavy gales of last week continue to arrive, unhappily accompanied by news of the loss of life. The schooner *Collingwood*, owned by Keith Bros. of Chicago and by her master, Captain Willett of Kingston, went down in Lake Michigan. The captain and three of the crew perished; the remainder, with the exception of the steward, who went crazy and died, being rescued after over thirty hours' exposure on a raft twelve feet square. The *Rob Roy*, with three men on board, was beached near Frankfort. The sufferings of the men had been terrible, but they escaped alive. A sailor was drowned while trying to swim from the schooner *Eclipse*, ashore near Great Point, Au Sable, Lake Michigan. The propeller *Morley* went ashore on the Canada side about 4 miles above Buffalo. The schooners *Moss* and *Gorton* were blown ashore at Buffalo and the lives of the crews saved by the heroic exertions of the life-saving crews. The schooner *J.W. Doane* went on the breakwater at Buffalo

and she has since been sold for about half her value.

"About this season of the year one lightship anchored in its place is worth a dozen which have been towed to port and placed in winter quarters. The Bar Point and Colchester Reef Lightships have both been towed in, but Westcott's lightship on Lake St. Clair still holds the fort and will do so as long as vessels continue to sail."-Detroit morning papers. The duffer who wrote the above does not consider the difference in the dangers the lightships are exposed to on Lake Erie and Lake St. Clair. Probably if he had been on either Colchester or Bar Point Lightship last week he would have thought the 25th was late enough for people to risk themselves in such positions, even to satisfy a few hoggish vessel owners who don't know when they have enough. In previous years when they tried to stick it out, their cables were both broken and they were carried away from their stations. Vessel men are unanimous in declaring that the Bar Point Lightship is the best kept and most useful on the chain of lakes. It will be time enough for the Detroit editor to commence howling when some of the Canadian countrymen desert their posts before the law allows them to leave them.

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December 8, 1882

Navigation of the Welland Canal has closed.

The U.S. life-saving stations on Lakes Erie and Ontario will be closed on the 10th inst. The Erie Canal closed yesterday.

Fears were entertained that the propeller *Michigan* of the Goodrich line had been wrecked on the route from Grand Haven to Milwaukee, but she turned up all right.

Last week the harbor and beach at Buffalo were covered with sacks of flour washed overboard from the propeller *Dean Richmond* during the storm. About 700 sacks were washed overboard.

The schooner *Unadilla*, bound for Cleveland with iron ore, passed here early yesterday morning and afterwards got fast in the ice near Bar Point. A tug from Detroit went to her relief yesterday evening.

The agents for the insurance company who owned the steam barge *Tecumseh* that went ashore at Cove Island, Georgian Bay, last week have countermanded the order given for the *Erie Belle* to go up and release her, as it is reported that she is breaking up.

The tug *Prince Alfred*, which went to the rescue of the steamer *J.W. Steinhoff*, ashore at the River Thames, succeeded in getting ashore herself. The tug

*Kate Williams* released, brought her to Detroit and departed Monday morning to attempt releasing the *Steinhoff*.

The schooner *Midland Rover*, with a cargo of coal, was driven ashore Monday afternoon in the western channel of Toronto harbor. A boat put out and took off the crew, with the exception of three men who remained on board. The boat, while making for the shore, was capsized and the cook, Hattie Haight, was drowned.

The schooner *J.R. Benson* has been put in winter quarters at the C.S.R. dock. She has been endeavoring to secure the cargo of timber which the schooner *Canada* had on board when wrecked on Colchester Reef. The weather was very rough during the time she was down the shore. Her horses have been given to John Heard & Co. to winter.

The schooner *N. Folger*, from Cleveland to Brockville with coal, went ashore at Salmon Point Reef Thursday night of last week. She was commanded by Capt. J.W. McDonald and had a crew of eight men, who were all lost. Two bodies, one supposed to be the captain, were washed ashore. The *Folger* was a large three-masted schooner owned by Dennis & Ellis of Cape Vincent, N.Y.

Saturday evening a tug picked up the lake barge *A.W. Luckey* ten miles from Chicago in a disabled condition and towed her to port. The captain of the *Luckey* stated the steam barge *R.G. Peters* was towing the *Luckey* last Friday night when suddenly the *Peters* caught fire forty miles off Milwaukee and before aid could be rendered, sank stern first, with Captain Olsen, Mate Larsen and eleven others compassing the crew. The *Luckey* tried to assist them but the wind was high and the barge became unmanageable. The *Peters* was nearly a new vessel, was valued at \$40,000 and owned by L. Sands of Manistee. She ranks first-class and insurance had run out on the 30th of November.

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December 15, 1882

**An ice blockade.**—Although the cold wave which struck the Lakes so suddenly on Thursday of last week caught but very few vessels out at this point, it made it very interesting for the unfortunate few. Commencing with Thursday evening, a westerly gale raged for 48 hours, during which time the thermometer hung around zero, and ice formed in the river with unprecedented rapidity, and Saturday morning the mouth of the river was closed. The barge *Manitowac* and A.M. Kevill's lighter *Picnic*, both of which were tied at the dock, were cut open by running ice and started leaking. The leak in the former was stopped on Saturday and

the *Picnic* was pumped out by hand. The schooner *Unadilla*, which was frozen in off Bar Point on Thursday of last week, was not released till Monday evening. The tug *Kate Williams* left Detroit to go to her on Thursday night, but after passing the Lime-Kilns got ice in her wheel and drifted down to Bois Blanc Light before she recovered herself, when she came back to the dock here and did not attempt to go outside. Saturday morning the ferry *Garland* left Detroit to release the *Unadilla*, but got stuck on a heavy windrow of ice at the head of Bois Blanc Island. The windrow extended across the channel and rested on the bottom. On Saturday evening the ferry *Fortune* came down to help the *Garland* but also got stuck on the windrow. Here they both remained till Sunday evening. Part of the time the *Fortune* was four feet out on the top of the windrow of ice. The crew of the *Garland* came ashore and took Mullen's hawser over the ice to the boat. Then the *Garland* pulled the *Fortune* off. The *Fortune* then jumped over the windrow and pulled *Garland* over, after which they had but little trouble in reaching the dock. Both boats coaled up that night and on Monday afternoon started out for the *Unadilla*, which they reached at dark. They soon cut her out but lay outside all night, it being too dark to come in. They reached the dock here with the schooner on Tuesday morning at 9 o'clock. The schooner will lay up here. She is loaded with wheat for Buffalo. While the gale was raging on Thursday night the tug *Balize* arrived up with the schooner *Harvey Bissell*, light, in tow, and tied up at the dock. During the night the running ice tore the schooner from her moorings and carried her down below Kevill's dock, where she remained till Sunday afternoon, when the *Balize* cut her out and got her back to the dock. The sharp ice started her leaking and her pumps had to be kept going to keep her from sinking. On Sunday night she was pumped out by the Amherstburg steam fire engine and on Tuesday a steam pump was brought from Detroit by rail and put on board. The *Fortune*, *Balize*, *Kate Williams* and *Bissell* started for Detroit on Tuesday, got over the crossing that night and next day continued their trip.

On Friday and Saturday the C.S.R. ferry boats *Transport* and *Transfer* had considerable trouble in crossing through the ice, and on Saturday night the *Transfer*, with the Detroit coach on board, got stuck on the middle of the river and remained there till Sunday at 10 a.m. There were a number of Amherstburg people on board and they say that although the owner of the lunch room had plenty of provisions on board, the passengers were compelled to pass the time without anything to eat. Sunday morning several of them walked ashore over the ice, and some of them enjoyed cold baths by getting through the ice. The *Transport* was carried down the

river some distance by the ice and remained fast till Monday morning, when she freed herself. From Saturday night at 8 o'clock till Monday afternoon, all through trains west of St. Thomas were cancelled and run over the Air [Ayr] line to Glencoe and over the G.T.R.<sup>15</sup> to Detroit. On Monday the blockade was raised and by Tuesday morning all trains were running on regular time again. While the boats were stuck, the company was enabled to clear their yard here of several hundred east-bound cars, with which the yard had been blocked. For a time a train of stock on the *Transport* was held fast in the ice. The animals were in a deplorable condition owing to the difficulty of proper feeding on the cars and the fact that it was almost impossible to convey them food. The cold snap also put a stop to the work on the Lime-Kilns, work being stopped for the season on Thursday.

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1883

April 6, 1883

**A monster car ferry.**-The Michigan Central Railway Company have determined to build a new transfer steamer to ply between their slip docks on the Detroit River. Frank Kirby of the Detroit Dry-dock Company has been commissioned to draught the plans for the steamer, which when built is to be a veritable marine monster. From the dimensions decided upon, a boat will be obtained which will have double the power of any railroad transfer boat now on the Lakes and which, with perhaps one exception, will be the largest craft of her kind in the world. In her design the special aim has been to make her a boat that can buffet with the heavy ice likely to be met with in these parts, while in her machinery the newest designs and most practical of schemes will be employed. The boat will be a three-track one and capable of carrying a load of thirty-four cars. The *Transport* carries 24 cars and the *Transfer* 21. She will, when put together, without including the finishing, cost in the neighbourhood of \$250,000. When Mr. Kirby's drawings are completed, the contracts will be let and craft put afloat at as early as date as possible. The dimensions of this remarkable boat are as follows: Her length will be 315 feet with the beam dimension seventy-five feet at the maximum. They

<sup>15</sup> Grand Trunk Railroad

will give her bow a spoon shape that she may more readily bear down on the ice while, being clinker built,<sup>16</sup> the accumulation of ice debris under her bow will be prevented. The hull is to be entirely of iron. She will have a molded depth of 18 feet and will draw eleven feet of water when loaded and nine feet when light. Of her working gear it may be said that she will be provided with two pairs of engines having cylinders of three feet diameter and stroke of six feet. One pair of engines will work independently on each wheel, giving the wheels an action independent of each other so that they may be worked forward and backward in opposition to each other and aid in turning the steamer and in creating a current to draw the broken ice away from her bow. The main shafts will be twenty-one inches in diameter, while the wheels, for she is a side-wheeler, will be thirty feet in diameter, possessing buckets nine feet long with a two feet, six inch face. These buckets will each weigh one ton, making the aggregate weight of each wheel, including the shaft and the arms, 125 tons. To provide steam wherewith to move this immense mass, six steel boilers will be used and for these four immense smokestacks will be erected. It is calculated that the united strength of the boilers and engines will be equal to 4000 horse power. With a boat of these dimensions the Michigan Central people confidently expect to be able to cope successfully with the elements as they combine to obstruct railway traffic in the river.

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April 27, 1883

Hiram Walker & Sons' new ferry boat is receiving her machinery at the Detroit dry-dock.

Barge *Marine City* ran aground on the foot of Bois Blanc Island Wednesday morning but succeeded in getting herself off the same afternoon.

Capt. Williams is fitting up the Colchester Reef Lightship at Windsor and expects orders daily from the Dominion government to put her in position.

The steamer *Pearl* was the first boat into Alpena, the steamer *Flora* the first boat into Cheboygan and the steamer *City of Cleveland* the first into Mackinaw.

The schooner *Stephen Bates* was wrecked in Lake Michigan last week. It was the *Eveline Bates*, not the *Stephen Bates*, which sailed from Detroit to Liverpool in 1859.

<sup>16</sup> a type of hull construction usually pertaining to wooden vessels. Here it probably refers to the iron hull plates being overlapped so that the bottom edge of one plate always overlapped the top edge of the plate below it, like the shingles on a house roof.



The schooner *L.L. Quinby* [*I.L. Quimby*] arrived up from Black River on Saturday with 175 tons of coal, and on Wednesday 25th, schooner *Corsican* arrived with 480 tons for J.G. Mullen.

Andrew Hackett finished on Saturday placing the buoys at the mouth of Detroit River and Bar Point. The Bar Point Lightship will be all ready to go to her station on Monday next.

The Grand Trunk ferry *Saginaw* will be repainted before going into service at Windsor. She is waiting for her turn to be dry-docked for repairs. There are five boats at the docks ahead of her.

The steamer *J.W. Steinhoff* arrived at Windsor on Saturday afternoon last. She is in ship-shape, ready to commence regular trips on the Windsor route as soon as inspected by the government inspector.

The steam barge *Tecumseh*, which started from Byng Inlet, Georgian Bay, last fall with a cargo of lumber for W.J. McKee of Windsor and was obliged to lay up at Port Huron, arrived at Windsor Friday.

The propeller *Atlantic*, Capt. D. Nicholson, of S.B. Grummond's Mackinaw line, called here Friday night on her first trip up. During the past winter the *Atlantic* has been overhauled and refitted and is one of the handsomest freight and passenger propellers on the Lakes.

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May 4, 1883

The Welland Canal will be open for navigation on the 5th of May.

