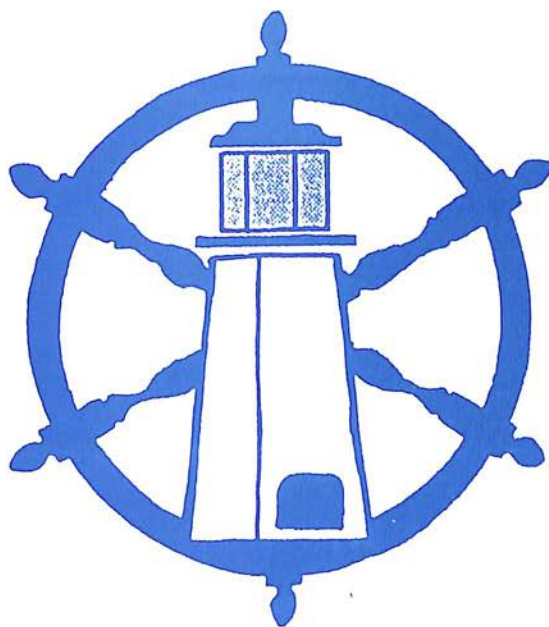


Echo SOUNDINGS

MARINE NEWS of 1886-1887

Excerpts from the
Amherstburg Echo



Volume II, Number 4
Winter 1999

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

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Volume II, Number 4
Winter 1999

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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 a photograph 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.

January 22, 1886

Dougald McLachlin of the steamer *Northwest* will command the new *City of Cleveland*.

The tug *Kittie Haight* was sold at Sarnia on Friday afternoon by the sheriff for \$3900. She was bought by a Toronto man.

Capt. Barney Wilds has a new steam barge in the stocks at Trenton, across the river. She is to be finished by spring and to be one of the largest on the lakes.

The commission appointed to enquire into the loss of the steamer *Algoma* delivered their judgement in Toronto Friday, cancelling the certificate of Captain Moore and First Officer Hastings for 12 and 6 months respectively. The Minister of Marine has approved the decision but owing to Captain Moore's previous good record has shortened the suspension of his certificate by three months.

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February 5, 1886

**Death of Capt. Henry W. Hackett.**-Capt. Henry W. Hackett, who had been very feeble for some time past, died at his residence last Monday morning. Since being stricken with partial paralysis about two years ago, his health had been in a shattered condition so that death, though unwelcome, was not an unexpected visitor. Deceased was one of the most widely known mariners of the lakes and prior to the panic of 1873 was one of Detroit's solid businessmen. He was a son of the late James Hackett of Bois Blanc Island, his twin brother Alexander being at present a resident of Colchester, while Capt. Thomas of Detroit, Capt. Frank B. of Amherstburg and Andrew of Bois Blanc Island, also brothers of deceased, are still living. Those of family who have passed away to join the great majority are Robert J., Dr. James, Dr. Joseph, Mrs. David Trotter and Miss Christina, as well as the subject of this discourse. Capt. Henry W. Hackett was born in Amherstburg on the 7th day of September, 1831, his father being keeper of the Government lighthouse on Bois Blanc Island. Receiving an ordinary public school education while young, he, at the age of eighteen, embarked in life as a sailor before the mast in the schooner *Rialto* under Capt. Charles Gale. Four years subsequently he was promoted to the office of mate of the schooner *Conductor* (under his brother Robert J.) which was owned by John MacLeod of this town. The following year he was again promoted and came out a duly qualified captain, assuming command of the

