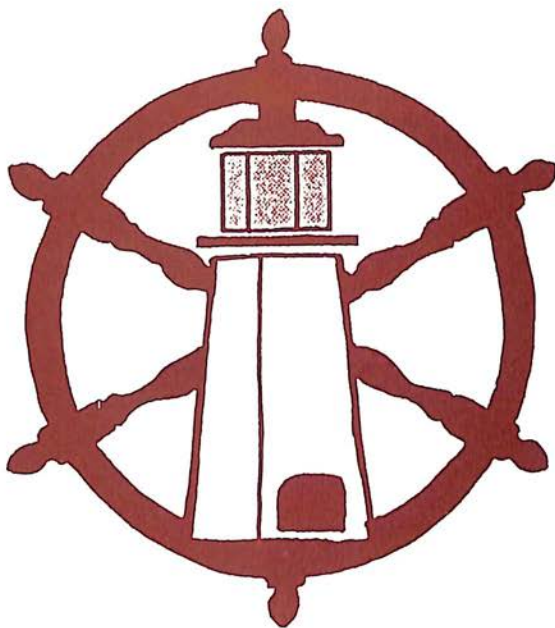


Echo SOUNDINGS

MARINE NEWS of 1884-1885

Excerpts from the
Amherstburg Echo



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Volume II, Number 3
Fall 1999

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

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EDITORS

Jennifer MacLeod
David Hamilton

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

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The Marsh Collection Society wishes to thank the Park House Museum for allowing us to reproduce photographs for this book.

Introduction

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

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

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

February 29, 1884

The steamer *Pearl* has been sold to the Detroit and Alpena Railway Co., and also will be placed on the Alpena and Oscoda route as soon as navigation opens.

Capt. Ira Mansfield of Lorain, Ohio, who is to manage O. Young & Co.'s coal business here has been in town this week with Mr. Young, arranging for the commencement of business as soon as navigation opens. They will build a high dock, 8 feet in height and 50 feet wide by 70 feet long.

The London, Ont., papers speak in high terms of an exhibition of fancy skating by Capt. John Miner of Detroit, the well-known tug master. The captain told one of them that he was 53 years old, the father of 11 children and the grandfather of quite a number. Three of his children were triplets but they did not survive long after their birth.

Captain Isaac May, one of the best-known ship owners on the lakes, died at his residence in London on Monday morning, aged 63 years. He owned seven barges and two steamers, known as the Beaver line, a few years ago. He was the pioneer of the steamship line between Cleveland and Port Stanley and well-known in Amherstburg.

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April 4, 1884

The steamer *City of Detroit* made her first down trip to Cleveland on Wednesday morning.

It is rumoured that parties from Saginaw are negotiating for the ferry boat *Hope*, now lying at Windsor.

C.W. Gauthier is building a tug at Wallaceburg. Her dimensions are fifty feet keel and twelve feet beam; cylinder 19x12 inches.

Capt. J. Tobin of Amherstburg will command the tug *Bob Hackett* this season. Z. Lawrence has been appointed as her engineer.

The schr. *Ferret* came down Wednesday from Detroit for Johnson's Island for stone, but lay here yesterday. This is the first sailing craft out.

The steamer *C.H. Merritt* will start from Windsor about the 12th for Chatham, to which place she will make trips daily through the season.

The steamer *Chief Justice Waite* passed up from Toledo on Monday for Detroit, where she will be overhauled and repaired for the season's work.

The steamer *City of Dresden* will leave Windsor for Sandusky and the lake shore today (Friday) at 8 a.m. This will be her route the coming season.

The schooner *Grace Amelia*, lying at McGregor's wharf in Windsor, is being caulked and is receiving new rail, plank shear, new hatch covering and some new stanchions.

The new steamer *Wm. J. Averill*, 255 feet long, was launched last Saturday

afternoon at the Springwells' dry-dock in the presence of a large crowd of spectators. She is to run between Chicago and Ogdensburg. It is expected that a steamer of the same size will be launched at the Detroit Dry-dock on Saturday of this week.

Bois Blanc Island lighthouse was lit up for the season on April 1st. The following are the dates of lighting Bois Blanc light for the past ten years:

|                    |                    |
|--------------------|--------------------|
| 1874...March 7th.  | 1879...April 1st.  |
| 1875...April 1st.  | 1880...March 18th. |
| 1876...April 1st.  | 1881...April 1st.  |
| 1877...April 7th.  | 1882...March 13th. |
| 1878...March 13th. | 1883...April 1st.  |

The following have been appointed masters and mates on the vessels named for the coming season:-Steamer *Anna Smith*, captain John Hutton, first mate John Meloche, second mate Donald Duncanson. Schooner *J.C. King*, captain Tim Lemay, mate John Anderson. Steam barge *R.J. Hackett*, captain C.C. Allen, mate Theodore Young. Tug *Wilcox*, captain David Girardin, mate Ed. Maguire. Propeller *Atlantic*, captain D. Nicholson. Tug *Swain*, captain Ed. Tormey, mate James Tormey. Tug *Crusader*, captain E.C. Gatfield. Steamship *Iron Duke*, captain Thomas Honor. Tug *W.A. Moore*, captain T.D. Quinlan. Tug *Michigan*, captain John Tobin. Tug *Hercules*, captain Joseph Biron. Steam barge *Republic*, mate Frank Auffret. The officers of the *Riverside* will be captain C.B. Huse, mate George Allen, engineer George L. Simmons, clerk Bert Noble; and those of the *City of Dresden*, captain John Weston, mate Nelson J. Wigle, engineer Thomas Carter.

Work has been commenced on the crib for the American lighthouse for Bar Point. It is being built on T.B. White's stone dock, which has been leased for the purpose by the contractors and is being completely rebuilt and recovered with oak plank, which is being furnished by Thos. Ouellette. The crib is to be 45 x 90 feet, sharp at both ends and will be launched after being caulked. It is being built of foot-square timbers which will be three feet above the water's edge and will be filled with concrete and stone. Above the crib the cut stone work will be constructed. All the timber for the lighthouse is to be furnished by Thomas Ouellette and a good deal of soft wood will be used. A blacksmith shop has been built and among the plant<sup>1</sup> already on the ground is a steam pump and an engine and boiler to run a machine for grinding cement and stone. About 40 men are now employed and additional plant is constantly arriving on the *Riverside*.

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April 11, 1884

The Welland Canal is expected to be opened to navigation about the 28th inst.

Capt. Thos. Benito will sail the tug *Oswego* this season and Capt. John Miller the

¹ The word "plant" seems to be used here to describe the equipment needed to build the crib.

Champion.

The American life-saving crews at the various lake stations have been ordered to duty on April 16th.

The steamer *Hiawatha* of the Sarnia line will ply between Chatham and Windsor the coming season.

The tug *Bob Hackett* has received a new wheel, six and a half feet in diameter. She is also receiving a new rudder.

Capt. Wm. Firby will command the *Ariel* this season and Capt. Shanks will command the ferry steamer *Sappho*.

The steamer *Alaska* began running to Sandusky on Wednesday. For a time she will leave Detroit on Mondays, Wednesdays and Fridays.

The lighthouse supply steamer *Haze* commenced to place the buoys in the lower lakes on Wednesday. The steamer *Dahlia*, which will be employed in the same work in the upper lakes, will not start out before May 1st.

Capt. Mitchell of the Grand Trunk transfer boat *Saginaw* has been appointed captain of the ferry *Great Western* in the place of Capt. Eldred. Capt. Chas. Jenkins of Walkerville has been appointed to take the place of Capt. Mitchell on the *Saginaw*.

A lake tug named the *Peter Smith* of Cleveland burst her boiler near Vermilion, O., on Sunday morning while taking a tow of barges to Toledo. The pilot and first and second engineers were killed and three others were badly injured. Only one escaped unhurt.

The Grand Trunk transfer ferry *Great Western* was libelled at Windsor Saturday evening by Deputy Marshal Campbell at the suit of Odette & Wherry, owners of the schooner *John Stevenson*, which was run down and sunk by the *Great Western* on the night of February 19th. The *Stevenson* was raised by the railroad company but not repaired. The firm claim \$1500 damages to the *Stevenson*, \$500 to the dock and \$500 to the barge *Corsican*. Mr. Russell, superintendent of the Grand Trunk car steamers, says that although the steamer had been tied up by Odette & Wherry for a few hours on Saturday night, the railroad company bonded her for the amount demanded by Odette & Wherry for damage done, and that the steamer was still running. "I have not the least doubt," said Mr. Russell, "that the railway company would settle if the amount demanded for the damaged property was not as large as to be deemed unreasonable."

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*April 11, 1884*

Marine Examinations.-Masters and Mates Who Passed at Windsor.-The following applicants received certificates at the examinations for masters and mates, recently held at Windsor:-

FOR THE GREAT LAKES.

Masters-John Craig, Washington Walker, Dresden; D. Webster, J.H. Glass (Hercules), Nicholas Stark, Martin Fleming, John W. Johnston, Robert Phelan, Charles Jenking, James R. Innes, James B. Forest, James Boaz, Henry Jeffrey, Windsor; John

## RIVER AND LAKE SHORE ROUTE FOR 1884.

The Steamer



### "CITY OF DRESDEN,"

(John Weston, Master),

PLYING BETWEEN

Windsor, Amherstburg, Kingsville,  
Ruthven, Leamington and  
PELEE ISLAND.

Leaves Windsor every Monday, Wednesday and Friday at 8:00 o'clock a.m., for the Lake Erie Shore, calling at Sandwich, Amherstburg, Colchester, Kingsville, Ruthven and Leamington.

Returning, she will leave Leamington for Windsor, every Tuesday, Thursday and Saturday at 7 a.m., calling at Ruthven, Kingsville, Canfield's, Colchester and Amherstburg, arriving at Windsor at one o'clock p.m.

### PELEE ISLAND.

The steamer makes trips to Pelee Island every MONDAY and WEDNESDAY.

Returning will leave Pelee Island at 4 o'clock a.m. every Tuesday and Thursday.

Free Stages run in connection with Boat for the accommodation of passengers.

For passenger or freight rates, apply to any of the Agents on the route, or on board.

All freight must be delivered at docks 15 minutes before starting time.

AGENTS-J. & F. Hurley, Windsor; W. Hamilton, Amherstburg; Alex. Hackett, Colchester; Wm. J. Malott, Kingsville; Joseph Lamarsh, Leamington; W. McCormick, Pelee Island.

ALEX. COWAN, Clerk.

Advertisement in the *Amherstburg Echo*,  
April 25, 1884.



Morgan, Penetanguishene; Cyrus Barrett, Port Burwell; J. A. Malott, Kingsville; Louis Sharbona, Chatham; J.A. Dease, Port Rowan; Thomas F. Taylor, Kingston; Wm. Allen, Walkerville; J.G. Burns, Thomas McGowan, Amherstburg; Arthur A. McMaugh, St. Catharines.

Mates-Peter Cassidy, John Barrett, Charles Tufford, Theophile Michaud, Chester Glass, Windsor; Wm. Allen, Garden Island; Fred. Forest, Sandwich; Thomas F. Hayes, Amherstburg; Alex. Allen, Wallaceburg.

For the Minor Lakes.

Masters-George Horne, James H. Glass (Martin), Wm. Forbes, James Carney, Henry Mitchell, Oliver Maisenville, Windsor; Jacques Laframboise, Frank Hackett, James Tobin, Amherstburg; W. McCrae, W.S. McLean, Wallaceburg; David Flook, Sylvester St. Amour, James W. Taylor, Amie Cimette, G.W. Shaw, Chatham.

Mates-Michael Cassidy, John Foster, Albert Curtis, James Manning, Windsor; Wm. King, Amherstburg; John Bourke, Chatham; Wm. Atkin, Dresden; Thos. Hazon, Belle River.

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April 18, 1884

The wages of bargemen have been fixed by the Detroit lake seamen's union at \$1.50 a day.

On Friday the schooner *John Tibbets* arrived up from Loraine with 315 tons of coal for O. Young & Co.

On Friday last the steam barge *H.S. Hubbell* arrived up from Loraine, Ohio, with 665 tons of coal for J.G. Mullen, and Saturday the schooner *D. Root* arrived with 223 tons for J.G. Mullen.

The case of David Girardin, captain of the tug *Wilcox*, charged with violating the rules governing the harbor of refuge at Sand Beach, came up in the United States District Court at Detroit Saturday morning. In July, 1883, the tug commanded by the defendant took a raft of logs to Sand Beach. This raft was tied to the snubbing posts. No watchman was kept upon it and lights were not displayed during the night. The defendant filed a plea of *pro confesso* and sentence was suspended.

~~~~~  
April 25, 1884

The steam barge *Ada Allen* is engaged in taking stone from Anderdon to Walkerville.

The steamer *Europe* has been burned to the water's edge at St. Catharines. Loss, \$15,000; insurance, \$10,000.

Superintendent Ellis announces that both the old and new Welland Canals will be opened on Monday next, 28th inst.

Sunday the schooner *John Tibbets* arrived up from Lorain with 277 tons of coal for O. Young & Co. This is the *Tibbets'* second cargo.

John Manson got instructions this week to fit out the Bar Point Lightship and place her in position immediately. It will take a week to fit her out.

The transfer ferry *Michigan* is being dismantled. Her usefulness for carrying cars is gone. The new Grand Trunk transfer ferry will be launched about May 10th.

Capt. Mansfield has had large signs erected on O. Young & Co.'s warehouse, foot of Richmond Street, which can be read across the river. A.E. Benito was the artist.

The steamer *Ariel*, which has been laid up for the past two weeks, coaled up on Saturday and resumed work on the Walkerville ferry. The *Sappho* laid up on Monday to fit out.

Capt. Frank B. Hackett has been awarded the contract by the Dominion Government to keep a light on Colchester Reef, Lake Erie. He has secured the schooner *Admiral* and will have her in position next week. Capt. Hackett kept a light on the reef for 18 years and vessel men can depend that it will be well attended to.

The agreement entered into between the lake and river tug owners for the rates for towing has expired and as yet nothing has been done in the matter. Capt. Grummond of Detroit said last week: "I think the general feeling is to keep up the same rates without any agreement. I don't think there will be any cutting." The owners of harbor tugs are waiting for the action of through-tug owners.

The new steam barge *United Lumberman*, built at Dresden by Cpts. A. Trerice and G.H. Morden, was brought to Walkerville Friday by the steamer *Byron Trerice* to receive her boiler, which is being built by Kerr Bros. The dimensions of the barge are as follows: Length of keel, 150 feet; beam, 33 feet; length over all, 160 feet. The engine will be compound with a low pressure cylinder 33x32 inches. Her boiler is 8x14 feet. It is expected that the barge will be finished by May 15th. She will be engaged in the Georgian Bay lumber trade and will probably make her first trip to Amherstburg.

The U.S. lighthouse in course of construction at T.B. White's dock was launched on Friday last and a large gang of men are now busy pushing the work forward. It is expected thirty-five car-loads of cement will be used in the work, a portion of which has arrived. It is said that the new light will be called Point Ætna.<sup>2</sup>

~~~~~  
May 2, 1884

The Colchester Lightship was painted and caulked at the Springwells dry-dock and placed in position on Wednesday of this week.

The *City of Dresden* was having some tubes put in her heater last Friday and Saturday and was not on the dry-dock. She resumed her regular route on Monday.

The United States House of Representatives will vote at least \$100,000 for work on the Lime-Kiln Crossing this year and may even increase that amount before adjourning.

² This lighthouse is in fact known as the "Detroit River Light."

The tug *Kate Moffat* took 107 tons of slack coal on Wednesday and Thursday at O. Young & Co.'s dock. They will now be able to proceed with the erection of their high dock, alongside the warehouse.

Capt. R.L. Montgomery of Detroit, an old lake and river captain and one of the owners of the Star Line, died on Monday morning. Flags in all the river boats were flying at half mast as a mark of respect to deceased.

In accordance with instructions received from the Department of Marine and Fisheries, John Manson has had the lightship prepared for service, having had two men caulking and making other repairs for a week, and now that everything is in order, she will soon be placed in position on Bar Point.

Capt. St. Croix is now in command of the *Riverside*, Capt. Huse having been superceded by him. Capt. Huse was very popular on the route. Engineer Simmons is the only old officer on the boat, and he has seen five masters and as many clerks doing service during his time on the *Riverside*.

Tuesday evening the steam barge *Niagara*, with 17,000 bushels of rye for Walkerville, ran aground on Ballard's Reef, Grosse Isle, when part of the cargo had to be transferred to Kevill's lighter. The barge and lighter on Thursday morning returned to this port, when the cargo was replaced. After coaling up at Mullen's dock the *Niagara* proceeded on her way.

A steamer from Rond Eau to Cleveland will in all probability be placed on the route to connect with the Erie & Huron during the season, as negotiations are now being entered into with that end in view. If successful, tri-weekly trips will be made each way during the season and the steamer will be available at the Eau for excursion parties on the lake.

A red over a white lantern light, about eighteen and fourteen feet respectively above the water, will be exhibited the present season at the Lime-Kiln Crossing, Detroit River, from a scow anchored about 1000 feet below the lower dock of the Canadian shore. The scow and mast will be painted red to serve as a day mark. The best water, say coming down, will be carried by passing within 200 feet of the Canada Southern Railroad dock and just crossing the Bois Blanc range to the eastward keep it slightly open until a little below the lightship, when it may be taken up again.

~~~~~  
May 9, 1884

Bar Point Lightship was stationed on Monday and will display the same lights as last season.

The schooner *I.U. Porter* arrived on Wednesday with 290 tons of coal from Lorain for O. Young & Co.

The tug *Balize* has gone to Southampton beach to release the *Manitoba*, which went ashore there last fall.

The schooner *Highland Maid* has arrived at Port Stanley from Kingston with a cargo of potatoes, this vessel being the first arrival of the season.

The tug *Alanson Summer* was burned to the water's edge at Oswego early Tuesday morning. The crew had to jump for their lives. The vessel was insured for \$1000.

The steam barge *Sakie Shepherd* arrived Sunday from Lorain with 131 tons of coal for J.G. Mullen. She left a quantity of her cargo of coal at Kingsville on her way up.

Capt. Mansfield has had a gang of men building O. Young & Co.'s high dock this week. It is 48 x 70 feet and 7½ feet high and is a substantial structure. It will be ready to receive the black diamonds today.

Alger, Smith & Co.'s new steam barge *Schoolcraft* will be completed in about two weeks. Capt. Thos. Hackett, formerly of the *Manistique*, will command her. Capt. Hackett has been captain on the Alger, Smith & Co.'s boats for sixteen years.

The schooner *Garibaldi*, Capt. Parsons, was waterlogged near the eastern can buoy on Bar Point in thirteen feet of water. The tug *Bob Hackett* went to Detroit for steam pumps and she was raised on Monday and towed to Detroit with the pump working.

Capt. De W. Carter's Holly Wrecking Pump (manufactured at Lockport) has been set up at Port Colborne, and works very satisfactorily. It is one of the most powerful pumps on the lakes and places the Carter tug line in better shape than ever for wrecking.

The tug *Bob Hackett*, Capt. James Tobin, had, up to Monday night last, netted \$1000 this season. Since then she has released the propeller *Scotia* and schooner *Mary Battle* from the foot of Bois Blanc Island and had two tows. She has already released seven crafts from the beach at different points.

The steamer *City of Dresden* was seized by the customs authorities at Windsor Wednesday morning just as she was ready to depart for Lake Erie. She gave bonds in \$400 and was permitted to proceed. She is charged with going to Sandusky and from there to Pelee Island without reporting to the landing waiter at the latter port. The same steamer had to pay \$400 duty on repairs made at Detroit last fall.

The steamer *Sappho*, which has been laid up at Belle Isle undergoing a thorough overhauling and painting, is now laid up in Walkerville, ready for excursions. The steamer presents a handsome appearance. Last season she carried over 100,000 people and did not encounter a single accident. Capt. George Shanks, who is a well-known and careful navigator, will command her this season.

On Friday last the first fleet of large vessels arrived up from Buffalo and Cleveland and the water on the [Lime-Kiln] crossing was so low that they were compelled to lay here for several hours. Probably never before at one time was such a lot of mammoth crafts at this point, among them being some of the most valuable property on the lakes, and together they represented several million dollars. Duff & Gatfield were kept busy for a while piloting them over the crossing.

The schooner *Chas. Hinckley* was beached Thursday night of last week in three feet of water at Bar Point. She was released Saturday night after part of her cargo of coal had been jettisoned by the tugs *Champion* and *Bob Hackett*. She was in such shallow water that three 1200 feet lines were used in releasing her. Her stern post and some timbers pulled out.



The *Garden City* took her to Detroit for repairs.

The schooner *Admiral*, which will be the lightship on Colchester Reef this season, sailed out to her station Saturday. Until further orders, only a white light will be exhibited. Capt. Frank Hackett has charge of the ship. Sailor men think it a mistake to show a white light on the reef, as it might be mistaken for a vessel at anchor, and a tug looking for a tow would possibly bring up on the reef before they found out their mistake. A red and white light has been successfully used there for years and there is no good reason for making a change.

A despatch from Colchester on Monday said:-"The scow *German* was discovered Sunday afternoon upset and on her beam ends<sup>3</sup>, drifting up the lake with all canvass set. She is now grounded one mile east of here. The crew are supposed to have escaped in their small boats. The *German* appears to have been light." Another telegram says:-"The scow *German*, which went ashore near the Dummy Light in the recent gale, was pulled off by the *Byron Trerice* on Sunday. The oakum has worked out of a portion of her hull and the steamer had all she could do to keep her from getting water-logged. The steamer was towing her alongside and succeeded in getting her as far as Colchester Reef. Here the sea was so rough that the stanchions on the port side of the scow were broken against the side of the steamer and it became necessary to drop her astern. The sea then washed through her broken side. In a few moments she became water-logged and keeled over on her side. The steamer then abandoned all efforts to save her and the tow-line was cut. The scow was worth about \$2500. On Tuesday the tug *Winslow* went down and made an effort to right the *German*, just off the lightship. She was pulled up to Bar Point and left directly in course of vessels passing to the north of the lightship. Two scows went to Bar Point Wednesday to endeavor to raise the scow, and when she is straightened up a scow will be placed at each side of her in order to keep her from capsizing again. In this position a tug will tow her to Detroit.

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May 16, 1884

The schooner *Eagle* took a cargo of spokes from Colchester to Sarnia this week.

The schooner *John Tibbets* arrived here on Sunday with 295 tons of coal for O. Young & Co.

The tug *Pringle*, with the old *Prince Alfred's* machinery, will be out about the first of June. Capt. John Tobin will have command, with Capt. John Hayes as mate.

The transfer steamer *Michigan Central* left the Detroit Dry-dock Wednesday and was transferred to the Michigan Central wharf, where she will have her wheel repaired.

The schooner *Consuelo*, with coal for the Detroit Gas Works, ran aground on the

³ The vessel has rolled onto her side with deck beams now vertical instead of horizontal.

spit of Bois Blanc Island Tuesday morning. She was released by the steamer *City of Dresden* Tuesday afternoon after lightering and throwing part of her cargo overboard.

Andrew Hackett, who represented the matter of showing a red light on Colchester Reef Lightship to the government, has received notice from the Department that through his representations a red lamp had been forwarded, to be used on the Colchester Lightship.

The Union Steamboat Co.'s propeller *New York* ran aground between the buoys on Bar Point at 12 o'clock Saturday night. The tug *Kate Moffat* pulled on her for three hours. At 4 a.m. the tug *Bob Hackett* went to her with Kevill's lighter and after lightering her of about fifty tons of her merchandise, she released her cargo here and left at 11 a.m.

The question was raised at Toledo last week whether the owner of a tug which carried a person not a member of the crew had not forfeited his license. This served to remind some Detroit tugmen that the law of the United States bearing on that point is about as strict as can be made. There has never been any open evasion of the law regulating the transportation of passengers, but through a desire on the part of vessel masters to accommodate their friends, they have frequently made themselves amenable to the law. Under the rules of the Department, no person, unless a member of the crew, can ride on a tug while she is under way - not even her owners, unless the tug has a yacht license. Last year only one tug at Detroit was provided with such a license, and this year none have availed themselves of the privilege. Friends and acquaintances of tug men who are refused permission to ride on tugs will understand why such favors are not granted.

~~~~~

May 23, 1884

The schooner *Pandora* arrived yesterday with a cargo of lumber for S. Fraser.

The schooner *Mary* discharged a cargo of 220 tons of coal from Lorain yesterday for J.G. Mullen.

The steam barge *Schoolcraft* went into commission Wednesday. Capt. Thos. Hackett is master and R.H. Hackett, mate.

The tugs *Masters* and *Stranger* will be sold at auction at the front door of the post office, Detroit, on Monday next at noon.

The Detroit, Belle Isle and Windsor Ferry Company's wharf between Bates Street and Woodward Avenue, Detroit, is now illuminated by the electric light.

The steamers of the Detroit and Cleveland Steam Navigation Company will make Sunday trips between Detroit and Cleveland this season from June 29th till September 14th.

The Grand Trunk Railway Company have come to a settlement with Odette & Wherry of Windsor for the damage done to the schooner *Stevenson*, which was run into by one of the company's ferry boats recently.

As soon as the *Victoria* is fitted out, the steamer *Hope* will be laid up at Windsor and will be remodelled. The ladies' cabin, which is now in the stern of the steamer, will be removed to the side, as on the other ferry boats.

On Thursday night of last week the Canadian schooner *British Lion*, owned by



Messrs. Hill & Montgomery of Windsor, went ashore on the beach 15 miles above Sarnia, and lies high and dry with her rudder gone. The vessel was in danger of breaking up and the crew of seven, besides the captain and Mr. Montgomery and their wives, were hauled ashore on a line by the fishermen.

Capt. Frank B. Hackett is getting ready for an expedition to go down to Pigeon Bay to locate the propeller *Forest Queen*, which was cut through by the ice and sunk near the Dummy about fifteen years ago. Although several attempts have been made to locate her, none have been successful. If found she will probably be raised, as the hull is thought to be in good shape, while she has a valuable engine and a new boiler was put in her the season she went down. She is owned by C. Chamberlain of Detroit and Au Sable parties. Capt. Hackett thinks there will be no trouble finding her as he knows within a quarter of a mile where she is. Capt. Lew Cook was sailing her when she went down. The passengers walked ashore on the ice, but the ice shifted that night and carried away all her upper works, which were seen off Colchester next morning.