The new steamer *City of Mackinac* will be launched at Wyandotte on Saturday.

The propeller *Alma Munro* arrived here on Tuesday on her way to Colchester to load wheat.

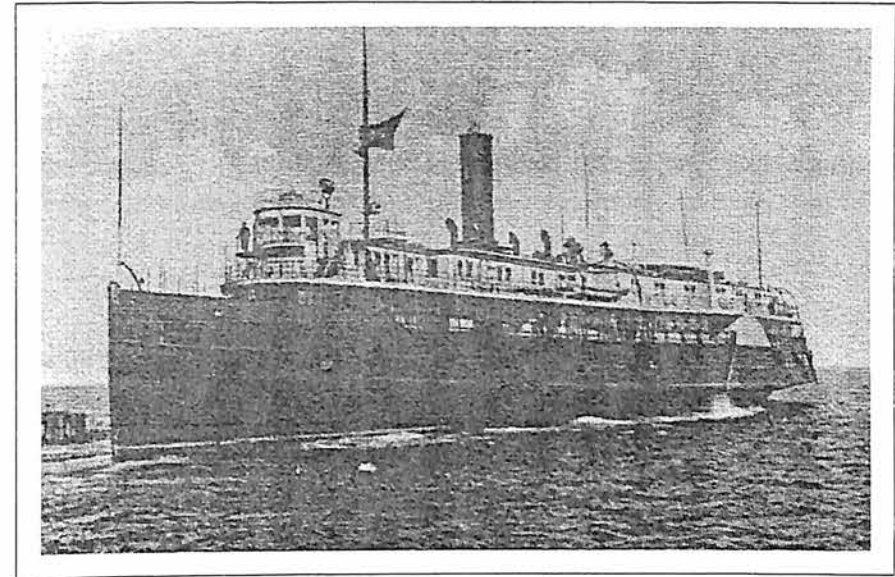
The steam barge *S.J. Macy* passed down through the straits of Mackinaw on Saturday last.

The water at the Lime-Kiln Crossing is said to be one foot lower than it was at this time last year.

Capt. Jacques Laframboise will command the tug *Prince Alfred* this season. She now belongs to the International Wrecking Co.

The Bar Point Lightship was towed out by the steamer *City of Dresden* on Tuesday afternoon and placed in position. John Manson is again in charge.

The steamer *City of Dresden* was inspected by Government Inspector Havbuckle at Windsor on Saturday and both steamer and crew stood the test.



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

The steam barge *Raleigh* and consort were the first deep-draught crafts to pass the Lime-Kilns. They were drawing 14 feet, 8 inches. Duff & Gatfield piloted them over. Laden with coal.

Duff & Gatfield have two fine new clinker-built boats, partly decked, for their use at the Lime-Kilns. They are 20 feet long and are named "*Kismet*" and "*Pilot*." They are handsome and very light on the water.

There were 104 crafts at Chicago last week, laden with grain and about to set sail for the lower Lakes. The list foots up 2,922,000 bushels of corn, 798,000 bushels of wheat, 329,000 bushels of flaxseed, 204,000 bushels of oats and 27,000 bushels of rye.

The schooner *Unadilla*, which was caught in the ice in Lake Erie last fall and was cut out by the steamers *Fortune* and *Garland* and brought to Amherstburg, where she wintered, left on Sunday for Buffalo. She is laden with grain from Green Bay to Buffalo.

The steamships *Oceanica* and *Tacoma* passed Amherstburg upward bound at noon on Monday, drawing 15 feet, 1 inch. They were the first crafts out of Buffalo, two other steamers of the same line - the *Clyde* and the *Packer* - being forced back by the ice. These passed up Tuesday, the *Clyde* being compelled to



blow off<sup>17</sup> one of her boilers to lighten up to pass the Lime-Kilns.

Thirty tugs were represented at the meeting of tug owners to adopt a card at Detroit last week. E.G. Merrick was elected president, S.B. Grummond vice-president and S.A. Murphy secretary and treasurer. The card rate of last fall was adopted and the old tonnage will be used as a basis for calculating bills. The rebate of 10 per cent on the tow bills of schooners belonging to tug owners will not be allowed this season.

The preparations for the business on Lake Superior for the season by vessel owners are about complete, and when navigation opens in earnest a larger fleet than ever before will compete for the business of the ports on this lake. Prince Arthur's Landing will also demand and receive her share of trade. There will be about 1,000,000 bushels of wheat in Duluth elevators for shipment by the time navigation opens to Buffalo. The Northern Pacific will receive 35,000 tons of railroad iron at Duluth and 15,000 at Superior.

About ten days ago, Andrew Hackett reported to the Department of Marine that a large walnut tree had been brought down by the ice and had stuck in the channel of the river off the head of Bois Blanc, a small portion projecting over the surface across the channel. This week he received instructions to have it removed and on Wednesday the schooner *Eagle* was used in removing it and placing it where it could do no harm. It was 30 feet long, 20 inches in diameter and had very long roots and would have done serious damage to any craft striking it.

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May 11, 1883

The tug *Wilcox* is out this year handsomer than ever. She is commanded by Capt. D. Girardin.

The schooner *Santiago* struck on the Lime-Kilns yesterday morning. She was relieved by the *Winslow*.

The schooner *M.P. Barkalow* arrived up from Black River on Tuesday with 193 tons of coal for J.G. Mullen.

The steam barge *Lothair* is loading lumber for Park & Borrowman on Georgian Bay and is expected here next week.

The schooner *Brown* discharged 85 tons of coal at C.C. Chadwick's dock on

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<sup>17</sup> The fire in one of the ship's boilers was extinguished and the water drained from the boiler to decrease the vessel's weight for shallower draft.

Monday. This is the *Brown's* second cargo this spring.

The Goodrich Transportation Co. have sold to the G.T.R. Co. the steamers *City of Milwaukee*, *Michigan* and *Wisconsin*, the price received being \$500,000. This sale has long been pending and its consummation has been expected ere this.

The steamer *Riverside* was out on the river at Detroit Wednesday for a trial spin. She will soon take her place on the Amherstburg and Detroit route when the steamer *Gazelle* will be painted up and go to Chicago to carry excursions.

The contractor for the new Colchester Reef Lighthouse is making arrangements to go ahead with the work. The iron work was put together last summer at Amherstburg and here it still remains. It was promised to be in working shape by last November and the mariners will be delighted to see it out there for next fall.

The steamer *Steinhoff* arrived here yesterday (Thursday) on her first trip down the lake and to Pelee Island and Sandusky. She will make down trips every Tuesday, Thursday and Saturday, leaving Windsor at 8:30 a.m., and up trips the alternate days. She has been newly painted throughout and looks exceedingly well.

A large three-masted schooner, bound down the lake, heavily laden, struck on Colchester Reef Tuesday night and was flying a signal of distress all Wednesday morning. She was released at 10 o'clock by the tug *Oswego* and proceeded down the lake apparently uninjured. The lightship is not yet placed but is still in port.

Under a new customs regulation, Canadian coasting vessels and steamers are required to make an inwards and outwards coastwise report at every regular port of entry at which they call. The *Dresden*, for instance, on her regular trips must now report every time, both up and down, at Amherstburg, Kingsville and Windsor.

The schooner *Argo*, which stole away from the Marshal at Detroit and broke away from White's dock last fall while loading stone and drifted over the Lime-Kilns, where she struck the channel bank and keeled over, will be raised by Capt. Spence. She is owned by Scott of Toronto. The stone on board was for the Chatham post office.

Six marine disasters reported from Lake Erie last week. The propeller *Gordon Campbell* with the schooner *Sherwood*, coal laden, struck on Shickluna Reef, Pelee Island, on Wednesday; the *Sherwood* sunk Friday but the *Campbell* was so far out as not to be injured by Friday's storm. The *Gladiator* released the *Campbell* on Sunday and the tug *Kate Williams* with two steam pumps got the *Sherwood* afloat on Monday. The schooner *Corsican*, with 350 tons of coal for Mullen, went ashore at Mill Point, Pelee Island, in bad shape, and the *B. Everleigh*

with 281 tons of coal, also for J.G. Mullen, ran ashore at Lizard Point. The crew of the latter was rescued by the Islanders. The tug *Bob Hackett* went to her relief with a lighter but after taking off a few tons of coal abandoned her. The *Everleigh's* cargo of coal was insured. The schooner *E. Fitzgerald* went ashore on the east side of Point Pelee on the mainland and the schooner *Volunteer* ran on Kelly's Island. The *Erie Belle* went out to work on the *Corsican* on Wednesday.

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May 18, 1883

The steamship *Onoko* is on her way from Chicago to Buffalo with 160,500 bushels of oats.

The Colchester Lightship will be towed out and placed in position by the *City of Dresden* on Sunday next.

On Friday night George Middleditch was engaged on some repairs to the steam barge *Mary Mills*, which were completed by noon on Saturday.

J.H.C. Atkinson has purchased a steam pump for wrecking purposes. It will be placed at Amherstburg so that vessels can get assistance on the shortest notice.

The barge *Onward* discharged 217 tons of coal from Cleveland on Monday and the barge *Barkalow* 253 tons from Black River for John G. Mullen on Monday and Tuesday.

The schooner *Maumee Valley*, which ran on Colchester Reef last week, was placed in dry-dock at Toledo. The leak has been found in her bottom just forward of the cabin.

The schooner *Wanderer* arrived here from Goderich on Wednesday with 400 barrels of salt for Messrs. Burk, McGee and Turville. She left the balance of her cargo at Sarnia and Windsor.

Dunbar's iron tug *Shaughraun*, at work on the Lime-Kilns, came in contact with the rocks and broke her shoe and rudder post, the rudder dropping off. A Detroit harbor tug has taken her place while she is being repaired.

On the representation of Mr. Atkinson of the *Dresden*, Mr. Wigle has prevailed on the Marine Department to have the British channel at the east end of Fighting Island, Detroit River, buoyed and staked off. The matter will be attended to this summer.

The steamer *Riverside* came down on Friday to take the *Gazelle's* place. Her new double engine works beautifully. She makes far better time and is much easier handled. She leaves here every morning at 6:45 o'clock and leaves Detroit at 4 p.m., arriving here at 6 o'clock sharp.

The steamer *Myles* arrived up from Montreal on Wednesday with freight for merchants in town and the lake shore. She is a new boat, built at Hamilton the past year, is 179 feet long, with 33½ feet beam and cost about \$65,000. She will run between Montreal and Prince Arthur's Landing.

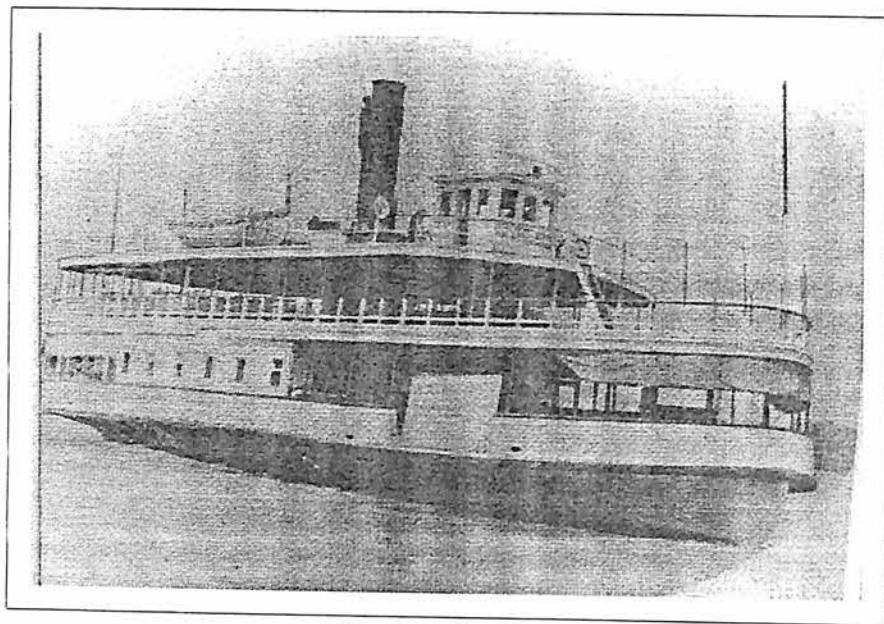
The Colchester Lightship is not yet stationed on the reef. It is said that Capt. S. Neelon of St. Catharines will enter suit against the Dominion government for the value of the schooner *Canada*, which went to pieces on the reef last fall. If he wins his suit, a number of others will be entered.

One of the schooners loaded with lumber in tow of the steam barge *Mayflower*, which passed down Monday evening, was struck by a squall off the foot of Ouellette Avenue, Detroit, and a large part of the lumber was swept overboard. A fair portion of it is beached along the shore in the vicinity of Sandwich and can be saved.