*Conductor*, but misfortune occurred and in November of that year the vessel was lost on Long Point when the crew was rescued through the heroic efforts of Mrs. Abigail Becker. Capt. John Jones and Jeremiah Sawyer of this town and J.J. Cousins of Windsor were among the crew who owe their lives to that noble woman. Capt. Hackett afterwards commanded the brig *J.G. Deshler* of Cleveland, the barque *Vanguard*, the brig *Mariner* of Ogdensburg, and the river tug *Zouave*. He, with the late Capt. James Lundy, purchased a half interest in the tug *Annie Dobbins*, which he commanded during a part of two seasons. Deceased, with his brother the late Robert J., built the tug *E.M. Peck* at Cleveland in 1860 and the following year built the tug *Castle* and in 1863 the *Metamora*. This was during the war of the rebellion [the U.S. Civil War] and in the few years of prosperity which followed rolled up a handsome fortune of over \$100,000. They also enjoyed the distinction of building and owning the first large iron-ore steamship which sailed the Great Lakes and which has caused a revolution in the carrying trade on the lakes. The steamship *Colin Campbell* was the first of the kind built, and it was followed by the *R.J. Hackett*, *Forest City*, *Superior* and *Amazon*, as well as their consorts, the barges *Wm. McGregor*, *H.H. Brown*, *Sandusky* and *Shawnee*, and about that time they rebuilt and owned the propeller *Burlington*. Together they formed the Northwestern Transportation Co. in 1867 and it was one of the most enterprising marine corporations on the lakes. Capt. Henry W. Hackett was a director and the outside manager of this concern for several years and held the presidency for one year. In 1872 this company bought out the Englemann Steamship Company whose boats plied between Grand Haven and Milwaukee. This was probably their worst venture, for the panic of 1873 caught them with full sails set and the depression of trade which followed caused a drop in the value of vessel property, which swept away a large share of their fortune, and certain disastrous speculations in the coal mines of Ohio added to the completeness of the company's ruin. The Messrs. Hackett's financial ruin was only one of thousands which followed the panic of 1873. At one time they owned the steamers *Saginaw*, *Flora*, *Dove*, *Bertchey* and *Minneapolis* and they built the steamer *Ruby*, which ran on the Detroit and Amherstburg route under the command of Capt. Henry Hackett. He was manager of the Detroit River Tug Association at this point, in 1866 and '68, and sailed the propeller *Northerner* and ferry *Garland*, and he with his brother Alexander first established a light to mark Colchester Reef before the Government granted any assistance towards its maintenance. Here the Canadian Government erected a lighthouse last summer at a great outlay. Capt. Henry Hackett was also a member of the firm of Hackett &



Co. of Amherstburg and Colchester. He was married in 1857 to Miss Annie Archer of Amherstburg and four of their children survive them - Mrs. J.P. Grant, of Winnipeg, Mrs. Charles Walton of Detroit and Miss Frankie and Grant H., who still reside at the family residence. Their mother was drowned by the sinking of the steamer *Morning Star*, which took place on the 22nd of June 1868 in Lake Erie, over 40 persons who were on the ill-fated vessel finding a watery grave. He subsequently married Mrs. Sheppard of Ottawa in 1870 and she still survives him, having watched by the bedside of her husband with assiduous care, ministering to his comfort and gratifying even his smallest wish to the last. The funeral took place Wednesday afternoon from the family residence to Christ Church, where an appropriate sermon was preached by the Rev. A.S. Falls, A.B. The members of Lorne Lodge, No. 11, A.O.U.W.<sup>1</sup>, of which the deceased was a member, attended in a body and the following members acted as pall bearers:-Simon Fraser, Geo. T. Florey, John Cousins, Capt. C.C. Allen, Capt. D. Nicholson and Capt. Wm. Gatfield. The Starlight Band turned out in uniform and marched in procession, the deceased's son being a member of that body. The family have the sincere sympathy of the community in their bereavement.

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February 5, 1886

There is a promise of an unusually active iron ore trade next season on the lakes. More new vessels are on the stocks at Buffalo than has been for years.

The steam barge *J.S. Potts*, owned by Thomas Nester and commanded by Capt. McKenzie is laid up at Buffalo. During the winter expensive and extensive repairs will be made on the *Potts*. A new keelson, floor-timbers and ceiling will be put in, and other alterations, costing in all not less than \$12,000, will be made. During the season just closed, the *Potts*, under command of Capt. McKenzie, made 13 Lake Superior trips, besides two from Saginaw to Buffalo. Her owner feels very proud of her record last season as compared with other years.

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February 26, 1886

The steamer *Pickup* has been purchased by Saginaw parties, where she will be taken as soon as navigation opens.

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<sup>1</sup> Ancient Order of United Workmen

It is reported that the N.W.T. Co.<sup>2</sup> are negotiating for the purchase of the steamer *Michigan*, which has been running between Grand Haven and Milwaukee. She will take the place of the wrecked steamer *Quebec*.

A.N. Moffat, who was last season the manager of the Star Line of river boats, has been engaged to perform the same duties during the coming season for the new Grummond & Cole line of river boats. Cole and Ward - between Port Huron and Detroit.