The steamer *Energy* from Wallaceburg arrived at Detroit Wednesday morning on her trial trip. She was built for the River Sydenham and Detroit and Windsor freight and passenger trade by Capt. William Taylor. Her engine was built by Kerr Bros. of Walkerville and her boiler by John McGregor & Sons of Detroit and Windsor. Her measurements are eighty-one feet in length, twenty feet beam and six feet depth of hold. Her engine is forty horse power. She is fitted with upper cabins and all necessary conveniences for a limited number of passengers and will ply regularly after the 1st of June between Detroit, Windsor and Wallaceburg, leaving Viger's wharf, foot of Randolph Street, three times per week. She is commanded by Capt. Malcolm McDonald. The *Energy* is a substantially built and well-fitted out steamer. Her model is somewhat peculiar, the object being to secure a light draft boat that would carry a good cargo.

~~~~~  
May 30, 1884

Tug captains at Chicago get \$200 a month, engineers \$100, firemen \$50, deckhands \$50 and cooks \$40.

The big propeller *Clyde* passed down light Monday en route from Chicago to Buffalo, having refused the low grain rates at Chicago.

The largest grain cargo ever carried by a lake steamer was taken out of Chicago on Sunday by the *Onoko* - 80,000 bushels of wheat and 26,000 bushels of rye.

Odette & Wherry's schooner *Stevenson*, which was run into recently by the car ferry *Great Western*, will not be rebuilt and has been stripped of her masts and rigging.

The tugs *Masters* and *Stranger* were put up for sale Monday at Detroit. The *Masters* was bid in by S.A. Murphy at \$3985 and the *Stranger* by Capt. Hiram Ives at \$3825. Capt. J. Laframboise bid on the *Stranger*.

Two old veteran crafts have been consigned to the bone-yard at Detroit with a probability of never leaving port again. These are the schooners *Corsican* and *John*

Stevenson, the former moored at Windsor for a year or more, the latter a shaky affair which has just been dismantled. Both hail from Lake Ontario.

It is understood that the Dominion Government will reduce canal tolls on grain one-half of the present figure as a temporary expedient for this summer only. They propose to remit one-half of the present canal toll of five-eighths of a cent per bushel, provided others interested reduce charges so as to make up one cent per bushel. The government rate for the present season will therefore be five-sixteenths of a cent per bushel.

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June 6, 1884

The sale of the tug *Stranger* to Capt. Laframboise has been finally closed at \$4000.

The schooner *Mary* arrived from Lorain, O., Monday with 223 tons of coal for J.G. Mullen.

The propeller *Acadia* arrived up from Montreal on Wednesday morning with 40 tons of freight for town and lake shore ports.

A.R. Schulenberg is the successor of Capt. J.D. Sullivan for the superintendency of the Detroit and Windsor Ferry Company.

A steam barge delivered 60,000 brick at Twomey's dock last week for P. Nevin, contractor for the new government building. They are from Chatham and are superior to most brick received from that place lately.

C.F. Dunbar's tug *Shaughraun*, having in tow the dredge *Faugh-a-Ballagh* and two dump scows from Bay City, arrived here Tuesday evening. Her destination from here was not fully decided upon, though probably the Murray Canal, where Mr. Dunbar has a two years' contract. Capt. Marks was on board.

The propeller *Gordon Campbell*, 998 tons burden and a short time ago one of the largest on the lakes, it is stated, cannot be employed now with profit between Chicago and Buffalo and has accordingly been placed in ordinary for the time being. Others, it is reported, will shortly be retired.

S.A. Murphy, president of the International Wrecking Company, recently purchased for this company the well-known tug *Charles Kellogg*, formerly the *Prindiville*, and had her entered and enrolled at the port of Windsor as the tug *Charlton*, named after John Charlton, M.P., and vice-president of the company.

On Friday the schooner *J.G. Kolfage* discharged 150 barrels of salt at Hamilton's dock for Odette & Wherry of Windsor, to be held for sale here. The *Kolfage*, which still hails from Amherstburg, where she was built by the late John P. Jones, had a thorough rebuild last fall at Goderich and looks as well as the day she was launched. She was named in honor of ex-mayor Kolfage.

The Detroit and Windsor Ferry Company have five first-class boats either for crossing, excursion or other purposes. This does not include the two plying between Walkerville and Campau Avenue. From the first no less than 21 have been engaged more or less. The *Argo* was the first, commencing in 1833. She exploded, killing the captain and



four others. A horse boat was employed in 1825, prior to which flats and small boats. The side-wheels have been thrown aside and none but the screw are used, except railway steamers.

The secretary of the Montreal corn exchange on Monday received official notification of the decision arrived at by the Dominion Government in regard to canal tolls. It stated that it was the opinion of the government that it would be neither expedient nor proper to adopt a new policy of total abolition of tolls without the authority of Parliament. In order, however, to meet the views of shippers and forwarders concerned, a reduction was made for the present season of navigation only of the existing tolls from 20 cents to 10 cents a ton on wheat, Indian corn, oats, barley and rye shipped for Montreal or any other Canadian port east of Montreal.

About two o'clock Sunday morning, as the little schooner *Rob Roy*, Capt. O. Wilkinson of Leamington, loaded with hickory lumber for Heard & Co., was at anchor to the west of Bar Point, the propeller *Pacific*, with two barges in tow, passed down. The steamer and the first barge took the west side of the *Rob Roy* and the last barge the east side, tripping the *Rob Roy* over with the tow line and sweeping her deck and dismasting her. Her bow sprit was carried away and her hull otherwise damaged. The *Pacific* did not stop to offer any assistance, but went right along, although the three men on board called for help; as their yawl boat was lost and the schooner leaking, Capt. Fletcher of the propeller *New Hampshire*<sup>4</sup> witnessed the whole affair and immediately on seeing the *Pacific* was not going to stop, sent a boat to their assistance, took them on board and brought them to Amherstburg. Capt. Wilkinson says the *Rob Roy*'s lights were all right and that it was quite clear and feels thankful to Capt. Fletcher for his assistance. The *Rob Roy* was brought in on Monday and discharged her cargo.

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June 13, 1884

The schooner *M.P. Barkalow* arrived up from Lorain, O., Sunday with 241 tons of coal; the *Mary* on Tuesday with 230 tons; and the *Wm. Jamieson* on Thursday with 324 tons, all for J.G. Mullen.

The steamer *Alaska* commenced her summer arrangement last Monday and now leaves Detroit daily, Sundays excepted, at 8:30 a.m. for Sandusky and the Islands, passing Amherstburg at 10 a.m. Put-in-Bay and Middle Bass excursions will be given on Wednesdays and Saturdays for 50 cents.

About 3 o'clock Tuesday morning the new steamer *Energy* of Wallaceburg, towing the scows *Annie* and *Endeavor*, foundered on Lake St. Clair when about five miles from the lightship. She sank suddenly in about 12 feet of water and her crew had a very narrow

⁴ This is probably the *Newburg* (see further description of the accident in June 13th issue).

escape, being rescued by the *Byron Trerice*, which brought down the tow. The *Energy* was a new boat and had made but two or three trips. The scows were loaded with wood, part of which was lost during the storm.

Monday morning during a dense fog the Canadian propeller *California* struck a reef one mile north of Sand Beach harbor and half a mile out, while going at full head. After fruitless efforts to get her off, a bad hole was ground in her hull. A northeast wind springing up, she was scuttled and her passengers brought ashore. She was bound from Chicago to Montreal with twelve cabin passengers and a cargo of corn. Her present position is precarious, as a heavy storm has been on since. The tug *Moore*, with steam pumps, has gone to her.

On Tuesday the steam barge *Clinton* landed a sailor here, whom they picked up off Long Point, Lake Erie, the same morning. The sailor's name was Nelson Auger and he hailed from Quebec. He was mate of the barge *Chicago Board of Trade*, in tow of the steam barge *Belle Cross*. He says at 11 o'clock the previous night, during a fearful northwester, he and David Lima (who he thinks was lost) were throwing the deck load overboard, when it went over and carried him into the lake. He got on the timber but every sea would turn it over and it kept him busy making rafts with the boards for eight hours. The mate of the *Clinton* saw him through the glasses and, although a very big sea was running, they got him a line. The captain says it is the worst sea he ever saw on Lake Erie. Auger says at times it was impossible to see the *Belle Cross*. The rescued man is still here. He is none the worse for his rough usage.

Capt. Fletcher of the propeller *Newburg*, which arrived in Chicago last week, says: "The schooner *Rob Roy*, run down by the propeller *Pacific* and her tow, had a good light out and there was no excuse for the accident. There was no excuse, either, after the collision, for the *Pacific* proceeding alone and leaving the crew to perish, as she did. It was about as heartless a deed as is known of in the whole history of lake navigation. The crew of the sailing vessel begged and implored the colliding steamer to save their lives, but the officers turned a deaf ear. The *Newburg* took the crew off just before the *Rob Roy* filled, and they expressed the deepest gratitude. There was no fog at the time and there is no way of accounting for the collision except that the *Pacific* had no lookout." The *Rob Roy* is still at Amherstburg. Capt. Wilkinson has gone to Leamington to get out new spars, etc. for the little craft.

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June 13, 1884

The steamer *Garland* of the Detroit and Windsor Ferry Association was injured to the extent of about \$100 on Monday. While lying at the dock in rear of the British American [Hotel], the *Fortune* ran into her with such force as to break the tow line and send her adrift into the river, where she narrowly escaped being run into by a steam tug. The accident was caused by the engineer of the *Fortune*, who, not being long in the employ of the ferry company, had misunderstood the signals and put on full steam where he should have shut



off. The *Fortune* was slightly damaged by the collision.

The body of Capt. Forrest, who was keeper of the Colchester Reef Lightship when that craft went down in a gale last November,<sup>5</sup> was found near the mouth of the Big Creek on Friday last. His son and Mr. Stuart of Sandwich went down and identified the body as that of Capt. Forrest. The body was found seven miles above Colchester Reef, but it is supposed that the east wind carried it up the lake. The body was taken to Sandwich by Capt. Jas. Smith's steam yacht and the remains were interred in the Episcopal burying ground there.

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June 20, 1884

The schooner *H.D. Root* arrived up from Lorain, O., Sunday with 222 tons of coal for J.G. Mullen.

The steam barge *C.N. Pratt* discharged a cargo of lumber here from Georgian Bay last week for Park & Borrowman.

The schooner *J.N. Carter*, which went on Kincardine Reef last fall, was released Sunday night by the tug *Bob Hackett*.

Capt. John Donnelly, the Canadian submarine diver and wrecker, has agreed to raise the propeller *Oneida* for \$14,000.

The steamer *Riverside*, in avoiding a fog bank Friday, ran on a claybank. After losing a few hours she was pulled off by the steamer *Alaska*.

A fleet of upwards of 50 vessels, steam and sail, were wind-bound in Pigeon Bay on Friday and Saturday. There was a very heavy sea running.

The tug *Stranger* is receiving a thorough overhauling at Springwells and will be out in about a week. Capt. Jacques Laframboise, her owner, will make a Canadian boat of her next winter.

The steam barge *Coral* and barge *Collins* loaded oak timber at Canfield's and Hackett's docks this week for the Grand Trunk [Railway], Sarnia. It is shipped by Thos. Ouellette. The schooner *Dauntless* took a load of ties at Hackett's and Canfield's this week to Buffalo.

The tug *John Owen*, with a raft in tow, was caught in a heavy gale off Rondeau, Lake Erie, Friday noon and lost her raft, which went to pieces. She returned to Amherstburg with a small portion of it left; the remainder being strewn along the lake shore. There was 2,500,000 feet in the raft and it was owned by J. Jackson, M.P. for South Norfolk.

At one o'clock last Saturday morning the schooner *Cataract*, which went to Wheatley for a cargo of wheat, was unable to reach the dock on account of the sea, parted her anchor chain and was driven high on the beach. It is said her bottom is badly broken. She is owned by Samuel Sheppard of Port Stanley, Ont. The tug *Bob Hackett* went to

⁵ See Vol. II(2), pages 86 and 88.

release her.

Mr. Askwith, who has the contract for the Colchester Reef Lighthouse, was down looking over the "ground" and making soundings on the reef on Wednesday. He will not commence work until next spring and will likely build the caisson here. It will be on the same principle as the one that was put there last fall. Mr. Askwith was over to Pelee Island and contracted with Atkinson & Ross for 900 cords of stone for Morpeth harbor at \$2.50 per cord.

The new U.S. lighthouse has received a large quantity of concrete filling, so that it now draws 10 feet of water. By next week it is expected to be down 15 feet, when it will be placed in position one and one-half miles southwest of Bar Point Lightship and six and one-half miles from Bois Blanc Light. An engineer went out and located the station and had the necessary spiles driven on Tuesday last. Louis Lederic, superintendent of the lighthouse construction at T.B. White's dock, has been very ill, but hopes to soon be around again.

The strong wind on Friday increased to a gale on Lake Erie, the force of which drove the lightship from her moorings on Colchester Reef during the night. Nothing could be seen of her Saturday morning until 10 o'clock, when she was discovered at anchor near the Middle Sister Island, all right. Her anchor chains were broke by getting foul of a wreck on the reef. Capt. F.B. Hackett, not being able to secure a tug, took the lights on board the *Eagle* and stationed her on the reef on Monday and Tuesday nights. The lightship was returned to her position on Wednesday.

The steamship *Belle Cross* and tow arrived at Buffalo Friday. They were caught in the heavy northeaster Monday night just above Rondeau and were compelled to turn back. The barge *Chicago Board of Trade* rolled overboard about 200,000 feet of her deck-load of lumber, this carrying with it her main mast. Two sailors were swept overboard, one making his way back and the other being picked up by the steamer *Clinton*. The barge lost her yawl and suffered other damage. The *Little Joker* and *S. Clement* also lost some of their lumber.

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June 27, 1884

A submarine diver has gone to Belle River to raise the vessel sunk at that place.

The schooner *Lewis Ross*, with lumber from Georgian Bay, has arrived at Windsor.

The schooner *Mary* arrived up from Lorain, O., Monday with 212 tons of coal for J.G. Mullen.

Saturday afternoon, within two hours, 24 barges passed here, having in the aggregate 3,600,000 feet of lumber.

The steam barge *D.R. Van Allen* arrived here on Sunday from Parry Sound with 280,000 feet of lumber for S. Fraser.

The steamer *Rupert*, on Lake Ontario, is being lighted with electric light, which will illuminate the water two miles distant.

The tug *Bob Hackett* has gone to Wheatley, Lake Erie, to release the schooner *Cataract*, which went ashore there a few days since.



The plans for a new steamer, to run 18 miles per hour, are being laid down by Frank Kirby for the Detroit and Port Huron route. Length 200 feet.

The steam barge *Indian*, which called at Windsor Monday, has been in service 31 years. She was first named the *Cincinnati* and then the *Alps*.

A small side-wheel steamer named the *Chicoutimi* has just arrived at Windsor from Lake Ontario and, it is stated, will be put on the Detroit and Chatham route.

The schooner *Babineau & Geaudry*, after 18 years' service, has been condemned and is being dismantled. She was built at Three Rivers, Quebec, 150 tons burden.

There is occasional trouble at the Lime-Kiln Crossing. Small craft along the thoroughfare, if in the way of large steamers, are liable to be run down, irrespective of the rights of way.

The old lighter *Ark*, under seizure by the Customs, again broke loose on Monday night from her moorings below the station and drifted out into Lake Erie. The steamer *Riverside* brought her back into the river.

The distance from Detroit to Bar Point, according to the original survey, is 20 miles, thence to Point au Pelee thirty miles, and on to Buffalo 174 miles, making the entire distance 224 nautical miles instead of 280 miles, as it has been usually estimated.

Every master of a small craft should be commended for exercising rigid economy in the management of his vessel during these hard pan times. Yet it would seem that where a vessel, upward bound with coal at 50 cents per ton and sailors at \$2 per day, lies in Detroit River for five days for a fair wind, in preference to taking a tug at low rates, that man is rather more nice than wise; otherwise put his head to soak and leave the mate in charge for a few hours to exercise common sense.

On Tuesday morning the barge *Warner*, the steam barge *Fred. Kelly's* tow, ran on the rocks on Stony Island, west of the Lime-Kiln Crossing. The barge was loaded with iron ore, bound down. On Tuesday afternoon the tugs *Masters*, *Oswego* and *River Queen* pulled on her but could not release her and on Wednesday morning the *Wilcox* and *Champion* together with the above tugs made another unsuccessful attempt to pull her off. At 4:30 Wednesday afternoon the *Wilcox* pulled her off alone, the water being away up. As the *Warner* made water very fast, she was taken up the river and beached until a steam pump could be procured.

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July 4, 1884

The schooner *Mary* arrived here on Wednesday from Lorain with 212 tons of coal for J.G. Mullen.

The schooner *W.Y. Emery* arrived on Sunday from Buffalo with 355 tons of hard coal for O. Young & Co.

In the U.S. Senate the appropriation for work on the Lime-Kiln Crossing has been increased to \$200,000.

The crib for the new U.S. lighthouse at Bar Point was towed into position

Wednesday morning by the tug *Hercules*.

The steamer *D.R. Van Allen* and the schooner *Lewis Ross* are lying in ordinary at Windsor, and the scow *Grace Amelia* has arrived there.

The Canadian wrecking tug *International* came out on Wednesday after being refitted. John E. Tobin is captain and Thomas Hayes is mate.

Capt. S. Neelon's new iron steamer *Sir S.L. Tilley* of St. Catharines will make her first trip from Buffalo to Port Arthur with a load of steel rails.

The new steam barge *United Lumberman* (Capt. Geo. Morden) has left Walkerville on her maiden voyage. Her consort is the *Dolly Varden*. She goes to Georgian Bay.

A scow arrived here yesterday from Chatham with 16,000 pressed bricks and a quantity of common bricks for P. Nevin. Work will now be resumed on the new post office.

A portion of the machinery of the tug *Stranger* has been taken out of the tug and transferred to the shop for overhauling. Capt. Jacques Laframboise expects to have her out before August.

The steamer *C.H. Merritt* arrived here yesterday from Chatham with a cargo of 35,000 brick for Bailey & Wilderspin, which they will use in the addition to Ellis Brown's hotel on Richmond Street.⁶

Until further notice, two red lights will be exhibited, one at each end of the crib which is to form the sub-structure of the new lighthouse and fog signal to be erected at the mouth of the Detroit River.

While the tug *Oswego* was towing the schooner *Boody* out of Wyandotte, the tug ran aground and the schooner ran into the *Oswego's* stern, splitting it open. The *Oswego* is now in dry-dock having a new stern put on, and when completed she will be almost as good as new. Her bow, as far back as the engine room, was renewed a few years ago.

A raft belonging to John Charlton, M.P., and also one owned by Joseph Jackson, M.P., are partly ashore on Pelee Point and Capt. F.B. Hackett is looking after them. 100,000 feet of lumber, which was lost overboard from the barge *Chicago Board of Trade*, is ashore on Pelee Island. It is in charge of David McCormick, collector of customs there.

On Wednesday, while the tug *Crusader* was going up the river, her wheel became loose and dropped off just after she had passed the Lime-Kilns. She was towing the schooners *Golden West*, *Dauntless* and *Lizzie A. Law*. The schooners anchored and the tug drifted downstream until opposite White's wharf, where she anchored. The tug *Masters* came down in the evening and towed her and the schooners to Detroit.

The schooner *Cataract*, ashore at Wheatley, is not to be got afloat so easily as was at first anticipated. The *Bob Hackett* arrived up Wednesday direct from the *Cataract*. The *Hackett's* shaft is bent so badly that the buckets on the wheel strike the shoe and the tug will

⁶ This three-storey hotel was built in 1881. Still in operation as a tavern, it is known now as the Amherst Hotel.

be docked. The *Cataract* is aground broadsides with the shore, one side being completely out of water, while the other is in about three feet. The schooner has been raised by jack-screws and long poles have been placed under her in order to slide her into deep water. A line was tied around the mainmast and passed under the quarter of the boat on which the *Hackett* was pulling, and succeeded in moving the schooner about four feet. The tug was getting ready to make a second pull when the line got entangled in the wheel and bent the shaft, which obliged the tug to cease operations and go to Detroit for repairs. The tug *Kittie Haight* was working at the schooner Wednesday but, after making several ineffectual attempts, parted her hawser. Word was sent to the tug *Bob Anderson* to come to her assistance with a hawser. The *Anderson* left for the *Cataract* and both tugs will work on the schooner. The oakum is badly worked out of the seams in the schooner's hull and it is expected that it will be hard work to keep her afloat, even if she is released.

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July 11, 1884

The propeller *S.D. Caldwell* will henceforth be known as the *Louise O'Neil*.

The tug *Beatrice* left Wednesday to pick up a broken raft at Pigeon Bay for Charlton & Co.

The steamships plying between Owen Sound and Port Arthur, it is claimed, are not paying running expenses, and it is not improbable that one or more may be retired for a short period.

The new steam barge *Sir L. Tilley* passed up Saturday morning on her maiden voyage to Lake Superior. She is decidedly the best got-up of that class of Canadian craft that has passed this way. Of medium size and fine model.

The schooner *Cataract* was released from the shore at Wheatley last Monday afternoon by the tugs *Bob Hackett*, *Porter* and *Kittie Haight*. The *Porter* used a 1200 feet hawser. She was taken to Cleveland for repairs. The wrecking expenses were \$1000.

The slight advantage in vessel rates on grain, announced a few weeks ago, has proved to be only short-lived. Rates have dropped back to the old figures, which prevailed since navigation opened - two cents on wheat from Chicago to Buffalo and one and three-quarters on corn - and the prospects for the rest of the season are anything but hopeful to vessel men.

On Monday night the two fastest freight steamers on the lakes, the *Jewett* and the *Philadelphia*, left Chicago for Buffalo and, says a Chicago paper, "It is a race, and a desperate one, and will prove one of the most celebrated ever run on the chain of lakes." The *Philadelphia* carries 85,000 bushels of oats and 750 barrels of flour, and the *Jewett* carries 100,000 bushels of oats.

The lumber barge *Orton* sailed in here Sunday and lay in front of Gore Street. On Monday she dropped out into the stream and ran up a signal for a tug, as she wished to tow through to Bay City. There were knots on the rope, which would not allow the signal to be hoisted higher than half mast, and on Monday a story was circulated that a man had died on

board from small-pox, which caused considerable excitement in town.

On Wednesday evening the tug *D. Cushing* came to Amherstburg from Fighting Island, where the schooner *Charles S. Parsons*, bound up with coal, was ashore. Dr. Park accompanied them back and put several stitches into the back of the head and right leg of one of the crew, who received two wounds by splinters from the tow post. The man was put off at Detroit and conveyed to the Marine Hospital. Another man had his leg sprained by the hawser parting. The *Parsons* lighted and got afloat Thursday.

The Dingley shipping bill, passed by Congress, has gone into effect. Some of its provisions have considerable local interest. The laws providing for the assessment and collection of a hospital tax from seamen are repealed and the expense of maintaining the Marine Hospital service will be borne by the government out of the receipts for tonnage. The customs officers request vessel men to settle their hospital dues still outstanding. Vessels arriving from Canada are liable to a duty of 3 cents a ton on each entry, the aggregate in one year not to exceed 15 cents a ton. The President is empowered to suspend the tonnage tax on vessels from countries that do not enforce payment of tonnage tax from American vessels. The Canadian government makes no such charges and the President will speedily issue a proclamation suspending payment of tax on this frontier.

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July 18, 1884

Capt. J. Laframboise expected to be out this week with the tug *Stranger*. He has been delayed by the breaking of a steam pipe.

Capt. Herbert T. Archer of Amherstburg is piloting the large tug *International*, which left last week for Lake Superior on a wrecking expedition.

The propeller *Philadelphia* was 69½ hours making the run from Chicago to Erie on her recent trip. The *Jewett's* time from Chicago to Buffalo was 62 hours.

The Grand Trunk Railway Company have sold the small tug *International* to Capt. Peter Williams of Windsor. Hereafter she will be employed towing in this locality.

A new steamer christened the *George Spencer* was launched at Cleveland on Wednesday of last week, costing \$100,000 and having a carrying capacity of 2000 tons. Length 250 feet, beam 37 feet, depth 18 feet 6 inches. Thomas Wilson of Cleveland is the owner.

The U.S. revenue steamer *W.P. Fessenden*, which ran on the rocks in Lake Huron and sunk, has been raised and taken to the Springwells dry-dock for repairs. She is badly used up. The actual loss to the steamer will be nearly \$8000 and possibly above that figure.

The tug *Oswego*, Capt. Thos. Benito, is at the Springwells dry-dock receiving some extensive repairs. The tug has received a new nine-foot wheel and has been made two feet longer. A smoke condenser will be placed on the tug. She will leave the dry-dock on Saturday.

Messrs. Armstrong, Matthews and Carter Bros., tug owners of Port Colborne, have decided, owing to the dull times and low freights, to reduce the rate on canal towing from

twenty cents per ton load to fifteen cents per ton, and from sixteen cents per ton light to twelve cents per ton.

The tug *Beatrice* went to Lake Erie this week to pick up the remains of the tug *Wm. A. Moore's* raft, which is strewn along the lake shore from Colchester to the Rond Eau. The *Moore* succeeded in getting about 9000 feet of the raft in Rond Eau harbor. The whole raft contained about 1,000,000 feet.

The C.P.R. steamer *Alberta* on her up trip collided with the steam barge *Pacific* at the foot of Neebish Rapids. Both vessels were considerably damaged, notwithstanding which the *Alberta* continued her journey and arrived at Port Arthur with her port bow stove in and other injuries. She has 200 passengers and 800 tons of freight.

The propeller⁷ *Atlantic* (Capt. D. Nicholson) when coming up the river on Saturday, broke the key to the air chamber of the force pump when abreast of Amherstburg. One end of the walking beam, which operates on the rock shaft, flew up and struck a section of the engine frame and cracked it. The rock shaft is also bent. The *Atlantic* was taken in tow by the steam barge *Oscoda* and taken to Detroit and is now lying at the foot of Randolph Street. The propeller was detained a day or two for repairs but expected to leave Detroit on Thursday as usual for Cleveland.

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July 25, 1884

The tug *Relief* was burned on Friday near Put-in-Bay. She was built at Buffalo in 1855.

On Saturday the steamer *C.H. Merritt* arrived from Chatham with 51,000 brick for P. Nevin.

On Sunday the schooner *Annie Falconer* brought 374 tons of hard coal from Buffalo for J.G. Mullen.

The schooner *Dauntless* arrived Saturday from Golden Valley with 160,000 feet of lumber for S. Fraser.

The Canadian government has located a beacon light at the entrance to Collingwood harbor. It is a fixed red, 23 feet above water.

Capt. Jacques Laframboise has, at last, got the tug *Stranger* out. He called here with her on Tuesday evening, picked up a vessel and coaled Wednesday morning.

The propeller *Celtic*, which has been chartered to deliver the Canadian lighthouse supplies called at Bois Blanc Island last Friday. She had a large number of excursionists on board.

The new steam barge *Rhoda Emily*, built by John Craig at Trenton, is approaching completion; length, 180 feet over all, 32 feet beam and 13 feet hold. She is a well got up

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<sup>7</sup> Although the *Atlantic* is referred to as a propeller, the broken machinery mentioned is that of a side-wheeler.

## COAL COAL

We desire to draw the attention of the public to the UNIVERSAL SATISFACTION which our HARD COAL gave last winter, and would announce that we have received TWO CARGOES of equally as good a quality, and would respectfully solicit the patronage of all our old customers and the public generally.

Parties living in the country, by sending in their teams, can be supplied at any time.

By leaving or sending in your orders NOW you will secure your Coal before prices advance, and can have it delivered at any time.

We have now on hand all sizes of HARD COAL, and also SOFT COAL of the best quality, for grates. Best quality BLOSSBURG COAL always on hand.

**J.G. MULLEN,**

OFFICE                      Manager for J.A. Beidler & Co's Canadian Department,  
Park House Block,                      Amherstburg, Ont.  
Murray Street.

Advertisement in the *Amherstburg Echo*, August 1, 1884.

craft and will be employed in the grain and lumber trade.

The *Buffalo Commercial* declares that there is no money in carrying lumber down the lake this season at present rates of freight and that a number of sail vessels will likely lay up. The vessels that are now running are chiefly those whose owners have an interest or probably own the lumber they carry.

The tug *N.P. Sprague*, owned by P. Smith of Cleveland, sprung a leak at 3 o'clock Wednesday morning off Point au Pelee and sank in fifteen minutes. The *Sprague* broke her shaft in Lake Huron while bound down from L'Anse with ore laden schooners. The tug *Wilcox* picked them up and with the disabled *Sprague* proceeded to Cleveland. The *Sprague* was easily kept clear of water until reaching Pigeon Bay, when she began to sink. Her crew was taken off by the *Wilcox* and she was then towed ashore, going down in eighteen feet of water. The *Sprague* is an old boat and was built at Buffalo in 1857. She was valued at \$10,000 and insured for \$7000 in the Union Company of Philadelphia. This is the third vessel Smith has lost this year.

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August 1, 1884

On Saturday the steamer *C.H. Merritt* arrived from Chatham with 60,000 bricks for P. Nevin.

The schooner *Starling* arrived from Buffalo on Sunday with 364 tons of hard coal for J.G. Mullen.

A resurvey of Georgian Bay is now in progress in order to exhibit shoals and reefs recently discovered. The last survey was by Lieut. Bayfield in 1821.

On Sunday the schooner *John Jewett* arrived from Lorain with 308 tons of coal and on the same day the *Sukie Sheppard* brought 220 tons, both for J.G. Mullen.

On Friday morning the steam barge *May Richards* ran aground in a fog on the rocky reef west of Bois Blanc Island. She was a mile out of the course and was on five hours, but worked herself off.

The Department of Railways and Canals has decided to undertake the work necessary to give 14 feet of water on the sills in the Welland Canal, so as to enable vessels of larger carrying capacity to pass through.

The steam barge *United Lumberman* on Tuesday discharged half a million lath and half a million shingles for S. Fraser from Georgian Bay. She will return here with another cargo of lumber for Mr. Fraser.

The steam yacht *Evangeline*, in command of Capt. Thomas Lundy, called at Amherstburg on Saturday en route from Toronto to Sault Ste. Marie. The yacht was built at Cowes in the Isle of Wight for the Prince of Wales and she is built of teak wood and supplied with all the modern conveniences and comforts necessary for a member of the royal family. She originally cost £1800 but was purchased by the Bishop of Algoma at Glasgow for £600 and was brought out on an Allan steamship at a cost of \$150. She is intended for missionary work at the Sault. The crew consisted of Capt. Lundy, an engineer and two Chippewa Indians from the Sault. She has two 8-inch cylinders and can be made to travel at a speed of 14 miles per hour. Rev. E.F. Wilson, who preached at Port Stanley 17 years ago and occasionally in St. Thomas, was on board the vessel. He is now stationed among the Indians, with headquarters at Sault Ste. Marie, having been transferred there eleven years ago from Wolfe Island. For years a sail boat has been used by the Bishop of Algoma to assist in carrying on missionary work at points distant from the Sault, but he found he could not depend upon filling an engagement, it being impossible to guard against the uncertainty of the weather, hence he determined to purchase the yacht, which will ply along the coast for a distance of 400 miles.

The Canadian Pacific Railway steamer *Alberta*, while proceeding on her trip to Port Arthur ran into the steam barge *J.M. Osborne* of Cleveland, Ohio, on Sunday evening off Whitefish Point. The stern of the *Alberta* was damaged somewhat, which necessitated her putting back to the Sault, where her passengers landed and arrangements were made for their being forwarded by another boat. Capt. Anderson, who commands the vessel, is one of the most experienced navigators on the upper lakes. The *Alberta* will come to Detroit, where a survey of her damage will be made, and it is reported that after the collision the barge *Osborne* sank in ten minutes, going down in twenty fathoms of water. Two of the crew went down with the boat. The accident occurred in a dense fog. It is stated that the mate Connors, one fireman and the cook went down with the lost ship. During the excitement that followed, a passenger on the *Alberta* rescued a woman and three children, the wife and

family of the captain of the *Osborne*, and while endeavoring to save a fifth party he became exhausted and sank with the wreck. The new steamship *Alberta* so far this season has had a lot of trouble. She has had no less than three serious collisions, with aggregate losses of not less than \$80,000. The steamer *J.M. Osborne* was built at Marine City in 1882 and valued at \$50,000.

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August 8, 1884

The new steel boats at Wyandotte are rapidly approaching completion.

On Friday the schooner *Shandon* arrived here from Buffalo with 300 tons of hard coal for O. Young & Co.

The steamer *Wallula* is downward bound from Duluth with 700 tons of silver ore, which is en route to Liverpool.

An unknown craft ran into Alexander's wharf at Grosse Isle a few nights ago, doing damage amounting to \$500.

There is no precedent for the present dull times on either side of the lines without going back to 1859, when vessels were rushed off to Europe with copper and staves.