The *Sarnia Observer* says:—"The schooner *R. Morwood* arrived up from Windsor on Tuesday, May 8th, en route to the Duck Islands. She is chartered by C.W. Gauthier of Detroit and has for a cargo about \$20,000 worth of fishing supplies. The nets alone cost \$1000. On the deck were four large fishing boats and a number of large casks for storing fish. Between forty and fifty men were on board, all engaged for the season's fishing. The gentleman in charge informed a reporter of the *Observer* that on the island where they lived during the summer there are 175 fishermen and altogether 400 men, women and children."

The schooner *Corsican*, which went ashore on Pelee Island on the 4th inst., was not abandoned as reported. The tug *Erie Belle* with John Quinn, submarine diver, commenced work on her on Sunday the 6th, and on Sunday last at noon brought her in here with two steam pumps working. Two-thirds of her cargo of coal had been lightered and the remainder was taken out at Mullen's and she was taken to the Detroit dry-dock. She was not in very bad condition. She was valued at \$3000 and the week's work on her, together with repairs, will likely "eat the craft up." The captain, who owned her, had no insurance. Mr. Wherry was along with the wrecking expedition. We hear that if half a show was given Odette & Wherry they would now attempt to bring the *Everleigh*, abandoned on Pelee Island by insurance companies, into the river, which we believe Capt. James Tobin and diver James Quinn would do, though abandoned. The *Erie Belle* will also go to Georgian Bay for the schooner *Tecumseh*, which went ashore there last fall with a cargo of lumber consigned to S. Fraser, Amherstburg.

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

May 25, 1883

Hiram Walker's new ferry steamer, the *Sappho*, will be completed next week.

The propeller *Prussia* from Montreal left 30 barrels of sugar here for J.D. Burk on Saturday night.

The steam barge *Lothair* arrived down from Georgian Bay on Saturday with 275,000 feet of lumber for Park & Borrowman.

The *Steinhoff* went down on her Monday trip and had not returned up to Wednesday afternoon. Supposed weather-bound at Sandusky.

The propeller *Acadia* arrived up from Montreal on Sunday with 50 barrels of sugar for J.D. Burk and freight for parties at Essex Centre and along the lake shore.

The tugs *M. Swain* and *Wm. A. Moore* went to Buffalo on Tuesday of last week and were fined \$20 each by the collector for coming from Detroit without clearance papers, the collector holding that as they didn't have tugs they should have papers. The fines were paid under protest and the ruling, which tug men claim extraordinary, will be tested.

The side-wheel steamer *Magnet* coaled here on Friday and also delivered some freight from Montreal. The sister steamer, the *Spartan*, also came up on Friday. Both are on their way to Prince Arthur's Landing, this being their first trip ever made above the Welland Canal. They were built expressly for the upper St. Lawrence and ocean shore ports, but since the improvements on the canal it was found they could be locked through successfully. They will now be put on the route between Owen Sound and Prince Arthur's Landing.

The tug *J.L. Miner* has been working at the Lime-Kilns since the *Shaughraun* was disabled. The *Shaughraun*'s name will be changed to the *Alpha* when she returns. Dunbar's new iron tug, built by the Buffalo Dry-dock Company in place of the *Alpha*, will be named the *Shaughraun*. She is expected here shortly. Through carelessness of some workmen the new tug was keeled over to finish something on her bottom and left alone overnight, with one of the lights<sup>18</sup> on the bow open, when she filled and sunk in Buffalo harbor. She is about the same dimensions as the *Alpha*, with a little more bilge and will draw eight feet of water.

At Detroit on Saturday last, in the United States court, Judge Brown gave judgment for McLeod for \$1415 in his case against the steamer *Michigan* for running into and demolishing his yacht on the 4th of July last. The principal defense was the theory which these boats act on daily, that a yacht or pleasure boat has no right in the river which a steamer is bound to respect. In deciding the case, Judge Brown said the testimony plainly showed that the yacht was seen by the steamer to be lying immediately in her course, water-logged and disabled and with sails lowered. As to her right, the judge expressed himself quite forcibly, announcing that pleasure yachts had the same rights of navigation that vessels or steamers engaged in business had, and that steamers must get out of the way of the sailing craft. He also said that if any deaths had resulted from this accident it would have gone hard with the G.T.R. Company.

The record of lives lost on our lake marine has opened for 1883. A terrible blow on Lakes Huron and Michigan has driven many vessels ashore with loss of life. One of the disasters thus far reported at Chicago is that of the two-masted schooner *Jennie Lynn*, lumber laden from Muskegon, which made harbor south of that city during Sunday night, casting two anchors. Everything was made clean above decks, but the wind coming from the northeast drove her towards shore. Her

<sup>18</sup> a glass porthole

cables parted and, becoming unmanageable, she was capsized while near land about 5 o'clock Monday morning. The mate, Alex. Lampe, swam for shore and was rescued. John Anderson, the captain, L. Peterson, the cook, A. Helgeson and a man named Christiansen, sailors, were drowned. Six of the crew of the schooner *Petrel* deserted the captain off Milwaukee Sunday evening and taking the yawl boat, attempted to reach the shore, thinking the schooner would founder, but she did not. They had gone but a short distance when the yawl capsized and three of the crew were drowned. The others clung to the bottom of the boat and were saved. Monday morning the captain was taken off the wreck by a tug. A boy was drowned off the schooner *Mary Ellen Cook* at Chicago. Pieces of wrecking, identified as belonging to the schooner *Wells Burt*, came ashore north of the city limits of Chicago on Friday and leave no doubt she was wrecked in the storm Sunday night, as she was due there about that time from Buffalo. Her owner, J.S. Dunham of Chicago, has no doubt that the upper rigging of a sunken schooner visible above the waves off Grosse Point about twenty miles north of that city, is that of the *Burt*, and that her crew of eleven souls all perished. She was a first-class vessel, valued at \$30,000 and insured for \$25,700. She was loaded with 1500 tons of coal for Chicago. Her crew consisted of Capt. Thomas Fountain, one of the most capable and experienced men on the Lakes; Dan, his son; W.F. Cody, mate; and seamen John W. White, Wilkie McCarthy, Thomas Hickey, Jeff Powers, Thomas George and two men and a boy whose names are unknown. The cook of the barge *St. Joseph* was washed overboard and drowned on Lake Michigan. Capt. Meisel of the *J.P. Clark* deserves great credit for his heroic action in saving so many lives from the *Orontes*, *St. Joseph* and *C.G. Meisel*. The *Clark* is considered a poor outside boat and made some bad weather of it. Her cabin doors and windows were broken in by the heavy seas. The lumber barge *Clematis* broke in two halves on Lake Huron; her stern came ashore just outside of River St. Clair. Her crew left her at 6 a.m. and landed at the light at 8, all safe. The papers of the schooner *Petrel* were recovered Tuesday and the names of the three seamen drowned are learned to be Charles J. Oleson, mate, of Milwaukee, who was married there three months ago, Jacob Hansen and Martin A. Mattison. None of the bodies have been found. The propeller *Shickluna* from Montreal, general merchandise, struck and sunk two miles east of Algoma Mills Sunday night during a northeast gale. She lies in thirteen feet of water. The crew were saved. The barge *Little Wissahickon* dragged her anchors and went ashore on Pêche Island. The International Wrecking and Transportation Company's tug *Prince Alfred*, Capt. Laframboise, went to her assistance.

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May 25, 1883

The seized scow *Argo* began to float down the river on Monday morning and was shoved back to its place below the C.S.R. slip by Dunbar's tug. It's a pity she didn't float out to the lake through the night and sink there and relieve the customs authorities of all further trouble on her account.

The *Unadilla* in tow of the tug *Crusader* broke her tow line on Lake Erie during the storm and when she arrived in Detroit she had five feet of water in her hold. The *Crusader* was out in all the gale. The *Erie Belle* followed the *Crusader* down with one vessel and are both said to have had it pretty tough.

President H.B. Ledyard of the Michigan Central and Alexander McVittie of the Detroit Dry-dock Company on Tuesday consulted in the office of the former gentleman, relative to the plans for a new transfer steamer. Several plans were talked of and finally it was decided to build, with a few exceptions, a counterpart of the steamer *Transport*. The new boat will be some seven feet longer than the *Transport* and will contain some features new to marine architecture. Her capacity will be twenty-four cars, held on three tracks. The material used in the construction of the new craft will be iron almost exclusively, and her cost is placed at \$280,000. The work on her will be commenced forthwith and her completion is put down for January 15th, 1884.

The steamer *Garland* has been engaged to carry passengers between Windsor and the D., G.H. & M.<sup>19</sup> and the Michigan Central wharves until the repairs on the *Saginaw* are finished. The latter boat was ready to go to the dry-dock two weeks ago but waived her turn in favor of the propeller *Colin Campbell* on condition that the owners of the *Campbell* would provide a passenger boat for the railroad company when the *Saginaw* should be dry-docked later. The *Garland* began running Monday.

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June 1, 1883

The propeller *Glenfinlas* arrived up on Wednesday morning from Montreal with freight for merchants in town.

The propeller *Prussia* passed down on Wednesday and took 20 tons of spokes from Heard's factory for Montreal.

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<sup>19</sup> Detroit, Grand Haven & Milwaukee Railroad



Andrew Hackett has been instructed by the Marine Department to have a red-and-black buoy placed on the east end of Colchester Reef.

J.G. Mullen is putting up an elevated dock alongside the warehouse so that he may be able to load high barges more conveniently than at present.

The matter of replacing the steamer *J.W. Steinhoff* on the Chatham and Detroit route is said to be under consideration. So says the *Wallaceburg Record*.

Capt. Spence is still engaged raising the sunken *Argo* below the C.S.R. station. Our item last week in regard to the "*Argo*" should have referred to the "*Ark*".

The steam barge *Enterprise*, Capt. Morden, arrived here on Tuesday with 232,000 feet of lumber for S. Fraser. She left her consort, the *Dolly*, with a load at Windsor.

The steamer *City of Rome* is considered one of the finest crafts on fresh water. She measures 2000 tons, is valued at \$160,000 and commanded by Capt. A.B. Walvin, who is only 25 years old but one of the best navigators on the Lakes.

There has been a modification made in the rule in regard to coasting entries by Canadian boats. They are now only required to clear from the starting port on each trip, instead of from every port, but they must still make an entry at every port of call.

The schooner *Tecumseh*, which went ashore on Georgian Bay last fall, has gone to pieces and the remnants of her have been sold for \$100. She was owned by Capt. Peters of Windsor and was loaded with lumber for S. Fraser of Amherstburg. The cargo was insured.

The steamer *Jay Gould* and her tow, the *Hazard*, went ashore on Elliott's Point on Wednesday night. Dunbar's tug took a lighter to the *Gould* on Thursday morning and after some of her cargo had been removed she worked herself off and then released her tow.

The International Wrecking and Transportation Company's tug *Prince Alfred*, Capt. Laframboise, went to [the] assistance of propeller *Shickluna* from Montreal, general merchandise, which struck and sunk two miles east of Algoma Mills near Sault Ste. Marie on Sunday, May 20th.

The steam barge *C.N. Pratt*, owned by S. Wigle of Windsor and loaded with grain for Montreal, was libelled at Windsor on Saturday by Capt. Peter Williams to satisfy a claim for last year's wages, amounting to \$1008. Odette & Wherry libelled the schooner *Corsican*, also on Saturday, to satisfy a salvage claim of \$3700. Patterson & McHugh appear for libelants in both cases. The *Pratt* has been

released, her owner having bonded her. On her trip from Duluth to Windsor she experienced the full force of the recent gales on the lake, and Capt. Burns, her commander, says that for 18 hours after leaving she encountered the worst sea he has known on the lakes for 30 years. The waves repeatedly washed over her. A large portion of the coal on deck was swept overboard and it is believed that the cargo is badly damaged. She is now on her way to Montreal.

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June 8, 1883

The propeller *Europe* on Sunday and the *Enterprise* on Tuesday delivered a lot of freight at Hamilton's dock for merchants in town.

The volume of business done through the new Welland Canal this year has been, up to this time, better than ever before. The extra guard placed along the Welland Canal at the time of the reported Fenian plot for its destruction, the day Joe Brady was hanged in Dublin, is still kept up. The authorities believe the precaution was not taken a minute too soon.

The Canadian wrecking tug *Prince Alfred*, which is now the property of the International Wrecking and Transportation Company, has been largely repaired during the winter and spring and is so far a new boat it was thought best to give her a new name, or rather her old one when she belonged to the Grand Trunk Railway. Application was made to the Dominion Government and permission obtained to have her name changed to the "*Michigan*," under which title she will henceforth go. She left again this week for the Sault River for another wreck.