The sale of the vessels of the Murphy fleet was continued at Detroit on Thursday of last week. Capt. S.B. Grummond bought the tug *Wm. A. Moore* for \$10,000, Capt. John E. Winn the schooner *Gerrit Smith* for \$1850 and Preston Brady the tug *Andrew J. Smith* for \$12,100. The schooner *Harvey Bissell* has not been sold.

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March 12, 1886

Thos. Hunt left Monday to help to fit out the steamship *Hiawatha* at Buffalo. Capt. Wm. Carlish will be master and Herbert Archer first mate.

The striking ship carpenters of Detroit are still out. The 32 French Canadian ship carpenters who came up from Quebec under agreement to work for John Craig of Trenton were sent back home by the strikers in a special car. Craig is to be prosecuted for importing foreign labor, the maximum penalty being \$1000 for each alien imported. It is thought the dry-dock company will soon give in, as their spring work is pressing them.

Owing to the strike in Detroit, Capt. Millen, manager of the Star Line, decided to send the steamer *Northwest* to Capt. Jenking's yard [in Walkerville] to have her completed. It will be necessary to pay 50 per cent duty on her repairs, but the steamer must be ready for business at the opening of navigation, no matter what it costs. The ship carpenters claim it is a scheme to defeat their cause and if it is carried out they will boycott the craft next summer.

Plans were prepared some time ago for a large double end steamer intended for navigation at the Straits of Mackinac. It was in attempting to keep a passage open by the steamer *Algoma* that when it was impossible to proceed head first into the ice some progress could be made by backing into it and grinding the ice with the steamer's screw. Profiting by this experience, it was decided to build a steamer with a screw at each end and in other ways equipped for winter navigation. The steamer

²Northwestern Transportation Company

is wanted for next winter's work. She will probably be built in Buffalo.

The collector of customs at Digby, N.S., has seized the American schooner *E.A. Horton* upon her presentation for registry at that port by Nova Scotians who had recently purchased her. In 1871 the vessel was seized by the Government cruiser *Sweepstakes* for an infraction of the fishery laws and taken into Guysboro, N.S. On the night of Oct. 8, 1871, her owners stole her from the dock, robbed the storehouse of her sails and rigging and put to sea. The United States Government gave her new papers, under which she has since sailed. The Dominion officials have failed till now in their attempts to recapture her.

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March 19, 1886

Capt. John T. Hutton has commenced putting the steamship *Anna Smith* in trim for the season of 1886.

A. Wigle, owner of the tug *Bob Hackett*, sunk in a collision with the propeller *St. Magnus* opposite Amherstburg last fall, has begun an action before Judge Horne against the owners of the propeller *St. Magnus*.

The steamer *City of Detroit* of the Detroit and Cleveland line of steamers will leave Detroit next Thursday morning, 25th inst., for Cleveland and will return the following night when the Bois Blanc Island light will be lit for the first time this season.

President Caldwell of the Lake Carriers' Association at the convention at Buffalo said the opinion of three eminent Canadian jurists had been secured on the Canadian wrecking laws. Their answers show conclusively that American vessels may tow other vessels wrecked, stranded or in distress in Canadian waters back into the waters of the United States. The president has been in communication with President Cleveland's cabinet and if there is nothing done before the opening of navigation between the two countries, the Lake Carriers' Association will push the case to an issue in the Canadian courts on the strength of the opinions of Canadian lawyers already obtained.

Dunbar's drill *Far Down* and dredges *Continental* and *Wild Irishman* are now at work on the Lime-Kiln Crossing, the last mentioned having been launched Tuesday, while the drill was put afloat the following day after having received a thorough overhauling by the ship carpenters, under the supervision of Thomas Lemay. The following workmen have arrived and are busily engaged on the work: T. McFarlane, T. Hanley, J. and F. Steffins, C. Sidley, J. Overholt and W. Morgan of Port Colborne; Frank Cassion of Erie, Pa.; and M. Squire of London; and things

are now humming around the Lime-Kilns. The drill is working day and night and there are 42 men besides ship carpenters engaged in connection with the work.