Since the opening of navigation there has been shipped by lake from Saginaw river ports 899,793,000 feet of lumber, exceeding any previous year of corresponding date in its entire history.

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August 15, 1884


On Friday the schooner *Sarah* arrived from Lorain with 134 tons of coal for J.G. Mullen.

Capt. P. Williams of the tug *International* has purchased a steam pump and other wrecking apparatus for the tug.

The repairs to the propeller *Colorado* at Buffalo are nearly completed and in about a week she will be again in commission with her name changed to the *Lackawanna*.

One of the new steel steamers building at Wyandotte will be launched in a week, the other Sept. 15th. The work is being pushed rapidly forward, 500 men being employed.

The tugs *Mocking Bird*, *Winslow* and *Reid* passed here Wednesday night with a large raft in tow, not less than 4,000,000 feet. It was divided into three sections and was the largest of the season. It was a "sack" raft; that is, the outside logs, five or six deep, being

COAL!

O. YOUNG & CO.,
Producers of and dealers in Coal.

Two cargoes of Extra-Screened **HARDCOAL** (Stove and Chestnut) received for the fall trade. Orders promptly filled. Satisfaction guaranteed. Orders respectfully solicited.
All kinds of **STEAMBOAT COAL** in stock.
BLOSSBURG COAL for blacksmiths, for sale.
Twomey's Dock, foot of Richmond Street, Amherstburg.
I.B. MANSFIELD,
Manager.

Advertisement in the *Amherstburg Echo*,
August 15, 1884.

chained and those inside loose.

Deputy United States Marshal Cash Taylor has libelled the Canadian Pacific steamer *Alberta*, lying at the Detroit Dry-dock, for \$91,237.50 at the instance [insistence] of Wesley C. Richardson and others, owners of the propeller *J.M. Osborne*, which was sunk in a collision with the *Alberta* on Lake Superior recently.

The old steam ferry *Essex*, which has been lying at Walkerville for some time past, partially submerged, has been sold to Geo. Tebo and J.S. Loughhead of Sarnia, who intend putting her in shape for a ferry between Sarnia and Port Huron, in opposition to the Moffat Line. She was raised on Saturday.

The steam barge *United Lumberman*, Capt. Morden, arrived down from Georgian Bay Sunday with 400,000 feet of lumber for S. Fraser, which she delivered here. One of her consorts, the *Dolly Morden*, left 320,000 feet at Windsor for Mr. Nutson and the other, the *New Dominion*, went to Chatham with 260,000 feet for Mr. Patterson of that town.

The old schooner *Corsican*, which was abandoned in 1882 and left lying at Windsor for the last two years, sunk last Friday at Walkerville, where she had been towed the previous Saturday. The *Corsican* was built at Youngstown, N.Y., in 1874. In 1882 she went ashore at Point au Pelee and was released by the tug *Erie Belle*. The wrecking bill was so large that the owners of the schooner abandoned her to the wreckers, who never rebuilt her.

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August 29, 1884

The tug *International*, owned by Capt. Williams of Windsor, was changed from an American into a Canadian boat last Friday.

The barge *Saginaw*, 34 years on the lakes, has obtained a new lease of life at Cleveland by some temporary repairs. Her obituary has been written up on several occasions.

One of the new steel steamships launched at Wyandotte last week was named the "*Albany*" and the other to be launched next month is to be called the "*Syracuse*".

A despatch from Detroit states that from forth no licenses will be granted to persons to act as engineers or pilots for American vessels on the lakes unless proof is furnished that applicants are American citizens.

The Kirby Brothers of Wyandotte contemplate building a large pleasure steamer having three decks and of good speed, to ply on the rivers for parties of pleasure. She will be fashioned after the steamer *Garland*, though much larger and far more commodious.

The ferryboat *Essex*, formerly of Windsor, was taken to Sarnia on Monday of last week and is undergoing a thorough repair and renovation prior to being put upon the ferry route between Sarnia and Port Huron by Messrs. Loughhead and Tebo.

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September 5, 1884

The schooner *John Tibbets* arrived here from Lorain on Thursday with 301 tons of

coal for J.G. Mullen.

The steamship *Onoko* carries 100,000 bushels of wheat and of coal 2930 tons. She is the mammoth steamer of the lakes.

On Wednesday the scow *R.H. Brown* arrived here from Lorain with 51 tons of coal and on Thursday the schooner *Sassacus* arrived with 198 tons, both for O. Young & Co.

The tug *Beatrice*, with the *Cataract* and another schooner in tow, was bound up Tuesday night when the *Cataract* was run on to Ballard's Reef, Grosse Isle. The barge *Picnighlighter* her cargo of coal and she was got off Wednesday and proceeded on her trip to Owen Sound.

The work of deepening the Welland Canal to a uniform depth of fourteen feet will be proceeded with at once. Dredging will have to be done at the summit but for the greater part of the distance the object will be accomplished by raising the walls of the present canal. The whole work of increasing the depth from 12 to 14 feet will cost about \$1,000,000 and there is an appropriation of \$250,000 now available for the work. The remaining \$750,000 will be asked for at the next session of Parliament. It is believed that the work can be carried on without interfering with navigation and that the whole will be completed in two years, or by the 1st of July, 1886.

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September 12, 1884

Ballard's Reef, Grosse Isle, should be buoyed. Some craft is continually bringing up there.

Last week the steam barge *Lincoln* loaded 16,500 bushels of wheat at Detroit for St. Catharines.

The new steam barge *Resolute*, hailing from Deseronto, Lake Ontario, and a stranger in these parts, has been loading staves at Windsor.

The tug *Crusader*, owned by Capt. Pridgeon of Detroit, is repairing her machinery at the dry-dock. In spite of an adverse season, the tug has been successful in towing.

The steamship *Alberta* is again unfortunate, this time colliding with the *Campana* near Sault Ste. Marie; damage not serious. This tallies as her fifth accident this season.

The propeller *J.W. Steinhoff*, well known in this vicinity, is in trouble on the Canada side at Sault Ste. Marie on charges of being identified with certain smuggling operations.

The tug *Stranger*, Capt. J. Laframboise, has been laid up for ten days for repairs. She has had wrought iron legs put under her boiler and other repairs made to the amount of \$300.

Mr. Craig, the well-known shipbuilder at Trenton, is building a marine railway at that place. Vessels 200 feet long can be hauled out on the railway and it is the intention of the constructor to make it the most complete affair on the lakes.

The Michigan Central Railway Company placed the transfer steamer *Transport* in commission this week. The freight over this road has increased to such an extent that the three transfer steamers will be kept busy in the day and two at night.



The last round trip made by the steam barge *R.J. Hackett* (Capt. C.C. Allen) is one of the quickest, if not the fastest, on record. She left Ashtabula with her consort, the *Wm. McGregor*, on August 19th, took full cargoes of coal to Duluth, went to Marquette and took iron ore back to Cleveland, making the round trip in 14 days.

Friday evening a slight collision took place between the steamer *Riverside* and the yacht *Sigma* at Detroit. The *Riverside* had just left her wharf when some persons who wished to go on the steamer appeared on the wharf. The captain accommodatingly had the steamer turned back to the wharf and took the persons on board. When the *Riverside* left the wharf first, the *Sigma* and *Sanilac* were coming upstream. The *Sigma* slackened up, as the *Riverside* was pretty well out in the stream, with the intention of passing to the stern of the steamer, but when the *Riverside* turned back to the wharf to take on the passengers she attempted to cross the *Riverside*'s bow as she was leaving the wharf for the second time, and in order to do this she was going under full headway. She found, however, that she could not do this and the signal to reverse the engine was given, but the yacht did not come to a standstill before she struck the *Riverside* on the starboard side, forward of the forward gangway. Luckily no damage of any importance was done to either craft, as both had given the signal to back.

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September 26, 1884

The schooner *Pandora* has been lying at Windsor for the past ten days, unable to get a cargo.

Owing to the storm prevailing on Lake Erie on Wednesday, the steamer *City of Dresden* did not make her usual down trip on that day.

On Saturday morning the steam barge *Tuttle* ran aground on the foot of the spit of Bois Blanc Island, having run to the west about one width. She easily worked herself off.

The schooner *Monticello* was finally raised and towed to Detroit by the tug *Winslow* on Wednesday. The damage to the schooner is not serious. Her cabin, however, has been carried away by the heavy seas that have prevailed since the collision took place. Although the wreckers were somewhat unfortunate in their efforts to raise the schooner, a neat job has been done. Nothing has yet gone to the *Mott*, but the company in which she is insured is negotiating with different wrecking companies to raise the schooner. The *Mott* is in so deep water that the gales and heavy seas will not damage the hull to any extent. It would be impossible, however, to work on the *Mott* during weather like that which has prevailed during the past week.

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October 3, 1884

The steam barge *C.N. Pratt*, lumber laden, was towed up Wednesday in a disabled condition.

The schooner *I.U. Porter* arrived on Monday from Lorain, O., with a cargo of 290 tons of coal for J.G. Mullen.

The schooner *Elgin* has arrived at Windsor with lumber from Georgian Bay and is presumably the vessel reported stranded there a day or two ago.

The steamer *Riverside* brought 100 bbls of cement from Detroit to Texas Landing Monday for the new lighthouse pier, which is being completed at the entrance of Detroit River.

The tug *John Charlton*, with schooners *S.H. Foster*, *D.S. Austin* and *Sarepta* in tow, ran aground on Fighting Island during a squall Friday. The three schooners also ran on. They were all released Saturday afternoon by the tug *International*.

The steamer *Alaska* has discontinued her regular Sunday excursions to Put-in-Bay for this season. The *Alaska* has been one of the most popular excursion steamers on the river. She will continue running to Put-in-Bay during the week until the season closes.

The tug *Pheniz*, with a Marshal from Sarnia, seized the propeller *Pacific* here Wednesday on account of the accident some months ago with the Canadian Pacific steamer *Alberta* in the Sault Ste. Marie River. The *Pacific* is at the dock here, lumber laden. She is libelled for \$7000. She is owned by A. Chesebrough of Detroit.

The little wrecking schooner *Farren H. Williams* (Capt. F.P. Williams) has been down for the past three weeks searching for the steamer *Forest Queen*, which was sunk in the ice in Pigeon Bay 15 years ago. So far the search has been fruitless. The little craft is fitted out with steam pump, hoister, dredge and diving apparatus.

The *International* is stripping the schooner *Mott*, sunk in Lake Erie in the vicinity of Colchester. The master of the tug, Capt. John Tobin, an experienced wrecker, will make a careful examination of the *Mott* to ascertain her condition as near as possible. The contract for raising her has not yet been let.

#### THE LIME-KILNS

The tug *Shaughraun*, with C.F. Dunbar's steam drill "*Far Down*", arrived here Tuesday morning from the Welland Canal to commence work on the \$200,000 contract on the Lime-Kiln Crossing. Very few of the old hands remain on the drill. Capt. Marks is still in charge of the tug, with Eugene W. Cooke and fireman Craig as of old. Messrs. Armstrong and Whitehead have gone to the Pacific coast and expect to make their homes there, so they will not be back here. James McGuire, one of the old reliables, has charge in place of Mr. Armstrong. The only remaining hands are Thomas Toney, Thomas Henley, Wm. McTaggart, Joseph Woods and Duncan McFee, the blacksmith. Nicholas Stevens returned here last week and commenced operations manufacturing nitroglycerine to be used in blasting. M. Sullivan will be at his old post on the [*Wild*] *Irishman* when she arrived. Daniel Dibble will not be up here this fall as he is in charge of one of the dredges - the "*Faugh*" - at Port Colborne. But many of the fair ones hope to see his handsome countenance when the springtime comes. They commenced work on the crossing yesterday.

#### THE NEW DETROIT RIVER LIGHTHOUSE.

There are now being completed at the Russell Car Wheel Foundry, Detroit, three iron lighthouses, one for the pier at the entrance of the Detroit River, one destined for Sand



Beach and a large beacon lighthouse for the pier just outside of Cheboygan. The lighthouse for the Detroit River pier and the beacon light are now completed and are standing in the yard at the works ready to be taken apart and shipped. The Detroit River Lighthouse is an immense iron structure, the top of which, as it now stands, towers above the houses. This lighthouse has a round iron shell with iron floors and stairs inside. The outer shell has a diameter of twenty-two feet at the base and is conical in form to the height of 46 feet, having a diameter at that height of 18 feet. The promenade deck, supported by brackets from the main shell, projects over to a diameter of 24 feet. From the promenade deck is a circular watch tower 11 feet in diameter and 7 feet high. On this is the lantern deck and lantern houses, which, like the remainder of the tower, are constructed of cast iron. The roof and cowl piece are made of heavy copper. The tower from the base to the top of the lantern cowl is 51 feet, made from the base to the focal plane 44 feet 4 inches. The inner floor plates are supported by a centre column of cast iron, which is hollow and answers the purpose of a chimney and for ventilation. The outside of the floor plates rest upon a lining made of masonry. The floors are three in number and make four excellent living rooms for the keeper and his family, the shell being pierced for light. Each floor is connected to the one above by a handsome winding stairway of cast iron. The casings are all flanged, having a uniform thickness of five-eighths of an inch. Every joint in the structure is planed and fitted so closely that it can hardly be discerned, thus making the whole perfectly water-tight. An outer vestibule of cast iron, the ornamental window caps and the neat iron railing around the promenade and lantern decks make the whole present a graceful appearance. The lanterns on these houses are diagonal. The only wood about the structure will be that placed on the ceiling of the third floor and on top of the first floor. Each of these lighthouses weighs eighty tons and will be taken apart in a few days and delivered to the Lighthouse Board, whose engineers will place them on the cribs this fall.

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October 10, 1884

The Colchester Lightship has given good satisfaction to the shipping this season.

The tug *Oswego*, Capt. Thomas Benito, has been laid up for the season at Springwells.

The tug *Jerome*, owned by Dr. Mitchell of Wallaceburg, was burned to the water's edge in Sydenham River Friday. She was valued at \$6000.

Notwithstanding the fog on Friday morning, the steamer *Riverside* managed to arrive in Detroit without accident. The *Riverside* is still doing an immense business.

S.A. Murphy is repairing the hull of the old tug *Prince Alfred*, which was stripped of her machinery during the first of the season, and will convert her into a Canada lighter.

The hull of the old G.T. Railway steamer *Michigan* at Windsor has been sold to Detroit parties, to be converted into a lumber barge with a capacity of 1,500,000 feet.

While endeavouring to pass the *R.J. Hackett* at the narrow entrance to Lake George on her last trip down, the propeller *Quebec*, belonging to Beatty's line, collided with the

Hackett, damaging her to the extent of about \$2000, which the *Quebec* will have to pay. Dr. Hobbey and Capt. H. Hackett were on board the *Hackett* at the time.

The wrecking tug *International*, Capt. John Tobin, has stripped the schooner *Mott*, which is sunk in Lake Erie. Diver Quinn was down Tuesday and made an examination of the schooner. She is in 40 feet of water and sunk 4 feet in the mud, which will make it difficult to get chains under her. It is doubtful if it can be done this fall, as the gales are so boisterous that at intervals they had to abandon work.

There is now very little to be done before the Kingsville harbor is completed. The government tug *Trudeau*, with a dredge and mud scow, has been for the last six months working at the harbor. At the entrance the harbor is 150 feet wide and increases until it reaches a width of 800. The harbor has a uniform depth of twelve feet and vessels drawing no more than that depth can enter the harbor without danger of grounding. There is something over 1000 feet of piling in the harbor, which renders Kingsville a perfectly safe port to lie in during a gale.

The steam barge *C.N. Pratt*, loaded with deals from Manistee for Kingston, which passed this port on Wednesday of last week, has arrived in Detroit in tow of the tug *Hercules*. The steam barge was about five miles below Bar Point Lightship when the crank pin gave way and caused the piston to go through the cylinder head. The crosshead is also broken and the bottom is now lying at the Riverside Iron Works, where she is being repaired. The crew have been paid off and have left the barge.

The deck hands on the propeller *Atlantic*, Capt. D. Nicholson, were paid off in Detroit on Saturday night as usual, and after receiving their money started up town, where they obtained a considerable quantity of "bug juice," as they termed it. They then returned to the steamer and wanted to ship again, but wanted an increase of wages. The captain refused to hire them at the increase and engaged another crew at a considerably lower figure. The half drunken crew hung around the wharf and would not allow the men even to get aboard. The police were summoned and the old sailors were driven off the wharf and the steamer left on time for Mackinac.

On Saturday the Canadian Government tug *Trudeau* [was] engaged in dumping a mud scow outside the Kingsville harbor when the wind freshened up and blew her ashore. In backing off, the wheel struck a stone and all the buckets were broken off. The tug *International* was sent from Windsor by Odette & Wherry Saturday but before the tug arrived the *City of Dresden* was secured to tow her to Detroit, where she will have a new wheel put on and, if necessary, will have her entire machinery overhauled. The *Trudeau* was built at Buffalo in 1874 and her port of hail is Ottawa. She is valued at \$3800 and classes A 2.

On Saturday the captain of the *Riverside* noticed the body of a man washed up on the beach of Mamajuda Island. The captain did not stop to pick up the body but signalled to some young men who were fishing in the vicinity to get the body and take it ashore, which they did. The captain says the body was clothed in working clothes and that the face was

very black. The body was supposed to be that of Fred. Gilberts, mate on the schooner *Montcalm*, who was drowned from that craft September 30th while she was lying at the wharf in Springwells. The captain of the *Montcalm* went to Wyandotte to identify the remains, but found it was not that of Gilbert. The body was buried at Wyandotte.

The drill *Far Down* is now a familiar sight at the Lime-Kiln Crossing and she may be heard at work any time, day or night. She commenced operations opposite the C.S.R. depot and the contract, which will be completed sometime in the fall of 1886, includes a cut of 1700 feet long on the west side of the present channel, and one 2500 feet long on the east side. There will then be a straight course with a uniform width of 300 feet, except at each end, which will be 400 feet wide. Dunbar's tug *Shaughraun* left Wednesday night for the canal and will bring the dredge *Wild Irishman* up from Port Colborne early next week to commence her part of the work. The lightship will remain in its present position on the crossing for the season. Colonel Kallman of the U.S. Engineers has charge of the work and his son Herman is his assistant.

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October 24, 1884

A new engine is to be placed in the steam ferry *Essex* at Sarnia.

The tug *Bob Hackett* (Capt. James Tobin) released the propeller *Cumberland* from Bar Point on Wednesday night.

C.F. Dunbar's dredge *Wild Irishman* returned from Port Colborne on Wednesday of last week in tow of the tug *Shaughraun*.

The wrecking steamer *International* left Monday afternoon to release the propeller *Georgian*, reported sunk near Little Current.

A petition is in circulation, signed by the prominent ship owners of all lake ports, to the U.S. Lighthouse Board to establish a light off Grosse Pointe for the guidance of vessels into Detroit River and prevention of stranding on Pêche Island. The construction of such a work is all important to lake shipping.

Notice has been given that instead of a single white light as heretofore described, the Colchester Reef Lightship in Lake Erie shows two lights, a fixed white light elevated about 20 feet above the water with a fixed red light ten feet vertically above the white. Both lights are shown from dioptric lanterns.<sup>8</sup> The vessel is this year moored 400 feet to the northward of the reef.

The tug *Admiral D. Porter* left Windsor for Kettle Point, Lake Huron. A report reached Windsor Monday that the steam barge *Victoria*, which was coming down with a cargo of lumber, struck a rock while off that point Monday and sunk. The *Victoria* is a Canadian craft and is valued at \$3000. She has this season been rebuilt and received new boilers. James Watson is her owner.

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<sup>8</sup> having lenses which refract light

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October 31, 1884

The tug *Stranger* will be docked at Port Huron on Tuesday night to stop a leak.

The steamer *Gazelle* on Monday brought from Detroit 75 barrels of cement for the new U.S. lighthouse.

The tug *International* of Detroit has succeeded in releasing the propeller *Georgian*, sunk in Georgian Bay, and towed her to Owen Sound.

The propeller *Alma Munro* on Saturday night discharged a large quantity of freight at Hamilton's dock for merchants in town and down the lake shore.

The steamer *Riverside* received her new wheel and on Tuesday resumed her old route between Amherstburg and Detroit. Citizens of this town who ride a good deal on the route prefer the *Riverside* to the *Gazelle*, as she is better fitted out, makes better time and rolls less in a sea. Capt. John Edwards is in command.

As Dunbar's tug *Shaughraun* was coming into the Canada Southern dock on Saturday afternoon, a heavy load of coal on board caused her to list over and brought her stern suddenly up against the dock, so that the buckets of her wheel struck thereon and were quickly broken off, one after the other. The tug *Miner* is doing her work while she goes to Detroit for a new wheel.

The little schooner *John Tibbets* was loading hickory wood at Kingsville harbor on Saturday and was compelled to leave or get her bottom pounded out. The captain did not have time to get his papers and on Sunday was very uneasy as to whether he would have to go back to Kingsville and get his papers or go to Detroit with his cargo. A visit to Collector Gott settled his mind and sent him on his way rejoicing.

There is some complaint regarding the depth of water in Kingsville Harbor. The schooner *North Star* was in the harbor loading recently and it is reported that she pounded on the bottom and had to lighten some of her cargo before she could get out. The schooner was drawing about nine feet. There has just been \$50,000 expended on the harbor, which was intended to be of a uniform depth of 12 feet.

The gale of Wednesday and Thursday of last week grounded three steam barges and a consort at St. Clair Flats, blockading the entrance to the ship canal. Before they were released, a fleet of forty-five steam and sailing craft had gathered at that point. The steamers *Idlewild*, *City of Cleveland* and *Milton D. Ward* passed through "the old north channel" till the blockade was raised. The tugs had a "snap" which helped to [illegible] for the season.

On Sunday morning the tug *Charlton* during a fog ran into the scow *Eaglewing* of the Lime-Kilns, cutting her in six feet. The captain and two children were taken on the tug to Detroit. The scow, which waterlogged, was loaded with maple lumber from Huron to Detroit. She drifted downstream and finally grounded on the head of Bois Blanc Island and an expedition under Capt. F.B. Hackett was sent to her Monday. Capt. Hackett took the cargo out and took her around the back of Bois Blanc Island and last night she was ready to go to dry-dock. The work was all done with the schooner *Eagle*.

WRECKS.

The severe gale of last week did a great amount of damage on the upper lakes. The following are some of the most serious ones:-

The large iron propeller *Scotia* ran ashore on Keweenaw Point, Lake Superior. The tugs *Winslow* and *Swain*, with four steam pumps, are working at her. The *Scotia* is valued at \$100,000 and insured for \$60,000. It is feared her back is broken.

The schooner *Gerrit Smith* is ashore at Crawford's Quarry, Lake Huron. The *Champion* is working at her. The schooner *M. Fillimore* is ashore in the Straits and the schooner *Dan Rodgers* is waterlogged.

The tug *Porter* with her wrecking outfit came back from the steam barge *Victoria* Sunday night. She reports the barge a total loss and broken up. Her outfit has been taken off and her engine and boiler will be secured. She was valued at \$3000 and owned by James Watson.

The schooner *Grace Murray* was ashore at the [St. Clair] Flats. The scow *Bedford* left Windsor to lighten her cargo of coal. The tug *Admiral D. Porter* was sent to her.

On Wednesday night of last week, during a snowstorm, the schr. *Golden West* went ashore on Snake Island, about five miles east of Cove Island on Georgian Bay. The crew abandoned her and are safe at Tobermory. The vessel was heavily loaded with corn from Chicago to Midland and seemed to be in a very bad condition, the corn bursting out of her hull.

The schooner *Lady Dufferin*, from Chicago to Vert Island for a cargo of stone, ran on Caribou Island Sunday and will be a total wreck. The crew abandoned her and reached Michipicoten Island in the yawl boat, where they were picked up by the steamer *Arcadia* and taken to Port Arthur.

The schr. *King Sisters*, which went ashore at the Mohawk River, has been declared a total loss. The vessel is all breaking up.

On Lake Michigan the barge *M.R. Warner* of Cleveland, reported to have foundered, was discovered in a bad condition with rudder and canvas gone. The schooner *Christian Nilsson*, ashore at Bailie's Harbor, was abandoned to the underwriters. The schooner *J.E. Bailey*, ashore at Gill's Pier, [is] a total loss. The schooner *Tallahassa* went ashore at Jackson Port Sunday morning. The steam barge *Maggie Marshall*, which was sunk at Cheboygan, has been rescued.

The schooner *Van Valkenburg*, with coal from Buffalo to Milwaukee, is feared to be lost with all hands. She left Port Colborne last week and nothing has been heard of her since. A woman's body and a vessel's yawl boat came ashore on the beach at Pt. Maitland Monday morning. Both were close together. The woman appeared to be between 50 and 60 years old. There was no vessel's name on the yawl and nothing could be found to identify the woman. It is thought that they may have come from the vessel reported sunk.

Word was received in Windsor on Friday that the steam barge *Fortune* had been blown ashore in a gale near Port Stanley on Lake Erie. She is full of water and will probably

be a total wreck. She was owned by Captain Peters of Windsor, who was in command, and carried a very light insurance. The insurance companies have abandoned the *Fortune* as a total loss. Capt. Peters, who arrived from the wreck Tuesday, reports that the steam barge is broken in three pieces and that a portion of her deck on which was the force pump floated ashore. So badly is she broken up that it will be difficult to recover her machinery. Her hold is filled with elm bolts, which were destined for Buffalo parties and on which there was an insurance of \$800. The shippers of the cargo are of the opinion that if the cargo is recovered it will be useless, as the sand which would be mixed with it would make it impossible to manufacture the bolts. The hull of the *Fortune* is insured in the Thames & Mersey for \$3000 and in another company for \$2000. The wrecked craft is valued at \$7500. She was built at Port Frank in 1877 and in 1883 received large repairs.

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November 7, 1884

The schooners *Mary* and *John Jewett* have arrived at Walkerville with coal.

Marine insurance expires Saturday. No further risks will be taken except at increased rates.

The schooner *Dauntless* arrived Monday from Lorain with 337 tons of coal for J.G. Mullen.

The schooners *Homer* and *City of Green Bay* have arrived at Walkerville with corn from Chicago.

There are twelve inches of snow at Owen Sound and vessels are being laid up as fast as they arrive there.

The steam barge *C.N. Pratt* has been chartered to take supplies to Lake Superior for the Canada Pacific Railroad.

The tug *Shaughraun* received a new wheel and resumed work on the Lime-Kilns. There was only one bucket on the broken wheel.

The last boat to leave Sarnia for Port Arthur will be the *United Empire*, which is expected leave on Friday the 7th November.

The steam barge *Annie Smith* was laid up last week. Capt. John Hutton is in charge of the tug *Phoenix*, which is owned by Parker Bros.

The tug *Oswego*, Thursday at Detroit, took the schooner *Van Valkenburg*, which was reported foundered in Lake Erie, in tow for Lake Huron.

The old Grand Trunk transfer ferry *Michigan* is to be transformed into a dry-dock and located at a point between Windsor and the Canada Southern slip.

Owing to the boom in the wrecking line, Capt. Grummond has had the tug *Oswego* (Capt. Thos. Benito) put in commission again. The tug has been doing a rushing business since she came out.

Thomas Smith Barlow, engineer, and John Maloney, fireman, of this town, were on board the steam barge *Fortune* when she went to pieces at Long Point. They were taken off by the life-saving crew.



The schooner *Jura*, laden with about 6500 bushels of wheat, went ashore Sunday evening above Port Stanley. The *Jura* is insured in the Boston Marine for \$6500 and is owned by Chase & Bros., Port Colborne.

The schooner *Venice*, loaded with coal, on Tuesday afternoon went on the rocks to the west of the works at the Lime-Kilns. She was out 18 inches. The tug *Phoenix* went to work on her at once and released her by 6 a.m. on Wednesday.

The schooners *Michigan* and *Nicholson*, two of the largest schooners on the lakes, which have been in ordinary for nearly two months in Chicago on account of low freights, passed down Tuesday, grain laden, in tow of the tug *Crusader*, for Buffalo.

The schooner *Golden Age* is en route from Chicago with 92,000 bushels of corn, the champion cargo of the season by sail vessels. She registers 1763 tons and is the largest schooner on the lakes. She passed down Monday in tow of the *Wm. Edwards*.

Last week the wrecking tug *International* took on steam pumps and wrecking apparatus and left Detroit for the schooner *Lady Dufferin*, ashore at the Caribou Islands, Lake Superior. The *Dufferin* is loaded with railroad iron for Port Arthur and went ashore on Wednesday of last week.

The tug *Wm. A. Moore*, with complete wrecking outfit and diver, left for the *Gerrit Smith*, ashore at Crawford's Quarry. The *Champion*, however, belonging to another wrecking line, is reported working at the *Smith* and the *Moore* will probably have her expedition for nothing.

The tug *International*, Capt. John Tobin, came to Detroit for more pumps to raise the schooner *Golden West*, but before she left again the Insurance Companies abandoned her as a total loss. The *Golden West* went on Snake Island and was loaded with 30,000 bushels of corn, which was bursting out of her sides. She was valued at \$30,000 and rated A 2½.

The water on Tuesday night was very low in the river, being down to 13 feet, 9 inches on the crossing. The large steamship *Wm. Chisholm* lay at the dock here, drawing 14 feet, 9 inches, and must have been sitting in the mud at least a foot. The steam barge *R.P. Ranney*, with the schooner *Cobb* in tow, drawing 15 feet, was detained all day Wednesday and part of Thursday. The *Chisholm* got away Thursday morning, having been detained over 50 hours.

The steamship *Iron Duke* (Capt. Thomas Honor) with the mammoth schooner *David Dows* in tow, and the steamship *Greaves* with the big schooner *Adams* in tow were detained 24 hours above the Lime-Kilns by the low stage of water on the crossing on Saturday and Sunday. On Sunday evening the tug *Phoenix* (Capt. John Hutton) brought the *Dows* over. She was drawing over 15 feet of water and grazed the bottom several times. Duff & Gatfield did the piloting and for a time were kept busy with the big ones.

The vessel which was discovered sunken about eight miles off Gulf Island last week and which was supposed to be the schooner *Van Valkenburg*, has now been identified as the schooner *New Dominion* of Toronto which was en route from Cleveland to St. Catharines with coal. She was owned and sailed by Capt. James Griffith and Capt. J.J. Daley. Griffith

acted as captain and Daley as mate, both of whom undoubtedly went down with the vessel. Daniel Murray, a sailor before the mast, also belonging in St. Catharines, was one of the victims. The names of the balance of her crew cannot be learned at present. Capt. Griffith is an old canal captain, having sailed St. Catharines' vessels for John Graham for a great many years. He leaves a wife and family in St. Catharines. Capt. Daley is another old canal captain, having served with Norris & Neelon a number of years. He bought the *New Dominion* along with Griffith about a year or so ago. He also leaves a wife and family in Hamilton. The captain's son went to Port Maitland and recognized the *New Dominion's* yawl boat. He also found all the vessel's papers, which had washed ashore in his father's writing desk. A number of other articles, which were picked up on the beach, he recognized as belonging to his father's vessel. No bodies have been recovered except that of the woman cook, who proves to be a stranger, having shipped in Cleveland.

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November 14, 1884

The body of Capt. James Griffith of the schooner *New Dominion* was found on the beach near Port Maitland Monday.

A sad accident took place at Goderich Monday. [illegible] McKay of the schooner *Garibaldi* was upon the crosstrees of his vessel [when] he fell, landing on the deck, and received such injuries that he died in a few hours. He was well-known on the lakes.

The tug *Charlton* has been at Port Stanley with the steam pumps she obtained at Windsor, pumping the schooner *Huron* out. The *Huron* was towed from Tyrconnell to Port Stanley and while the *Balize* was towing her she ran aground outside the piers. The *Huron*, now that she is pumped out, will be taken to Port Colborne to be docked.

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November 21, 1884

The steamer *Atlantic*, Capt. D. Nicholson, will make two more round trips before laying up for the season. On Monday the *Atlantic* was driven back from Lake Huron to St. Clair River. The tug *Crusader* (Capt. E.C. Gatfield) with Pridgeon's fleet was also driven back. When THEY come back everything comes, so it must have been a corker of a gale on Lake Huron.

On Saturday night as the tug *Shaughraun* was towing the schooner *Abbie L. Andrews*, laden with wheat, from Detroit to Lake Ontario, the schooner ran aground on Fighting Island. She was released Sunday night by tugs *International* of Windsor and *Shaughraun*, after lightering about one thousand bushels of wheat. She sailed away from here Monday noon, none the worse of the mishap.