The steamers *Riverside* and *R.J. Gordon*, which runs from Gibraltar, are having quite a lively competition for the Wyandotte business and have had several trials of speed on their upward trips. One day the *Riverside* was crowded nearly aground at Ecorse, and on Tuesday last the *Riverside* was passing the *Gordon* when the latter's bow was run close up to the *Riverside* and was holding on to her, when the *Riverside*'s engineer leaped on board the other boat and chastised the wheelsman for not changing his course, and then escaped back to the *Riverside* after laying out some of those on board the *Gordon* who attacked him. Complaint having been made against the *Riverside*, the matter is being investigated by the steamboat inspectors in Detroit.

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June 15, 1883

The scow *Sassacus* arrived up from Black River on Sunday with 213 tons of coal for J.G. Mullen, which has been placed on his elevated dock, just completed

by C.W. O'Rourke.

A large raft owned by Messrs. Fisher of Bay City, which was roughly handled on Lake Erie last fall and brought back to the bay below S. Fraser's, is still lying there and is in fair shape.

Captain Spence had a steam pump at work on the schooner *Argo* Tuesday and on Wednesday diver Quinn went down and closed one of the cabin windows and it was expected to have her up yesterday.

Capt. P. Young has sold his interest in the steamer *Steinhoff* to Nelson Wigle of Kingsville. Capt. John Weston has taken command and she is again on her route after receiving some repairs in dry-dock.

The steamer *Alaska* commenced daily trips to Put-in-Bay and Sandusky last Monday, passing Amherstburg down at 10 a.m. and up at 10 p.m. Wednesday and Saturday Put-in-Bay 50-cent excursions will be commenced at once.

The tug *Vulcan*, owned by R.A. Alger & Co. of Detroit, burned on Lake Erie off Vermilion, O., about 2 o'clock last Friday morning. Capt. Rolls and the crew escaped in safety. The *Vulcan* was worth probably about \$25,000 and was insured for \$16,000. She was one of the best known crafts on the lakes and has always been regarded as a safe investment for her owners. She had a large raft in tow at the time of the disaster and was en route to Cleveland.

Tuesday's *Detroit News* says:—"Several days ago mention was made of a row between the steamers *Riverside* and *R.J. Gordon*, the officers of the latter complaining that the boats came close together and that the engineer of the *Riverside* jumped on board and assaulted the wheelsman of the *Gordon* for not changing his course. After hearing testimony on both sides, the local board of steamboat inspectors have indefinitely suspended the license of engineer George L. Simmons of the *Riverside* for leaving his post while his steamer was under way. Captain Chas. B. Huse of the *Riverside* was reprimanded and the board told him that he escaped any further penalty because no specific complaint had been made against him. Captain Dezelia of the *Gordon* was cautioned and reminded that his boat has frequently crowded and occasioned considerable inconvenience to the *Riverside* when the latter tried to pass the *Gordon*." We believe Mr. Simmons is to be reinstated in a few days.

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June 22, 1883

On Saturday last, the schooner *I.L. Quimby* arrived up from Lorraine with 186 tons of coal for J.G. Mullen.

George L. Simmons, engineer of the *Riverside*, has had his papers restored to him and is again at his old post on that boat.

Andrew Hackett received orders from the Department of Marine at Ottawa this week to stake out the Canadian channel of the Detroit River, west of Fighting Island. He has given orders for the buoys and expects to have the job completed by the end of next week.

Walker & Son's new ferry and excursion steamer *Sappho* made her trial trip on Saturday afternoon with about 250 invited guests on board, and showed herself speedy, elegant and commodious. Her captain, George Shanks, has spent a lifetime of the river and lakes and has the reputation of being a careful commander, which is what is required on an excursion steamer.

Before the Supreme Court at Ottawa on Tuesday, the appeal of Owen vs. Odette from the Maritime Court of Ontario was dismissed with costs, Justice Gwynne alone dissenting. This was the suit of Odette & Wherry, owners of the tug *Minnie Morton*, against the tug *John Owen*, owned by Emory Owen of Detroit. The suit, it will be remembered, grew out of injuries sustained by the *Morton* in October, 1881 while at anchor near the head of Bois Blanc Island, from a raft which the *Owen* was towing and which swung over against the *Morton*.<sup>20</sup> The libellants claimed that with proper caution the accident could have been avoided and in the suit before Judge Leggatt in the maritime court at Sandwich they got a verdict of \$2600 and costs against the *Owen*, which is thus finally affirmed.

The *Argo* has not yet been raised. Two steam pumps have been at work on her this week, so far without success.

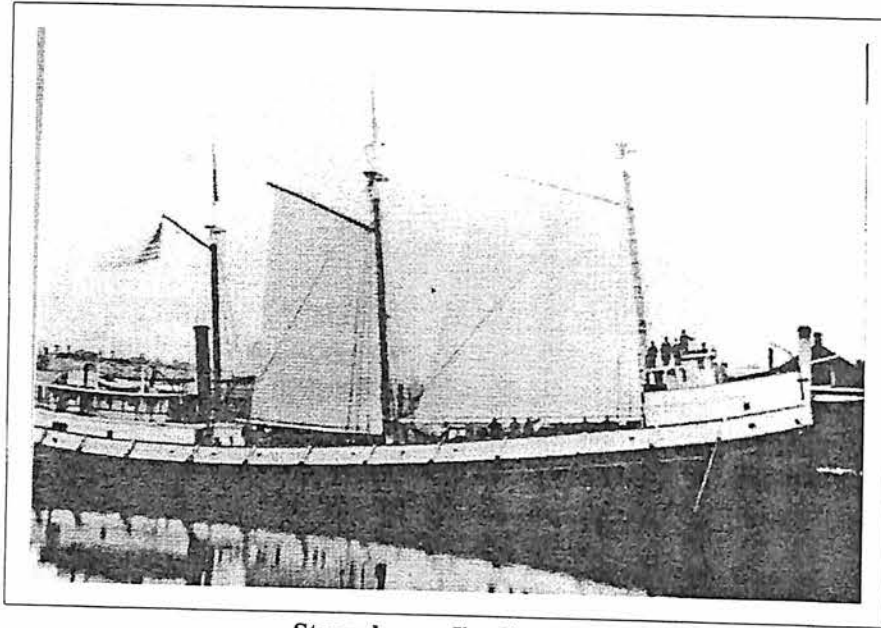
The scow *Bay Trader* reached Port Colborne, Ont., last Friday evening with the crew of the wrecked schooner *J.R. Benson*. The *Benson* was rolled over by a squall off Rondeau Point Monday and the crew were obliged to cling to the rigging till aid arrived. One sailor, name unknown, was drowned.

The scow *M. Tuttle* of Detroit, bound to Detroit from Kelley's Island with a load of stone, went ashore two miles west of Colchester Wednesday. She lies on sandy bottom and does not appear to be much injured. While at anchor during the southwest gale, she sprung a leak and, after throwing over her deckload, the water still gaining, she was beached. The crew is safe.

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<sup>20</sup> See Vol. II(1), pp. 70-71.



Steam barge *Jim Sheriffs*.  
Dept of Canadian Heritage: Fort Malden NHS

June 29, 1883

The scow *Porter* arrived up on Tuesday from Black River with 282 tons of coal for J.G. Mullen.

Deputy Marshal Cash Taylor has again libelled the steam barge *C.N. Pratt* to satisfy a claim of \$1008 held by Capt. P. Williams of Windsor, and sent her to the bone yard. The *Pratt* was libelled in Windsor a few weeks ago but was subsequently bonded.

The sunken schooner *Argo* was finally raised last Friday by Captain Spence, with the assistance of the diver, John Quinn of Detroit. Mr. Dunbar did everything in his power to assist the wreckers, placing his whole plant at their disposal, and for which Capt. Spence feels most grateful.

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July 6, 1883

The captain of the big propeller *Boston* beached that craft at the Star Island House Sunday last to avoid running into the steamer *Idlewild*, with an excursion on board, while the latter craft was in the channel and could not be controlled. The *Boston* was coming upon her with full speed. The excitement was very great and

in the rush on board the *Idlewild* several ladies were thrown down and trampled upon, but fortunately no one was injured. The passengers subsequently held a meeting and raised a purse with which they purchased of M.S. Smith & Co. the handsome testimonial to be given to the captain of the *Boston*, whose name they do not yet know. Capt. Valentine Jones is the gentleman who sails the *Boston*.

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July 13, 1883

The steam barge *Ada E. Allen* took 40 cords of building and limestone to James Lockhart of Sarnia last week.

The steamer *Alaska* claims to have got away with the flyer *Henry Jewett* on a trial of speed on Lake St. Clair.

The *Kate Moffatt* left a good share of her raft on the end of Bois Blanc Island Sunday, the wind carrying the tail end over on the island.

The steam barge *Jim Sheriffs* took on 70 tons of coal here Sunday night and then ran aground just above Stoney Island. The *Winslow* released her.

The schooner *Quimby* arrived up from Lorraine on Saturday with 191 tons of coal, and the schooner *H.D. Root* from Cleveland, also on Saturday, with 228 tons of coal, both for J.G. Mullen.

The tug *Winslow* arrived in Detroit on Sunday night with the steamer *Spartan*, which was wrecked in Georgian Bay district. She is injured much worse than at first reported and will cost \$20,000 for repairs.

On Saturday and Monday, Engineer Anderson from the Marine and Fisheries Department accompanied Andrew Hackett on a trip to locate the buoys and stakes in the channel east of Fighting Island. There is plenty of water in this channel. It has not been generally used for 8 or 10 years, though it is half a mile shorter than the present one.

Commencing July 15th, the Detroit and Cleveland Steam Navigation Company will have a daily service from Detroit to Toledo, stopping at Amherstburg. The fast and elegant steamer *Agnes* leaves the foot of Wayne Street, Detroit, at 4 p.m., runs at the rate of 15 miles an hour and arrives in Toledo at 8:35 p.m. Returning, she leaves Toledo at 8 a.m. and arrives at Detroit at 12:30 p.m. Fare, single trip 75 cents, round trip \$1; Amherstburg, 60 cents single trip, 75 cents round trip.

The steamer *City of Dresden* will run a series of moonlight excursions during the summer months, every Friday night. The first one will be from Leamington and Ruthven tonight, the 13th inst., leaving Leamington at 6:30 p.m.



The main deck has been specially prepared for dancing and a first-class string band will be on board. Tickets 50 cts; lady and gent 75 cents, nothing extra to pay for dancing. The next excursion will be from Kingsville and Ruthven on 20th inst., weather permitting.

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July 20, 1883

Negotiations are going on by which the steam barge *C.N. Pratt* will probably be released in a few days. She is now in the Marshal's hands at Detroit.

The str. *Celtic* left the iron and glass for the top of the new Colchester Reef Lighthouse, together with the supplies for the new light, at W. Hamilton's dock.

The steamer *Celtic*, carrying the supplies for all the lighthouses on the Upper Lakes, left in the course of her trip on Tuesday last. She carries a limited number of passengers.

The steam barge *Ada E. Allen* took a load of stone from White's dock to Kingsville on Tuesday for the foundation of the new town hall in that village.

The propeller *Nyack*, which coaled at this port Monday night, bound down, had on board 70,000 silver bricks from Montana mines, aggregating about \$2,500,000 in value and said to have been the most valuable cargo ever carried on the lakes.

Mr. Beatty, superintendent of the construction of the new steamers for the Canadian Pacific Railway, states that when the steamers are running to Port Arthur from Algoma Mills next year the distance between Montreal and Winnipeg, 1320 miles, will be made in sixty-six hours by rail and water.

Marine men in this locality expect to hear of more serious troubles than ever at the Lime-Kiln Crossing when Dunbar's dredge leaves, together with the lightships. It will leave an unprotected wall of ragged rocks with a cut 150 feet wide which deep draft boats must pass down, and if they get out of the cut they are liable to tear the bottom or bilge to pieces on the rocks.

Chief Inspector Anderson of the Marine Department has completed staking out and buoying the channel east of Fighting Island, Detroit River. This channel is nearly a mile shorter than the one now in use. There is said to be 20 feet of water with banks perpendicular. It has not been in general use for eight or ten years. The Government were induced to do this work on the representation of Messrs. Patterson and Wigle, M.P.'s, whose attention was called thereto by Capt. F. B. Hackett and J.H.C. Atkinson of the *City of Dresden*.

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July 27, 1883

The steamer *Lincoln*, Capt. John Duncanson, arrived here from Georgian Bay Tuesday night with a cargo of lumber for S. Fraser, which was discharged at his dock here. One of the *Lincoln's* barges was left at Courtright, the other at Windsor for W.J. McKee, both also laden with lumber.

The steamer *Enterprise*, Capt. Morden, arrived down on Saturday from Georgian Bay with a cargo of lumber for S. Fraser, which she discharged at the C.S.R. and at Mr. Fraser's docks. One of her tow, the schooner *Dauntless*, went to Belle River and the other, the schooner *Dolly Morden*, discharged at Windsor.