The ship carpenters resumed work in all the Detroit river yards Monday morning, after a strike lasting just five weeks. The men gained their point and are a happy lot indeed. The compromise under which the men returned is that they are to be paid 25 cents an hour for eight hours' work per day. No discrimination will be made against any of the men who were out. The agreement with the men is to last until January, 1887, and no Knights of Labor are to engage in repairing along the docks outside of the four regular yards. The loss in wages to the men during the strike will not exceed \$12,000. The men were formerly working nine hours per day, for which they received \$2. The company demanded that they work ten hours for the same wages, whereupon the men refused and struck, demanding \$2.50 per day of ten hours, or 25 cents per hour. Under the wages they formerly received, the employees declare they could not average more than \$300 per year, or less than \$1 per day in the year, because their employment is so irregular. That these are oppressively low wages for skilled labor everyone must concede.

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March 26, 1886

Capt. Duncan McCaig, a well known vessel man, was shot dead by Emma Moore, his divorced wife, at Port Huron, Mich., yesterday.

The steamer *City of Dresden* is expected to start on her old route between Windsor, Amherstburg and lake shore ports next Monday.

The tug owners of Cleveland, O., have formed a pool with the object of regulating the towing business during the coming season. Every tug owner is a member.

The *City of Detroit* made her first trip of the season to Cleveland yesterday (Thursday) and passed here at 11.10 a.m. with her colors flying and looking as bright as a new pin.

Bois Blanc Light was displayed on Wednesday, 24th March, for the first time this season. Last year it was April 13th. The U.S. Detroit River Light is also displayed and the fog horn was sounded on the 24th.

The Colchester Reef Lightship is being fitted out as a sailing craft and may be chartered for carrying coarse freight or for wrecking purposes. Capt. F.B. Hackett, the manager of this craft, has a complete set of chains and other lifting appliances.

Dunbar's dredge *Far Down* was obliged to temporarily suspend business the early part of this week owing to the ice, which was running. Geo. O'Neil of Petrolia

and formerly of this town has arrived and will act as diver in connection with the work on the Lime-Kiln Crossing.

The schooner *Agnes*, lumber laden, bound from Detroit to Toledo, was the first of the season to venture into Lake Erie. She was in tow of the tug *Hercules* and called here on her way down Tuesday. She was one of the crafts which were bound here last fall and which returned to Detroit.

Joe King will be clerk of the propeller *Atlantic* of Grummond's Mackinac line this season. The *Atlantic* received \$10,000 worth of repairs during the winter. Capt. Jones will sail her and Geo. L. Simmons will be first engineer. Capt. Grummond is determined to be the first to reach the Arctic regions at the Straits of Mackinac this season. To do this he will start the propeller *Atlantic* on Saturday next at 9 p.m. for Alpena, Mackinac and St. Ignace. It is expected that the *Atlantic* will be able to force her way through the ice without much delay.

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April 2, 1886

There are now afloat in Detroit harbor 646,000 bushels of wheat.

The steam barge *Burlington* called here for coal on Sunday last on her way down.

A dispatch from Port Huron reports the River St. Clair full of heavy Lake Huron ice.

The *City of Concord* passed up last Friday. She made her last trip down on January 6th, bound for Toledo.

The tug *Merrick* will not run again until she receives a new boiler. The old one has been condemned by the inspector.

Capt. Ira B. Mansfield has been appointed to the command of the schooner *Iron Cliff* of the Detroit Transportation Company's line.

The first barge with a tow of the season passed down Tuesday morning. It was the *Lowell* and four barges, *Spademan*, *Alice Richards*, *St. Clair* and *Tim Baker*.

The lighthouse on Colchester Reef was lit up for the first time this season last Friday evening. Kit Kobinson is keeper and L. Babcock and John Radcliffe assistants.

The display of U.S. cautionary signals will be resumed on all the lakes except Lake Superior on April 15th. On Lake Superior they will not be displayed until May 1st.

Capt. John Hutton will again command the propeller *Anna Smith* and Capt. T. Lemay will command the schooner *J.C. King*, both of the Parker Transportation

Co.'s line.

C.W. Norton has chartered the propellers *S.J. Macy* and *Anna Smith* to take wheat to Buffalo at 2¼ c, and the schooner *C.H. Root*, wheat to Cleveland, 1½ c free of elevation.

Joe King, clerk of the steamer *Atlantic*, writes Monday that that craft is at Lexington on her way to Mackinac and not much prospects of getting out. The ice is very heavy.