At 3 o'clock Wednesday morning the steam barge *Jim Sheriffs* with the schooner *F.L. Danforth*, bound up, while making the turn at the Lime-Kilns went about fifty feet too far to the Canada shore and the steam barge brought up on the rocks and swung broadside on; the schooner did exactly the same thing. It was very dark at the time. The tugs *Stranger*, *Charlton* and *Bob Hackett* released them by noon without damage. They are coal laden.



#### THE TUG *PHŒNIX* BURNED.

Shortly after 7 o'clock Monday morning the tug *Phœnix*, which was lying at the C.S.R. Railroad slip of Amherstburg at Texas Landing, caught fire in her starboard bunker. The crew were just going to breakfast at the time and claim that the fire spread so rapidly that they could not get at the hose to turn it on, and they were obliged to dash water into the hold with buckets. The steam barge *Marsh*, employed by the U.S. government, was lying at White's wharf just below the *Phœnix*, and brought her hose to play on the burning tug, but to no purpose, for the flames had made such headway that the tug's entire supply of fuel, forty tons of coal, got fairly lighted and it was impossible to extinguish the fire. The wharf finally caught fire and the tug was ordered away. Dunbar's tug *Shaughraun*, after considerable trouble, managed to get a line attached to the bow of the burning tug and ran her on the beach a short distance above Norvell's wharf, where she now lies, partly submerged and a total loss. So suddenly did the flames burst out it resembled an explosion. Some of the dunnage of the crew was consumed. The wrecking apparatus of the tug, which consisted of a steam pump and two 250 foot hawsers, valued at two thousand dollars, were also lost. The machinery is thought to be warped so much by the immense heat occasioned by the tug's fuel burning that it will be a total loss. Parker & Millen of Detroit are the sole owners of the *Phœnix* and valued her at twelve thousand dollars. The hull of the tug is insured in the pool for ten thousand dollars. The *Phœnix* was formerly the *I.U. Masters* but when her present owners purchased her the name was changed. For the past two weeks the *Phœnix* had been stationed at Texas Landing to assist vessels across the Lime-Kilns and tow through the rivers. There was no insurance on the machinery and the steam pump, which will prove valueless except for old iron. The engineer, George Wilson, had his hair and eyebrows singed while fighting the fire. The *Phœnix* rated A 2½. It is estimated that she is well sold.

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November 28, 1884

The *Dresden* brought in the Bar Point Lightship on Tuesday night and she is now at Park & Borrowman's dock - her usual winter quarters.

The steamer *City of Dresden* was obliged to wait from Monday till Thursday morning before being able to leave for the lake shore and Pelee Island. She will run as long as possible.

The schooner *R.B. Hayes* is four or five miles this side of the Dummy, leaking badly. The tug *Quayle*, which was towing her up from Cleveland, came here for men to work the pumps.

The tug *Stranger* went out to bring in the Colchester Reef Lightship on Tuesday, but the storm was so severe that she broke away four times and finally landed on Bar Point, where she sank, owing to the heavy strain opening her seams. She was towed to this port yesterday (Thursday) by the *Stranger* in a water-logged condition. Capt. James Gordon says that she has behaved well during all storms.

The steam barge *Marsh*, which has been engaged on the new American lighthouse, has laid up at Detroit, and work on the lighthouse is suspended for the winter. The work is ahead of time, all the cut stone work being done and cemented in position, and the paved stone only remains to be laid on top. O. Young & Co.'s dock will be their headquarters during the placing of the iron work next spring.

The steam barge *Tecumseh* is ashore in Michael's Bay on the south side of Manitoulin Island. She has been scuttled and is lying easy on a sandy bottom. The accident was caused by her losing both anchors. All hands are safe. - The steamer *City of Owen Sound* is ashore at Michipicoten and, as it would be almost impossible for her to stand the late storm, there is every probability of her becoming a total loss. - The schooner *Chandler J. Wells* has been abandoned to the underwriters. - The propeller *Michigan* collided with the outer pier at Grand Haven and was badly damaged. - The steam barge *Morley* is ashore at Grand Marais, Lake Huron, and it is feared part of her crew are drowned.

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December 19, 1884

The sunken schooner *John T. Mott* at Colchester has been buoyed and will be raised in the spring.

The Detroit and Cleveland Steam Navigation Company's steamers during the season of 1884 have made 662 single trips on Lake Erie and Lake Huron, between Detroit and Cleveland and Detroit and Mackinac, covering 140,000 miles without accident to steamers or passengers, and with hardly a delay of arrivals and departures on their schedule time.

The new steel steamer building at Buffalo will be launched in about thirty days. A small force is now at work on her and enough will be done during the winter to bring her out early next season. She is expected to be the finest vessel on the lakes when finished and will run in opposition to the Canada Pacific steamers on the upper lakes.

The Bar Point Lightship was taken to Walkerville by the *International* on Friday night last, where she will be thoroughly overhauled during the winter. We are sorry to see the lightship taken away from here to have the work done, as it would have been a splendid chance to have given our mechanics, out of work, employment. We understand that Capt. F.B. Hackett intends having the Colchester Reef Lightship rebuilt here and the two together would have given a good winter's work. C.F. Dunbar will also overhaul his dredge and drill here.

Very few sailors or other persons engaged in marine business have the remotest idea of the number of vessels in service on the lakes. They know in a general way that there are a good many, but beyond that they could not come within 1000 of the right figures if they were asked the question. The latest vessel registers, and they are very complete, show that there are 1070 American sailing vessels (including barges) and 327 Canadian sailing vessels. There are, besides, 840 American steam vessels of all classes and 382 Canadian steam



vessels, making a total of 2565 steam and sail vessels.<sup>9</sup> The figures do not include the St. Lawrence River barges. Careful estimates place the average tonnage of the vessels at 350 tons, which would make the total tonnage of the lakes, exclusive of the river barges, 897,750 tons. This is not a high estimate.

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1885

January 9, 1885

The Detroit & Cleveland Steam Navigation Company have just closed a contract with the Detroit Dry-dock Company to construct for them a mammoth side-wheel passenger steamer for their Detroit and Cleveland route, to be ready for the opening of navigation of 1886. The vessel will be constructed of steel and of the following dimensions: 270 feet keel, 40 feet beam and 16 feet depth of hold. The hull will be divided into compartments, so that in case of accident it cannot sink. The boilers will be four in number and built of three-fourths inch steel and their weight will be 400 tons. The wheels will be of the feathering¹⁰ type and 25 feet in diameter, driven by beam engine cylinder 60 inches in diameter and 12 feet stroke. The vessel will have a double row of staterooms, one above the other, somewhat after the style of the Fall River Line steamers and finished in mahogany. The entire vessel will be lighted with electricity and her steering apparatus will be operated by steam. In fact, the vessel will contain all the modern improvements known in the way of outfit and appliances. The entire cost of this steamer will be \$275,000. The plans and specifications will be made by Frank E. Kirby. This steamer will make the run from Detroit to Cleveland in probably less than five and a half hours. She will not only be the swiftest, but also the finest in all departments, and the safest steamer on Western waters.

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March 13, 1885

The tug *W.A. Moore* is receiving \$3000 worth of repairs at Detroit.

Luther Bush and Joseph Stevens left on Monday for Detroit to resume their old positions on the steamer *Northwest*.

It is said that all the officers on the *Riverside* will be changed this season. Engineer Simmons will go in the *Kate Moffat*.

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<sup>9</sup> 1070 + 327 + 840 + 382 = 2619

<sup>10</sup> changing the angle of the paddle blades in terms of how they enter the water to provide thrust or push. A feathered wheel was much more efficient than a fixed wheel.

Parker & Millen's line of vessels are: Propeller *Annie Smith*, Captain J.T. Hutton; schooner *Mears*, Captain E. Lohr; schooner *J.C. King*, Captain T. Lemay.

An unknown steamer, supposed to be the *Michigan* or *Oneida*, was seen cruising off Grand Haven Monday during a 36-mile southerly gale which drove the ice so that it gave prospect of further blocking the harbor.

A contract has been closed between the Detroit Dry-dock Company and parties in Toledo for the construction of a screw steamer to cost about \$25,000 and be ready for service on June 1st. She will carry 300 passengers.

It is generally thought at Buffalo that the vessel business will improve somewhat the coming season. There are plenty of products to be carried and if the railroads will only cease warring, freights will be sure to go up.

The steamer *Wisconsin* arrived in port at Grand Haven on Friday night and is now at her dock. She was ice-bound for three weeks. It is believed the present great break-up of ice will loosen the steamer *Michigan* and that she will soon be able to reach land.

The U.S. Board of Supervising Inspectors have adopted the following code of signal: -One whistle or bell-Go ahead. One whistle or bell-Stop. Two whistles or bells-Back. Three whistles or bells-Check. One long whistle or four bells-Strong. One long whistle or four bells-All right. Two whistles or two bells when the engine is working ahead will always be a signal to stop and back strong.

The Union Line steamers will be commanded as follows: -Steamship *Tioga* (new)-Capt. Samuel Shannon; Steamship *H.J. Jewett*-Capt. W. Robinson; Propeller *Rochester*-Capt. J.W. Moore; *New York*-Capt. J.B. Hall; *Avon*-Capt. A.A. Phelps; *Portage*-Capt. John Byrne; *Starucca*-Capt. L. Green; *Waverly*-Capt. J. Hulligan; *Dean Richmond*-Capt. P. Provost; *Newburgh*-Capt. Wm. Fletcher; *James Fisk Jr.*-Capt. M. Lake; *B.W. Blanchard*-Capt. Jas. Pratt; *Nyack*-Capt. Robt. Rhynas; *St. Louis*-Capt. Wm. Thorne; *Arctic*-Capt. G.W. Bryce.

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April 3, 1885

The steamers *Saginaw* and *Evening Star* are offered for sale in Detroit.

The Grand Trunk ferry *Michigan* is to be transformed into a lumber barge.

The ice left the river on Saturday and Sunday last and is clear to Windsor.

Bay City vessel owners are confident that lumber freights will open at \$2 to Buffalo and Tonawanda.

Thunder Bay, Lake Huron, has been open but once this winter. At present the ice extends as far as the eye can reach.

A bill has been introduced into the Canadian Parliament to encourage the building of dry-docks by assisting companies constructing them.

A petition will be sent to the Dominion Parliament from Essex County in favor of the bill making all supplies for vessels a lien on the vessels.

The steam barge *Jim Sheriffs* has been chartered for the season to carry ore from

Marquette to Chicago. The rate is said to be \$1.05, free.

We have received the two first copies of the *Inland Marine*, published at Chicago. It is issued weekly and very nicely gotten up and full of interesting matter.

During the season of navigation last year 6,000,000 feet of heavy timber was sent from Duluth, Minn., to the Pacific coast and it is predicted that 10,000,000 feet will be shipped this year.

Capt. F.B. Hackett expects as soon as the ice is sufficiently out of the river to bring the *Pilot* here and have her fitted out at once and at the earliest possible moment place her on Colchester Reef.

The steamer *Riverside* (Capt. John Desana) is expected to commence running on the Amherstburg and Detroit route as soon as the ice is out at Wyandotte. She will probably be down Sunday and take her route Monday.

The season of navigation is about on us and yet the Bar Point Lightship lays where she was taken last fall at Walkerville, not a tap having been struck on her yet. It was said last fall that she was to receive a thorough repair or rebuild.

The ice in the bay at Sandusky remains firm, averaging in thickness from 20 to 30 inches. From twenty to thirty teams cross over the ice to the Canada shore every day. A caravan of sixty teams left Sandusky for the islands Monday morning, drawing over one hundred tons of coal.

A young man arrived at Geneva, Ohio, on Monday, the 22nd ult., and reported having crossed Lake Erie from Canada on the ice. According to his story he was sixteen hours in making the trip. For a distance of five miles from each shore the ice was rough, but in the middle it was as smooth as glass.

The steamer *City of Ludington*, after remaining in the ice nearly two weeks, 25 miles off Grand Haven, arrived at Ludington Sunday night. She was within five miles of the *Wisconsin*. The captain of the *Wisconsin*, in response to signals, said they were not in great need of assistance. The *Wisconsin* is 26 days out from Milwaukee. The tug *Arctic* has been heard from and is short of provisions.

Dunbar's drill, *Far Down*, in which the proprietor has recently placed a new steel boiler (purchased in Buffalo) as well as putting new sides and deck, is about ready for business. The dredge *Wild Irishman*, which has been undergoing a general overhauling during the past winter, is also ready to commence work. It is expected operations on the Lime-Kiln Crossing will commence in a few days, perhaps the first of the week. The drill was launched on Wednesday and the familiar sound of the *Shaughraun's* whistle was again heard.

The Minister of Marine and Fisheries in his report for the year ending 30th June, 1884, gives the following items: Bar Point Lightship, cost of maintenance, \$1154.88; Bois Blanc lights, \$838.92; George Campbell, maintenance of Colchester Reef Lightship for season of 1883, \$1440; Duff & Gatfield services, keeping signals at Lime-Kiln Crossing and showing depth of water during 1883, \$500; advertising for tenders for the construction of

a lighthouse on Colchester Reef, \$85.01; F.H. Conover, salary as lightkeeper at Leamington, \$150; Pelee Island Light, \$437; Point Pelee Reef Light, \$558.50 and \$420.13 for buoys on Bar Point and mouth of Detroit River.

J.W. Hall, one of the oldest marine men on the chain of lakes, writes as follows to Andrew Hackett, concerning the opening of navigation on the Detroit River from 1854 to 1859: Navigation opened in 1851 on March 21st when the steamer *May Queen*, Captain Viger, left Detroit for Cleveland; in 1855 the steamer *Arrow*, Capt. Keith, left on April 2nd for Toledo; the *May Queen* for Cleveland and *Arrow* for Toledo on April 15th, 1856. In 1857 the steamer *Ocean*, Capt. R.G. Evans, left for Cleveland on March 24th; in 1858 the steamer *Dart*, Capt. Selah Dustan, left for Toledo on March 17th; and in 1859 the steamer *Island Queen*, Capt. Orr, sailed for Sandusky on March 19th. The steamer *General Scott* on March 3rd, 1842, left for Buffalo. In 1843 navigation opened on April 18th, the steamer *Fairport*, Capt. Arthur Edwards, left Detroit for Cleveland.

John E. Askwith of New Edinburg, near Ottawa, was in town lately making arrangements for the construction of the lighthouse for Colchester Reef. It will be the exact size and built on the same principle as the one attempted by George J. Wilson three years ago, only that the framework inside of the stonework will be of iron instead of wood and of which the following is a description:-A perfectly round cassion made of thick boiler plate, thirty-four feet in diameter, about twenty-two feet high and with a heavy wooden water-tight bottom will be sunk in about twelve feet of water. In this cassion, 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 cassion 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 cassion. Above the cassion the stonework (which will reach about twenty-one feet above water) will be octagonal in shape and above it a frame tower will be erected, the top of which will be sixty-one feet above water. We understand Mr. Askwith has made arrangements with Mr. Edgar of Colchester North for all the timber necessary and it will be delivered at the C.S.R. dock, where the iron and stonework will be done. Operations will commence in a few days and the cassion is expected to be ready to be towed out into the lake and placed in position about July 1st.

During the coming season, C.C. Allen will sail the steam barge *R.J. Hackett*; Capt. Harry Bassett, the *Forest City*; Capt. J.T. Hutton, the *Annie Smith*; Capt. D. Nicholson, the propeller *Nashua*; Capt. John Duncanson, the steam barge *Lincoln*; Capt. D. Girardin, the tug *Wilcox*; Capt. E.C. Gatfield, the *Crusader*; Capt. C.M. Swartwood, the *Balize*; Capt. J. Laframboise, the *Stranger*; Capt. Jos. Biron, the tug *Hercules*; Capt. John Tobin, the *International*(wood); Capt. P. Williams, the *International* (iron); Capt. Ed. Tormey, the tug *Swain*; Capt. Thos. Hackett, the steam barge *Schoolcraft*; Capt. Frank Anderson, the steam barge *Alta*; Capt. D. Trotter, the schooner *Sandusky*; Capt. Tim Lemay, the schooner *J.C. King*; Theo. A. Young will be mate on the *Forest City*; R. McMullen and John Jones, mates



Capt. Duncan Nicholson, 1886.
Park House Museum

with Capt. Allen; John Meloche and Donald Duncanson with Capt. Hutton; Joseph Duncanson with Capt. Duncanson; Nasa Bailey with Capt. Tormey; Ralph Hackett with Capt. T. Hackett; James Morin, mate on the tow barge *Harvey Brown*; Thos. Norvell with Capt. Swartwood; Ed. McGuire with Capt. Girardin; Frank Hackett (Charlie Gale) will be mate of the steam barge *Manistique*; Frank Auffret, mate of the steam barge *Republic*; Frank Park, second on the steam barge *Barnum*; John Horsley, first mate on the C.P.R. passenger steamer *Alberta*; John Gleason, mate on the propeller *Pacific*; Thos. Hunt, second engineer of the *Hiawatha*, leaves today for Cleveland to fit out; Capt. Swartwood left last Wednesday to superintend the fitting out of S.A. Murphy's fleet at Detroit. Walter Kolfage will be steward on the *Nashua* and Eli Morin on the *Schoolcraft*.

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April 10, 1885

The steam barge *Tecumseh* is getting her machinery repaired by Kerr Bros. at Walkerville. She has been rebuilt.

The *City of Dresden* and *Ada E. Allen* went into dry-dock at Detroit on Monday. The *Dresden* is expected down next Monday.

Capt. F.B. Hackett's new lightship *Pilot*, for Colchester Reef, arrived on Tuesday morning and is now being put in shape to go on duty.

On Saturday Dunbar's dredge "*Wild Irishman*" commenced operations on the crossing and the drill "*Far Down*" started work on Tuesday.

Capt. D. Nicholson left last week to fit out the steamer *Nashua* at Detroit. She will ply through the Welland Canal between Toledo and Ogdensburg.

The tug *Bob Hackett* has been fitted out at Windsor. Capt. Geo. Odette will command her and Mr. Lawrence will be engineer. D.B. Odette will act as manager.

It was reported on Tuesday that the crib and stonework for the new U.S. lighthouse at the mouth of the river had been carried away or moved from its position by the ice.

The steamer *City of Dresden* has been employed for a few days freighting coal from Windsor to Detroit, which landed in bond at Windsor last fall. Parties in Detroit getting short of supply made the purchase.

On Wednesday of last week Capt. C.M. Swartwood left for Marquette, taking with him a marine diver from Detroit to attend to some necessary repairs on the tug *Gladiator*, instead of superintending the fitting out of Murphy's tug line as announced last week.

The tug *International*, Capt. P. Williams, is again at work on the wreck of the tug *Phoenix*, burned last fall at the C.S.R. dock. Capt. Wm. Allen is with the expedition, as he is in a hurry for some parts of the *Phoenix's* engine, which goes into Capt. Allen's new steam barge.

A comparison of the dates of the first sailing of the Detroit and Cleveland boats will be interesting now. In 22 years the earliest sailing was in 1880, when the first trip was made March 8th; and in the same period the latest sailing was in 1881 when the first trip was not made until April 18th. In 1882 the boats started on March 14th; in 1863 on April 9th; and in 1884 on April 2nd. This year they will not start until the third or fourth week in April.

The appointments of the Moffat line are:-*Mocking Bird*, Captain Andrew Rattray; Engineer John Stevens. *John Martin*, Captain Chris. Moore; Engineer Robert Cameron. *Frank Moffat*, Captain Thomas Cume; Engineer Chas. Cushane. *Admiral Porter*, Captain R. Connelly; Engineer James Norton. *Kittie Haight*, Captain James Tobin. *River Queen*, Captain John Moffat. The steam barge *May*, Captain Alex. Birney. Her tow will consist of the barges *Waubashene*, *Severn* and *Muskoka*.

Capt. Nelson J. Wigle is having the steamer *City of Dresden* fitted up in first-class style this season. Her engines have been thoroughly overhauled, the valve motion improved, cylinder filled in, some new pipes added, all of which leads engineer J. Ross to believe that she will make faster time than ever before. Her hull is in good order and she is being neatly painted. Altogether she is one of the finest and trimmest crafts on the river. Her route this season will be very much the same as last.

The G.T.R. steamer *Wisconsin* came into Grand Haven on Thursday of last week after being locked in the ice for 18 days. She left Milwaukee March 14th and on the 16th was packed in the ice about 20 miles off Grand Haven and so remained, drifting to the north and south. On the 20th the ice crushed against her, almost breaking in her starboard side and bending and twisting the iron and damaging her \$40,000 worth, and \$40,000 worth of



freight was jettisoned. The tug *Arctic*, which was also in the ice, got in Friday. The tug *Welcome* is out in the lake.

Capt. Allen is building a new steam barge at Wallaceburg for general freighting business. Her dimensions are: length 120 feet, breadth of beam, 26 feet, 3 inches; depth of hold, 8 feet, 6 inches; registered tonnage will be about 225 tons; carpenter's tonnage, 261 tons. William John McDonnell is superintending the carpenter work for Capt. Allen. Kerr Bros. of Walkerville will supply her with the engines formerly used in the tug *Phoenix*. They will be thoroughly overhauled and made compound and as good as new. The boiler will be supplied by Wm. Stevenson of Petrolia. They are new, built of steel, 6½ x 12 with about 90 3-inch flues. She will carry one spar. She will probably be at Walkerville to receive her engines about the 1st of May.

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April 17, 1885

The steamer *Alaska* is expected down on the 20th from Detroit.

The tug *Stranger* left her winter quarters here for Detroit yesterday to fit out.

Andrew Hackett lighted the Bois Blanc Light Monday night for the first time this season.

Capt. John T. Hutton commenced fitting out the steam barge *Anna Smith* at Detroit on Monday.

The steamer *Gazelle* has been chartered for the season to run in the excursion business out of Chicago.

Geo. S. Simmons, formerly engineer of the *Riverside*, goes this year with Capt. Ed. Tormey on the tug *Swain*.

Capt. Thomas Honner will this season command the propeller *Iron Duke* of the Detroit Transportation Co.

Richard Tobin left on Monday for Trenton to assist in fitting out the tug *Torrent*, of which he will be mate this season.

Capt. Sloan of Detroit is to have a new excursion steamer built for him at the Globe yards, Cleveland. It will have the *Keweenaw's* engine.

The steamer *Wisconsin* will be brought to Detroit for repairs as soon as the straits are open. It will cost \$50,000 to put her in condition again.

The steam barge *J.F. Mills* this year opened navigation on Lake Erie Monday last. She passed here at 3 p.m., having come from Toledo, and was bound to Detroit for repairs.

The Detroit & Cleveland Steam Navigation Company's steamer *City of Detroit* passed here for Cleveland last (Thursday) night at 11 o'clock. This is the first trip to Cleveland this season.

Fears are expressed for the safety of vessel property in Buffalo harbour on account of the ice jam, and precautions are being taken. On Saturday several propellers were torn from their moorings by the force of the ice.

The southeast wind on Saturday drove the ice up the lake again and piled it up on

the new U.S. lighthouse crib-work, 20 or 30 feet high. The crib stood the racket all right. Hackett's dock at Colchester was partly carried away.

Said that the *Wisconsin* will be permanently withdrawn from the Grand Haven and Milwaukee route and wooden boats substituted, experience having shown that wooden boats only are capable of withstanding the shocks which sunk the *Michigan* and bent the plates of the *Wisconsin*.

Mr. Whipple, owner of the steamer *Island Belle*, which he purchased last fall at Clayton, N.Y., has concluded to put her on the route this season between Detroit and Gibraltar, calling at way landings commencing in May. It is stated she will carry 420 passengers, make sixteen miles per hour and is as stiff as a church.

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April 24, 1885

F. Carroll has been getting the storm signals in shape for this season.

Six vessels register from the Port of Amherstburg with 278 net tonnage.

Capt. Trotter left on Monday last for Cleveland to fit out the schooner *Sandusky*.

Navigation was opened on Lake Ontario last week. A schooner ran from Port Hope to Whitby to load barley.

Capt. John Burns of Anderdon will leave today for Cleveland, where he will ship as mate on the steamship *Smith-Moore*.

The steamer *City of Detroit* will leave for Cleveland on Mondays, Wednesdays and Fridays and after today (Friday) the *Northwest* will go on the route and make a daily service between Detroit and Cleveland.

Capt. John Duncanson and Joseph Duncanson started for St. Catharines yesterday (Thursday) to fit out the *Lincoln* and Eli Morin went to Detroit to assist in getting the *Schoolcraft* ready for navigation.

The steam barge *W.P. Thew*, Capt. Chapman, arrived up from Lorain on Saturday with 265 tons of coal for O. Young & Co. She is one of the handsomest steam barges on the lakes. She arrived again on Wednesday night with another cargo.

The contract for the new Canadian lighthouse for Colchester Reef is \$17,465. John E. Askwith is contractor. \$60,000 is the appropriation for the new U.S. lighthouse at the mouth of the Detroit River and \$20,000 more will be asked to complete it.

The steamer *Alaska* commenced making regular trips to Sandusky and the islands on Wednesday, April 22nd, leaving Ashley & Mitchell's dock, foot of First Street, Detroit, at 8:30 a.m. every Monday, Wednesday and Friday until June 1st, and after that leaving daily.

On Tuesday Donald J. Duncanson left for Toledo, O., where he will assist in fitting out the steam barge *W.T. Graves*, of which craft he will be second mate the coming season, instead of on the *Anna Smith*, which latter position will be filled by John Gleason. The *Graves* will tow the schooners *Adams* and *David Dows*.

The U.S. Engineer party at the Lime-Kiln Crossing have been out for several days



with their sweeping scows<sup>11</sup>, examining if the ice gorge along the improvement last winter had brought any boulders in the temporary channel. The scow struck three boulders, three feet high.

The *City of Dresden* arrived here Monday, bound down, on her first trip of the season. She has been thoroughly overhauled, having been repainted, had her engine overhauled, the valve motion improved, the cylinder filled in and new pipes added. She now looks attractive and can make much better speed than last season. Capt. Nelson J. Wigle is in command with Alexander Cowan as clerk and H.J. Ross, engineer. The route of the *Dresden* will be much the same as last year. She had a large load of freight on her first trip.

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May 1, 1885

Andrew Hackett placed the buoys on Dougall Rock and other points on this part of the Detroit River on Tuesday.

Capt. F.B. Hackett has the Colchester Lightship about ready to go on the reef. She may be placed the beginning of the week.

There is no sign of the opening of navigation at Sault Ste. Marie. The ice is still as firm as in midwinter and a snowstorm was in progress Tuesday.

The Pelee Island Light was shown for the first time this season on the evening of April 16th and the Dummy and Leamington Lights on the 19th April.

The Bay City and Cleveland Transportation Company's new steam barge *Thomas H. Christie* has been launched at Bay City. She will carry 500,000 feet of lumber and cost \$45,000.

American vessels caught fishing in Canadian waters or putting into harbors for supplies after July 1st will be seized and sold as prizes. The government will have an armed fleet commissioned as cruisers to watch the fishermen.

The ferry steamer *Excelsior* broke her machinery while crossing the river at Windsor on Thursday of last week and had to be towed to the dry-dock for repairs. The ferry *Hope* has been placed on the *Excelsior*'s route.

On Saturday last the steamer *City of Dresden* made a trip from lakeshore ports to Sandusky and return. She left in the morning and returned in the evening. The Kingsville Band was on board. 75 cents was charged for the round trip.

A Cheboygan despatch says that a heavy southwest wind has broken up the ice so that the grain fleet can get through by avoiding the ice fields. This shore is entirely clear and tugs are in commission. The other shore is still full of running ice.

Monday afternoon the new steel steamer *Mascotte* was successfully launched at Wyandotte. The *Mascotte*'s dimensions are: Length 112 feet, beam 21 feet, over guards 30

feet, depth 8 feet. She is constructed of 3/16 inch steel and her estimated cost is \$25,000.

Almost every day this week a dozen or more of our sailor friends left town to join their boats, aboard of which they expect to spend most of their time until the close of navigation. It is safe to say our town has more representative mariners than any town of its size in Canada.

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May 8, 1885

Wheat from Chicago to Buffalo is quoted at 3 cents, corn at 2¾ cents.

Hiram Walker's yacht *Pastime* is in the Detroit Dry-dock being fixed up.

Dunbar's new dump scow, which was built here, was launched on Monday.

Andrew Hackett has placed the buoys from Colchester to Fighting Island.

The Welland Canals opened yesterday (Thursday) for the season of 1885.

The little steamer *Island Belle* runs between Detroit and Gibraltar this season.

Capt. Thomas Hayes expects to leave this week for Sault Ste. Marie, where he will fit out the tug *Charlton*.

The *United Lumberman* (Capt. Morden) coaled here Monday night. She was bound to Toledo with two barges.

While attempting to pull a scow off a sandbar nearly opposite Thomas Ashwell's residence last Friday, Dunbar's tug *Shaughraun* ran on the bar and almost upset.

Coal rates at Buffalo have opened at 60 cents to Milwaukee and Chicago. Some shippers refuse to pay more than 50 cents and some of the vesselmen are holding out for 75 cents.

John G. Mullen returned from Cleveland this week, having completed arrangements there for a supply of coal for the season. Two cargoes for him have been shipped and will arrive this week.

The tug *Thos. Mattison* had a narrow escape from being crushed by the ice off Erie, Pa., Saturday while out looking for a fishing fleet. The crew were almost frozen when rescued. They had been out since Friday morning.

The steam barge *Macey* passed through the Straits of Mackinaw Monday night. She has 30,000 bushels of grain for Sarnia. During a fog Tuesday, she ran ashore at Presque Isle. Thirty grain-laden vessels cleared from Chicago on Tuesday.

The tug *Stranger* (Capt. Laframboise) arrived from Detroit, where she had been fitting out, on Monday. She looks handsome in her new coat of paint and is in good shape from stem to stern. T.S. Barlow has gone as engineer on the *Stranger*.

Capt. F.B. Hackett placed the Colchester Reef Lightship at her station on Wednesday last. The new lightship has white bulwarks and lighthouse and lead-colored hull. The change in color is made so that she can be easily distinguished from Bar Point Lightship. She is in the same position as last season and can be shaved close to the northward, but a ¼ of a mile berth should be given to the southward. She was lighted Wednesday night.

<sup>11</sup> vessels used by marine surveyors to determine depth and locate obstructions on the bottom of lakes and rivers



Collector G. Matheson of Sarnia, who was on board the tug *International* when she had her famous chase after the *Winslow*, is reported as saying that he has recently received a new circular from the Canadian Government, instructing him to under no circumstances permit any American tugs to wreck in Canadian waters. The Canada wrecking law will therefore be enforced with more vim than ever this season.

Last Friday Dunbar's drill, the *Wild Irishman*, which has been engaged in work at the Lime-Kiln Crossing here, met with a mishap. About 5 a.m. while a nitro-glycerine cartridge was being put down, as usual, part of it broke off and the whole thing exploded, making a large hole in the bottom of the drill, so that in a very few moments she sank as far as the spuds would allow. Workmen have since been busy at her and she has at last been got on the ways and will soon be repaired and put at work again.

The annual meeting of tug owners interested in through towing was held in Detroit on Tuesday. Thirty-eight large tugs were represented. Some correspondence from Chicago vessel owners asking for the establishment of lower towing rates were read and discussed. The tug owners decided that if vessel men choose to accept ruinous freight rates, that was no reason why tug men should lose money towing the vessels. Tugs now tow vessels from Lake Michigan through to Lake Erie for the same price as from Port Huron. During a storm they handle a vessel carefully, where a steam barge would let go the tug line. They are responsible for damage to the vessel while towing her and the rate charged is lower in proportion to the amount of work done than the harbor towing at any port on the lakes. Taking all these facts into consideration, the reduction will be made from the rates. Last year's officers were again elected as follows:-President, S.B. Grummond; Secretary, S.A. Murphy; Executive Committee, S.B. Grummond, Alex. Bradley, Thos. Murphy, John Pridgeon Jr., Henry Howard, J. Emery Owen, John Demass, A.N. Moffatt, A. Chesebrough, E.G. Merrick and James Millen. The owners of the following tugs have signed the card:-*Balize, Brady, Bob Anderson, Champion, Crusader, Castle, Gladiator, L.L. Lyon, McClellan, Wm. A. Moore, Kate Moffat, Frank Moffat, Mockingbird, John Martin, Niagara, John Owen, Oswego, M. Swain, Sweepstakes, A.J. Smith, Torrent, Wilcox, Winslow, Kate Williams, Charlton, International, Quayle and Samson*. A number of others who were unavoidably absent from the meeting will sign as soon as they have an opportunity.

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May 15, 1885

The steam yacht *Kitty B.* has been undergoing repairs, the cause being leaking tubes. Over 23,000,000 feet of lumber has already been shipped out of Bay City this season.

A steam barge, 165 feet keel, will be built at Trenton this season for J.H. Prestice & Co.

Charters for nearly 1,200,000 bushels of wheat from Duluth to Buffalo have been made this season at three cents.

The ferry steamers *Garland* and *Fortune*, which have been thoroughly overhauled,

are now lying at Windsor.

C.W. Gauthier's fishing boat, the *E.K. Roberts*, has begun her regular trips between Detroit and Duck Islands, Georgian Bay.

On Wednesday J.G. Mullen received from Cleveland, Ohio, 188 tons of coal by the schooner *I.L. Quimby* and 98 tons by the schooner *Volunteer*.

Dunbar's drill "*Far Down*" was again started to work on Monday morning. A hole about 14 inches square was found in her bottom when she was hauled out for repairs.