A report having been circulated that the steamers *City of Dresden* and *Steinhoff* had a race from Hackett's dock to Amherstburg, the owners of the *City of Dresden* wish it to be understood by the travelling public that, having regard for the safety of passengers, racing by their boat is and always has been strictly prohibited.

Deputy Minister of Marine and Fisheries Mr. Smith has returned to Canada from Buffalo, which place he has been visiting officially in connection with the life-boats to be placed at Wellington and Poplar Point. The one last built combines every invention and patent in connection with life-boats which has been discovered. She is self-bailing, self-righting and insubmersible. The bottom is divided into compartments which are filled with pieces of cork covered with shellac, which have the double advantage of acting as ballast and giving flotation power. It is almost impossible to upset her and if she is upset, she rights herself in one-quarter of a minute and clears herself of water immediately. She will carry as many persons as can crowd into her, and would not sink if she had a dozen holes knocked in her bottom. In fact, she is the most wonderful life-boat Mr. Smith has ever seen, and if she had been in London in time for exhibition, would certainly have taken the prize of £600 sterling. She is now on her way from Buffalo to her station at Wellington. She can carry a crew of six or eight men; and double-banked if necessary. She is 26 feet long and 5 feet beam.

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August 3, 1883

The steamer *Transfer* is expected to finish repairs at Detroit next week.

The schooner *J.F. Warner* discharged 501 tons of hard coal from Buffalo at J.G. Mullen's dock here this week.

The Bar Point Lightship was brought in on Wednesday, leaking badly. She will go into dry-dock at Detroit for repairs.

Messrs. Fuller and Hodson sailed to Detroit in the yacht *Æolus* Thursday in a little over two hours. Who can beat this.

The steamer *Prussia* called here on Tuesday, bound down, and took several tons of spokes from John Heard & Co.'s to Montreal. 20 tons was left behind, there not being room on the boat for more.

The steamer *Mary*, which has been laid up for some time repairing her boilers, arrived down Wednesday and will again run between Detroit, Amherstburg and Toledo.

Tuesday the new iron United States revenue steamer *Fessenden* made a highly satisfactory trial trip at Buffalo. The new craft is 192 feet long, 28 feet beam molded, 11 feet depth of hold. She is a side-wheeler with wheels 28 feet in diameter and is schooner rigged. The engine is of the vertical beam type, having a 48-inch cylinder with 9-foot stroke of piston and jet condenser. The shaft is 10 inches in diameter. The main boiler is 33 feet in length by 11 feet, 9 inches in diameter. The *Fessenden* is the equal of any of the thirty-six vessels comprising the revenue cutter fleet. She is neatly fitted and well equipped in all departments. Her crew will consist of fifty men and her battery will be four 24-pound rifle broadside guns and one 30-pound pivot gun. She is to be stationed at Detroit.

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August 10, 1883

The Bar Point Lightship will be out again in a few days.

The large steamship *H.E. Packer* struck on the Lime-Kilns on Monday and broke her wheel.

The steam barge *C.N. Pratt* arrived down from Midland yesterday morning with 275,000 feet of lumber and lath for Park & Borrowman.

U.S. authorities rules that Canadian tugs cannot tow American vessels from Canadian waters into American waters past the first American port in which they enter.

It is reported that arrangements have been completed between Mr. Shickluna, shipbuilder, of St. Catharines, and Capt. James Norris for the construction of a large iron steamer to run between St. Catharines and Montreal.

The caisson for the Colchester Reef Lighthouse was taken out by the steam barge *Kincardine* on Thursday of last week and placed in position after considerable difficulty. Contractor Wilson says the work of completing the structure will be pushed forward without delay.

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August 17, 1883

The schooner *Thatcher* arrived up from Toledo on Sunday with 103 tons of coal for J.G. Mullen.

The steamer *Steinhoff* has been sold to parties in Collingwood and will be taken there on Monday next to run on a Georgian Bay route.

Capt. J. Biron has resigned command of the tug *Coleman* and has been succeeded by Capt. Thos. Beniteau. Capt. Biron goes mate of the tug *J.P. Clark*.

On Monday night the inner caisson of the Colchester Reef Lighthouse gave way from the pressure of the water and a considerable quantity of stone will have to be taken out before it can be repaired. This is unfortunate in view of the lateness of the season.

On Saturday there were three steamers bound up the British channel at Fighting Island at one time, and the *Alaska* had just come out of the channel on her way down. This channel is thus being pretty generally used and considerable danger of collision is avoided.

On Monday last, as the steamer *Mary* was leaving the dock at Amherstburg on her upward trip, she broke her shaft and began to drift down the river. She was towed to the dock here by the steamer *City of Dresden* and the tug *Coleman* came down from Detroit and towed her up in the afternoon.

On Saturday evening, as the steamer *Riverside* was bound up, she broke her shaft when about opposite Dougall Rock. The tug *Shaughraun* towed her to Detroit and she was laid up till Wednesday evening, when she resumed her route. The ferry steamers *Sappho* and *Excelsior* and the *Pearl* made regular trips in place of the *Riverside*.

On Sunday last, when a small steam launch named the *City of Rome* from Detroit was about opposite Belle River, Ont., their fuel gave out and the launch began drifting about, those on board being unable to propel her. While in this condition, a squall came up and the boat filled and went down, having, however, drifted near enough land to allow those on board to get ashore after a complete ducking. The launch is said to be a total loss.

Work on Dunbar's contract on the Lime-Kilns was completed this week. For a few days past a diver has been at work removing loose boulders from the cut, and all the boulders that could be found have been removed and, as far as is known, there is now a channel 1700 feet in length, 150 feet wide and about 25 feet deep. The water is now about two feet higher than usual, which accounts for the great depth. Dunbar's dredge will now paint up and will for a while go to Windsor and

dig mud for the C.S.R., when she will return and pick up a portion of the stone, which has been dumped over in the river, and load it on scows to be taken to Windsor to fill up the C.S.R. slip.

Gen. O.M. Poe's report on river and harbor improvements in the Detroit district has been submitted to the United States War Department, and the following reference is made to the improvements at the Lime-Kiln Crossing, Detroit River:- The original project was for a curved channel 300 feet wide, with a uniform depth of 20 feet. During the past year a modification of the original project was recommended to the chief of engineers, which, if adopted, would result in a straight channel of the same width and depth. The engineer says: "It is of great importance that this improvement should be prosecuted to an early completion on the modified plan. If the amount estimated (\$237,000) be appropriated in one sum the cost will be materially lessened and the beneficial results sooner available. As the work now stands, it is practically valueless until completed. The original estimate of the cost of the improvement was \$1,666,500. There has been appropriated to date \$835,000 and the amount required for the completion of the work is estimated at \$237,000. This will leave the cost of the work \$603,800<sup>21</sup> less than originally proposed. The act of 1882 appropriated \$60,000 for the work and there remained available July 1st, 1883, \$7517. During the past year 90,000 square feet were dredged and 6534 cubic yards of solid rock removed. The engineer estimated that if congress shall appropriate the amount asked for, 15 per cent of the cost of the work will be saved and it can be completed in two seasons. He reports that the commerce to be benefitted is the largest that passes any point on any inland water channel in the United States, and the actual tonnage passing the point during 1882 was five times that crossing the Detroit River the same year by railroad transports, the one aggregating 17,872,182 tons and the other 3,327,348 tons."

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August 24, 1883

The steamer *Glenfinlas*, engaged in the Montreal and Duluth trade, burned to the water's edge in the Welland Canal last Friday night.

The steamer *Enterprise*, Capt. Morden, arrived down on Friday last with a load of lumber for Simon Fraser, who also came on her. She had 240,000 feet on board. The *Dauntless* left 200,000 feet at the station for Mr. Fraser.

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<sup>21</sup> \$1,666,500 - \$835,000 - \$237,000 = \$594,500

The *Queen Victoria*, a handsome side-wheel passenger steamer from Hamilton, Ont., arrived up last week and went to Chatham to take out an excursion. After this she will make Windsor her headquarters. Her carrying capacity is 400.

The largest grain fleet that ever sailed out of Chicago in a single day left that city on Saturday last, 23 crafts in all, besides which were a number of others that waited until daylight of Sunday morning. The cargoes of this fleet aggregate 1,800,000 bushels.

The purchasers of the *J.W. Steinhoff* are the Lake Superior Native Copper Co. (Limited) of Collingwood and she will run between Collingwood and Sault Ste. Marie with John Foley as master. The price is said to be \$15,000. Capt. Weston and Nelson J. Wigle intend placing a fast steamer on the *J.W. Steinhoff's* old route in a short time.

Excitement has been caused in St. Catharines by the finding of a human skull in the hold of the burned schooner *Glenfinlas*. None of the crew of the ill-fated boat are missing, and conjecture is rife as to how the ghastly relic came to be there.

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August 31, 1883

The new steamer *Merritt*, built at Chatham, will be put on the *Steinhoff's* old route between that place and Detroit and Windsor.

C.F. Dunbar's tug *Shaughraun* and dredge *Faugh-a-Ballagh* left here on Tuesday last for Bay City. Thus everything is wound up at the works on the Lime-Kilns until another letting is made.

The schooner *Kimball*, bound up with coal, ran aground west of the Lime-Kilns on Saturday night last. She was released after lightering about 50 tons of coal on the barge *Picnic* on Sunday by the tug *Quayle*.

The steamer *H.J. Jewett* arrived at Buffalo Sunday. While coming down Detroit River Saturday forenoon, she struck what must have been a snag one and a half miles above the Lime-Kiln Crossing in the regular course where there should be over 20 feet of water. She began leaking a little in her forward water hold, though the damage was slight. She was docked for examination.

The Wyandotte ship-yard is at work on a new iron car ferry for the Michigan Central, to be finished in February. It will be 286 feet long, 75 beam all over and 15 feet deep. Monday the foundation was laid for a new iron ferry for the Grand Trunk, to be much larger than either of the Grand Trunk boats now at Windsor. The Wyandotte yard since 1878 has built 35 wood and iron boats. At present 175 men

are employed but the number will soon be increased to 300 or 400.

G.F. Austin of the Government surveying party reports that the scheme of rendering the Thames navigable to London is practicable. He expresses the opinion that sufficient depth of water for vessels of 8 or 10 feet draught could be secured and thinks that not many vessels of over 250 tons would want to come up, and vessels of that size would only draw about seven feet. Mr. Austin favors running a cut from Middlemiss and Lake Erie *via* Ionia [Iona?], which would shorten the distance about 70 miles.

The propeller *Prussia*, Chicago to Montreal with 9000 bushels of wheat and several passengers, struck a rock near Chippewa Point, seven miles west of Brockville, on Sunday morning. She was afterwards run ashore on a shoal near Colchester Lighthouse, where her stern lies in 25 feet of water. Passengers landed safely. The *Prussia* had a large shipment of bent stuffs and spokes, which she took from Heard & Co.'s last week. She has since been raised and has arrived at Montreal. Heard & Co.'s stuff was found to be little damaged.

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September 7, 1883

The propeller *Canada* took about fifteen tons of spokes and bent stuff to Montreal last week for Heard & Co.

The Canadian tug *McArthur*, which has been towing on the Lower Lakes for two years, has again made her appearance in these waters.

The scow *Root* arrived up from Lorrain on Sunday with 219 tons of coal, and the scow *Sassacus* on Monday with 200 tons, both for J.G. Mullen.

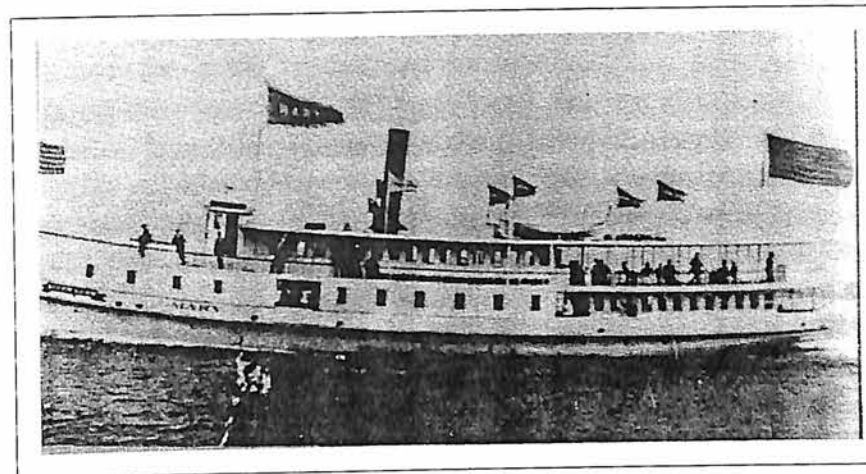
The steam barge *V. Swain* and schr. *Maxwell* ran aground at Bar Point on Sunday last but were pulled off by the tug *Michigan* (Capt. J. Laframboise).