Capt. C.C. Allen left for Detroit yesterday (Thursday) where he will superintend the fitting out of the steamship *R.J. Hackett*. Capt. J. Laframboise goes as mate on the *Hackett* with Capt. Allen this season.

We understand that Col. Kallman of the U.S. Survey at the Lime-Kilns will have the range lights on Bois Blanc Island moved on Monday next. The north or white light will be shifted to the west, carrying the range farther to the west. This will bring the range directly over the wreck of the *Bob Hackett* unless she is moved.

Owing to the heavy fog on the river on Wednesday morning, the steamer *Riverside* did not leave her dock here for Ballard's Reef, Grosse Isle, but released herself and made as far as Wyandotte. Her shoe was twisted off and she was towed to Detroit for repairs. The *Gazelle* came down yesterday evening and took her place this morning.

The steamer *City of Dresden* started on her regular route between Windsor, Amherstburg and lake shore ports last Monday. She has been thoroughly overhauled from the hurricane deck to the keel, and with a good application of paint looks neat and clean and is in fact as good as new. With Capt. Nelson J. Wigle in command, Captain James O'Neill as mate, Alexander Cowan as clerk, John Ross as engineer, E.J. Rae as assistant, Mr. Young as steward and able deckhands, we prophesy that the *Dresden* will be as popular as ever. She went to Pelee Island without trouble on Tuesday morning, came up here on that afternoon and in spite of the fog made a round trip to Windsor and returned on Wednesday.

The River and Harbor Committee of the U.S. House of Representatives have favourably reported on another appropriation of \$50,000 for the work on the Lime-Kiln Crossing. In regard to the appropriation, Gen. O.M. Poe of the Corps of Engineers stationed at Detroit says:-"I regard it as being a little unfortunate that a larger amount is not to be expended upon the Lime-Kiln Crossing. The \$50,000 appropriated will, however, be sufficient to complete the work as originally contemplated. The demands of commerce will soon necessitate a further widening of the channel of fifty feet on each side, making it 400 feet, which will be ample for

all time to come. Work at that point is progressing rapidly now, and the channel will be open to vessels during the present season of navigation. The westerly side of the channel will be marked by a series of lights which will range with the Bois Blanc Lights, the latter being swung slightly to the westward in order to make the connection."

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April 9, 1886

The Welland Canal will be opened for navigation on Monday, April 19th.

Dame Rumor has it that an opposition boat is to be placed on the lake shore route.

The steam barge *City of Mount Clemens* has been sold to J.W. Steinhoff of Chatham.

The steamer *Chief Justice Waite* will run between Detroit and Toledo the coming season.

The Pelee Island Lighthouse was illuminated for the first time on Thursday evening of last week.

The steamer *Alaska* has been put in superb condition and will be ready to make her first trip on Monday next.

The name of the steamer *Northwest*, which will run between Detroit and Port Huron this season, will be changed to the *Greyhound*.

The tug *Kittie Haight* is now owned by D.N. Runnels, Captain John Cornwall and Haas Maines of Port Huron. Captain Cornwall will pull the bells.

Capt. Peters of Windsor, owner of the schooner *Arctic* and steam barge *Coral*, has the vessels in trim and is only waiting for the opening of navigation.

Wm. Monroe Sr. left yesterday for Chicago to take his old position as steward on the steamship *City of Cleveland*. Gilbert Johnson will be his assistant.

The schooner *Rival* arrived on Saturday from Cleveland with 465 tons of coal for J.G. Mullen, which she discharged at the C.S.R. depot for the use of Dunbar's work.

Capt. Peter Williams has fitted out the tug *International*. She has been engaged by the Chatham Dredge Co. and started for Pelee Island with the dredge *Challenge* last week to do service.

Capt. John Tobin has gone to fit out the tug *International* at Sarnia. Capt. James Tobin will sail the tug *Jessie* with Joseph Powell as mate. Richard Tobin goes as mate on the *Torrent* and Capt. James Tormey will probably sail the *Oswego*.

The latest advices from Mackinaw indicate that the straits will not be opened

previous to April 20th, which is about the average date of opening. Last year they opened May 5th but this was the latest opening for thirty-three years.

During the present season of navigation a fixed red light will be shown from the upper lantern of the Cleveland East Beacon, Lake Erie. The recent order of the Lighthouse Board discontinuing the light at Michigan City, Ind., has been rescinded.