The propeller *John Pridgeon*, which stove a hole in her bow coming through the ice from Buffalo, was repaired at the Detroit Dry-dock Sunday and left for Chicago Sunday night.

The steamer *H.E. Packard* got through the straits first and down to Buffalo without a single accident but while going into Buffalo Sunday noon she collided with another vessel and had her bulwarks and rail stove in.

A new schooner called the *Polynesia* was launched at Bay City last week for Capt. James Davidson. She has 204 feet keel, 38 feet beam and 15 feet hold and will ply between Buffalo and Duluth in the grain and coal trade.

The ferry *Essex* at Sarnia is being fitted up like a new boat. Her machinery has been greatly improved and the upper works are entirely new. The other ferries there will no doubt have a dangerous rival in the *Essex*.

The Bar Point Lightship completed her repairs at Walkerville and was towed here on Wednesday by the *City of Dresden*. Capt. Manson expects to have her fitted out so that the *City of Dresden* can take her out to her station tomorrow. She has been thoroughly overhauled, receiving new decks, deck beams, aft, sides, gunwales, &c.

A report was very foolishly set afloat in town on Sunday that the tug *Stranger*, Capt. Jacques Laframboise, had been lost with all hands, and there was considerable excitement among friends of the crew till she arrived here on Monday with a tow. She had gone over to Black River to coal and had lain there during the severest part of the blow.

Vessel men are again overdoing the loading business, or else the masters can't find the channel. Two steamers stuck on the Lime-kilns Monday and a little further out of the channel would have led to a disaster that would spoil the steamer's business for this season. The *Hecla*, drawing fifteen feet two inches, and the *Business*, drawing one-inch less, both struck heavily on the rocky bottom of the crossing. They got off without much damage but it would seem prudent for vessel men not to load beyond fifteen feet for the present.

The steam barge *Ada E. Allen* loaded stone at T.B. White's dock for Dresden on Saturday but her engine broke and it was not repaired so that she could leave before last night.

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May 22, 1885

Forty-three vessels, with over 2,000,000 bushels of grain, reached Buffalo on



Monday from Chicago.<sup>12</sup>

The steam barge *Point Abino* arrived here last Friday from Cleveland with 260 tons of coal for J.G. Mullen.

The *Evening Star*, which is this season to be commanded by Capt. Chris. Smith, will run between Detroit and Toledo.

The Bar Point Lightship was towed out on Monday by the *City of Dresden* and placed in position in charge of Capt. John Manson.

Duff & Gatfield's lightship on the Lime-Kiln Crossing was carried away on Monday night by a tow. Capt. Marks recovered it with Dunbar's tug.

The dredge *Challenge*, rebuilt at Walkerville, has been accepted. The repairs on the tug *Trudeau* are also finished and the tug will tow the dredge to Goderich.

The new steam barge *Alexander Folsom* was launched at Bay City Saturday evening. She is 180 feet long, 33 feet beam and 13½ feet hold, and is owned by Mitchell, Boutelle & Co.

A new barge to cost \$80,000 will be launched at Algonac about the 25th inst. She will be 221 feet over all, 14 feet 4 inches hold and 35 feet 2 inches beam and will carry three spars.

The schooner *J.M. Hill* arrived up on Thursday with a cargo of coal for the Detroit, Belle Isle & Windsor Ferry Company and is unloading at Odette & Wherry's wharf, Windsor.

The steamer *St. Magnus* of the Western Express line arrived at Windsor Monday, being the first boat of this line to arrive this season. She cleared the same night for Lake Superior ports.

In going up the river Saturday the schooner *Dauntless*, wood laden, ran aground near the Canada Southern Crossing. After considerable delay the vessel was hove off by means of the anchor.

The tug *Bob Hackett* passed down on Wednesday, having in tow the barge *Lambton*, loaded with saw-logs for Cleveland. The unusual sight of a vessel loaded down to the water's edge with saw-logs created considerable merriment among vessel men.

The collector of customs at Sarnia sold on Monday for \$2150 the wrecking apparatus seized by him last autumn from the tug *Winslow* on Lake Huron for infraction of our customs laws. The purchasers were the International Wrecking Company.

The steamer *Nashua*, Capt. D. Nicholson, was the first boat to arrive in Ogdensburg, N.Y., this season from Lake Erie. She arrived on Sunday, 10th May and passed through 60 miles of ice in Lake Ontario. She had in the largest load of freight yet carried by her.

While coming up from Lake Erie Tuesday the steam barge *George A. Marsh*, which is used in the construction of the new U.S. lighthouse, was discovered to be on fire near the

smokestack. Two streams of water were soon playing on her from the hose and the blaze was extinguished before much damage was done.

"Texas" writes as follows over the date of May 17th:-"As many sailor men are mentioned in the marine columns of the papers this spring for their achievements, etc., I will say for a very modest man, and that is Capt. Cannally of the tug *Admiral D. Porter*, that he had the first tow of vessels (two) down from Lake Huron to Lake Erie a few days ago, and today had the largest tow of the season up, five vessels, \$583. The *Crusader*, Capt. E.C. Gatfield, had the largest tow of the season down, nearly \$800. The propeller *Cuba* went up tonight with four large vessels. Three years ago propellers of that class and even smaller ones would feel insulted if asked to tow a vessel and the captains of said vessels requested to visit a warmer climate than Lake Superior was last winter."

Capt. F.B. Hackett is engaged this week with the schooner *Eagle*, placing the Colchester Lightship in proper position for the season. He reports the bottom in the vicinity of the reef badly strewn with wreckage.

The steam barge *Ada E. Allen* arrived on Wednesday morning last and took a full load of hickory spokes to Toledo for the Toledo Carriage Wood-Work Company.

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May 29, 1885

The steam barge *Labelle* unloaded a cargo of brick at Odette & Wherry's wharf, Windsor, this week.

On Tuesday O. Young & Co. received from Lorain, Ohio, 276 tons of coal by the steam barge *W.P. Thew*.

The barge *Smith-Moore* grounded on Fighting Island Thursday of last week and was released by the ferry *Hope*.

Chicago freights are on a basis of 1 cent a bushel for either wheat or corn to Buffalo. Stated that 500,000 bushels of room can be got any day at that rate.

Last week 6,690,000 feet of lumber was carried out of Alpena harbor. Freights there are down to 75 cents to Detroit and \$1 to Ohio and vessel men talk of laying up.

The schooner *Oriental*, bound for Wyandotte, light, ran ashore on Mamajuda Island on Sunday night. She was hove off by means of the anchor and was towed into Wyandotte.

The tugs *John Martin* and *Frank Moffat* of Moffat line will this season be stationed at Detroit and Port Huron respectively, fully equipped with steam pumps and wrecking apparatus and ready for immediate service.

The steam barge *R.P. Ranney* and consort *Fayette Brown* got aground on Grosse Isle Thursday of last week, and the schooner *Negaunee* was at work lightening her cargo of coal in order to release her. They were finally pulled off by the *Otsego* [*Oswego*?] and passed up at midnight.

A lighthouse has been placed by the Canadian Government on the island at the entrance to Stokes' Bar, north of Southampton. The light is on the north side of the island and with its assistance vessel captains find little trouble in entering the bay, which is an

¹² an average of 46,512 bushels of grain per vessel

excellent harbor.

The steamer *Armenia* of the Merchants' Line arrived at Windsor from Montreal Tuesday morning. She is the first Canadian steamer bound for Chicago to arrive this season. The *California* of the same line arrived from Chicago. Both vessels arrived at and cleared from Odette & Wherry's wharf, Windsor.

The steamer *City of Dresden* was not able, owing to the thick weather, to reach Morpeth last week for the timber for the Colchester Reef Lighthouse, only getting as far as Coatsworth's dock, where she loaded hay for Detroit. She left on Wednesday again for Morpeth and is expected here today with the timber for J.E. Askwith.

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June 5, 1885

The new steam barge building at Craig's yard in Trenton will probably be launched this week.

New boilers will be placed in the Grand Trunk ferries *Lansdowne* and *Great Western* this season.

The U.S. Government light at the mouth of the Detroit River will be ready for operation about July 1st.

John Kurtz, a Cleveland sailor, was knocked overboard from the schooner *Mary Lyon* at Chicago Friday and drowned.

The crew of the tug *Gladiator* are working on the schooner *Mary Battle*, which went ashore at Keweenaw Point last November.

Charles Johnson, a Prescott, Ont., fireman, fell from the steamer *Cormorant* into the lake at Chicago Sunday night and was drowned.

The schooner *J.E. Mills* arrived from Cleveland Monday with 152 tons of coal and the schr. *Sassacus* Wednesday with 220 tons, both for J.G. Mullen.

It is reported that the new steamer nearly ready to launch at Cleveland will be placed on the Port Huron and Detroit route as an opposition boat, in command of Capt. John Robertson.

Capt. Harbottle and St. John of Toronto, Canadian Government Inspectors of hulls and machinery, respectively, arrived at Windsor Monday on their annual tour of inspection.

The steam barge *Labelle* arrived from Chatham Tuesday with 41,000 brick and 200 feet of drain pipe for Geo. Goodman, contractor for J.A. Wright, to be used on D.L. Wigle's new residence.

The Montreal Board of Trade and Corn Exchange are agitating a repeal of the Dominion canal tolls, so that Canadian vessel men can get a fair share of the eastern carrying trade, which now goes largely to the Erie and Buffalo routes.

The tug *Kate Moffat*, owned by the Detroit Tug and Transportation Company, burned Sunday morning near Blue Point, Presque Isle. Nothing was saved but the yawl boat. She was valued at \$20,000 and was partially insured. The crew were saved.

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June 12, 1885

The steamer *Alaska* now makes daily trips to Put-in-Bay and Sandusky.

J.G. Mullen received 236 tons of coal from Cleveland yesterday (Thursday) by the schooner *Sassacus*.

Herbert T. Archer left for Buffalo Thursday of last week, where he shipped as mate of the steamship *Egyptian*.

The lighthouse at Erie, Pa., which was stripped three years ago, has been restored and was lighted again on June 10th.

One tug came out May 1st and has only towed three vessels down and two vessels up so far this season. Tug owners are getting wealthy.

The steam barge *W. Chisholm* passed up last week, bound for Chicago with 2400 tons of freight, as well as her fuel. This is a very large cargo.

On Thursday of last week Dunbar's tug *Shaughraun* was taken to Detroit for inspection. When 100 lbs. of pressure was put on, 64 stay bolts of the boiler gave way. Machinists were put to work on the boat and they are expected to complete their job by Saturday.

The propeller *Nashua*, Capt. D. Nicholson, which has been running on the Toledo and Ogdensburg route, has been taken off that route owing to the decline in freights - to 3½ cents. She left Detroit Tuesday night on an experimental trip to Hancock, Lake Superior, and will take copper to Buffalo.

The barge *Lisgar*, in tow of the steam barge *Lincoln* (Capt. John Duncanson), sprung a leak on Lake Michigan Sunday, and on arriving at Milwaukee it was thought it would be necessary to dock her, but her pumps kept her free and they proceeded on their trip to Kingston. They are again grain-laden.

On Monday the steam barge *Ruby* of Marine City took the place of the steam barge *Geo. A. Marsh* (lately burned) on the new U.S. lighthouse construction in Lake Erie, and now the work is going on as usual. The insurance companies settled the loss on the *Marsh* at \$3099 and she will be repaired.

The tug *Stranger* was at the Riverside Iron Works, Detroit, last week, cleaning out. Capt. Laframboise states that it is his intention, if he can obtain a suitable partner, to put the machinery of the *Stranger* into a barge for the lumber trade. The engine is sufficiently powerful to drive a barge carrying 400,000 feet of lumber and towing two barges behind.

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June 19, 1885

Corkin, Stickney & Cram of Bay City have bought the Canadian tug *Wright* for \$2000.

J.G. Mullen received 182 tons of coal from Cleveland yesterday by the schooner *I.L. Quimby*.

On Monday O. Young & Co. received 235 tons of coal from Lorain, Ohio, by the schooner *H.D. Root*.



The propeller *Onoko* took 3025 tons of ore out of Escanaba Tuesday, the largest cargo ever carried on the lakes.

Offers of room for either corn or wheat to Buffalo were made at Chicago on Tuesday for one cent a bushel, without takers.

The large sloop yacht *Cora*, formerly owned by the late K.C. Barker, passed up the river last week, bound for Chicago.

The steam barge *Labelle* arrived from Chatham yesterday (Thursday) with 43,000 brick for D.L. Wible's residence.

The steam barge [United] *Lumberman* arrived here on Friday with a deck-load of posts and half a million shingles for Simon Fraser.

On Wednesday the schooner *Heather Bell* arrived here from Sauble River with 150,000 feet of lumber for Park & Borrowman. Also lath and shingles.

The scow *Grace Amelia*, bound down with a load of poplar pulp, got aground inside the buoy opposite John McLeod's while tacking on Wednesday evening.

The schooner *Pandora*, bound up, went ashore on Fighting Island Saturday. She was pulled off by the *Kittie Haight* and again grounded and was for the second time released by the *Haight*.

The *Dolly Morden* took in 318,486 feet of lumber and 13,850 lath on Thursday, 28th ult., to John Piggott of Chatham. This is believed to be the largest load ever taken to Chatham.

The tug *Torrent*, while towing a raft down the river Thursday of last week, blew out the head of her cylinder near Amherstburg. The tug *Oneida* took the *Torrent* back to Detroit and the steamer *Excelsior* towed the raft to Toledo.

U.S. Judge Matthews has decided the Horn-Schulenberg case in favor of Schulenberg. Mrs. Horn claimed that she transferred the steamers *Garland* and *Excelsior* to Schulenberg on the verbal agreement of the latter to pay her \$25,000 and assume all the liabilities on the boats.

Last November the schooner *R.B. Hayes*, in tow of the tug *Quayle*, grounded near Point Pelee and was slightly damaged. The owners of the schooner, claiming that the *Quayle* was responsible, libelled her for \$1680.98 and the owners of the tug filed a cross bill for \$1515.93. The tug men hold that the schooner struck through the carelessness of her own officers and the cross libel is for services in releasing her.

The dredge commenced work last week in the Canadian channel near Fighting Island. We understand that it is the intention to dredge out all the shallow spots and straighten the channel from below the mouth of the Canard River to above Fighting Island, deep enough to allow the largest vessel to pass the east channel, which will be two or three miles shorter than the west channel. She has a summer's work ahead of her between Amherstburg and Windsor.

W.P. Anderson, engineer of the Marine Department at Ottawa, is expected here on Monday to inspect Colchester Reef, where the light is to be placed. John E. Askwith, the

contractor, has a gang of ten men engaged on the job, which is being done at the C.S.R. dock. The caisson will soon be completed and will be towed into position in Lake Erie in about 10 days, when the job will be rushed forward until finished. The steam barge *Ada Allen*, Capt. Weston, has been chartered to carry the stone and material necessary for the construction. The *Allen* is just the right boat for the work, as a staunch craft is required to work on that shore.

The new boat built by Wm. John McDonald in East Wallaceburg has been launched. She has been named the *Juno* and makes a handsome appearance in the water. Only the best material has been used in her manufacture, and the *Juno*, when completed, will rank as an A 1 boat. She will be used for service between Walkerville and Toledo and Detroit in the carrying trade for the distillery. Her dimensions &c. have already been published in these columns. Her wheel, shaft and boiler have been placed in their position and the engine will be put in when she is taken to Walkerville in a few days.

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June 26, 1885

The schooner *Gibraltar* sprung a leak on Lake Erie Thursday night of last week and on Friday had to discharge 200 tons of steel rails at Windsor and go into dry-dock.

The schooner *J.J. Hill*, loaded with stone, had a hole stove in her bottom at Fairport, Ohio, Sunday night by running against a pier. She sank in 18 feet of water.

The repairs of the disabled steam barge *Victoria* will be finished this week when she will go into commission as a supply tender for the new lighthouse at Colchester Reef.

On Friday the schooner *New Dominion* arrived from the Georgian Bay with 250,000 feet of lumber for S. Fraser, leaving part of her cargo here and the rest at Windsor.

A heavy gale prevailed at Port Colborne Monday and Monday night and a number of crafts were weather-bound there. The tugs *Balize* and *John Owen* lost part of a raft while trying to make the harbor.

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July 3, 1885

Orrin Gilmore is now chief engineer of the tug *Stranger*.

The scow *Ferret* arrived up from Lorain on Sunday with 137 tons of "Big Indian" coal for O. Young & Co.

The schooner *M.P. Barkalow* arrived at this port from Cleveland on Monday with a cargo of 260 tons of coal for J.G. Mullen.

The *Kate Williams* blew out her cylinder head while trying to pass the *Riverside* at Ballard's Reef as they were bound up at noon on Wednesday. She anchored there till yesterday morning, when she was taken to Detroit by the tug *Charlton*.

The steamer *Celtic* of Hamilton will again make the lighthouse trip this season, leaving Montreal on July 3rd and Toronto and Hamilton about July 13th. The route is the most picturesque in Canada, being from Montreal to Port Arthur, running round Georgian Bay and back of the Manitoulin Island and return, calling at all lighthouses and ports along



the route.

"Texas" writes as follows:-"William Fortier, who is now running a supply boat with provisions, newspapers, etc. at this end of the Detroit River to all vessels, barges, etc. passing up and down, has placed on Ballard's Reef, Grosse Isle, a scow with one red light, which he will keep there in good order every night during the season of navigation. The United States Government has a buoy there which is all very well for day time but it is at night that vessels run on that reef, which is a stone bottom and shallow. Besides, the old spiles of several fisheries that have been erected there during the last forty years and are now under water make this point a very dangerous one. It is on an almost direct course from Norvell's dock, Texas Landing, towards the upper end of Grosse Isle. Vessels passing up the river must not go too far to the eastward or they go on Fighting Island point, or if they go too far to the westward they go on Ballard's Reef. A light on this reef will be of great benefit to navigation and save owners and insurance companies many dollars, and there is no doubt that they will contribute liberally towards keeping up this light. Added to the cost of lightering and pulling off, the vessels nearly always have to go into the dry-dock for repairs, as their bottoms receive more or less damage."

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July 10, 1885

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

The tug *Balize* of Murphy's line passed down Tuesday with a large crib raft for Tonawanda.

The schooner *Rob Roy* brought 8000 oak spokes from Leamington for John Heard & Co. yesterday.

The Kingston & Montreal Forwarding Company have tied up 16 of their 22 barges, owing to dull times.

As she had no excursions this week, the *Riverside* has not been making regular evening trips to Detroit.

Reported that the Detroit Tug Owners' Association will shortly make a reduction of 20 or 25 per cent in towing rates.

Yesterday (Thursday) the schooner *M.P. Barkalow* discharged a cargo of 271½ tons of coal here, which she brought from Cleveland for J.G. Mullen.

The steamer *Armenia* arrived up from Montreal on Saturday night with a lot of freight for merchants along the lake shore, which she delivered at W. Hamilton's dock.

The tug *Kate Williams* of Murphy's line, which was disabled near Ballard's Reef a few days ago by the breaking of a piston-rod and cylinder head, is being repaired at Hodge's, Detroit.

Fire broke out in the cargo of hay on the steamer *Island Belle*, going up from Gibraltar Tuesday afternoon, but the burning bales were thrown overboard before the blaze reached the woodwork of the boat.

Hugh Rounds, mate on the *Alaska*, who jumped overboard on Dominion Day to try

to save Young Oglesby from drowning, died on Wednesday evening from a severe cold he then caught. The *Alaska* had her flags at half-mast yesterday.

The steam barge *Lincoln*, Capt. J. Duncanson, with the *Lisgar* in tow, called here last Friday, bound for Port Arthur, laden with railroad iron. The *Lisgar* was leaking so badly that it was found necessary to dry-dock her in Detroit. She got away Tuesday.

The steam barge *George A. Marsh*, which was badly damaged by fire here some weeks ago, is again afloat after a visit to the dry-dock, where she was thoroughly repaired. She called here Sunday on her first trip down and was bound for Cleveland with a load of crushed stone from Sibley's stone quarries at Trenton, Mich.

W.P. Anderson, engineer of the Marine Department at Ottawa, was in town last week making arrangements for two electric range lights, which the Canadian government propose erecting on the river. One will be placed opposite Park & Borrowman's factory and the other near J. Templeton's residence. They are to be erected and in working order by the opening of navigation next spring.

The return trip of the steamer *Northwest* to Detroit from Put-in-Bay on July 4th was a turbulent one. A number of passengers who boarded the boat at the island were intoxicated and in a short time after the steamer left the dock got into altercations among themselves. The captain attempted by persuasion to quiet the quarrelsome passengers and finally had to turn the hose on some who were fighting and cursing on the lower deck. During the remainder of the trip, revolting scenes were witnessed and it was with the utmost difficulty that the drunken crowd was kept from violence. John T. McCurdy, an employee of the American Express Company at the Milwaukee depot, accompanied three young ladies and on the return trip they became separated on the boat. While one of the ladies stood in front of her stateroom she was assaulted by a young ruffian who is said to live in Springwells. Her screams brought McCurdy to her rescue and he soundly thrashed the ruffian. Scenes of this kind, most revolting it is alleged, were common all the way back to Detroit.

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July 17, 1885

On Monday O. Young & Co. received 127 tons of coal from Lorain by the schooner *Union*.

We congratulate our friend Donald J. Duncanson on his recent promotion to be first mate of the steam barge *Graves*.

The propeller *Cuba* arrived up from Montreal on Saturday night with a lot of freight for town and lakeshore ports.

The propeller *Nashua* has been withdrawn from Ward's Lake Superior Line and is again running on the Ogdensburg route.

The new iron steamer *Darius Cole*, built at Cleveland, Ohio, for the Detroit and Port Huron route, was launched on Wednesday.

A Toronto steamboat owner has been fined \$50 and costs for violating the law by



overcrowding his excursion boat. Toronto is not the only place where captains render themselves liable in that way.

The schooner *Clyde*, which went ashore on the Mohawk reef, Lake Erie,<sup>13</sup> Tuesday of last week, is breaking up and will be a total loss. There is no insurance on her and her owner thinks that it would cost more than she is worth to release her.

Last Friday, as the steam barge *Nipegon* was bound up with two schooners in tow, she ran aground on the Lime-Kiln Crossing. The *Shaughraun* towed the schooners to White's dock and the tug *John Martin*, after a short attempt, succeeded in pulling the *Nipegon* off.

The steamer *Ruby* this week took out the smokestacks and the engine frame for the fog whistle at the new U.S. lighthouse at the mouth of the Detroit River. The engine will be set up next week. It is expected that the lighthouse will be completed by the 1st of August.

The schooner *Heather Bell* arrived down from Southampton on Tuesday with 250,000 laths and 250,000 shingles for Park & Borrowman; and on Thursday the schooner *Jane McLeod* arrived down from Parry Sound with 250,000 feet of lumber and 100,000 laths for the same firm.

Early Saturday morning Mr. Kallman, who is engaged at the work on the Lime-Kiln Crossing, picked up a sail boat - *Lily of the Lake* - as it was drifting down the river. The boat contained a sail, a pair of oars and a boat hook, and as there was no line, it looks as though its occupant had been drowned. The name A.P. Melville was engraved on the boat.

#### THE LANSDOWNE SMASHED.

Shortly after 1 o'clock Wednesday morning the iron propeller *Clarion*, of the Anchor Line, collided with the Grand Trunk transfer ferry *Lansdowne* on the Detroit River, nearly opposite the foot of Third Street, Detroit, damaging the *Lansdowne* about \$5000. The damage to the propeller is not known but cannot be very heavy, as she proceeded on her down trip. The *Lansdowne* left the Wabash slip a few minutes before 1 o'clock with an eastern-bound passenger train consisting of two coaches, a sleeper and a baggage car on board. Capt. Sullivan was in charge and gave the following account of the accident:—"When I got well out of the slip I laid my course in a straight line diagonally across the river for the Great Western slip. I was about one-third of the distance across and nearly in the middle of the river when I observed the red (port) light of the propeller. From my position it seemed to me that the *Clarion* was turning for the Detroit shore. I signalled the propeller with one whistle, expecting that she would remain on her course and that I would be able to run across her bow and pass on the port side. The captain of the *Clarion* did not answer my signal as promptly as he should, but when he did he blew two whistles, meaning that he

<sup>13</sup> This may refer to the wreck of the *Mohawk*, which was sunk by a tug in Lake Erie in 1864. A more specific location is not known at the time of publication.

wanted to pass to my right. At the same time he put his wheel hard-a-starboard and a moment later I got a glimpse of his green (starboard) light. Then I saw that he was coming at full speed directly for me. I signalled once and rang to the engineer to reverse the engines and back. Before I was able to get my vessel out of the way, however, the *Clarion*, still under full head, struck her diagonally on the rail, forward of the port wheel. The propeller listed so that the water came over her rail, but she managed to pull away safely. Her bulwarks forward appeared to be wrecked, but she continued on her trip. If I had not checked the *Lansdowne* at the moment I did, the *Clarion* would have struck her squarely and sunk both vessels." The *Lansdowne* reached the Windsor slip by working one wheel, and the train pulled out of Windsor with not more than half a dozen of the passengers knowing that a collision had occurred. The shock was so slight that it did not even wake the passengers in the sleeper. The force of the collision was sufficient to crush the heavy oak rail, nearly a foot square, and to splinter the woodwork for a space of 40 feet aft of the wheel. The damage to the machinery cannot yet be determined, but the figure mentioned will cover the entire loss. Under maritime laws the *Clarion* had the right of way, and vessels crossing were bound to give way to her.

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July 24, 1885

The schooners *Geo. C. Finney* and *Mary* are unloading coal at Walkerville.

The steam barge *R.J. Hackett*, Capt. C.C. Allen, was here Tuesday and took on coal at Mullen's dock.

The schooner *I.U. Porter* arrived on Tuesday from Cleveland with 285 tons of "Big Chief" coal for J.G. Mullen and discharged the cargo at the C.S.R. dock for C.F. Dunbar.

The steamer *H.E. Packer* went aground to the east of Bar Point on Wednesday evening on her way down. She is laden with wheat. A lighter came down from Windsor yesterday to her assistance.

The contractor for the new Canadian lighthouse for Colchester Reef expects to have the caisson towed from the railway dock to the reef today or tomorrow. D.H. Terry photographed it on Wednesday.

On Monday the steam barge *United Lumberman* and schooner *New Dominion* arrived from Collins' Inlet with 650,000 feet of lumber for S. Fraser, 350,000 of which she left here and 300,000 at Chatham. John Fraser came home on her.

The Canadian lighthouse supply steamer *Celtic* called at Bois Blanc on her annual trip on Sunday night. P. Harty, superintendent of lighthouses, and his assistant, J.A. Robertson, were on board making their annual tour of inspection.

The yachts of the Detroit fleet of the Michigan Yacht Club left that city on Saturday afternoon on their way to the Put-in-Bay regatta. They all, eleven in number, lay over at Amherstburg Saturday night and started for the Bay at 8 o'clock Sunday morning.

Capt. John L. Miner of Detroit was in town on Wednesday seeing what returns he would likely receive from putting an excursion boat on between Windsor and Detroit and

Bois Blanc Island and Amherstburg. It is thought the steamer *Hiawatha* is the one he has in view.

The Anchor Line authorities have written to the U.S. Secretary of the Treasury asking that redress be demanded from the Canadian Government for refusing to allow an American vessel to go to the assistance of the propeller *Wissahickon* near Point Edward on Sunday, when no Canadian tug could be had.

A survey of the car ferry *Lansdowne*, injured in a collision with the propeller *Clarion* Tuesday night of last week, shows that her damage is much greater than at first reported. The Anchor Line steamer *Clarion*, which arrived at Buffalo Friday, was very little damaged by her collision with the *Lansdowne*. Her bulwarks forward were broken in several places and repairs were made. The damage to the *Lansdowne* is now estimated at \$8000.

The Canadian propeller *Quebec* struck a rock in the Sault River near Wilson Friday morning and sunk in 60 feet of water. She was bound down to Sarnia with a full load of flour and grain. Her passengers and crew were saved. The *Quebec* was a propeller of 812 tons burden, built at Chatham in 1874 by Melancthon Simpson. She was owned by the Northwest Transportation Company, known as Beatty's Sarnia Line, and ran on the route between Sarnia and Duluth. She is insured in the Canadian Lloyds. S.A. Murphy of Detroit has closed a contract with the Buffalo insurance companies to raise the *Quebec* and deliver her with her cargo at Sarnia for \$7200. The tug *International*, now at a Lake Superior port, will at once proceed to the Sault and the *Kate Williams* started for the scene with the largest wrecking outfit ever sent from Detroit, consisting of six lifting pontoons, steam pumps, hydraulic jacks, chains, etc. The *Quebec* is supposed to be in about 50 or 60 feet of water, just above the Devil's Gap. No information concerning her condition can be had from her owners at Sarnia, who are non-committal on the subject.

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August 7, 1885

Capt. Thos. Benito is master of the tug *Oneida*.

The steamer *Saginaw* will probably be run as an excursion boat from Sandusky while the season lasts.

The dredge *Continental* arrived here on Friday last from Bay City and will in future be employed by C.F. Dunbar on the Lime-Kiln Crossing job.

Murphy's tug *Balize* passed down Wednesday morning with the largest raft ever taken out of Cheboygan, measuring nearly 3,500,000 feet, for Tonawanda.

The Canadian schooner *Elgin* is ashore nine miles north of Goderich. She is in bad shape and her owner has gone to Chicago to consult the underwriters.

Capt. Thomas Hackett was in town on Monday last - the first time he had made any stay for two years. His boat, the *Schoolcraft*, was hanging on to a raft outside.

The Grand Trunk has filed a libel against the propeller *Clarion* for \$21,000 on account of damages to the car ferry *Lansdowne* in her collision with the *Clarion* July 15th.

The steam barge *W.P. Thew* arrived here on Saturday with 281 tons of "Big Chief" coal for J.G. Mullen, and on Monday the scow *Alpena* arrived from Huron with 140 tons, also for J.G. Mullen.

The tug *Crusader*, Capt. Ed. Gattfield, of the Pidgeon fleet, was laid up in ordinary on Saturday last, until things look up a little. On Sunday the propeller *Pidgeon* ran aground and the *Crusader* had to come out and get her out of trouble.

Capt. John Desana is in receipt of a communication from the M.C. Ry. Co., ordering him not to land passengers at the Company's dock (Texas Landing) off the *Riverside* and now they are permitted to land there only at their own risk of accidents.

The tug *Shoofly* towed a raft of logs out of the River Canard last summer without making any outward report. On Saturday Customs Officer Caldwell seized her for this violation of the law and she gave bonds for the penalty which may be imposed - and which may go as high as \$400. She is owned by Mills of Detroit.

The Moffat tug line boats and Capt. Pidgeon's tugs *Ballentine*, *J.P. Clark*, *Bob Hackett*, *Stranger*, *Sampson*, *Jessie* and *Castle* will all tow at 40 per cent reduction, disregarding the action of the tug owners at their meeting Saturday afternoon. "We propose to run a little association of our own," said a gentleman interested in these boats to a reporter.

The new U.S. lighthouse at the mouth of Detroit River will be completed next week and will be lighted on and after the 20th August. The fog whistle was tested for the first time yesterday. With a fair wind, the blasts of the whistle will be distinctly heard in Amherstburg - 7 miles from the light. It is likely that Bar Point Lightship will be discontinued or probably be placed on Bois Blanc Island spit, where so many mishaps occur.

On Sunday the steam barge *Belle Cross* passed down, bound from Saginaw to Buffalo, and six lumber-laden vessels in tow. The storm struck them when out in Lake Erie, and when near Rondeau harbor on Sunday, two of the vessels - the *Little Jake* and the *E.F. Gould* - became waterlogged, so that they had to be towed back here, where the cargoes will be unloaded and the vessels will go into dry-dock for repairs. Capt. J.G. Anderson of this town is in command of the *Little Jake*.

The scow *Trader*, whose captain was arrested in Detroit on a charge of stealing small articles from different vessels along the river, has been seized by a deputy marshal at Wyandotte. A lot of stolen property was found on the scow, including several fishing nets belonging to a man named Meloche at Petite Cote, a camping outfit and a lot of paint identified as some taken from the steam yacht *Sigma*. Capt. Williams and a boy named Mueller are in confinement.

Friday morning the Canadian steamer *Essex* ran alongside the *Mocking Bird*, which was getting a raft in Sarnia Bay, and the Customs Officer on board informed Captain Rattray that he "seized the tug in the name of the Queen." Rattray objected, as the papers were not shown and the Customs Officer was a stranger. The *Mocking Bird* left for Port Huron. The Canadian Customs Officers say they seized the tug *Mocking Bird* for not reporting at Sarnia.



in June, and for working on the *Wissahickon* when aground in Canadian waters. The owners of the tug claim they had a permit from Ottawa.

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August 14, 1885

The steam barge *C.N. Pratt* is lying idle at Windsor, not having been fitted out this season.

Steam barge *R.J. Hackett* and consort *William McGregor* took ore from Ashland to Chicago last week.

The wreckers expect to have the sunken propeller *Quebec* in St. Mary's River floated sometime this week.

The steam barge *Point Abino* arrived here Tuesday from Lorain, Ohio, with 200 tons of coal for O. Young & Co.