The steam barge *Keystone* was released from Fighting Island on Saturday night after lightering a considerable portion of her cargo by the *C.N. Pratt* and tug *Michigan*.

The steamer *Queen Victoria* has been purchased by Chatham parties to take the place of the *Steinhoff* on the Detroit and Chatham route. The price paid was \$7500.

Negotiations have been going on for some time for the purchase of the steamer *City of Dresden* by Messrs. Weston and Wigle, lately owners of the *Steinhoff*. They are not yet completed, however.

The steamer *H.J. Jewett* left Buffalo on Wednesday afternoon of last week for Chicago. Her time to Detroit was 18 hours and five minutes, which is a half an



Steamer *Mary*.

Dept of Canadian Heritage: Fort Malden NHS

hour better than her best previous time, and this was the fastest on record for a screw steamer. She made Mackinaw in 42 hours and five minutes. This is pretty lively travelling for a freight boat.

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September 14, 1883

The scow *Ino* arrived up from Toledo on Friday with 246 tons of coal for J.G. Mullen.

The tug *John Owen* passed down last week for Buffalo with a raft of 3,000,000 feet, the largest of the season.

The schooner *Josephine* arrived on Tuesday with a load of lumber, &c., for Park & Borrowman after a severe trip of eight days from Midland, Georgian Bay.

The storm on Lake Michigan has proved extremely disastrous to shipping and it is estimated that a million and a half dollars worth of vessels have been destroyed.

The schooner *Dauntless* arrived here Sunday with a cargo of bill [bent?] stuff and shingles for S. Fraser from Golden Valley, Lake Huron, and lost part of her deck load of shingles. Cargo insured.

The *Enterprise* has arrived from Georgian Bay with a cargo of lumber, part of which she discharged at Leamington, the remainder at S. Fraser's dock. The *Dolly Morden* discharged at Windsor. Mr. Fraser came down on the *Enterprise*.

The steamer *Mary* has gone home to Marine City to have a new steel boiler

put in, the coil boiler in use having proved a failure. This closes the route from Detroit to Toledo for this season.

Mr. Atkinson, late owner of the *Dresden*, has purchased Thomas McCormick's stone quarry on Pelee Island and proposes investing in a steam barge next season to freight stone from the quarry to points on the mainland.

The schooner yacht *Explorer*, with all hands, was lost on Greenough Shoal during a gale Tuesday of last week. She was loaded with salt and bound from Goderich to Cove Island. The *Explorer* was owned by N.E. Lewis of Goderich, who had no insurance on her. The names of those lost are Capt. Chas. Woods, John McDonald, W. Heale and Walter Heale and Walter Crane, the latter a son of Albert Crane of Chicago, who was on a pleasure trip.

The sale of the steamer *City of Dresden* was finally completed on Saturday and her new owners took possession on her Monday trip. Her principal owners are John Weston, who holds a controlling interest, and Nelson Wigle, while stock is also held by Gordon Fox, Thomas Chater and Lewis Wigle. Her officers are John Weston, captain; Nelson Wigle, mate; Martin J. Wigle, clerk; and Thomas Chater, engineer. She will make her trips as usual for the rest of the season.

The schooner *Richard Winslow* is high and dry on the beach above Point Edward, having been driven ashore in last Friday's gale. The tugs *Erie Belle* (Capt. John Tobin) and the *Michigan* (Capt. J. Laframboise) are at work on her. The barge *Raynor* is also ashore at the same point. The storm lasted 36 hours and on Lakes Huron and Michigan it was very violent, the wind registering at the height of the storm a velocity of 40 miles an hour.

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September 21, 1883

The steam barge *Oakland*, with 350,000 feet of lumber from Bay City to Erie, foundered 8 miles from Conneaut, Ohio, Monday. No lives lost.

A Port Huron, Mich., telegram says:-The tug *Michigan* was seized by the Canadian Government Sunday and taken from her work of releasing the schr. *Richard Winslow*. The seizure was made for a claim of an unpaid bill for repairs last winter, for not clearing from Canada and for working on Sunday in Canada.

Captains of vessels sailing through the Lime-Kiln Crossing have been notified by their agents that the water at the crossing has fallen considerably and that it is not safe to load vessels down more than twelve and one half or thirteen feet. The shallowness has been caused by the wind, which has been blowing toward the south almost incessantly. Experiences go to prove that in spring and summer the

water made scarce in this way soon gains its level, but when it goes down in the fall it keeps shallow during the remainder of the season.

A Leamington despatch says:-"The steamer *Keweenaw*, while on her return trip from Detroit with an excursion party from Cleveland, encountered a severe gale outside Pigeon Bay and was obliged to run in here for shelter Monday about 1 o'clock and remained until 9 o'clock Tuesday morning before she could venture out. A number of excursionists left for their homes by rail Monday afternoon. The schooner *Maria Martin* also came into this port, having sprung a leak and filling about eight inches per hour. She was taken in tow Tuesday by the tug *Frank Moffatt* for Ashtabula, Ohio. A Cleveland telegram says:"The steamer *Keweenaw*, which was wind-bound at Leamington, arrived here at noon Tuesday. The boat made three unsuccessful attempts to cross from Pt. au Pelee. A score of passengers left the boat, coming home by rail. Boat and passengers are all right."

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September 28, 1883

Joe McCracken is shipping timber from this port to Kingston and Quebec.

The Anchor Line steamer *Conestoga* went aground on the lower end of Bois Blanc Wednesday morning.

The schooner *H.P. Murray* arrived down on Saturday with 500 barrels of salt from Goderich for J.D. Burk and others.

The steamer *City of Dresden* lay on the east side of Pelee Island on Tuesday, owing to the storm, and did not make her up trip till Wednesday.

The schooner *W.H. Oades* has arrived up with 289 tons of hard coal from Buffalo and the *St. Louis* with 510 tons of slack from Cleveland for C.C. Chadwick.

The Lake Erie gale sent the waters in upon Buffalo so that the railroad yards and property adjacent to the creek were flooded Tuesday morning, causing much loss.

The Union Line schooner *Georger* ran aground on the lower end of Fighting Island Monday and stuck fast. The ferry steamer *Hope* has been at work on her and lightered a good deal of her cargo of coal.

In response to an inquiry, the United States Secretary of the Treasury has returned an answer to the effect that in case of a Canadian vessel sold for seamen's wages being purchased by an American, it could not obtain an American register.

Last Friday morning the Colchester Lightship left her moorings in a disabled condition, flying a signal of distress. The *City of Dresden* went to her relief and towed her to Windsor, where she has been repaired and will be placed in position



as soon as the weather moderates that so she can be taken out.

J.G. Mullen has, during the past week received the following cargoes of coal at his docks here:-*Ino*, 242 tons from Toledo; *J.R. Pelton*, 313 tons from Black River; *Goodall*, 313 tons from Toledo; the steam barge *Mary Pringle*, 275 tons from Cleveland; *N.C. West*, 302 tons from Huron; and the *Ino* with a second cargo of 229 tons from Toledo.

The steam barge *Ontonagon*, which passed Detroit Sunday evening with three barges in tow, bound up, burned on the St. Clair River at a point opposite the Star Island House on Monday morning. The fire was discovered in the hold and owing to the old and inflammable nature of the hull, little could be done to stop its headway. She was run ashore on the Canadian side and scuttled, and soon afterward sank. The crew had ample time to make their escape and as far as learned no one was hurt. She was valued at \$8000 in Lloyd's and insured in several companies for \$21,000.

During the storm on Monday last, the schooner *Babineau & Gaudry* parted her line at Ruthven and nearly went ashore.

The large three-masted vessel which sunk about a mile off Long Point in Monday night's gale was the schooner *W.H. Vanderbilt*, from Escanaba for Buffalo, laden with iron ore. The crew from the west end lighthouse life-boat rescued all hands aboard the *Vanderbilt*.

There was a fearful storm on Lake Huron Monday night. During the gale the steam barge *East Saginaw* began to go to pieces off Saginaw Bay and before reaching the harbor of refuge at Sand Beach she broke her wheel and became unmanageable and drifted down the lake. Her crew were picked up by a steamer. Four barges of her tow were safely anchored about three miles south of Sand Beach.

The schooner *Norway*, lumber laden, ran ashore while trying to make Port Colborne Monday night and sank in seven feet of water. Most of her rigging is gone and she is believed to have split in two. The crew got off in a small boat.

The schooner *Hercules* of Port Burwell went ashore about the same time as the *Norway* and within a short distance of her. She is also lumber laden and the chances are good of getting her off without much damage.

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October 5, 1883

The Sailors' Union has raised wages to \$4 per day.

The tug *Erie Belle* towed the large raft to Port Colborne, which was abandoned by the tug *McArthur* when she broke her shaft.

The latest arrivals of vessels with coal for J.G. Mullen are the *Onward* with 200 tons from Cleveland; the *Pelton* with 252 tons from Lorrain; and the *Sassacus* with 200 tons from Lorrain.

The new iron steamer *Athabasca* is in the docks at Montreal being cut in two to go through the canals, and then to go to Lake Superior to be joined together for the Canada Pacific service on Lake Superior.

The timber vessel *Wahawaknosh* of Sarnia nearly went ashore at Hackett's dock during the gale Monday night of last week. She was loading square timber for Joe McCracken. She has this week been loading on the Detroit River and will take all Mr. McCracken's timber. It is consigned to Garden Island.

The propeller *Frost*, bound up the new Welland Canal, carried away two gates of Lock No. 5 Monday morning. The force of the water carried away the banks and flooded the country for a distance around. It will be some days before navigation will be resumed. In the meantime the smaller class of vessels will use the old canal.

Monday night of last week the steam barge *D.M. Wilson* struck the schooner *Stevenson* when the two were a short distance below Courtright on the St. Clair River. The head-gear of the *Stevenson* was carried away and other damages sustained to the amount of \$150. The *Stevenson* is owned by Odette & Wherry of Windsor.

The boiler of the propeller *Colorado* burst just after she left Buffalo Saturday evening at 8 o'clock, with terrible force, carrying away the smoke-stack, decks and woodwork from the cabin to stern. The vessel will be a total loss. The steamer was towed back to one of the slips. Two men are missing, one died from his injuries and several others were badly scalded, one of whom, Pat. Rauser, has since died.

While the steamer *Kenozsa* was turning at the wharf at Bracebridge Monday evening by the aid of a line, the rope broke close to the snubbing post on the boat and jerked Robert McDonald, one of the crew, who was standing on the rope, into the water. After swimming a few strokes he sank before any assistance could be given and the body has not been found.

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October 12, 1883

Arrangements are being effected at Cleveland by parties for the recovery of the engine and boiler of the tug *W.W. Bramen*, which was burned at Point au Pelee in June, 1867.



The revenue steamer *Fessenden* takes an occasional spurt up or down the river and after a brief absence returned to her anchorage in good order and condition. The first of these ornamental U.S. government craft was the *Split Log*, commissioned in 1818 and named after a celebrated Indian chief. She was commanded by Captain Gilbert Knapp.

Patrick Cuniff, mate of the tug *Crusader*, had his foot badly bruised by the ball of an anchor falling on it. Bones in two of his toes were broken. He was brought ashore at Duff & Gatfield's and taken to Dr. Park's office, where the injuries were attended to.

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October 19, 1883

Coal freights have reached \$1 at Buffalo and Chicago.

It is said that five new propellers are to be built during the coming winter for the Ogdensburg and Toledo route.

J.M. Jones of Detroit has sold the steam barge *Kincardine* to Thos. Marks for \$7500. After taking on a supply of coal, she cleared for Lake Superior, where she will be employed hereafter.

The upper works of the tug *Bob Hackett* caught fire on Sunday morning, but were extinguished before much damage was done. The tug was in Lake St. Clair at the time. She came down Sunday to Clark's dry-dock for repairs.

Coal docks are superseding wood docks along the St. Clair. Wood is a scarce article at river ports now and steam vessels are getting coal grates put in instead of wood furnaces. Those that stop to coal are on the increase every day and business, as a consequence, is increasing.

The propeller *Ontario* of the Beatty Line of steamers, which left Sarnia on Thursday night of last week for Duluth, ran ashore on Friday evening during a heavy fog about eight miles southwest of Port Elgin. The passengers were landed in safety. Geo. H. Leslie of Windsor was on board.

Alger, Smith & Co. have about completed arrangements with John Craig, ship-builder at Gibraltar, across the river, for the construction of a steam barge to answer much of the description of the steam barge *Manistique*, which they also own. The new craft will be 180 feet long, 34 feet beam and 14 feet depth of hold. She will probably be completed on the early opening of navigation in 1884.