During last Friday's gale the *City of Dresden* took refuge in Kingsville harbor and, though only drawing eight feet of water, she pounded on the bottom until one bucket was broken off her wheel. After the amount of money which the Government expended on this harbor it shows that there is still something radically wrong, when more than eight feet of water cannot be had at all times. The *Dresden* went into dry-dock Saturday and had another bucket removed, and now a new wheel is being put on. Last week Capt. F.B. Hackett's yacht *Eagle*, which was in the same harbor, went to pieces and the fixtures were brought up on the *Dresden* Saturday.

The greatest ice jam that has occurred in years in the St. Clair River now effectually barricades that stream below Lambton. It is utterly impossible for any boat to penetrate it, as it has grounded and piled up many feet. It is increasing hourly, large quantities of ice coming down from Lake Huron at the rate of six miles an hour. One of the ferry steamers at Point Edward, in an attempt to cross Saturday, was caught in the running ice and carried a considerable distance downstream. Had no opening in the ice been discovered, the steamer would undoubtedly have been carried into the gorge. The idea of loosening the ice with Detroit tugs has been abandoned as impracticable. On Monday the river was full of ice but it has stopped running. The propeller *Atlantic* returned to Port Huron, having been able to only get as far as Sand Beach.

The propeller *Burlington* arrived at Wheatley last Friday, bringing intelligence of the wreck of the barges *Star of Hope*, Capt. Preble, of Algonac, and *Vannatta*, Capt. Wm. Ford, of Saginaw, which occurred Thursday morning at 3 o'clock. Both vessels were in tow of the *Burlington* and in the heavy seas off Point Au Pelee the line parted. The wind was blowing a gale and the two hapless craft were speedily driven ashore, where they lay for some hours before help came to the imperiled crews from fishermen on the Canadian shore. Great difficulty was experienced in rescuing the persons on board the vessels, two of whom were women. All were brought to land safely. The *Burlington* was carried around the point by the gale and could render no assistance. The *Star of Hope* is on the beach in fair shape, but the *Vannatta* is a total loss. Both boats were lumber-laden, bound with about 300,000 feet each for Cleveland from Detroit, where they have lain all winter. They are

owned by their captains. This is the first casualty of the season on the Great Lakes. The tug *Swain*, which left Detroit Friday to assist the wrecked barges, returned on Sunday. The *Vannatta* is a total wreck and the *Star of Hope* is in such shape that it is doubtful whether she can be saved. The Smith Tug Company's wrecking tug *James Amante* left Cleveland Sunday morning to pick up the cargo of the *Vannatta*. It was consigned to Fred. Hempes of Cleveland.

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April 9, 1886

**Lime-Kiln Crossing.**—As previously announced, the new channel at the Lime-Kiln Crossing on the Detroit River at Amherstburg will be opened to commerce during the present season of navigation. Gen. O. M. Poe, the engineer in charge, has officially announced that the western border of the cut would be marked by means of lightships. The Bois Blanc range light will be changed accordingly. Although there is an almost uniform depth of twenty feet of water in the cut from one end to the other, it has been thought advisable to lay the course for vessels from the point marked by the lower lightship westward of, but parallel with, the old range. To make the proper connection with the upper light on Bois Blanc Island, the latter will be moved four degrees and eighteen minutes to the westward. The full length of the cut could be used with comparative safety, but this will be prohibited, as Dunbar's machinery employed upon the unfinished portion at the lower end would be liable to damage from passing vessels. The importance of opening this remarkable cut is scarcely appreciated by the general public. No inconsiderable part of the commerce of New York, Ohio, Pennsylvania, Illinois, Michigan, Wisconsin, Minnesota and the Provinces of Canada passes through this cut. Upwards of 40,000 vessels, representing nearly 20,000,000 tons, went over the crossing in 1885. Great loss and inconvenience have been caused the larger class of vessels on account of insufficient depth. As the tendency of ship-building is in the direction of larger and heavier vessels, the trouble at this point has until quite recently been increasing rather than diminishing. Originally the channel was but thirteen feet deep and the wind would often affect the depth by two or three feet. The plan is to secure a straight channel across the crossing, the least width to be 400 feet, with a greater width at each end. The amount to be expended is \$600,000. Some talk has been raised about the improvements being on the Canadian side of the water, but as the Canadians are willing to have Uncle Sam do the work, and the United States has the greatest amount of shipping to care for, nobody is now saying a word. Another plan of getting around the crossing would have been to blast out a channel in real