The steamship *Progress* ran aground on Bar Point on Tuesday morning and was released with the assistance of the tug *Kitty Haight*.

The propeller *California*, from Montreal for Chicago, left freight for local merchants at Hamilton's dock here early on Sunday morning.

While coaling here Wednesday, the tug *Shoo Fly* had the line of a scow, which she had in tow, entangled in her wheel. It was cut loose by C. Dupuis.

Commencing with Tuesday last, the *Riverside* now makes regular evening trips to Detroit, leaving here at 5 p.m. and Detroit at 7:45 p.m. She will continue this till further notice.

The schooner *E.F. Root*, which was waterlogged last week while bound from Saginaw to Buffalo, re-loaded her cargo of lumber here Thursday after being repaired in Detroit.

While bound up, the schooner *John Jewett* ran aground near Park & Borrowman's factory Sunday afternoon, but got off again some time during the night and was towed up the river by the tug *Bob Hackett*.

The new fog whistle at the new U.S. lighthouse at the mouth of the river was tested for the first time on Monday last and worked all right. It can be distinctly heard on the docks at Amherstburg - 7 miles away. The light can be seen for 14 miles out in the lake.

There is talk of raising the iron steamship *Brunswick*, sunk off Erie in about eighty feet of water two years ago. If the insurance companies could be induced to part with her at a reasonable price, it is quite likely that a bargain could soon be made to place her once more where she can do some good.

On her last down trip, the big schooner *David Dows* carried the largest cargo of iron ore ever shipped from Lake Superior in a sail vessel. She had 2620 net tons on a draft of fourteen feet nine inches. The schooner *Scotia*, in the same tow, had 1518 tons of ore and was drawing fourteen feet eleven inches.

Detroit tug owners, since cutting loose from a schedule of rates, have been doing a fair business. They can now successfully compete with barges and eventually expect to

force barges out of the towing business. Captains of schooners prefer to be towed by a tug when they can make the same terms as with barges.

The Canadian government have issued an amended order-in-council fixing tolls on all grain passing through canals from Lake Erie to Montreal at two cents per ton; thus, grain paying two cents on Welland Canal goes free through all St. Lawrence River canals. The order reduces tolls on grain passing St. Lawrence River canals from 15 cents to 2 cents per ton; grain passing from Lake Ontario but not through Welland Canal will pay 2 cents toll on St. Lawrence canals.

The tug *Kitty Haight* was libelled at Port Huron on Saturday, the 1st inst., on a claim made by the owner of the scow *Wilcox*, which sank in the river last fall. The *Wilcox* had struck a log and become water-logged and, the tug coming along, the scow asked for a line. It was given, but the tug captain, finding the scow was water-logged, said he would not run the risk of taking her up. He claims the *Wilcox* captain concluded to come at his own risk. When down the river a short distance and on the Canadian side, the scow sank, and now asks \$1000 from the *Kitty Haight*.

Notice is given by the U.S. Lighthouse Board that on and after the 20th inst. there will be shown from the new structure recently erected near the mouth of the Detroit River a light of the following characteristics: It will be of the fourth order and illuminate the entire horizon, showing fixed white one minute, followed the next minute by six consecutive white flashes at intervals of ten seconds. The focal plane is 45 feet above the base of the tower and 56 feet above the level of the lake. The light should be seen in clear weather from the deck of a vessel 10 feet above the lake, 14 statute miles.¹⁴ It will be exhibited from an iron circular tower, painted brown; lantern black; standing on a masonry pier. There is also on the pier a fog signal house of corrugated iron, painted the same color as the tower. The approximate position of the lighthouse as taken from the Lake Survey charts is as follows: Latitude 42 degrees; longitude, 83 degrees, 8 minutes, 22 seconds.¹⁵ The magnetic bearings and distances of prominent objects are as follows: Bois Blanc Light (Canadian), N. by E., 6 1-7 statute miles; Gibraltar (discontinued light), N.N.W., 6 3/4 statute miles. Monroe light, S.W. 3/4 W., 12 2-5 statute miles. Vessels entering the Canadian channel by keeping on the range joining the new lighthouse with that on Bois Blanc Island will clear the shoals to the southward and westward of Bar Point marked by the buoys of the Dominion Government. During thick and foggy weather there will be sounded at this station a ten-inch steam fog whistle, giving a blast of five seconds duration followed by an interval of twenty-five seconds.

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<sup>14</sup> One statute mile equals 5280 feet.

<sup>15</sup> One minute of latitude equals one nautical mile (6080 feet).





Capt. John Duncanson, 1886.  
Park House Museum

August 21, 1885

The scow *Trader*, recently seized at Wyandotte for smuggling, has been sold for \$37 to Moses Bell of Detroit.

The caisson sunk at Colchester Reef on which to erect a lighthouse will be marked with two red lights until further notice.

The Detroit Tug and Transit Co.'s tug *Balize* cleared from Sandwich on Monday for Buffalo, having in tow a 2,000,000 foot raft.<sup>16</sup>

The schooner *Charger* unloaded coal at the Burke wharf, Windsor, and the schooner *Grace Amelia* discharged a similar cargo at Walkerville this week.

On Thursday of last week the schooner *M.P. Barkalow* arrived from Cleveland, Ohio, with 276 tons of coal for J.G. Mullen, and on Tuesday last the *Mary Amelia* brought 159 tons for the same firm.

The engine and boiler of the little steamer *Kitty B.* were taken to Detroit on Wednesday evening to have new flues put in, the old ones being pretty well burnt out. They are expected back tomorrow.

<sup>16</sup> refers to board feet (12" x 12" x 1"), not linear feet

Capt. John Duncanson was here with the steam barge *Lincoln* yesterday (Thursday) on his way to Port Arthur with a cargo of railroad iron from Montreal and will take on some left at Windsor by the *Clinton*.

On Wednesday night of last week the dredge *Continental*, at work at the Lime-Kiln Crossing, was run into by one of the barges in tow of the steam barge *Fred McBriar* and damaged to the extent of about \$150. One of the spuds was broken and lamps smashed. The vessels were about 300 feet west of the regular course and in attempting to clear the *Continental* to the east, the accident occurred.

The new U.S. lighthouse off Bar Point is now completed and presents a very handsome appearance. The light is situated 6½ miles almost due south of Bois Blanc Light and stands 54 feet above high water. The solid stone foundation, which stands in 22 feet of water, reaches 11 feet above high water and measures 85 feet from point to point and 45 feet across. On this foundation stands the light tower, which is four stories high, as well as the watch room on the top and a basement underneath. Besides this structure, there is an engine house 22x30 feet, which is covered on the four sides and the roof with corrugated iron. The four stories of the tower are nicely arranged for living rooms and sleeping apartments with convenient closets on each floor and with nice high ceilings and iron stairways. The tower is 18 feet in diameter and the watch room, which is of ten squares, is nine feet in diameter and lined with zinc. The lantern is a French lens of the fourth order with white glass, and is one-half stationary and the other half flash. Surrounding the watch room is an iron deck with a substantial railing. The engine house, the floor of which is of concrete, contains two four-horse-power engines and two 30-horse-power boilers, to be used for sounding the two fog whistles, which are on the roof. They measure ten inches in diameter and are 16 inches high, and during calm weather can be heard about 15 miles. They are the only ones on Lake Erie. Under the engine house is a cellar, which will be used as a store room and is capable of holding about 45 tons of coal. The stone foundation is surrounded on the top by a strong of holding about 45 tons of coal. The stone foundation is surrounded on the top by a strong iron railing, and at the north and west there are strong boat cranes erected; also iron ladders, which can be lowered to the water, and distributed around in proper locations are nine chocks and seven iron spiles. The stone and brick work is all laid in Portland cement, and the workmanship of the whole is excellent. Surrounding the foundation there is rif-raf work, which is composed of 500 cords of broken stone. The crib work of this lighthouse was commenced in April, 1884, and the coffer dam sunk on July 3rd of the same year, and since then during all practicable seasons, the work has been pushed forward under the direct supervision of Supt. Louis Lederle, who also drew the plans of the whole structure. Lederle is deserving of great [missing] for this most difficult piece of [missing] construction, which is most [rest of article is torn away from original newspaper.]

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August 28, 1885

The tug *Stranger* has been laid up here until marine matters look up a bit. The Buffalo propellers *Philadelphia* and *Waverly*, laid up two months ago, have

gone into commission again.

J.G. Mullen received 276 tons of coal from Cleveland last Friday by the schooner *M.P. Barkalow*, and on the following day, 174 tons per schooner *Wm. P. Hanna*.

Capt. Peter Williams of Windsor and Diver Charles Leahy left for Tyrconnell on Monday with the tug *International* and the schooner *Benedict* for a lighter to raise the schooner *Eugene Vista* at that point.

The general superintendent of the U.S. Life-saving Service has directed the superintendents of the several districts of the Atlantic and Gulf coasts to open and man all stations on Sept. 1st. The stations will remain in operation until May 21st, 1886.¹⁷

Little or no chartering has been done at any of the grain centres this week, but vessel owners look for an early improvement in business, as it is estimated that there are stored in the elevators at Detroit, Chicago, Milwaukee, Duluth and Toledo upwards of 25,000,000 bushels of grain.

The propeller *Annie Smith*, towing the schooners *J.C. King* and *Lafrinier*, broke down on Lake Erie on Wednesday and cast the schooners adrift. The schooners sailed up to the mouth of the river and were towed through by one of the harbor tugs. The *Smith* is now in the Detroit dry-dock to be recaulked and have her stern-bearing repaired.

Forty-two shares in the steam barge *C.N. Pratt*, now lying at Rae's wharf, Windsor, will be sold at public auction next Monday, under a mortgage made by Simon Wigle and held by the Merchants' Bank of Canada. The *Pratt* measures 368 tons and was built at Walkerville in 1881. She was slightly damaged by fire last winter and is classed A 2, her value being about \$18,000.

A Colchester despatch says:-"The new American lighthouse at the mouth of the Detroit River was lighted for the first time Thursday night of last week. The light, which is a flash, showed brilliantly at intervals of a few seconds and could be distinctly seen from here a distance of 10 miles. Today the fog whistle [was put in] operation, sounding a blast every few seconds. It can be plainly heard here."

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September 4, 1885

The tug *Stranger* is again in commission.

On Saturday Geo. Middleditch repaired the crank of the tug *Sampson*.

Forty-two shares in the steam barge *C.N. Pratt* were sold at Windsor to Wm. Stokes of that place for \$4000.

Duff & Gatfield at Texas Landing say that never in their experience have there been

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<sup>17</sup> Life-saving stations were closed during the summer months to save money, since the good weather usually meant smooth sailing. The life-savers often lived near the stations and were able to gather if their services were needed during the time the stations were closed. (Information from the Ocean City Life-Saving Museum, Ocean City, Maryland.)

so few vessels of all kinds in commission.<sup>18</sup>

E.W. Spence, Government surveyor, has commenced surveying at Port Rowan with the view of establishing a harbor of refuge, should it prove feasible.

Grant Carr of Buffalo, N.Y., and Martin Thompson of Alpena, Mich., were drowned off the steam barge *Araxes* in St. Clair River on Saturday morning.

A private dispatch from the Sault says the spar of the sunken steamer *Quebec* is now above water and it is expected that she will be in dry-dock this week yet.

A.D. Noble, formerly clerk on the steamer *Riverside*, was in his old position for a few days this week, in the absence of M. Stafford, who was away at Cleveland.

On Saturday the schooner *Mary Amelia* discharged a cargo of 175 tons of coal for J.G. Mullen from Cleveland, Ohio, and on Monday the *Sassacus* unloaded her cargo of 232 tons for the same firm.

The propeller *Empire* discharged coal at Windsor last week. The crew, including engineers, have been discharged and the *Empire* will remain idle until rates advance. The prospects for an advance are not very bright.

The *Metamora* with her barges lay here on Monday, the tug having repairs made to her crank-pin at Geo. Middleditch's. Some of the crew of the barges got full of budge and during the afternoon were under the impression that they owned the town.

On Wednesday the schooner *Mary Amelia* brought 153 tons of blacksmith's coal from Huron, Ohio, for J.G. Mullen. The same day, the *W.B. Hanna* arrived from Cleveland, Ohio, with 180 tons of soft coal for the same firm.

A yacht belonging to Albert Grenier and T. Campau of this town was stolen from its moorings at the dock here, some time during Thursday night of last week. The fixtures, which were in the boat at the time, are also missing.

Last Saturday a clinker-built row boat was found floating down the river below town. It was marked "Werbeck" in several places and on the stern was the figure 5. The craft was handed over to the customs authorities, who subsequently received a telegram from the owner, Mr. Werbeck, who resides a short distance above Detroit, enquiring about the boat.

The *Sarnia Observer* calls attention to a most flagrant injustice that is being done that town in allowing a harbor master to collect dues for vessels touching at that port. The *Observer* shows that docks at Sarnia are the result of private enterprise, the Government not having expended a dollar in the improvement of the harbor or docks. It is claimed that the Government has devised a plan for injuring the town of Sarnia by driving the shipping trade, which has been of incalculable value to the merchants, away from the place.

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<sup>18</sup> Henry G. Duff and William H. Gatfield established Duff & Gatfield Marine Reporting in Anderdon Township in the early 1860s. The business continued until Gatfield's death in 1920.



The engineer in charge of the work of improving the Lime-Kiln Crossing gives notice that the drill will hereafter be at work on the east side of the cut. Deep-draught vessels will pass to east of drill. Vessels drawing more than thirteen feet will pass west of the western lightship. Work at the crossing is progressing nicely. The work now going on is that of straightening the cut. It is hoped that another season's work will secure a twenty-foot channel and that all trouble with deep-draught vessels will be over forever.

Referring to the attempted seizure of the American tug *Mocking Bird* at Sarnia, the *Toronto Globe* says: "It does seem very hard that American tugs or steamers should be liable to seizure if they go to the assistance of vessels stranded in the Canadian waters, or in danger of going to pieces on Canadian rocks; but the Canadian government did not prohibit the use of American tugs in Canadian waters for wrecking purposes until forced to take that course by the obstinacy of the American government, which persisted in treating Canadian tugs employed in the relief of vessels on American coasts as having offended against American law and incurred heavy penalties. All this is wrong, and earnest effort should be made to set it right. These countries desire to be on friendly terms and yet they maintain a system that is unworthy of civilized nations, and that may embroil them in serious difficulties at any moment. It is positively barbarous to enact that, even when life and property are imperiled, a Canadian tug shall not go to the relief of a vessel on a United States shore, or that a United States tug cannot go to the relief of a vessel on a Canadian shore." The above is the position taken by the *Echo* for several years, but the Americans have made no move towards any concession, although the Canadian authorities are quite willing to reciprocate in this matter. Some of the finest and best equipped wrecking tugs on the lakes sail under Canadian colors, just through these very regulations, and are now as well fixed to do wrecking as those who forced on these regulations. This season the Canadian tugs have been kept hard at work, while the Americans are lying idle. The Canadians do not compel the masters, engineers or any other officers to live in Canada and eat Canada pork and flour during the winter, as some sore-heads have been trying to do with the American citizens employed on American boats, who spend part of the winter months in Canada. Our customs authorities have always been willing to grant permits to allow American tugs to work in Canadian waters if the vessel, whether American or Canadian, was liable to injury, or if no Canadian tug was at hand.

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September 4, 1885

The Lime-Kiln Crossing.-The following interesting report on the improvements of Detroit River has been received by the Chief of Engineers at Washington:-Originally the channel at Lime-Kiln Crossing could be depended upon for only thirteen feet of water, the ordinary depths being much affected by winds. As originally projected in 1874, the improvement at this point was to consist of a curved channel 300 feet wide, with a uniform depth of twenty feet, and the estimate was based upon this project. It was subsequently (1883) determined to modify this project so as to secure a straight channel, the least width

of which should be 300 feet, with a somewhat greater width at each end, utilizing the work already done. This constituted the project as now under execution, and if the present rate of progress is maintained it will be completed by the 30th June, 1886. By the act of July 5th, 1884, the sum of \$200,000 was appropriated for continuing the work. After more than a year's suspension, work was resumed in October, 1884, and has been steadily prosecuted [sic] since, being interrupted only by weather and accidents, with satisfactory results. The quantity of solid rock remaining to be removed to complete the project is estimated at 19,232 cubic yards. It is expected that a second dredge will be put to work exclusively at cleaning up the area already passed over by the first dredge, and, if nothing untoward occurs, that the improved channel will be available to some extent upon the opening of navigation next spring. Being greatly impressed by the magnitude of the interests concerned in this improvement, and by the fact that the present project will be completed at a cost of less than half that originally estimated, I have taken into consideration the question of increasing the width of the channel to 400 feet. The argument in favor of this proposition is a very simple one and is thus stated: The channel is made by blasting the ledge of rock constituting the obstruction and afterwards removing the debris by dredging. The edges of the channel are consequently left as ragged as saw teeth and should a vessel come in contact with them, she would surely come to grief. Ordinarily the width of 300 feet should be sufficient for safe navigation, notwithstanding the jagged character of these edges, but at this point the current has a velocity of as much as two and a half miles per hour; much of the shipping is by tows; some of which are a half mile in length; they must move rapidly enough to keep steerage way; and if three such tows should find themselves in the cut at one time, a not unusual occurrence, it would be almost a miracle if all escaped injury. Whilst the increased width would not provide against similar edges to the channel, the chances of striking them would be so greatly diminished as to render the navigation with due care measurably safe. In view of the foregoing, I venture to submit the following estimate for widening the cut an additional fifty feet on each side: If the amount necessary to do the work be appropriated in one sum, I estimate that it would cost \$167,986. Even with this additional work the ultimate cost of the improvements will be only a little more than half the original estimate for the 300-foot curved channel. The original estimate of the probable cost of the work was \$1,166,500; estimates addition on account of the modification of 1883, \$40,000; estimated cost of the additional width of 100 feet proposed, \$167,986. Total estimate, \$1,374,486. Amount heretofore appropriated, \$535,000; amount of estimate for completion with increased width of 100 feet, \$167,986; total, \$671,500. Being convinced that no better application of that amount of money could be made, I earnestly commend the proposition to the proper authorities, and, so far as it is becoming in me to do so, urge the appropriation of the entire sum of \$167,986 at one time, so that the whole work may be included in one contract. At the same time I beg leave to invite attention to the fact that the project will be completed for the funds at present available.

September 11, 1885

The new 106-ton steam barge *Juno*, Capt. WM. Allen, made her first trip to Detroit on Tuesday, bringing wood from Golden Valley to Detroit. She is a staunch looking craft.

Corkin, Stickney & Gram have completed their contract for dredging in the Saginaw River. Gen. Poe recommends that \$168,800 be appropriated next year for further work in the river.

The steamer *Wallula* passed down this week for Buffalo with 20,000 barrels of flour from Minneapolis, the largest cargo yet floated on any of the Great Lakes. The cargo will fill 160 freight cars.

The little excursion steamer *Island Belle*, which has been running between Gibraltar, across the river, and Detroit, was burned on Sunday morning at Detroit. She was valued at \$10,000; insured for \$9000.

The Colchester Reef Lighthouse stonework is now twelve feet above the water, and only three courses of about four feet in all remain to complete this part of the work. Owing to the storm on Tuesday, all the workmen came in on the scow or the stone would all have been laid this week.

The steamer *St. Louis* of the Lake Superior Transit Line, down on Monday night, had on board three car loads of canned Columbia River salmon, the first shipment of the kind made via the Northern Pacific and lakes. Heretofore the consignments have all been by way of San Francisco.

The scow *Eugene Vista* is tied up at Detroit with four libels, the larger ones being by Charles Leahey of Detroit for \$273 and Peter Williams of Ontario for \$457, all for services rendered when the scow went ashore at Tyrconnell. She is also libelled by her seamen for \$59. The libel includes her cargo of sixty-five cords of wood.

The steam barge *United Lumberman* on Monday brought 425,000 feet of lumber, 400,000 lath and 200,000 shingles for S. Fraser, leaving part of her cargo here and a portion of it at Kingsville. The *Lumberman's* consorts, the *Dolly Morden* and *New Dominion*, were laden, the former with 317,000 feet of lumber and some lath for Wallaceburg and the latter with 250,000 for Windsor.

The schooner *Advance* of Chicago water-logged and capsized in a gale of wind and blinding rain Tuesday night, nine miles south of Cheboygan. Capt. Paulson, with his son and crew, made for the shore in a small boat. When in the breakers the yawl struck the bar, capsized and drowned all the men except a sailor named Jacob Raum.

The *Detroit Free Press* has been interviewing Capt. W.G.L. Chesebrough of Detroit on the wrecking question. He talks against the Canadian law and Canadian tugs in general, and pronounces the tugs "N.G." Mr. Chesebrough is owner of the tug *Wilcox*, which accounts for the milk in the coconut. The *Wilcox* has [been] wrecking more in Canada waters at this point than any other American tug, and we doubt if she was ever refused a permit.

The schooner "*Erie Wave*," owned by W.Y. Emery of Port Burwell and having a

capacity of about 7000 bushels of grain, was caught in the furious gale that raged on Lake Erie during Tuesday night and was capsized off Long Point, about 20 miles from Port Burwell. Two of the crew - Mrs. Margaret McPherson, the cook, and a young man named Strange, from Clear Creek - were drowned, but the remainder were picked up by a passing vessel and conveyed to Port Burwell.

The *City of Cleveland*, the Detroit & Cleveland Steam Navigation Company's new steamer, which was launched Wednesday afternoon at Wyandotte, will be the largest passenger boat on the lakes. She measures 270 feet keel, 40 feet beam and 16 feet "moulded depth" of hull. Her extreme length over all is 282 feet and her width over the guards 71 feet. She is built of steel with seven steel bulkheads dividing her hull into eight water-tight compartments. Externally the new steamer will be very handsome, with no arches to disfigure her appearance. She will have two tiers of staterooms, being the first boat of the kind on the lakes. A balcony will run around the upper tier of rooms. The cabins are to be finished in mahogany and elegantly fitted and furnished. The steamer will be lighted by electricity and in her interior arrangements will strongly resemble the famous *Pilgrim*, running between Fall River, Mass., and New York. All the best machinery, including steam steering apparatus and a patent windlass, will be put into the boat. She will carry a crew of about 50 men and will have a freight and passenger capacity equal to that of the *City of Detroit* and *Northwest* combined. She is calculated to be the maximum size that can be handled on the Detroit and Cleveland route, superseding the *Northwest*. The company will probably sell the latter boat and it is possible that her officers may be put in charge of the new steamer on the opening of next season, when the *City of Cleveland* will go into commission. The estimated cost of the new steamer, furnished ready for business, is \$275,000.

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September 11, 1885

Sinking of the *Bob Hackett*.-About 7.45 o'clock Tuesday night, as the tug *Bob Hackett* was about 100 yards above Bois Blanc Island, bound down, she was run into by the Western Line propeller *St. Magnus*, which was going up light. The tug's port bow was cut almost through so that she sank in about three minutes. The crew jumped on board the propeller and were landed at Duff & Gatfield's dock. The tug drifted on to the head of the Island, where she now lies covered by ten feet of water. The swells from the Cleveland boat carried her upper cabin away the same night. The *Bob Hackett* was named after the late Robt. J. Hackett and was built by John P. Jones for Alex. Hackett, Robt. Reynolds, F.B. Hackett and the late Wm. Hedley in 1869 for the lake shore route. In 1872 she was cut in two and lengthened by C.W. Thomas. On Wednesday Capt. F.B. Hackett located her and placed a buoy on the spot. She is 800 feet above head of Bois Blanc Island, 25 feet to the west of the range, in the channel and will have to be got out of there at once. Capt. Hackett has since by instructions from Collector Gott anchored the *Eagle* on the spot. The *Hackett* measures 162 tons, rated A 2½ and was valued at \$5000. She was built in 1869. Though



badly damaged, she will not be a total wreck. The captains lay the blame on each other. She has been sunk three times before, at the docks at Windsor, Walkerville and Amherstburg, all within five years, but always had enough insurance to raise her. It is said that this time clothing containing money belonging to several of her crew went with her. One man, it is reported, lost \$160, another \$15 and a third \$20. Sol. Wigle is her sole owner and she carried \$4000 fire insurance and \$1200 marine in the Western. The stem of the *Magnus* was broken and her starboard planks shivered<sup>19</sup> by the shock. The planking was patched at the Detroit Dry-dock, where she left late in the afternoon. The wheelman of the *Hackett* claims that the *Magnus* showed only her starboard light, so he started to pass to the starboard. The *Magnus* then whistled for port and the *Hackett* responded, but the wheelman barely had time to put his wheel about when the collision occurred. He says when he went aboard the *Magnus* he looked particularly for her red light but there was none. He then went into the cabin and a few minutes after came back and found it lighted.

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September 11, 1885

Scalded to Death.-Last Friday morning at about 7:30, as the steam barge *Cleveland* with the *Concord* in tow, bound down Lake Erie with a heavy sea running, was about to take shelter under the Dummy, the water bottom of the boiler blew out and the escaping steam scalded a deckhand named John Ward, who was below in the firehold passing coal, so badly that he lived but a short time. He was heard groaning but it was impossible to reach him, and he had been dead some time when the crew were able to get him out. A fireman named Edward Dennis, of Bay City, was severely scalded about the face, neck and hands, but managed to get out without inhaling any of the steam. The engineer, John E. Robertson of St. Clair, fortunately escaped with his legs and ankles slightly scalded. It was a race between him and the fireman to get up the ladder and out of the engine-room and the engineer crawled through the port, gasping for breath. The cook, named Mollie Plager, of Port Huron, was slightly scalded about the arms with escaping steam. The damage done to the hull is but slight, but a number of the pipes about the engine room and boiler are burst and the pony engine badly damaged. The propeller *Wocoken*, bound up, picked the *Cleveland* and consort up off Point Pelee and towed them to this port, arriving at 6:30 Friday evening. Here medical aid was obtained and the wounds were dressed by Dr. Park. The injuries of the engineer and cook had been attended to with the appliances on board and they were able to move about quite comfortably. The *Cleveland* is commanded by Capt. Luther Slyfield of St. Clair and was bound from Bay City to Cleveland with lumber. Ward, who was killed, was aged 22 years, was unmarried and his mother resides at Erie, Pa., and at her request the captain made arrangements for his interment here. Twenty years ago the *Cleveland* had a collision off Bar Point with the schooner *Maria Martin* (Capt. D. Trotter), in tow of the tug

¹⁹ broken and splintered

McLellan, and was nearly cut in two. She sank and her cargo of sundries was lost. She was one of the old Northern Transit Company's steamers. The injured fireman was taken to the Marine Hospital in Detroit next morning on the steamer *Riverside*.

On Saturday morning Coroner Bell held an inquest into the death of Ward and summoned the following jury:-W.P. Cousins (foreman), Remy Ouellette, Chas. Thompson, James Brown, Ed. Kolfage, George McGee, John Gasco, Louis Girardin, Joseph Girardin, Stephen Autin, Alex. Bonnett and J. Gott. The evidence of the following witnesses was heard:-Capt. Slyfield, the second engineer and Thomas Quirk, after which the jury returned a verdict. "That the owners of the boat were to blame for the accident, as she should not have been run after August 29th, the day on which the inspectors' license expired." The *Detroit Free Press* says:- "Some ugly statements are made concerning the condition of the boiler of the steam barge *Cleveland*, which exploded on Lake Erie on Friday, and the failure of the local inspectors to perform their duty. James Ross, the boiler maker, of 171 Twelfth Street, employed at the Eagle Iron Works, says:-"I did some repair work on the boiler of the *Cleveland* at St. Clair last April. I put four patches on the water bottom and did some other work on different parts of the boiler. The bottom was the worst I ever saw, and I advised Capt. Slyfield and Engineer Robertson to put in a new bottom. I told them that it would not stand any time. The engineer said he guessed it was all right. Like a good many other engineers, he thought he knew more about a boiler than a boilermaker. They made a bed of Portland cement and put the boiler on that and said it would be all right for five or six years. I could take a penknife then and run it through the bottom anywhere. I think it is a shame that innocent people are murdered and scalded through the carelessness of the local inspectors. A boiler is supposed to be inspected every year. It is plain that the boiler was not fit for use for the last five years, but if they had found the inspector at Bay City on their last trip they would have got their certificate as usual. There are lots of them on the lakes just as bad as the *Cleveland*, but they can run until they won't hold any water or blow out of the boat. The inspectors are of no account. They are too careless and some of them so big they can't get down the hatchway to look at the boiler."

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September 18, 1885

On Saturday the schooner *Mary Amelia* arrived from Huron, Ohio, with 167 tons of slack coal for J.G. Mullen.

The Canadian propeller *Prussia* of St. Catharines burned and sank on Lake Superior Saturday afternoon. Her crew reached Bayfield Monday.

The elegant excursion steamer *Pearl*, Ashley & Mitchell, owners, has closed her season between Cleveland and Put-in-Bay. The *Gazelle* has also arrived from Chicago and both are laid up at Detroit.

The woodwork for the new Colchester Reef Lighthouse arrived from Ottawa on Saturday. Park & Borrowman will furnish the frames and windows. The ironwork has been stored at W. Hamilton's dock for nearly two years.



A new steam barge for the Mills Transportation Company, measuring 215 feet over all, 200 feet keel, 36 feet beam and 14 feet hold, was launched at Bay City on Saturday. She will have a capacity of 50,000 bushels of wheat or 800,000 feet of lumber.

The schooner *Mowat* narrowly escaped wrecking on Georgian Bay Wednesday night of last week. Her small anchor and 70 fathoms of chain were lost, and for two days she was held by her big anchor within a few rods of the beach, with a heavy sea beating against her.

Edwin Dennis, who was on board the steam barge *Cleveland* at the time she burst her boiler on Lake Erie, now lies in a critical condition at his home in Bay City. His head, neck and face are frightfully scalded. He was standing near the deckhand who was killed, and his escape from a similar fate was miraculous. His recovery is doubtful.

Capt. J.T. Douglas, Inspector for the Western Insurance Company, was in Amherstburg last Friday and made an inquiry into the loss of the *Hackett*, when he decided not to raise her. It has been urged against the *Hackett* that she was racing with the *Hope* when the accident occurred. The captain of the *Hope* claims that the *Hackett* had stopped racing some time before the collision in order to speak [to] a passing barge. The *Eagle* still marks the spot.

Mark Hopkins of St. Clair has been raising the hair of New Yorkers by showing them what his steam yacht *One Hundred* can do. The first of the week she made 29 miles in 1 hour and 13 minutes. She gets through the water at a terrific pace and a common railroad train has no business looking cross-eyed at her. Hopkins took her to New York to have a Hazleton boiler put in her. It is claimed that since the change she is good for three miles more per hour.

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September 25, 1885

The schooner *Annie Palmer* arrived from Buffalo on Monday with 430 tons of hard coal for J.G. Mullen.

James Craig of Trenton, across the river, has laid the keel for a new barge, 225 feet over all and 37 feet beam.

Canadian customs officers have seized the entire wrecking outfit which Capt. S. A. Murphy has been using on the sunken propeller *Quebec*. Undervaluations and failure to make a proper report are given as the reasons for the seizure.

Mark Hopkins' steam yacht *Permelia* arrived in Detroit Monday night from New York. Capt. Brown says she can now make twenty-three miles an hour and that she is as fast if not faster than the famous *Stiletto*, the crack cruiser of the New York Yacht Club.