The schooner *Nellie Gardner* went ashore near South Point, Thunder Bay, Lake Huron, broke in two and will be a total loss; crew saved. She had 38,000 bushels of corn on board, which is also lost. The *Gardner* was owned by Capt. John

Pridgeon of Detroit, who has no insurance on her, and he says the schooner does not owe him or anyone else a cent, and he is thankful that the loss does not fall on some poor man who would lose all he owned.

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October 26, 1883

The steamer *Atlantic* had some trouble while at Alpena on her last trip with her boiler. When a few miles out in the bay, the boiler began to leak and she had to be towed back to that port, where the defect was repaired.

The tug *John Owen* arrived at Sarnia Friday morning with the propeller *Ontario*, which had been pumped out and pulled off on the evening before. The damage to the *Ontario* amounted to a broken wheel and shoe. She was leaking, but her bottom was not damaged much.

Schr. *Erie Stewart* took 12,000 bushels of wheat at Colchester for Sheppard & Cunningham and went down the shore to finish out her cargo. The *Alma Munro* took 3500 for Wm. Borrowman at Colchester and finished her load at Amherstburg on Wednesday morning. She took 18,000 bushels.

A complete steamer of wood and iron is now building at St. Catharines, Ont., for the grain trade; length over all, 179 feet; keel, 155 feet; beam 35½ feet; best compound engines; to drive a propeller of 11½ feet; tonnage of over 1000 tons; all modern improvements; combining compactness and strength with carrying capacity; and fitted for use in the ocean trade after the season of lake navigation closes.

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November 2, 1883

Owing to the storm, the steamer [*City of*] *Dresden* was obliged to turn back from her down trip on Wednesday. She will go down as usual today.

Last Sunday night Capt. Thos. Lundy of Toronto, brother of Mrs. Dr. Fisher of Amherstburg, passed up on the steamer *Robb*, having the schooner *Bentley* in tow, laden with supplies for the Canadian Pacific R.R., bound for Port Arthur via Owen Sound, where she will take on more supplies.

Collector Benson of Windsor on Monday evening seized the tug *Geo. H. Parker* for running in open violation of the Canadian navigation laws. She has not been registered since sold by Thos. Waters of Windsor two years ago, though she has changed owners three times since, and her hull and boiler were at that time condemned by the inspectors. She is owned at present by Smith & Co. of Algonac.

The west gale lowered the water at the Lime-Kilns Tuesday to 14 feet, two

inches and the steamships *Clyde*, *R.A. Packer*, *Boston*, *Inter-Ocean* and *Cumberland* and the tugs *Crusader* and *Sweepstakes* with their tows were stopped from 6 to 10 hours at Duff & Gatfield's dock, and the *Iron Duke* with *Iron Cliff* was detained below. All passed the crossing when the water came up in the evening. On Wednesday the *Business*, *Northerner*, *Philadelphia* and *Hopkins* were detained above.

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November 9, 1883

The schooner *N.C. West* arrived up from Lorrain on Sunday evening with 297 tons of coal for J.G. Mullen.

The steamer *City of Dresden* will run as long as navigation will permit, although she does not or cannot guarantee to run on her regular time.

A Chatham despatch says the steam barge *Manitoba* was burned to the water's edge about 11 o'clock Thursday night of last week. Origin of the fire unknown. The boat is insured.

Staff-Commander Boulton, R.N., has just returned to Ottawa after spending some months in preparing for a detailed nautical survey of Georgian Bay, which will be undertaken next summer.

The crew of the schooner *Cecelia* have arrived at Port Arthur in a yawl boat, having abandoned their vessel in a water-logged condition 20 miles out from that port. The *Cecelia* was owned by William Ryan of Windsor, Ont., and is valued at \$6000. She was built in 1865, measures 351 tons, rates B 1 and is insured for \$4500.

The propeller *Mayflower*, with three barges in tow, went ashore 12 miles above Buffalo on the Canadian side Sunday morning. She is lying broadside on an uneven and rocky bottom, with four feet of water inside and seven outside of her. Her hull will be a total loss. The crew reached the shore in a small boat. She was owned by H. Blanchard of Detroit and was valued at \$18,000 and uninsured. She was built in 1852.

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November 16, 1883

The schooner *John Tibbets* arrived up from Toledo on Monday night with 320 tons of coal for J.G. Mullen.

The steamer *City of Dresden* took an immense load of hickory wood from Canfield's dock to Detroit on Saturday. She had on about all she could manage.

The schooner *Cecelia* of Windsor, which was disabled recently near Waiskai

Bay, Lake Superior, is in a waterlogged condition 10 miles east of Passage Island and has been abandoned.

A Buffalo telegram states that Beaver Line steamers were sold at auction Friday to Robt. Moat of Montreal for \$27,500. They were owned by Isaac May of London, Ont., and held under libel by the United States marshal.

The steam barge *R.J. Hackett*, Capt. C.C. Allen, passed down on Wednesday for Ashtabula, where she will unload and will then return to Detroit and lay up for the winter. The *Hackett* has had a good season and carries the broom for quick trips, having this season made seven of her trips in seven days each between Escanaba and Lake Erie ports, and towed the *W. McGregor*. This is Capt. Allen's 13th season in the *Hackett*.

The steam barge *Glasgow* went aground on Fighting Island Sunday night but managed to get off Tuesday. The barge *Buckeye* went hard aground on Ballard's Reef, Grosse Isle, and the tug *Coleman* with a lighter released her on Wednesday night and she reloaded her cargo of coal here. The steam barge *Nevada* is still hard aground on Fighting Island. She is said to be about three feet out. The *Bob Hackett* has been working at her. The steam barge *Ketchum* touched on Bar Point several times in coming into the river Tuesday night.

Capt. Peter Williams has again been awarded the duty of taking charge of the steam barge *Enterprise*, to make the last trip of the season along the north shore of Lake Superior with supplies for the men working on the Canada Pacific R.R. Last season he accomplished the task without accident, although experiencing terrible weather. She will take on her cargo at Sarnia, where it was left by the steamer *Rupert*, which sprung a leak in Lake Erie on her up trip when she met with a terrific gale which drove her into Port Stanley. Capt. George Odette has gone to Sarnia to take command of the steam barge *Jenning*, which will take a full load of freight to Goderich, Cockburn Island and Port Arthur.

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November 23, 1883

**Erie Belle blown up.-Four lives lost.**-A despatch from Kincardine, Lake Huron, on Wednesday evening says that about 2:30 that afternoon a loud report like the discharge of a twenty-pounder was heard in town and while the citizens [were] conjecturing the cause, word was received that the tug *Erie Belle*, owned by Odette & Wherry of Windsor, which arrived in port on Tuesday morning to take off the schooner *Carter*, had been blown up, and that all hands were lost. On going to the scene of the disaster it was found that the boiler had exploded, and the vessel herself

was wrecked, but fortunately the lives of eight of the crew of twelve had been saved. What caused the accident will never be known. It is supposed the pump which supplied the boiler had become choked in some manner and that the trouble was not noticed by the chief engineer who was in charge. The water got low and when the pumps did force some into the boiler, it had the same effect as sparks on gunpowder. The names of the crew on the tug when the explosion happened were as follows:-Capt. John Tobin; mate William Tobin; first engineer Wellington K. Osgood; second engineer Frank Aikenhurst; fireman William Johnson and William Sayles; watchman Daniel Finlayson; deck hands Henry Pocock, Frank Conroy, Isaac Drenshaw, Lewis Smith; and a cook, name unknown, formerly employed on the tug *Hackett*. The following lost their lives:-W.K. Osgood of Lorrain, O.; Frank Aikenhurst of St. Louis, Mo., engineer; William Sayles of Detroit, fireman; and the cook. The *Kincardine* life-boat was manned and the crew, who were struggling in the water, were picked up.

**Later.**-A special telephone despatch received by us yesterday afternoon from Odette & Wherry says that, besides the engineers and fireman mentioned above, the second fireman, William Johnson of Amherstburg, was killed. The cook was not dead but dangerously scalded. He was a young colored man, name unknown, who had been working at the Crawford House and had only gone on the *Belle* on Monday. The boat was a complete loss. She was valued at \$10,000 and was insured for \$7000, which will cover the explosion.

William Johnson, fireman lost, was a young colored man, the eldest son of Thomas L. Johnson of Amherstburg and was about 30 years of age.

The *Erie Belle* was formerly the tug *Hector* and was purchased by Capt. Jacques Laframboise and fitted up for the lake shore route, but was again turned into a tug and sold to Odette & Wherry, who a little over a year ago spent \$2000 on her boiler alone and rebuilt the hull.

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November 23, 1883

**The November Gale.**-The steamer *Manistee*, which left Bayfield for Ontonagon on Thursday of last week, has been lost on Lake Superior with a crew of nineteen persons, nearly all of whom are married men. The first report was that the crew numbered 30 and there were seven passengers, but later reports contradict this.

Since our last issue, reports have continued to come to hand daily of wrecks and loss of life in last week's storm. The steam barge *Akeley* foundered off Holland,

Lake Michigan, and twelve of her crew were saved, but six, including the captain and first mate, were drowned. The schooner *E. Fitzgerald* of Buffalo went ashore on Long Point and her whole crew of six got into a yawl boat, which capsized, and all were drowned. The propeller *Nyack* was released from the rocks at Traverse Island and towed to port with a broken wheel. The schooners *Trio* and *Agnes Nelson* went ashore near Muskegon but their crews were rescued. The U.S. steamer *Michigan* went ashore at Erie, Pa., and sustained several thousand dollars' damage before she was got off. The schooner *M.F. Moore* went ashore near Leland. The steamers *Frances Smith* and *S. Chamberlain* were not much damaged, while the schooner *L.C. Butts* was rescued by the *Mocking Bird*. The schooner *Blazing Star* sank east of Long Point but all her crew reached shore safely in a yawl boat, and the schooner *Leadville* sank west of Long Point and her crew were also saved. The missing schooner *Ryan* turned up all right at an Ohio port. The schooner *J.N. Carter* went ashore at Kincardine but her crew were rescued. The propeller *Avon* and the schooner *Maple Leaf* went ashore at Buffalo; the schooner *Regulator* went ashore near St. Joseph, Lake Michigan, and one of her crew was drowned; while the schooner *Flying Mist* went ashore near Frankfort, Lake Michigan, and lost two of her crew. The tug *Torrent* rescued the schooner *Merrimac*, which was afloat in a sinking condition on Lake Huron with an exhausted and starving crew. The schooner *Presto* went on the beach at Grand Haven, Lake Michigan, but her crew was safe. The schooner *Higgie*, ashore near Collingwood, was got off and towed to port. The schooner *James Wade* is believed to have gone down off Rond Eau, as spars seen near there are said to have been recognized as hers. Her crew of seven went down with her - four of them belonged to Detroit. It is also feared the schooner *J.M. Neelon* is sunk near the same place. The tug *Ontario* was destroyed by fire in the St. Clair River near Sarnia Saturday morning, and the steam barge *Victoria* sank in the River Thames on Saturday with a load of stone. The barge *Iowa* went ashore above Kincardine. The wife of Capt. Williams, with her two children, perished on the wreck. The barge *Corisande* of Sarnia, in tow of the propeller *Lothair*, broke away from her on Lake Superior and is supposed to have been lost. Nothing has yet been seen or heard of the schooner *Starlight*, which broke away from the tug *Andrew J. Smith* on Lake Huron several days ago. S.A. Murphy loses two steam pumps on her, valued at \$6000. The steamer *Manitoba* is still hard aground. The schooner *Wabash* of Cleveland is a total wreck at Pictured Rocks, Lake Superior. The little schooner *Florence Howard* sank off Salmon Point, Lake Ontario. Her crew got off in safety. That the recent northwest gale was the

worst in all respects that has visited the Great Lakes since 1867 is shown by the number of disasters that have occurred. A careful account shows that there were about 50 vessels which went ashore or foundered. The actual loss of life resulting from these disasters aggregates 50 persons, while nearly that number have been drowned at different points on the lakes through the gale. This does not take in the vessels which lost portions of their rigging, canvas, deck-loads and met with minor mishaps, and these alone would form quite a comfortable sum.

The schooner *J.R. Pelton*, with coal for Detroit, ran on the west side of Bois Blanc Island on Friday night and filled with water. There was four feet in her cabin. The tug *Kittie Haight* came to her with Odette & Wherry's steam pump and she was got off and towed up on Sunday.

The little schooner *Quimby* arrived here from Lorrain Saturday morning with coal for J.G. Mullen. She had 183 tons on board when she started, but was compelled to throw her deck-load overboard. She was covered with ice when she arrived here. The schooner *N.C. West* also arrived up on Sunday with 287 tons of coal for Mullen.

Francis Bingham of Leamington is said to have been one of the lost crew of the schooner *E. Fitzgerald*, which foundered at Port Rowan last week. Among the things that have come ashore from the wreck are a box of letters and stencil plate of Frank E. Bingham, wife and child, living at Leamington, Ont.; sister living at Blandford Station, Ontario.