American waters, but the expense would have been several million dollars. The work has been suspended at various times on account of small appropriations, but the worst of it is now done and the saving of property is immense. The loss by detention and damage for the three years before the improvement was begun amounted to nearly \$500,000. Since then it has not been over \$100,000. As the lake vessels do not draw over fifteen feet on account of the St. Clair Flats, the depth to be attained will be more than sufficient and the rocky bottom will prevent the filling in which makes the Mississippi improvements so costly and useless. Gen. Poe will make still further suggestions for the improvement of the channel at this point.

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April 16, 1886

Dupuis' dredge, employed in dredging at Pêche Island, sunk on Friday last.

The *Dresden* had a deck-load of building stone from Pelee Island for Windsor yesterday.

Capt. George E. Jackson, a well-known lake mariner, died at Cleveland on Sunday, aged 66 years.

The steamer *Oconto* has gone down at the point to which she drifted from Charity Island in 14 feet of water.

The Dominion Lake Survey have issued a set of charts of Georgian Bay, showing recently discovered shoals and reefs.

There is no ice on Lake Ontario and vessels are daily arriving and departing from Oswego, N.Y., and Bay of Quinte ports, Ontario.

On Monday Andrew Hackett placed a black can buoy over the wreck of the sunken tug *Bob Hackett* at the head of Bois Blanc Island.

The ice on Lake Huron, as far as can be seen from Goderich, is broken up and scattered and navigation will probably be resumed about May 1st.

The ice jam in the St. Clair River finally gave away on Monday morning. The Star Line steamer *Idlewild* was at once started for Port Huron.

Roman Smith left here for Cleveland on Tuesday, where he goes as steward of the large steamship *Henry Chisholm*. Geo. Jones will be his assistant.

L.M. Reid of Cleveland was in town last Saturday making a contract with Capt. F.B. Hackett to place the anchors in his rafting grounds in Pigeon Bay.

At Port Colborne the ice has receded and the only serious field extends but a short distance above, with the field toward Buffalo breaking up. Many clear streaks are visible.

Capt. H.T. Archer left for Buffalo yesterday (Thursday), where he ships as mate on the steamship *Hiawatha*. John Healy Jr. and Alex. Callam Jr. went as wheelmen on the same craft.

The steamer *Alaska* commenced running between Detroit, Sandusky and the islands on Wednesday and will hereafter for the present leave every Monday, Wednesday and Friday, returning the following days.

Commander Cook thinks the government should build a lighthouse on the Grosse Pointe shoal to take the place of Westcott's lightship, and thus relieve marine interests of an annual tax of from \$3000 to \$5000.

The tug *Swain* passed up yesterday with the *Star of Hope*, one of the lumber barges lately wrecked on Point Pelee. Capt. Frank Hackett is at work at the Point with the *Pilot*, picking up lumber lost from the wrecked barges.

T. Cooper, G. Horsley and W. Flemont left here yesterday (Thursday) for Detroit, where they take positions for the season on the steamship *Schoolcraft*, and Patrick Fowler and R. Morrow started on Wednesday to join their craft, the *Torrent*.

The propeller *Ontario*, which has been in the Wolverine Dry-dock, Port Huron, for some time, was thoroughly overhauled at a cost of about \$8000. She is said to be stronger and stauncher than ever and will be in fine shape for the coming season.

The *Dresden* arrived from Windsor on her regular route Monday after being laid up for a few days, having a new wheel put in. She had on a very large cargo of freight, 1 portion of which consisted of about 12 tons of rafting chains for L.M. Reid of Cleveland, and which were consigned to him at Leamington.

J. & T. Whiting have been appointed agents for Detroit in place of A. Chesebrough & Co. of the Union Steamboat Company, the Anchor Line and the Western Transit Company. J. & T. Whiting have been for a number of years agents for the Lake Superior Transit Company, which is a pool composed of the three other companies and this consolidation of the agency is for economy.