Travelling agent McLain of the Beatty Line, who was in Windsor last week, stated that the *Quebec*, according to a report given him by the *United Empire*, was still at the bottom of 130 feet of water, with her arches and the wrecking chains broken. The arches were broken in a lift several weeks ago.

The *Annie Smith* and *James C. King* of the Parker Transportation Company are cleaning up and waiting for better times. The three boats of the Wabash line will be laid up

October 1st, and the Detroit Dry-dock Company's three vessels as soon as they come in from their present trip. Gossip among pretty well-informed vessel owners and tug men says a large number of vessels will be laid up October 1st.

The tug *Charlton*, belonging to the International Towing and Wrecking Company of Detroit, lies at Sarnia, having been seized for not carrying papers, while the entire outfit at the scene of the *Quebec* disaster has been taken because of being entered under valuation. The Canadian authorities have been after Murphy for some time and now that they have him, propose to make him smart. The seizure will badly cripple Murphy, as he has several large wrecking contracts.

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October 2, 1885

The U.S. Lighthouse Board has issued a circular notice to mariners in regard to the establishment of lights and a steam fog signal at Sand Beach harbor after Oct. 1st.

Capt. John Desana was again in command of the *Riverside* on Friday last, having returned from a few days' trip up the lakes to Oscoda. During his absence Capt. Edwards ran the *Riverside*.

The steam barge *Hale* ran into the *Bob Hackett* wreck on Wednesday and a portion of her upper works came to the surface and floated ashore. The *Hale* was trying to avoid collision with the *Samson's* tow.

Mr. Page, chief engineer of canals, is engaged in preparing plans for a proposed enlargement of the Welland Canal. The first tenders to be called for will be for heavy timber for the lock gates. The next will be for the elevation of the embankment, and third for the dredging and stonework.

The propeller *St. Magnus* was libelled at St. Catharines Thursday of last week by White & Ellis, attorneys for Sol. Wigle, the owner of the tug *Bob Hackett*, sunk in collision with the *St. Magnus*. The libel, it is understood, is for \$4000, based on the allegation that the collision was entirely the fault of the *St. Magnus*.

Capt. Petrie of the schooner *Nett Woodward*, which dragged ashore at Belle River during the gale of Tuesday of last week, was at Windsor last Friday night after a steam pump outfit. He reported four barges ashore there, and said that himself and fellow sailors had about concluded there was no bottom off that shore.

The schooner *Annie P. Grover* arrived on Tuesday and the *Home* on Wednesday, the former with 541 tons of coal and the latter with 292 tons from Cleveland for J.G. Mullen. The schooner *Mary Amelia* came Wednesday with 159 tons from Huron, Ohio, for the same firm. The *Grover* unloaded her deck load here and the rest of her cargo at the station for C.F. Dunbar.

The Government has ordered a temporary light to be placed at the entrance to Spanish River, Lake Huron, until a permanent one can be established. A lighthouse and fog-whistle station has been placed at Cariboo Island, Lake Superior, for the guidance of vessels on the lake from Sault Ste. Marie to Port Arthur. It was at this spot the steamer *Spartan* was



lost two years ago.<sup>20</sup>

E.W. Matheson, Collector of Customs at Sarnia, was in Ottawa last week on business with the Departments in regard to a large seizure made by him of a steamer and other plant used by Mr. Murphy, President of the International Wrecking Company, an American concern, in the attempt to raise the steamer *Quebec*, sunk in the Sault Ste. Marie River. Goods to the value of \$15,930 were entered at \$2880, and goods of the value of \$1800 have neither been reported to nor entered at the customs.

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October 9, 1885

The wreckers expect to have the work of raising the propeller *Quebec* completed in a few days. They have her pilot house above water.

On Monday the schooner *Eliza Allen* loaded for Buffalo 800 bushels of wheat here, purchased by J.D. Gibb, having previously taken on 7200 bushels from Kingsville and Colchester.

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October 16, 1885

The schooner *Mary Amelia* arrived from Huron, Ohio, on Saturday with 177 tons of slack coal for J.G. Mullen.

The schooner *Sandusky* (Capt. D. Trotter) was released Tuesday from the beach above the Sault Ste. Marie Canal, where she was for three weeks.

On Monday the schooner *Jane C. Woodruff* arrived from Parry Sound with 290,000 feet of lumber and 55,000 lath for Park & Borrowman.

The body of Capt. James Linn of the *F.M. Knapp*, who was drowned off Point au Pelee on the night of the 4th inst., has not yet been found. His wife, who lives at Buffalo, is desirous of having his body interred there if possible and news of its recovery may be sent to her at that port.

As the tug *John Charlton*, which was used as a revenue cutter by the Customs officers on Tuesday, while seizing the lighter *Vampire* was going to Windsor Tuesday night she ran aground on the head of Fighting Island and keeled over on her side and partly filled with water. She is in bad shape. The *City of Dresden* pulled on her Wednesday without success.

On Tuesday the *Ada Allen* took on board the iron lantern for the new Colchester Lighthouse and then went up to the Lime-Kilns and anchored in mid-stream, where she received a deck load of stone from the dredges, which she took out to the reef. She has been chartered to carry 350 cords of stone for Mr. Askwith. The stone will be used for rip-rap about the new lighthouse. The end of October will likely see the light completed if the weather is at all favorable.

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<sup>20</sup> See Vol. II(2), page 67.

The wreckers at work on the propeller *Quebec*, which sank in 125 feet of water in St. Mary's River last July, have at last got her to the surface, where she is now sustained by pontoons. In less than a week, baring accidents, she will be able to float alone. The feat of raising her is said to be the greatest wrecking job ever accomplished on the lakes. The work was done under the supervision of S.A. Murphy of Detroit on a contract for \$17,500 by the International Wrecking Company.

For three or four years a feud has existed between P.E. Connors, first engineer of the tug *Wilcox*, and Jim Cronin, second engineer of the propeller *Progress*. On Thursday of last week the tug *Wilcox* pulled up the river at Cleveland, Ohio, and made fast just ahead of the *Progress*, the two boats almost touching one another. Connors and Cronin met on the dock and soon got into a fight. Connors was worsted and, procuring a revolver, fired two shots at his opponent. The first shot missed Cronin but the second took effect in his neck and pierced his hand, which had been raised for protection. The wounds are not serious. Both men were arrested.

The steamer *J.H. Farwell* and consorts *Godfrey* and *Rutter* ran aground on Fighting Island Sunday night during a very thick fog. The *Farwell* was out 3½ feet. The tugs *Swain* of Detroit and *International No. 2* of Windsor went to the assistance of the stranded vessels, all of which were loaded with iron ore. The *Godfrey* was released on Monday and the *Rutter* on Tuesday. On Tuesday, while the work of lightering the cargo of the *Farwell* was going on, Customs Officers Brown and Caldwell went up to Fighting Island on the tug *John Charlton* and seized the American lighter *Vampire* of the Grummond line for wrecking in Canadian waters. The *Vampire* was brought here with her load of iron ore. The tug *Swain* got over into American water before the officers arrived and escaped. It is to be hoped that, if the *Swain* has infringed sufficiently on the Canadian laws to make a fuss about, that the customs authorities will have backbone enough to carry the matter through, or drop it before making themselves ridiculous, as in the *Winslow* and *Ark* business some years ago,<sup>21</sup> when Capt. Grummond's tugs defied the Canadian law. If the Government decides to enforce the law, we believe the officers here would not allow the *Swain* to pass the mouth of the river without being seized. If we have laws, the Grummond line of tugs should be made obey them or suffer the consequences. It is humiliating to Canadians to be told that any boat can defy their laws. Whether the law is good or bad cannot now be considered.

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October 23, 1885

On Friday last, D. Barron shipped 550 barrels of flour to Montreal by the propeller *Cuba*.

Capt. Frank Hackett left on Wednesday for Rondeau with the schooner *Eagle*, to raise some anchors sunk there belonging to L.M. Read of Cleveland.

²¹ This occurred in November, 1879. See Vol. I(4), pages 13-14 and 25.

The schooner *Theodore Voges* arrived on Saturday from Cleveland, Ohio, with 60 tons of blacksmiths' coal and 248 tons of soft coal for J.G. Mullen.

The tug *John Charlton*, which ran aground on the head of Fighting Island Tuesday night of last week, was released on Thursday morning by the tug *Andrew J. Smith*, uninjured.

About 1 p.m. on Saturday, the propeller *Nebraska*, while passing the Lime-Kilns, went over the loose rock between the dredge and the schooner *Dows*. Her wheel caught in the chain of the dredge and carried away her anchor.

The *Jesse H. Farwell* reshipped her cargo of iron ore on Friday last after her release from Fighting Island, and proceeded on her down trip. The tugs *Champion* and *Swain* worked on her, in defiance of the Canadian wrecking laws.

Mariners who have had hopes of making a little money in the fall trade now find that the bottom has completely fallen out of their business. A satisfactory explanation cannot be found for this state of things. Legislators are asked the cause in vain.

This week J.D. Gibb shipped 4000 bushels of wheat by the steam barge *Lincoln* for Montreal; on Friday 1760 bushels by the schooner *Dauntless* for Buffalo. The *Lincoln* left here for Colchester dock yesterday (Thursday) where she will take more wheat and complete her cargo at Morpeth. Capt. John looks healthy as usual.

Captain Robinson, supervising inspector for Cleveland district, has annulled the license of Chief Engineer Robertson of the propeller *Cleveland*, that blew out the water bottom of her boiler on Lake Erie, and refused to renew the license of Captain Slyfield. The boat left Bay City September 1st, her inspectors' license having run out on August 29th. The captain's license ran out on September 1st. The case is now in the hands of the United States district attorney and it is probable that the captain and owners will be prosecuted.

A singular and surprising coincidence was noticeable on Lake Erie on Wednesday of last week. The strong east wind which was blowing there lowered the water two feet at that end of the lake, so that the work of loading craft with coal in the Blackwell Canal had to be suspended. At Toledo the wind blew a gale from the west and the Maumee River dropped two feet below the level and the steam barge *Drake* could not leave that port on account of low water. The two currents met off Port Stanley and from that port to the American shore there was a hill of water at least four feet in height in the lake. Such a thing has never before been known on the lakes.

The tug *Bob Hackett*, which was sunk at the head of Bois Blanc Island about six weeks ago, has been purchased by Capt. J. Duprey of Windsor. On Monday morning the new proprietor placed a small lightship over the *Hackett*, which will be kept by Napoleon H. Meloche of Sandwich. The *Eagle* was kept as a lightship on this spot by Capt. Frank Hackett for forty days and nights since the accident, and only one craft touched them and that was unavoidable. It is Capt. Duprey's intention to put the *Hackett's* machinery into a scow barge built at Ruscom the past season, but he thinks he will not raise it till next spring.

The big five-masted schooner *David Dows*, in tow of the steam barge *George*

Spencer, ran on the rocks at the Lime-Kilns last Friday morning at 2 o'clock, having struck the loose rocks which were blasted up a short time ago. The water was well up at the time and she went out 18 inches. She was drawing 14 feet and was out of the channel 100 feet, opposite the C.S.R. pier. The *Spencer* was drawing 15 feet 6 inches but did not touch. The *Dows* was loaded with 2000 tons of coal from Cleveland for Duluth. The tugs *A.J. Smith*, *Stranger* and *Shaughraun* were granted permits and pulled on her with the *International* but could not budge her, when she was lightered of about 100 tons of coal and was got off and continued on her trip in tow of the *Spencer*. This is not the first experience of the *Dows* on the Lime-Kilns.

About 2 o'clock last Saturday morning, as the schooner *David Dows* was being lightered in order to get off the Lime-Kilns, she swung around and struck Dunbar's dredge "*Wild Irishman*" with terrible force, sinking her in about 20 feet of water. The *Dows* would have also sunk the steam drill had not a full crew been at work at the time, who raised the spud anchors and floated out of danger. H.S. Jackson, the watchman, was the only person on the *Irishman*. The damage will run up among the thousands, as the *Irishman* is one of the largest dredges on the lakes. The work of raising her was commenced at once, which will be a difficult job, as she is very heavy. C.F. Dunbar arrived on Saturday night to size up matters himself, and is now superintending the wrecking. Thos. Wilson of Cleveland was also at the crossing Saturday, looking after his company's property - they own the *Dows*.

The Western Transit Company's propeller *Albany* challenged the propeller *H.J. Jewett*, "the greyhound of the lakes," at the mouth of the Detroit River on Saturday morning for a test of speed. Both propellers are among the largest of their class on the lakes. They were bound for Milwaukee and started on a race that was kept up all the way to the straits, the *Jewett* arriving at Mackinaw City Sunday night, nearly an hour ahead of her rival. Three hours and forty minutes was the difference in time between the arrival of the *Jewett* and *Albany* at Milwaukee. Capt. Williams claims the race to have been 130 miles long - from Amherstburg to Sand Beach - and that the *Albany* had the lead till Sand Beach was reached, when the *Albany's* fuel was running short. He says that the race was accidental; that he was at a disadvantage, as he was more deeply laden, but nevertheless kept the *Jewett* astern until he checked down because his fuel was running short. He believes that with preparations for a race and both boats crowded that the *Albany* will hold her own with the *Jewett*. The *Jewett* and *Tioga* had a short race in the lake, the *Tioga* leading her ten minutes into Milwaukee.

At 12:30 Tuesday morning the Canadian steam barge *C.N. Pratt*, which has been lying at the Crawford wharf, Windsor, since the fall of 1884, owing to litigation between her owners, was discovered to be on fire. An alarm was promptly turned in, but owing to the distance between the burning craft and the engine house it was nearly twelve minutes before a stream was thrown on her. The efforts of the firemen to check the flames proved fruitless on account of the headway which the fire had gained and the gale which was blowing at the time, and the craft was burned to the water's edge. The fire was undoubtedly of incendiary origin, as there had been no one on the vessel this season. Last winter an attempt was made

to burn her, which failed through being discovered in time. The *Pratt* was built at Walkerville by Jenkins in 1881 and measured 368 tons. Last August the Merchants' Bank of Canada sold forty-two shares in her under mortgage to Wm. Stokes of Windsor for \$4000, the remaining shares being held in small lots in Windsor and Kingsville. She rated A 2 and was valued at \$16,000. She is insured for \$9000. As there was no watchman on board at the time of the fire there is likely to be some difficulty between the owners and the insurance companies before the loss is adjusted.

A Port Huron despatch says:-"On Sunday night the tug *Admiral Porter*, when coming down with a tow and about eight miles out on Lake Huron, burst a steam pipe. Wm. Kirkby, the cook, was awakened, opened his door and rushed out. The steam overpowered him and he was scalded to death. The engineer had a narrow escape, the force of the steam shutting his door, which was slightly ajar, and he then escaping through a skylight, although his room filled rapidly with steam. Kirkby lived at Kingsville, Ont. Thos. Arfinetta, the second engineer, was in the fire hole at the time of the accident and was also badly scalded about the face and neck. The disabled tug and her tow were picked up by the tug *Crusader* and towed to Port Huron. Kirkby was a married man, about 40 years of age and was on the *Mocking Bird* last season. He was a native of Kingsville and was buried there this week. The damage to the machinery of the *Porter* is such that it was feared it would be impossible to make the necessary repairs in time for her to go into commission again this season, as her crankpin is broken and the piston crashed through the cylinder head, completely wrecking that portion of the machinery. This will prove a serious loss to her owners in case they have any wrecking to do in Canadian waters."

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October 30, 1885

Dunbar's dredge *Wild Irishman* will receive a rebuild here next winter.

On Monday D. Barron shipped for Montreal via the steam barge *California* 550 barrels and 200 bags of flour.

Capt. Frank Hackett arrived up from Rondeau yesterday with the anchor and chains belonging to L.M. Reed of Cleveland.

The schooner *Heather Bell* arrived here from Au Sauble yesterday morning with part of a cargo of shingles, lumber and lath for Park & Borrowman. The remainder of the cargo goes to Rondeau.

Last Friday the schooner *Arctic* discharged 313 tons of hard coal, which she brought from Cleveland, Ohio, for J.G. Mullen, and the scow *Mary Amelia* arrived with 158 tons of steamboat coal from Huron, Ohio, on Saturday.

An Ottawa despatch says:-"The lightship stationed near Colchester Reef, Lake Erie, will be withdrawn on the 3rd prox.<sup>22</sup> and a fixed white dioptric light shown from the new

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<sup>22</sup> *proximo*; of the next month

lighthouse recently erected on a pier on Colchester Reef in Lake Erie."

The steam barge *C.N. Pratt*, burned at Windsor, is not a total loss as reported. The Inspectors were examining her on Tuesday and estimated the damage at about \$2600. Mr. Callaway of Detroit owned one-third of her and Simon Wigle two-thirds.

Dunbar's dredge "*Wild Irishman*," which was sunk on Saturday, the 17th inst., by the schooner *David Dows*, has been raised under the supervision of C.F. Dunbar, and she started work on Monday. The task of raising the dredge was accomplished in a very short time. About the only damage done, besides the losing of an anchor, was the breaking of her spud-anchors.

Capt. Ed. Tormey says a new wrinkle has been discovered in regard to Fighting Island. In the Marine Inspector's office at Detroit and at Washington, maps have been discovered on which lines are drawn indicating that American water runs clear up to land on the west side of Fighting Island, and that, similarly, Canadian water runs up to land on the east side of Hog Island. After a careful study of the map, he is of the opinion that Grummond's barge [the *Vampire*] was in American waters when captured by the Canadian customs authorities, and will have to be given up.

The tug *Stranger* was burned while lying alongside the *Torrent* at Trenton, Mich., Tuesday night. About midnight, the ship-keeper of the *Torrent* discovered that the *Stranger* was on fire, and in order to save his own craft from destruction, cut the *Stranger's* lines. She drifted down to the railway bridge, where she caught on the cribs and burned to the water's edge, sinking in about sixteen feet of water. She had broken her rudder off Gibraltar Tuesday and was taken to Trenton to be hauled out on Craig's marine railway to receive a new one, and the captain expected to have the repairs done early next morning. The *Stranger* was purchased at auction last summer by Capt. Jacques Laframboise of this town, who since had her engine thoroughly overhauled and other repairs done. The craft was insured in the Caledonia Insurance Company of Scotland for \$4000. Five men, including the captain, went over on the tug and some of them lost articles of clothing by the fire, the captain having several drafts, which he held against boats for towing, also consumed. Captain Laframboise estimates his loss at about \$2000 above the insurance.

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November 6, 1885

The Bar Point Lightship will be brought in on the 10th of November.

The Government tug *Trudeau* and the dredge *Challenge* will remain in Goderich this winter.

The steam barge *Hall* ran short of fuel in a gale on Lake Erie Sunday afternoon and was obliged to let go of her consort.

The tug *Crusader* brought the schooner *R.B. Hayes* to this port on Tuesday morning with her decks swept clean and entirely out of provisions.

J.E. Askwith has chartered the tug *Myrtle* of Sandusky to tow out the barges with stone to the lighthouse. Capt. Jacques Laframboise is in command.

The steamer *City of Dresden* lost her smokestack during the gale on Lake Erie Tuesday night. She came up Wednesday night and laid over at Windsor till today.

The steam barge *Tecumseh*, while trying to come alongside the schooner *E.W. Rathburn*, lying at Amherstburg Saturday morning, carried away her cathead and anchor.

J.E. Askwith, contractor of the new Colchester Reef Lighthouse, expects to complete his contract about next Wednesday. All that now remains to be done is some inside fittings.

The Colchester Reef Lightship was to have been brought in on Tuesday but owing to the storm a delay took place. It was expected the tug *Myrtle* would bring her in last evening.

It is rumoured that the Marine Department has under consideration the discontinuance of the Pelee Island Light, as it is thought there are now more lights than are required.

The steamer *Northwest*, which left Detroit Thursday night of last week for Cleveland, was driven into Leamington by the gale on Lake Erie and lay there till the storm abated.

Three river tugs have been disposed of in one week - the *Stranger* and *Quayle* burned and the *Frank Moffat* blown to pieces by explosion. At this rate the tugs will disappear before the sailing crafts yet.

Capt. S.A. Murphy, president of the Detroit Tug & Transit Company and the International Wrecking Company, is again in shoal water, and most of the vessel property that he controls has been libelled for debt.

About three o'clock Tuesday morning a schooner in tow of the tug *Andrews* ran into the *Riverside* at Hamilton's dock, cutting a hole about three feet in length in her upper deck, as well as carrying away her flag-staff.

A new schooner, christened the *John L. Shaw*, after her owner, was launched from Davidson's ship-yard at Bay City last week. She is 217 feet over all, 37 feet beam and 15 feet hold and will carry 67,000 bushels of wheat or 1,200,000 feet of lumber. She cost \$50,000.

The new lighthouse on Colchester Reef was lighted last Tuesday night for the first time. It is a white dioptric light, placed at an elevation of 65 feet and shows with exceedingly great brilliancy. The lighthouse is a good structure. A frame tower is built on a stone foundation and reflects great credit on the builder, J.E. Askwith.

The steam barge *C.N. Pratt*, recently damaged by fire at Windsor, will not be rebuilt this season. The insurance agent who carried the risk on her has refused to issue a new policy against fire on the damaged hull and machinery, and if she burns up this winter the owners will have to stand the loss.

Engineer Noble, who has been erecting the lamps on the lighthouse at Colchester, says that the stonework is equal to any work done for the Canadian Government. Alex. Ellis, who was inspector, takes some of the credit for the stonework, as he had the

specifications somewhat changed, which, as it proved, made a much better job.

The schooner *Geo. B. Sloan* from Ogdensburg struck the new breakwater at Oswego during the gale Thursday night of last week and went to pieces. The cook, Eliza Tackley, was drowned. The rest of the crew were rescued. The schooner *Ada Membery* of Sackett's Harbor struck the Oswego pier the same night and was broken up. The crew were saved.

Early yesterday (Thursday) morning, watchman Joseph Powell noticed a blaze around the smokestack of the tug *Charlton*, which was lying at the dock, foot of Murray Street. He promptly gave the alarm to the crew, who extinguished the flames before any great damage was done, thus nipping in the bud what might otherwise have proved to be a serious conflagration.

A dispatch received Wednesday night from the Sault states that the wreckers on the *Quebec* had had another stroke of ill luck, as the chains had again parted and the wreck again sunk in ninety feet of water, dragging three pontoons with her. The wreck is reported to be in such bad shape that the divers refuse to again venture between decks, and as the Neebish is expected to freeze up within the next fortnight, it is almost certain that work will soon have to be stopped.

A correspondent at Ontonagon, Mich., sends the following account of the burning of the tug *Quayle* at that town on Lake Superior:-"The tug burned to the water's edge while lying at the government pier early Wednesday morning of last week and is a total loss. The *Quayle* is rated B 1, valued at \$18,000 and was on her way to Duluth, having the schooners *Chandler*, *Peck* and *Commodore* in tow, where they were to load timber for Saginaw. The weather Tuesday night looked very threatening and they concluded to run into this harbor and lie to until morning and see what the weather would be. They tied up to the government pier about 10 o'clock. About 2 a.m. the crew of the tug were aroused by the cry of fire from the watchmen and had only time to throw their clothes on the pier and jump ashore. The fire, when first discovered, was around the boilers and spread so rapidly that nothing could be saved. The *Quayle* belonged at Cleveland.

A.N. Moffat, general manager of the Moffat Tug Line at Detroit, on Monday received a despatch from Traverse City, stating that the steam barge *W.T. Graves* and schooner *Geo. W. Adams*, owned by Carrington & Co., Toledo, and loaded with corn from Chicago to Buffalo, went aground on the North Manitou during the gale on Saturday night and were in bad shape, leaking and likely to go to pieces. Late Monday afternoon Mr. Moffat closed a contract with the owners of the stranded vessels to release and tow them to a port of safety. The tug *Mocking Bird*, having on board about twenty men and a complete wrecking apparatus, was on Monday night sent from Cheboygan to the Manitou, and Diver John Quinn left next morning by rail for Traverse City, where he will intercept the tug and superintend the job of releasing the vessels. It is thought they can be got off by jettisoning a portion of their corn cargoes. The *Graves* is insured for \$22,000 in the hull pool and the *Adams* for \$32,000. The Continental of New York has a risk of \$17,000 on the *Graves'* cargo and the *Adams'* cargo is insured for \$20,000 in various companies. Donald

Duncanson of Amherstburg is first mate of the *Graves*.

At 2 o'clock Sunday morning the tug *Frank Moffat*, bound down with four barges, rounded to because of thick weather at the wharf at Sombra, opposite Marine City. A line was taken ashore and made fast, but the current was so strong that the captain thought to ease up a trifle on the hawser and so rang one bell to go ahead. As he did so, the boiler of the tug exploded without a sign of warning and with a terrific report that was heard 10 miles away. The cause is not yet known, but it is supposed to be a lack of water in it. The boiler exploded with terrific force, carrying away the upper works and a large portion of the deck planking, besides shattering the hull from stem to stern. At the time, John Ward, first engineer, William Miller, second engineer, James Reilly and Walter Fisher, firemen, were at their posts and all were killed. The captain, Thomas Currey, had a leg broken and was otherwise bruised. Frank Furtah, wheelsman, was badly scalded and died on Monday, and Andrew Reid, a deckhand, was also badly scalded. Mrs. Maud Burton, the cook, who was in the after cabin at the time of the explosion, was blown into the river, from which she was rescued uninjured. Robert Goodwin, the mate, who was ashore handling the line, was blown over a woodpile and had his side injured. The men who were killed resided as follows: John Ward, Detroit; William Miller, Port Huron; Walter Fisher, Petrolea; and James Reilly, unknown. The bodies sank in the river and have not yet been recovered. The scalded men are at Sombra, under the care of Dr. H.R. Mills of Port Huron. The tug *Frank Moffat* was built at Port Huron in 1869 by Fitzgerald & Co. and was of 122 tons burden. She is classed by Lloyds as B 1½ and was valued at \$8000. She was insured for \$5000, equally divided in fire and marine departments.

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November 13, 1885

TERRIBLE LAKE DISASTER.  
THE C.P.R. STEAMER *ALGOMA* WRECKED.  
OVER FORTY LIVES LOST.

Three Anderdon Young Men Among the Missing.

(Special Despatch to the Echo.)

Echo Office, Amherstburg,

Nov. 10th, 9 a.m.

A special dispatch this morning from Toronto announces the loss of the Canadian Pacific steamship *Algoma* on the rocks at Port Arthur. Only 13 of the crew and 2 passengers reached the shore alive. The shores are strewn with the dead. Over 40 lives are estimated to be lost.

Toronto, Nov. 10th,  
9:30 a.m.

The steel steamer *Algoma* left Owen Sound on Thursday last for Port Arthur with 530 tons of merchandise, 6 cabin, 6 steerage passengers and a crew of 45 men. On Saturday morning she went ashore on Isle Royale in Lake Superior during a blinding snow storm.

About 12 passengers and 33 of the crew supposed to be lost.

Among the saved thus far known are Capt. Moore, First Mate Hastings, Second Mate Simpson, wheelsmen Lewis and McNabb, firemen Clougher and Stephens, and deckhands Bolton and Coughlin, waiters McLean and McCall and stewards McIntyre and McKenzie.

Among the passengers saved, W.J. Hull and W.B. McArthur are known so far.

The first known of the disaster was when the steamer *Athabasca* of the same line arrived at Port Arthur late last evening with the saved of the *Algoma*, consisting of 13 men and two passengers, who were the only ones saved.

The *Athabasca*, which left Owen Sound two days after the *Algoma*, found the crew and two passengers in a perishing condition on the Island. The wreck has been dashed by the maddened waves against the rocks and finally beaten against the shore of the Island. The crew and two passengers saved took the life boat and battled with the waves until the shore was reached. The men were almost dead from exposure and exhaustion. The storm continued to rage furiously all night. The rescued remained on the beach, watching the wreck beat against the rock-bound Island and seeing dead bodies dashed in the surf against the shore. The *Athabasca* came along about noon yesterday and, as the channel is narrow, could not avoid seeing the wreck and those on the sand. A boat was sent ashore and brought the rescued to the *Athabasca*.

The manager of the C.P.R. lake traffic sent out tugs from Port Arthur with instructions to search Isle Royale for survivors that may have got ashore and to pick up and take care of any bodies found.

Some of the names of the missing are George Pettigrew, chief engineer; second engineer McDermott, of Sarnia; Alex. McKenzie, purser, of Sarnia; Charles Taylor, chief steward, of either Buffalo or Cleveland; watchman H. Mortimer and a man named Jones, steerage steward; J. Malone, first porter; H. Gill, John Scott, L. Rooke, C. Murray, Ballentine Bates, deckhands; J. Lott, F. Brooks, W. Stokes, cooks; George Thompson, newsboy; Thomas McKenny, W. Henderson, H. McClinton, Thos. Snelling, J. McKenzie, H. Emerson, F. Knight, waiters; A. Mitchell, M. Tanger, W. Gibson, J. Brown and J. Waystuff, firemen; H. Yanson, wheelsman; J. Paddle, H. Bowker and R. Mitchell, oilers. Passengers lost - Edward Frost, wife and child, of Owen Sound; Mrs. Dudgeon and two children, of Owen Sound; William Higgins, wholesale merchant, of Winnipeg; Charles and Dougall Buchanan, of Hillier, Ont.; Louis Zimmerman of Port Arthur; William Milligan of Meaford; G. Emerson of Ramsgate, England.

CAPT. MOORE'S SWORN STATEMENT.

Port Arthur, Nov. 10th.-The fullest details have been received, but the following sworn account by Capt. Moore taken before a notary public may be relied on as the most authentic: The steel steamer *Algoma* cleared from Owen Sound at 4.20 p.m. Thursday, the 5th inst., bound for Port Arthur, having on board a general cargo of merchandise of about 400 tons. We had a good run to Sault Ste. Marie, which port we cleared at 1 o'clock on the



afternoon of Friday, November 6th, and passed Whitefish Point at 3.50 the same day. It was blowing a strong breeze from the east and northeast. The wind was increasing. We made sail at Whitefish Point at 7 p.m. The weather was the same, but the wind was slightly increased, with occasional squalls attended with rain. At midnight the wind had increased to a moderate gale with frequent squalls accompanied with rain and sleet, a sea getting up. At 4 a.m. on November 7th the wind shifted northeast with violent snow squalls and a heavy sea running. At five minutes after 4 a.m. we checked down and commenced taking in sail. At 4.30 a.m. all sail was in except the fore tri-sail, which was partly in, and we put the wheel hard a-starboard, and the ship was coming around to head out on the lake again on account of the snow. After leaving Whitefish Point, our proper course being northwest by west, but the wind being from the northwest, we steered northwest by west quarter west until 10 p.m. to allow for leeway, when the course was changed to northwest until 4 a.m. We then steered west by south for the purpose of taking sail in. While the ship was coming around, as mentioned above, she struck aft about 4.20 and continued to forge ahead, driven in by the heavy sea. About 4.40 she settled, the seas making a clean breach over her all the time and smashing the ship up. A blinding snow storm still continued. On account of the seas that were running and the surf, it was impossible to make any effort to save the ship or cargo, and about 6 a.m. she parted at the fore side of the boiler and the freight got washed out and some of it was driven ashore. The survivors clung to the after part of the wreck until Sunday morning, when, the gale having abated and the sea gone down, we made a raft and went ashore and found we were on Green Stone Island at the northeast end of Isle Royale. On Monday morning at 9 o'clock we sighted the *Athabasca*, on which ship the surviving passengers and crew embarked for Pt. Arthur, at which port we arrived at 6.45 p.m. Monday night.

Most of the passengers and a number of the crew were in bed at the time the boat struck, but were rudely awakened by the shock and the scene that followed is beyond description. Water poured in through the broken vessel and over the bulwarks, putting out the fires in the furnaces and extinguishing the electric lights. The screams of women and children were heard above the fury of the storm. The crew hurried hither and thither, doing what they could in the darkness to render assistance, but their efforts were of little avail, for in less than twenty minutes after the vessel struck, the entire forward part of the boat was carried away, together with the cargo and human freight. Several clung to the rigging and life line the captain had stretched along the boat, but were soon swept away by the sea and swallowed up by the angry waves. The stern of the boat was steadily pushed upon the rock and those who were not too much exhausted with fatigue and benumbed by cold crept to the after steerage and sought its welcome shelter. In less than an hour after striking, all was over and but fifteen out of over fifty were saved. Some of the survivors remained from the time of the disaster (4 o'clock on Saturday morning) until Monday morning at 10 o'clock exposed to the weather, with but little food and clothing, nearly everything having been washed away, when they were sighted by some fishermen, who came to their rescue. After taking