The Bar Point Lightship rolled so much during the late gale that she rolled almost everything to pieces on board. Captain Manson displayed but one white lantern for several nights, the red and white lights having been smashed. On the department being informed of the mishap, an order was received for procuring of six ship lanterns, and it is probable that the lights will continue till navigation closes.

On Friday last Capt. Frank Hackett, with young Forrest and Messrs. Tofflemire, G. Bishop, Walter Wright and Geo. Pearse, went out in a boat to Colchester Reef. They found part of the lightship clinging to the rocks but she had gone to pieces and parts of the wreck have drifted 500 feet southeast and are now on the northeast corner of the reef. The spar is broken off at the deck. The *City of Dresden* was over at Pelee Island on Saturday, but nothing had been heard there of Capt. Forrest and the last hope for him has been abandoned. The report circulated by some papers that there was a boy with Captain Forrest seems to have no foundation in fact.

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November 23, 1883

The steam barge *John M. Osborne* lost her small anchor at Point au Pelee Island and the schooner *Geo. W. Davis* lost her large anchor at Pigeon Bay.

The Dominion Marine Department has decided not to replace the Colchester Lightship this season, owing to the rough weather that prevails and the near close of navigation.

Friday night the schooner *J.G. Kolfage* of Amherstburg, from Wallaceburg with a cargo of staves and hoops, missed the piers and went ashore north of the Goderich breakwater, where she now lies. She was released without sustaining much damage.

Capt. George Morden has sold the steam barge *Enterprise* to the Canada Pacific Railroad Co. for \$7500. The captain has imported steel from England, with which he is having a boiler constructed at Port Huron for the hull of a new steam barge, which he will have built in Dresden the coming winter. She will be much larger and will draw less water than the *Enterprise*. Kerr Bros. of Walkerville have taken the contract of supplying the engines, which will be double compound fore and aft.

Capt. Sol. S. Rummage of the tug *Sampson* died Monday evening at 7 o'clock at Marquette, Mich. He complained of feeling unwell about 10 a.m. and was taken aboard the tug and died at the time stated above. A post mortem examination was held next morning which resulted in a verdict that the deceased came to his death by congestion of the lungs. Capt. Rummage was 65 years of age and had been on the lakes for the past 45 or 50 years. He leaves a widow and one son, who reside in Washington, Ks.

The tug *Thomas Coleman*, Capt. T. Beniteau, was burned Monday. She was lying alongside the Bar Point Lightship when fire was discovered in the starboard bunker. The upper works burned so rapidly that the crew took to the small boat, which filled in a few minutes and probably would have drowned some of the crew, when the tug *Oneida* came along and picked them up and towed the burning tug here and beached her at Kevill's lower dock. The tug *Wilcox* got a stream to her and the town steam fire engine soon drowned the fire out. She is owned by Capt. W. Mills of Detroit. The decks and everything above them is burned. She was insured for \$3000 in the Mercantile of Cleveland. Capt. Mills states that the tug was worth \$5000. He will probably purchase two tugs to do harbor towing.

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November 30, 1883

The propeller *Atlantic* (Capt. D. Nicholson) passed down Wednesday on her last trip. She will go to Detroit tomorrow and lay up.

The steam barge *Annie Smith*, Capt. John Hutton, passed up to Detroit on Sunday with three barges. After discharging her cargo of coal she will go into winter quarters.

The steam barge *Mackinaw*, with the barge *Waverly* in tow, called at Amherstburg Sunday for men to work the *Waverly's* pumps. Her pumps kept her free. They were bound for Cleveland.

The steamer *Alaska* started on her last trip of the season to the Islands and Sandusky on Monday last. She was compelled to remain here until Tuesday morning owing to the westerly winds prevailing.

The steamer *St. Paul* was damaged by fire to the extent of \$20,000 at Detroit on Saturday evening. The mate and a deckhand were seriously injured by the bursting of two acid carboys and the former has since died.

Pelee Island and other islands in the neighborhood, where it was thought Capt. Forrest might have drifted, have been searched but nothing has been heard of him, and all hopes of his having escaped in his yawl boat have been given up.

Three bodies were washed ashore at Wiarton Monday with life preservers marked *Eclipse*. It is believed the steamer has gone down with all on board. She was bound from Algoma to Port Sarnia. Seven lives were lost, only one escaping.

On Saturday afternoon a man named James Lilly, a raftsmen in the employ of Reed & Sill, fell from the tug *Oneida* while she was upward bound about two miles below the Sandwich Mineral Springs. The tug was immediately put about and diligent search made for the missing man, but no trace of him was found.

The steam barge *Enterprise*, which left Sarnia on the 20th inst. loaded with a valuable cargo of supplies for the Canada Pacific R.R. and bound for Prince Arthur's Landing, was disabled near Cockburn Island. Capt. Williams went ashore in the small boat and walked 10 miles through the woods to the Cockburn Island Timber Co.'s store and secured their steam barge just as she had discharged her cargo of supplies. They immediately started for the disabled craft to render all assistance possible and will probably tow her through to her destination. The Cockburn Island Timber Co. sent their vessel at considerable inconvenience and loss to themselves, as she will not be able to return this season.

It turned out after all that it was not William Johnson of this town who was killed by the *Erie Belle* explosion, the fourth one killed being the cook. Johnson

was saved but sustained severe injury in one of his legs. Daniel Finlayson, the watchman, who belongs to Leamington, was severely injured about the back, having been in his bunk at the time, and being thrown about 200 feet by the force of the explosion. Mr. Wherry has been up at Kincardine and reports that the bodies of the four men killed have been found. None of the remains were mutilated. Captain John Tobin of Windsor; mate William Tobin of Detroit; wheelmen Henry Pocock and Frank Conroy of Amherstburg; and deckhands Isaac Drenshaw of Windsor and Lewis Smith of Leamington have all arrived at their homes in safety. It is said the first engineer had nearly \$300 in his pockets at the time of his death. When Capt. Tobin came to the surface, he found that one of his arms was powerless, but he managed to keep afloat with the other. Frank Conroy had secured a piece of floating wreck for himself but gave it up to the disabled captain and swam off and secured a piece for himself. The captain and crew all speak highly of Capt. Troy and the men of the *Carter*, who picked them up, and of the citizens of Kincardine, who furnished them with dry clothing and were very attentive to their wants.

December 7, 1883

**Three Men Drowned at Pelee Island.**-On Monday morning of this week word was received of the drowning of three men at Pelee Island and particulars were obtained by the [City of] *Dresden*. It appears that Capt. Z.O. Quick, aged about 50, and his son Robert, aged 19, were engaged in fishing and were assisted by a farmer named G. Cowan, about 23 years of age. They had lifted their pound nets and had gone to the east side and put their load on the steamer *Louise*, after which young Quick and Cowan left their boat at Brown's dock. Mr. Brown's marsh happened to be on fire and he accused the two young men of having started it and set his dogs on them. On Quick informing his father of this, he thought they had better get their boat away from Brown's dock for fear of her being sent adrift, and they with Cowan went and got into her there, and that was the last seen of any of the three. The wind was northwest and would probably carry their bodies out into the lake. Capt. Quick many years ago sailed the steamer *Valley City*, the first boat on the river route. He has lately carried on an extensive fishing business on the island and had a large vineyard.

December 14, 1883

**A Floating Coffin.**-Capt. Quick and son's corpses drifting in an open boat.-The bodies of Captain Z.O. Quick and his son Robert were found in an open

boat west of Edgecombe's dock, township of Aldborough, Elgin Co., on Saturday afternoon. Father and son were locked in each other's arms. The boat containing the corpses was seen floating near the Edgecombe dock and towed ashore. The parties who found the boat thought the victims were part of the crew of some vessels which had been wrecked, but upon the arrival of Saturday night's *St. Thomas Daily Times*, containing particulars of the Pelee Island accident copied from last Friday's *Echo*, at once recognized the bodies as those of Captain Quick and his son. The following are the particulars. On Saturday last, while Mr. Kelley was engaged working on his farm on the lake shore, one mile west of Glasgow dock and near what is known as Edgecombe's dock, he observed out in the lake what appeared to be a boat filled with water and drifting towards the shore, and on its coming closer to the shore a body could be seen in the boat. On getting close enough to shore to be reached, the body of a middle-aged man was found, dead and lashed with a rope to the boat. The body was removed and on making further search in the boat, which was filled level with water and being rocked to and fro by the waves, another body was found in the bottom of the boat, being that of a young man, and from the appearance of the bodies, supposed to be that of father and son. From the position of the elderly man, who was lashed over the top of the centre board, the continual motion of the boat had worn the clothing off his knees and also the flesh into the bones. The young man was found in the bottom of the boat, lying parallel and alongside of the centre board, the side of his head being well worn to the skull by its continual rubbing on the bottom. The bodies were well-clothed, although not sufficient to withstand a hardship, and even had mittens on their hands when found. From general observations, it is supposed they died from cold and exposure. Dr. Munger, coroner, was immediately notified but thought it unnecessary to hold an inquest. On the bodies were found a gold watch and papers showing they had been dealing with merchants at Kingsville. The boat was used for fishing purposes and from the name painted on it belongs to Pelee Island. From the description given by the *Echo* of the drowning of three men at Pelee Island, Lake Erie, the bodies found can be no other than Capt. Z.O. Quick and his son. Parties at Kingsville were telegraphed to concerning the finding of the bodies. As young Cowan's body was not found in the boat, it is supposed he must have been washed overboard. The two bodies found were sent to Kingsville.

**Loss of the *Enterprise*.**-The lake marine season closes with one of the worst disasters yet reported in the sudden sinking of the steam barge *Enterprise* off Point-aux-Barques early Monday morning and the death by drowning or exhaustion of

eight of those on board. The *Enterprise* had on board the cargo of Canada Pacific Railroad supplies which the *Rupert* was unable to take to Port Arthur. The barge *Enterprise* had just been raised from a watery bed off Green Island, where she went on four weeks ago, and was in tow of the wrecking tug *Balize*. She went down in 200 feet of water, leaving fourteen men struggling in the icy waters of Lake Huron. Six of these were rescued but seven strong men chilled and sank, while another survived but a short time. The lost are:-Pat Quinn, Detroit, diver; Chas. Carberry, Detroit, pump engineer; Daniel Jones, Windsor, pump engineer; J. McGraw, Oswego, second engineer of the *Enterprise*; Chas. William, Chicago, deckhand; two firemen on the *Enterprise*, names unknown. John Carberry, father of Charles, was rescued but died on board the tug.

Daniel Jones, who was in charge of Odette & Wherry's steam pump, was well and favorably known in Amherstburg, where he was born and raised and lived until a few years ago. He was for some time engineer of the lake shore boat. He owned the foundry on Church Street, Windsor, which burned last summer, and had recently begun the erection of a brick foundry on Sandwich Street near Ferry's seed warehouse. He had gone up on the *Balize* to operate a steam pump used in raising the *Enterprise*. He was a son of the late Alex. Jones, an ex-reeve of this town, and brother of Felix Jones of Windsor, Mrs. McArthur, Mrs. Clark and Mrs. Robt. Jones, all residing in the States.

The first of the trouble the men on the *Balize* knew was when they heard the steam whistle from the pumps blowing. They answered the call and had the mate of the *Balize* stop the tug. All hands were called to get the boat down. The towline was cut from the tug and every effort was made to get alongside, but before they could get around, the barge sank from sight. The *Enterprise* was owned by McLennan of the Canada Pacific, who paid \$9000 for her last August to Capt. George Morden. She was insured for \$7000 in the Big Four. Peter Williams of Windsor, captain of the *Enterprise*, did not go on the wreck.

Pat Quinn of Detroit, well-known on the lakes, was first to reach the side of the tug. The poor fellow had been at work on the steam pump and had grease on his clothes and hands. The rope slipped through his fingers twice; the third time one of the crew of the *Balize* reached down to pull him up, Quinn holding to the rope with his teeth until he was in the hands of this man, who had hold of his jacket, when a sea struck Quinn and he slipped through his grasp, fell back into the lake and was seen no more.



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 Indexed by Jennifer MacLeod

## Glossary

|                       |                                                                                                                                                                                                                                                                                                               |
|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <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>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>consort</b>        | a vessel being towed by another vessel. There can be more than one consort in a complete tow.                                                                                                                                                                                                                 |
| <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>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>propeller</b>      | refers to a steam-powered vessel driven by a propeller.                                                                                                                                                                                                                                                       |
| <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>steam barge</b>    | a large steam-powered hull designed to carry loose cargoes (grain, stone, etc.).                                                                                                                                                                                                                              |
| <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 applies to both freighters and passenger carriers.                              |
| <b>wheel</b>          | refers to a ship's propeller or occasionally the paddle-wheel of a side-wheeler.                                                                                                                                                                                                                              |

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