the survivors from the doomed vessel and placing them on Isle Royale, where a fire was kindled for their comfort, the fishermen went out and intercepted the *Athabasca*, which was coming in about ten miles away. Capt. Foote of that vessel immediately put about and took the sufferers on board, when they were subsequently brought here.

#### THE ALGOMA AND HER CAPTAIN.

The wrecked vessel was one of the magnificent steel steamers owned by the Canadian Pacific Railway Company, running between Owen Sound and Port Arthur. Her sister ships, the *Alberta* and *Athabasca*, were built with the *Algoma* at Glasgow in 1883 and had to be cut in sections in order to pass through the Welland and Lachine Canals. The *Algoma* was rated A 1 and cost \$450,000. She was understood to have been insured for \$300,000. Only one steamer on the Canadian hull register, the *United Empire*, was larger than the wrecked vessel. She could accommodate 1500 passengers and carry 65,000 bushels of grain. The engines were 1700 horse power and the carrying capacity 2000 tons. The screw measured seven feet in diameter. The vessel drew fourteen feet of water when laden and seven feet forward and ten aft when light. Capt. Moore, who was seriously injured in the wreck, is a man of wide experience in lake navigation, having been in command of various vessels for the last thirty years, and was known as one of, if not the, most skillful captains on the lakes and formerly commanded the Beatty Line steamer *Quebec* and steamer *Asia*, plying between Montreal and Chicago, and other boats.

#### ISLE ROYALE.

Isle Royale is a desolate island with a rocky formation and rocky shelving shores, making its coast very dangerous. It lies about forty miles off Port Arthur, extending north and south across the mouth of Thunder Bay. It was near a small bay called Rock Harbor on the northeast, where the *Algoma* struck. Vessels entering Thunder Bay pass around the north end of Isle Royale between it and Thunder Cape and it is supposed that owing to the heavy snow storm which prevailed on Saturday morning the course of the *Algoma* was laid too southerly. The Island is sparsely inhabited.

#### ANDERDON MEN LOST.

Three Anderdon colored young men were on board the ill-fated craft as cooks - John Lott, the head cook on the *Algoma*, was the second son of the late Silas Lott of Anderdon, but both his parents died when he was young and he was brought up by John Brown of Anderdon. He has sailed about five years and was on the *Alberta* last season and the *Algoma* all this season. His sister, Mrs. Pryor Wilton of Amherstburg, an unmarried sister and a brother in Michigan survive him. His age is about 25.

Fred. Brooks was the eldest son of John Brooks, who formerly lived in Anderdon, but moved to Sandwich last fall. Fred sailed about 5 years. He was cook last season on the *Alberta* and all this season was on the *Algoma* as second cook. His father is a confirmed invalid, while his mother and two younger brothers are living.

William Stokes was the second son of Peter Stokes of the 1st concession of Anderdon, and was about 22 years of age. He has sailed over four years as cook, having



## Steamer RIVERSIDE.

[Central Standard Time]

The steamer leaves Hamilton's dock at 6:15 a.m., calling at Texas Landing, Grosse Isle and Wyandotte, arriving in Detroit at 8:30 a.m.

Leaves Detroit at 2:30 p.m., arriving at Amherstburg at 4:30 p.m.

M. STAFFORD, Clerk. J. DESANA, Master

Advertisement in the *Amherstburg Echo*, November 13, 1885.

been two years on the *Alaska*. He started this season on the steamer *Continental*, but went on as third cook on the *Algoma* over three months ago. His father, mother, brother Randolph and two unmarried sisters are living.

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November 13, 1885

A receiver has been appointed for the Detroit Tug and Transit Co., of which S.A. Murphy is president.

It is expected that an assistant keeper will be appointed for Colchester Reef, as one man will be unable to do the work.

The dredge *Continental*, employed at the Lime-Kilns, has been disabled. It is expected that she will be working again Monday.

On Wednesday the schooner *Rival* discharged a cargo of 270 tons of coal for J.G. Mullen, which she brought from Huron, Ohio.

The schooner *R.C. King* [*J.C. King?*] was totally lost on Sunday morning at Port Sherman, Mich. Two of her crew from Chicago were lost.

The steam barge *United Lumberman* arrived down on Wednesday with a load of lumber for Simon Fraser. The *Dresden* took a load to Kingsville yesterday.

The Colchester Reef Lightship for the rest of the season will be stationed here for wrecking purposes and will have a diver and diving apparatus in connection.

The tug *Myrtle*, which was towing the stone scows out to Colchester Reef, has gone to Sandusky, but will return as soon as a supply of stone can be obtained.

The diver at work cleaning up Dunbar's contract at the Lime-Kilns on Wednesday found a piece of broken anchor sticking up in a crack in the rock. It weighed about 700 lbs.

Frank Dwyer, the submarine diver, came down from Detroit on Monday to the Lime-Kiln Crossing to remove the loose rock blasted there and which is extremely dangerous for vessels of heavy draft.

The steam barge *Graves*, ashore on the North Manitou, is reported abandoned as a

total loss. It is reported that she has broken in three parts. The decks are gone out of her and her machinery is through the bottom. The barge *Adams* was released.

On Monday night of last week, as the propeller *Wm. Edwards* was going into Buffalo at the D.L.&W. coal dock, she ran into three canal boats, sinking one, laden with coal, and damaging the other two badly. The damage done will amount to about \$10,000.

The steam barge *Kittie M. Forbes*, which ran ashore at Otter Island, one of the Apostle group,²³ last Friday night, is half filled with water and likely to prove a total loss. A Duluth tug has gone to her assistance. She is valued at \$65,000 and is classed A 1.

The Marine Department are asking for tenders for the removal of the wreck of the *Bob Hackett* from the channel off the head of Bois Blanc Island. Tenders will be received at Ottawa up to the 16th November. Tenders to state how they propose to do the work.

The Department of Marine contemplates the permanent removal of the lightship now off Bar Point at the mouth of the Detroit River, and will replace it by a spar buoy. It is not probable that the lightship will again be used there, as the light from the American lighthouse is thought to be a sufficient guide to vessels trying to make the river.

The steamer *Norma*, owned by Ohlemacher Bros. of Sandusky, caught fire in some unknown manner while lying at her dock Monday night and was badly damaged. Capt. Slenky and the cook narrowly escaped being burned to death. Loss, \$7000; insurance only \$500. The *Norma* was built at Sandusky by Monke in 1884, measured seventy-eight tons, rated A 2 and was valued at \$8000.

The tug *Mocking Bird* came down on Monday afternoon, having in tow the disabled schooner *Geo. W. Adams*, which, with her consort, the steam barge *W.T. Graves*, went ashore on North Manitou Island last week. The *Mocking Bird* released the *Adams* without any other help and the tug *Winslow* is still working on the *Graves*, which is in very bad shape. The *Adams* was not leaking any, but she was detained at Amherstburg several hours until permission was obtained from the insurance companies to cross the lake to Buffalo, where she will be docked for repairs.

The Bar Point Lightship, which fouled her anchors in the late gale, was brought in by the tug *Myrtle* Tuesday night and placed at her old berth at Park & Borrowman's dock. The Colchester Reef Lightship was also brought in by the tug *Myrtle* the same night. The above crafts' usefulness is gone, the new lighthouse having displaced them. Work is about completed on the Colchester Reef Lighthouse and the men are expected home today. Mr. Askwith has the contract of putting in 500 cords of stone as the rip-rap around the new lighthouse, which he will put in this fall if the weather keeps favorable and the stone can be obtained at the Lime-Kilns. Engineer Noble, who has been putting up the lamps, was in town Tuesday night.

²³ This probably should be "Outer Island," one of the Apostle Islands, which are located off the southern shore of western Lake Superior.

On the evening of the 29th of October, as the steamer *Myles* was leaving her dock at Duluth, the cast iron casing or jacket of the cylinder filled with steam and exploded, throwing a great volume of steam with such force as to knock the second engineer, William Rooney, who was on watch, through the window into the room where the first engineer, Thomas Hickey, was in bed asleep. The steam rushed in through the opening and filled the room, scalding them so that when the crew went into the room almost immediately afterwards, they found both men dead. The first engineer was a careful and capable officer and a resident of Hamilton. He leaves a widow and two children, the youngest a babe of three months. The second engineer was a young unmarried man from St. Catharines.

The *Quebec* afloat.-Last Friday morning Capt. S.A. Murphy of Detroit received a telegram from Capt. John E. Tobin of the tug *International* at Sault Ste. Marie, announcing the practical accomplishment by Murphy's force of the most difficult and hazardous wrecking job ever attempted on the chain of lakes - the successful raising of the Canadian propeller *Quebec*, sunk in 125 feet of water. On the night of July 23rd, the *Quebec*, bound down from Duluth to Sarnia with a cargo of flour and wool, struck a partially submerged rock in the Neebish Channel near Stiletto Island. She filled rapidly and about twenty minutes after striking went down stern first in a rocky basin. The passengers and crew returned to the Sault and wired news of the disaster to Sarnia, stating that the vessel was in about thirty feet of water. The vessel was insured for \$40,000 and the underwriters asked for bids for raising her. Murphy took the contract from the insurance companies to raise and tow her to a port of safety for \$18,500. Work was commenced August 1st and since then has continued without interruption, about forty men and two submarine divers being employed under the direction of Captain John E. Tobin. Owing to the position of the sunken craft it was very difficult to get chains under her stern, and Harry Clark, one of the divers, was partially paralyzed in the attempt, owing to the enormous pressure of the water at the depth in which he was compelled to carry on his labors. The chains were finally fastened under her and to her arches, and a lift made. The bow of the vessel was brought twenty feet nearer the surface but not enough to get the vessel over the ledge of rock, when the chains parted and she slipped back in her old position. Four times did the wreckers succeed in getting her bow and pilot house above water, and as many times were doomed to disappointment; the chains either slipping or parting and spoiling the work of weeks. When Mr. Murphy left the Sault last week she was in ninety feet of water and the men were preparing to make another lift before abandoning her for the season. The despatch from Capt. Tobin stated that they had lifted her clear out of the hole and that she was resting on a good bottom in about thirty feet of water, the whole length of her cabin being above water. Now that she is out of the hole there will be no difficulty in raising and pumping her out and she will soon be in a port of safety. Mr. Murphy has had a long and hard struggle for success, but the experience he has gained will prove valuable in subsequent operations. His financial fate finally came to depend on the strength of his machinery and the skill exercised in the task. Several parties who thought the job would be a failure commenced squeezing

him. Capt. John E. Tobin is to be congratulated on the pluck and skill displayed in "staying" with the job. It was the most tedious job he has yet tackled, for over three months he was steadily engaged, and at times it was most discouraging. Capt. Jack is now more than ever entitled to the name of being the boss wrecker on the lakes. No use talking, the Amherstburg mariners are the stuff when pluck and skill are required. Blood will tell. The *Quebec* will be pumped out, patched up and towed to Owen Sound Dry-dock by tugs *International* and *John Charlton* as soon as possible.

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November 20, 1885

Capt. Harbottle left Toronto for Windsor on Tuesday on business connected with the inspection of the M.C.R. ferry steamer *Transfer*.

Only two tug owners responded to the call for a meeting of the Detroit Tug Owners Association at Detroit Saturday afternoon to increase rates for towing.

The wreckers who went to the relief of the propeller *Kittie M. Forbes*, ashore at one of the Apostle Islands, succeeded in releasing her after 250 tons of her cargo of coal had been jettisoned.

The United States lighthouse tender *Haze* started from Buffalo on Tuesday to pick up the 164 buoys scattered along the lakes on the American side. The buoys will all be removed by Dec. 1st.

The ferry steamer *Excelsior* was placed in the Detroit Dry-dock on Saturday to have her stern-bearings tightened. She will also receive some new sheathing and other repairs to fit her for ice-breaking.

A small sand scow, bound from Belle River to Detroit, struck a sunken pile on the American side of Belle Isle Saturday and sunk in twenty feet of water. The crew, numbering three men, were rescued by the island police.

The steam barge *W.T. Graves*, wrecked on North Manitou Island, has been abandoned as a total loss. The wrecking tug *Leviathan*, which went to her relief, returned to Chicago Monday night. The *Graves* is insured for \$22,000.

The *Port Huron Times* says:-"The Canadian Government have wanted the tug *Frank Moffat* on the Canadian side of the river for some time. John Moffat says that now the government has her there and he hopes it will keep her."

The steamship *Schoolcraft*, Capt. T. Hackett, by a mistake in signals to the engineer backed into Capt. Mills' tug *Hercules*, Capt. Joe Biron, Friday morning at Detroit and shook her up to the extent of about \$1000. The *Schoolcraft* lost her rudder.

The International Wrecking & Transportation Company's tug *Charlton*, having on board steam pumps and a complete wrecking outfit, will be stationed at Windsor during the remainder of the season in readiness to proceed to a wreck at a moment's notice.

The gale on Lake Erie on Saturday night was unusually severe and was accompanied by snow squalls. Every port on the lake was filled with wind-bound craft and the steamer *Northwest*, which left Detroit on Saturday at 10 p.m. for Cleveland, laid to at



Amherstburg until Sunday noon.

It is stated that the after part of the wrecked *Algoma* rests on a ledge of rock, while the forward half, which was broken off by the force of the waves, is over 100 feet under water. The part on the rock contains the engine and boilers, which are very valuable and can probably be saved by prompt action.

The schooner *Kimball* of Cleveland, loaded with iron ore, got badly shaken up crossing Lake Huron and, having met rough weather on Lake Erie, she leaked so badly that on Monday she lay to about four miles off Kingsville and a tug was sent for to Amherstburg. The *Ballentine* went out and brought her in and she was pumped out and put in shape and left for Cleveland Tuesday morning.

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November 27, 1885

The schooner *Arctic* was stripped on Monday and laid up at Windsor.

D. Whitney Jr. is having a new tow barge built at Craig's ship-yard, Trenton, Mich. Navigation at Montreal was closed at the end of last week, the same date as last year.

On Monday the steam barge *Point Abino* arrived from Cleveland with 210 tons of coal for J.G. Mullen.

The buoys on the Canadian side of the river between Bar Point and Dougall Rock were removed by Andrew Hackett on Wednesday and Thursday of this week.

Notice is given in the *Canada Gazette* of a light on Colchester Reef, Lake Erie, and of the removal of the Bar Point Lightship at the entrance to the Detroit River.

The tug *John Owen*, with the schooner *Scotia* in tow, while trying to pick up the schooner *Mowat* near Bar Point, brought the two schooners together with a crash. The stern of the *Scotia* was badly damaged and her yawl was cut in two. The *Mowat* was uninjured.

A private dispatch from the Sault stated that Capt. J.E. Tobin had succeeded in pumping out the steamer *Quebec* sufficiently to put three pumps on her lower deck. Her gangways have been boarded up and if good weather continues she will be in the Queen's Dry-dock at Owen Sound before the end of this week.

The steam barge *Schoolcraft*, which lost her rudder in a collision with the tug *Hercules* and had to be dry-docked at Detroit for repairs, started up the lakes a few days ago. She met with another accident near Alpena Wednesday of last week and the barge *Manistique* was sent to tow her to Detroit, where she will be laid up for the winter.

The captains in command of the Canadian Pacific Railway Company's steamers are making a record for hard luck this season, which is not at all enviable. Capt. Moore of the ill-fated *Algoma* had three of his ribs broke at the time of the disaster and is now seriously ill at his home in Owen Sound. During the last trip of the *Athabasca*, from Port Arthur to Owen Sound, Capt. Foote fell into the hold, fracturing two of his ribs and otherwise injuring himself. The captain of the *Alberta*, now on her last trip this season, has yet to be heard from.

The commissioners appointed by the Dominion Government to enquire into the loss

of the *Algoma* took evidence at Owen Sound on Friday and Saturday. Captain Moore, however, was too ill to be examined. The evidence went to show that the wrecked steamer was putting about and heading for the lake when it was found she was nearer the fatal rocks than was anticipated by the officers. It remains for the court of inquiry to decide if anyone was responsible for the vessel being out of her course and in that dangerous locality at the time the disaster occurred.

The contract for raising the *Bob Hackett*, sunk off the head of Bois Blanc Island, has not yet been let by the Department at Ottawa. It is rumoured that the tenders are all considered too high and that it will be left for the owner, Mr. Wigle, to raise next spring.

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December 5, 1885

The Welland Canal will be closed for navigation on the 9th of December.

Capt. James Tobin of the tug *Kitty Haight* arrived home last Saturday.

Tenders for the work of enlarging the Welland Canal will be called for shortly.

Capt. Alva Bradley, the largest ship owner on the northern chain of lakes, died at Cleveland, Ohio, on Saturday, aged 71.

The steam barge *Tecumseh* and consort *Cavalier*, which have been in the timber trade between French River and Collins Bay during the past season, have been laid up at Kingston and will be repaired at a cost of \$12,000.

The schooner *Highland Maid* of Port Stanley, Ont., was found ten miles out from Cleveland in Lake Erie on Thursday of last week, capsized. It was thought the crew, including Capt. Oliver and his two sons, were drowned, but they turned up safe at Rondeau.

The Detroit Dry-dock Company have taken the contract to build a huge wooden steam barge for the Inter-Ocean Transportation Company of Chicago. Her length over all will be 250 feet, beam 37 feet, hold 23 feet. She will be steamship rigged, with three spars, and in order to have her finished next spring, 200 men will be put at work. The estimated cost is \$100,000. She will have a carrying capacity of 1500 tons of ore. She will run on the route between Chicago and Escanaba.

The barge *Vampire* of Detroit, owned by S.B. Grummond, which was seized at Amherstburg Oct. 16th for alleged violation of the Canadian wrecking laws, was released on Tuesday by Collector Gott, by order of the Customs Department at Ottawa. It was shown that the barge was taken by Capt. P. Williams to help the steam barge *Farwell* and tow, aground at Fighting Island, under a permit from Collector Benson of Windsor. The tug *International* of Windsor towed the barge to Detroit on Tuesday night.

Congressman Maybury of Detroit has gone to Washington for the opening of Congress next Monday. Before going, he expressed himself in regard to the "Wrecking Question," as follows:-"Several additional particulars have been learned concerning the measure towards permitting out tugs to wreck in Canadian waters. I find that the 47th



Congress passed a resolution authorizing the secretary of the treasury to extend comity<sup>24</sup> with Canada as to the use of boundary waters. This authority has never been acted upon, however. Instead of a bill which I at first contemplated, I will introduce a resolution somewhat similar to the one heretofore passed, directing the secretary of state to enter into negotiations for the purpose of securing this comity. Several strong arguments in favor of the change have presented themselves of late. A tug was going up the river the other day, towing several schooners. The last vessel went aground near Walkerville. The tug thereupon hauled the other schooners abreast of the Island and went back to relieve the vessel aground. This was done and the tow proceeded on its way. On the trip back the tug was libelled at Windsor for wrecking in Canadian water and was tied up at Amherstburg. In another case, one of the Chesebrough boats got aground at the Lime-Kiln Crossing. A lighter was sent to get the grain out of the boat. The lighter was at once seized and taken to Amherstburg. I believe that if it had not been for this obnoxious law, Capt. Murphy's wrecking company would be afloat today. It is almost impossible for American wreckers to compete against the law."

December 5, 1885

The Lime-Kiln Crossing.-The report of the U.S. Chief Engineer of Rivers and Harbors for the past year has been printed. Relative to the improvement of the Detroit River and change in the original plan, the report says: Originally the channel at Lime Kilns Crossing, Detroit River, could be depended on for only 13 feet of water, the ordinary depth being much affected by winds. As originally projected in 1874, the improvement at this point was to consist of a curved channel 300 feet wide, with a uniform depth of 20 feet, and the estimate was based upon this project. It was subsequently (in 1883) determined to modify the project so as to secure a straight channel, the least width of which should be 300 feet, with a somewhat greater width at each end, utilizing the work already done, and this constitutes the project as now under execution, which, if the present rate of progress is maintained, will be completed by the 30th June, 1886. The quantity of material (solid rock) remaining to be removed to complete the present project is estimated at 19,232 cubic yards, pit measurement. The obstruction is a ledge of solid rock and is being removed by first breaking it up by drilling and blasting and then dredging the debris. The result is to leave channel banks with ragged edges, which would prove destructive to any vessel striking them, and in order to diminish the danger of such results it is now recommended by the officer in charge that the width of the channel be increased to 400 feet by taking away 50 feet more from each side. To do this will require the removal of 23,998 cubic yards of solid rock at an estimated cost of \$167,986. This recommendation is made with the greater confidence because the ultimate cost of the improvement will even then be but little more than half the

<sup>24</sup> courtesy between nations, as in one country respecting the laws of another

original estimate.

|                                               |             |
|-----------------------------------------------|-------------|
| Amount of original estimate as modified ..... | \$1,206,500 |
| Estimated cost of modification proposed ..... | 167,986     |
|                                               | <hr/>       |
|                                               | \$1,374,486 |

|                                                                     |           |
|---------------------------------------------------------------------|-----------|
| Amount appropriated to date .....                                   | \$535,000 |
| Estimated amount required to complete<br>the work as proposed ..... | 167,986   |
|                                                                     | <hr/>     |
|                                                                     | 702,986   |

Probable actual cost less than estimate ..... \$671,500  
Should this increase of width of channel be favorably considered, it is earnestly recommended that the estimated amount required to complete the work proposed be appropriated in one sum, so that it can all be put under contract at one time and executed in the shortest practicable time. An aggregate of 19,645,271 tons of shipping passed this point during the season of 1884.

|                                                             |            |
|-------------------------------------------------------------|------------|
| July 1, 1884, amount available .....                        | \$113.79   |
| Received from sale of fuel .....                            | 39.39      |
| Amount appropriated by act ap-<br>proved July 5, 1884 ..... | 200,000.00 |
|                                                             | <hr/>      |
|                                                             | 200,153.18 |

|                                                                                          |             |
|------------------------------------------------------------------------------------------|-------------|
| July 1, 1885, amount expended during fiscal year<br>exclusive of outstanding liabilities |             |
| July 1, 1884 .....                                                                       | \$37,005.87 |
| July 1, 1885, outstanding liabilities .....                                              | 13,761.87   |
|                                                                                          | <hr/>       |
|                                                                                          | 50,767.72   |

|                                      |            |
|--------------------------------------|------------|
| July 1, 1885, amount available ..... | 149,385.46 |
|                                      | <hr/>      |

|                                                                                         |            |
|-----------------------------------------------------------------------------------------|------------|
| Amount that can be profitably expended in the<br>fiscal year ending June 30, 1887 ..... | 168,000.00 |
|                                                                                         | <hr/>      |

December 11, 1885  
The steamer *City of Detroit* laid up for the season on Saturday last.  
The tug *Resolute* burned at Green Bay, Wis., Tuesday night. She was valued at \$3900 and insured for \$1500.  
A frightful storm was raging on Lake Michigan from Friday till Monday, and it is feared many disasters will result from it.



The Port Huron ferry *Conger* went down to Toledo on Wednesday to bring up two schooners which were caught in the ice in the Maumee River, and expects to take them to Port Huron.

The propeller *Nashua*, Capt. D. Nicholson, did not get out of Buffalo on Saturday as expected. Unless it moderates somewhat, the *Nashua* will have to winter in Buffalo. She is bound for Detroit.

The tug *Alice Brooks* of Port Elgin went aground at the mouth of the Saugeen River trying to relieve the schooner *Mary S. Gordon* of Kincardine. The *Brooks* is a total loss and the schooner is badly damaged.

Capt. Bolivar Archer assisted in bringing the propeller *Sanilac* through 35 miles of ice 3 inches thick (by actual measurement) on her way up from Cleveland on Tuesday last. Her stem was cut through several times by the ice.

The schooner *Bolivia* is ashore at Knapp's Point near Kingston in 12 feet of water, and covered with ice. Capt. Donnelly expects to save 3000 bushels of her cargo. The *A.G. Ryan* is ashore near the same place, loaded with birch wood.

The schooner *Corsican* was waterlogged off Monroe on Friday night last. The tug *Swain* towed her into the river on Wednesday with her decks under water and, when just below the Lime-Kilns, the westerly winds blew her in to the Canadian shore, where she either broke away or the *Swain* let go, where she now is.

Another one gone. The tug *Beatrice*, owned by Capt. John Ellison, burned to the water's edge at Port Stanley Friday morning. The fire originated in the engine room. The boat was formerly owned by Green & Co. of London and plied between Wallaceburg and Windsor. She was used of late as an excursion boat. The loss is \$8000; insurance \$5000.

The steam barge *R.C. Britain* is believed to have foundered during a gale on Lake Michigan Wednesday night of last week, and that all the crew are lost. She left Chicago for White Lake, laden with 8000 bushels of grain. Her crew numbered 14 men. She hails from White Lake and is owned by A.J. Covill of that port. She was built in 1871 and valued at \$4000.

On Sunday the steamer *Oconto*, Capt. G.W. McGregor, was reported lost on Lake Huron with all hands, but word was received on Monday that she had grounded on Saturday morning on Charity Island. All were saved from the wreck. Captain McGregor was part owner of the boat. He at one time sailed the *Riverside*. Wm. Brown, the cook on the *Oconto*, died from fright during the gale on Friday night. The *Oconto's* insurance expired at noon on Saturday and, as the accident occurred early Saturday morning, she will be covered.

The steam barge *Keystone*, Capt. Robt. Sunderland, with barges *J.G. Masden*, *M.I. Wilcox* and *Argus*, passed down on Saturday for Toledo, lumber laden. They got down to the Turtle Light when, owing to the furious gale, snow storm and ice, they turned and came here, where they lay until yesterday afternoon, when they left for Toledo accompanied by the tug *M. Swain*, Capt. Ed. Tormey, and tug *Allie May*, Capt. Joe Biron, and attempted to

cut a passage through the ice, but failed and came back here, where they will all lay up for the winter.

The schooner *A.C. Maxwell*, which broke away from the steam barge *V. Swain* on Lake Huron last Friday night, went ashore Tuesday four miles from Goderich. The *Maxwell* parted her tow line directly abreast of Goderich and the crew of the *Swain* think that the schooner was leaking at the time. It was believed that she had gone down with all ten hands. She is owned by Johnson and others of Cleveland, rates A 2 and is valued at \$14,000. The *Swain* arrived at Amherstburg on Wednesday and her captain had no hope that any of the *Maxwell's* crew were saved. The news arrived yesterday that they had been taken off, all safe, by the Goderich life-boat crew, the *Maxwell* having been drifting around the lake for four days without a rudder.

The steam barge *Hubbell*, lumber laden for Cleveland, passed down Monday but was compelled by running ice to return here. She is commanded by Capt. Bennett, who was in charge of the *Yosemite*, frozen in here five years ago. The *Hubbell* made another attempt to get down on Wednesday morning and got out to Bar Point Lighthouse, when she was compelled to return. Capt. Bennett reports nothing but ice to be seen as far as the glasses would reach. She left again on Thursday morning but returned again. The steamships *Fred. Mercur* and *H.A. Packer*, with coal for Chicago, arrived up Wednesday and reported that the ice was solid from Colchester to the river. They passed up and expect to make Chicago. The propeller *Hodge* passed here at 3.30 Tuesday morning and cut through 20 miles of ice on her way to Cleveland.

Sixty lake vessels passed out of existence during the year, involving a loss of \$1,016,200.<sup>25</sup> Of these, twenty-two were steam and thirty-eight were sail. Twenty-two went ashore and pounded to pieces, nineteen were destroyed by fire, fourteen foundered, four capsized and were broken up by the seas and one was blown into splinters by the explosion of her boiler. Twenty-five were wrecked on Lake Michigan, ten on Lake Huron, six on Lake Superior, six on Lake Erie and thirteen on Lake Ontario. With the loss of these sixty vessels, seventy-four souls perished. Eighty-six vessels met with accidents and are partial losses, of which 33 met with mishaps on Lake Michigan, 23 on Lake Huron, 11 on Lake Superior, 11 on Lake Erie and 8 on Lake Ontario. One was crushed by ice, 29 went ashore, 11 were damaged by fire, 10 were sunk, 10 were injured by collision and the others sustained loss by heavy weather. The losses, which in some instances were approximated, aggregate \$394,600.<sup>26</sup>

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<sup>25</sup> an average of \$16,937 per vessel

<sup>26</sup> an average of \$4588 per vessel



December 18, 1885

The tug *Winslow* rescued the crew of the *Oconto* from the Charity Islands on Saturday last.

Capt. James Carney, for 30 years one of the best known and most experienced pilots on the lakes, died suddenly at his house, corner Fifth and Cherry Streets, Detroit, Saturday morning.

The steamship *Keystone* unloaded her deck-load of lumber on Mullen's upper dock and, it being found that she was leaking, she went to Detroit on Monday and went into dry-dock there. She returned here Tuesday.

The steamship *Annie Smith* is undergoing extensive alterations and repairs at the dry-dock, Detroit, and a gang of workmen are at present busily engaged on the work, under the supervision of Capt. J.T. Hutton. A double deck will be added, also new cabins, her boilers will be thoroughly overhauled and put in first-class shape. She is to receive a new screw, which will probably enable the gentle *Annie* to outdistance most steamships in the matter of speed.

On Friday the tug *M. Swain* attempted unsuccessfully to pull the *Corsican* off the beach where she had drifted, several hundred yards below the Lime-Kilns. As the *Swain* did not turn up on Saturday night, the contract was given to Capt. Caldwell, owner of the steam barge *Keystone*, to relieve her for \$300, and the *Keystone* was getting ready to go up to the schooner on Sunday evening when the *Swain* again appeared and pulled the schooner off with ease, and on Monday took her to Detroit after part of her deck-load had been removed. The *Swain* gets \$500 for the job of rescuing the schooner from off Monroe, where she was water-logged. The *Corsican* is in her 23rd season.

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December 25, 1885

The schooner *Maxwell*, stranded near Goderich, lies easy and will not be damaged before spring, when she can be taken off.

The tug *Colton* passed up on Wednesday afternoon with the schooner *Hattie Wells* from Toledo for Port Huron to lay up for the winter. The *Colton* returned to Toledo yesterday.

The steamer *Oceanica* passed down for Buffalo at noon on Wednesday with a load of grain from Chicago. She had laid over at Port Huron during the cold spell.

The steamship *H.F. Hubbell*, which had laid up here for winter quarters, reloaded her cargo of lumber yesterday (Thursday) and went to Detroit, from where she will tow her four barges to Cleveland. Capt. H.T. Archer will act as first mate and either D.J. Duncanson or T. Gleason as second mate.

The tug *International No. 2*, that went to Pelee Island on Thursday of last week with supplies for Pike, the contractor for dredging the marsh, succeeded in getting within one mile of the shore, when they were met by the residents of the islands with sleighs, who took the supplies ashore. When she started back for the river she got as far as North Harbor,

where she was shoved on the reef by the ice, where she lay in a perilous position. The captain and crew and also Contractor Pike and the captain of the *Grace Amelia*, which is frozen in at Put-in-Bay, arrived at Oxley with their small boat Sunday after a trip by water and over ice of 12 or 15 miles, dragging a boat over the ice part of the way, part of the time. Monday night the ferry *Excelsior* (Capt. John Wilkinson) went to the tug's rescue and found her in a windrow of ice and lying over on her side, full of water, nothing holding the craft from sinking but the ice. The water was lowered by the use of buckets and pumps and the *Excelsior*, by chipping away the ice for a mile, rescued her, and they came to this port on Tuesday evening and proceeded to Detroit on Wednesday morning.

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