On Monday the steam barge *Juno* loaded 25 tons of hay at Bois Blanc Island for Walkerville. She finished out a load of stone at White's on Tuesday. She will bring up three cargoes of corn from Toledo for Walker & Sons. The *Juno* was up to Chatham last week and towed down three barges laden with 300,000 brick for Walker. The *Juno* draws too much water to carry a full load over the bar at the mouth of [the] Thames River.

The grain fleet which is now awaiting at Chicago the opening of navigation on the Great Lakes is one of the largest ever known. A despatch states that in that port on the 1st of April there were thirty-seven steamers and sixty-four schooners loaded

with grain. Their cargoes aggregate 5,065,000 bushels³ and the probabilities are that this amount will be swelled to 6,000,000 by the time the Mackinaw Straits are free of ice. Of this grain now afloat, 3,569,000 bushels is corn, 917,000 bushels wheat and 360,000 bushels flaxseed. All the wheat and flaxseed is going to Buffalo. Of the corn, 993,000 bush. goes to Buffalo, 338,000 bushels to Georgian Bay, 321,000 bushels to Ogdensburg, 55,000 bushels to Kingston, Ontario, 36,000 bushels to Oswego and 32,000 bushels to Sarnia, Ontario. Charters were made in January at 4c. on corn to Buffalo, including winter storage; mid-February 3c. Now grain vessels are in demand at 3½ c. on corn and 4c. on wheat to Buffalo. Vesselmen, says the *Tribune*, are hopeful of a prosperous season and this feeling is shared by shippers and all others interested in lake commerce. Their expectations are based on the general improvement of the iron and lumber industries, quantity of grain awaiting shipment, the prevalent opinion that railway rates to the seaboard will be held up and the general prosperity of the country. The elevators at Chicago, Milwaukee and Duluth are well stocked with grain.

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April 23, 1886

The propeller *Alma Munro* is to be sold at St. Thomas on the 15th of May.

The steamships *Hiawatha* and *Kasota* passed up from Buffalo Monday morning.

Last Saturday the *City of Dresden* brought up to Windsor from the lake shore ports 7700 dozen eggs.

The steamer *Africa*, burned at Owen Sound Thursday of last week, was valued at \$20,000 and insured for \$12,000.

George H. Foster left Monday evening for Chicago, where he ships as steward on the W.T. Co.'s<sup>4</sup> steamship *Milwaukee*.

Peter Gerard left Wednesday for Cleveland. He will be mate this season with Capt. Judson on the schooner *Fayette Brown*.

Capt. John Duncanson left for St. Catharines Monday to fit out his craft, the steamship *Lincoln*, for the season's navigation.

A new chart for that part of the Georgian Bay from Cabot Head to the Cape Smith entrance has been issued by the Dominion Government.

The Welland Canal opened Monday and the first vessel to arrive from the

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<sup>3</sup> an average of 50,148 bushels per vessel

<sup>4</sup> Western Transit Company



eastward was the schooner *Jennie Matthews* from Charlotte, bound for Chicago with coal.

Capt. T.D. Quinlan will go as mate on the tug *Gladiator* with Capt. C.M. Swartwood. Capt. Thomas Carney is in command of the tug *Ballentine* this season.

W.E. Warriner has sold to Charles Hamilton and others of Buffalo the small propeller *Nashua* for \$16,000. She will tow the barges *Potomac* and *Annie Voigt*.

The schooner *James F. Joy* arrived up on Sunday from Cleveland with 873 tons of coal for J.G. Mullen. This is the largest cargo of coal ever brought to Amherstburg.

Charters: Detroit to Buffalo, wheat 2¼c. to Toledo free in elevator; Chicago to Buffalo, 4¼ wheat, 4c. corn, 3½ c. oats; Chicago to Kingston, 6c. corn; Sandusky to Buffalo, 2c. corn.

The big steamer *Alcona* and her consort, the schooner *Alta*, were the first Buffalo bound grain crafts to leave Chicago, which they did Saturday. They were followed by a large fleet.

Capt. John Anderson left town for Buffalo on Tuesday night. He goes as captain of the *Ogden* in tow of the *Alleghany*, Capt. Wm. Sunderland. The *Ogden* was bought by Capt. Sunderland last year.

As the schooner *Iron Cliff* was bound down Tuesday in tow of the *Iron Age*, she ran into Dunbar's dredge *Continental*, doing sufficient damage to necessitate the laying up of the dredge for repairs.

The richest grain fleet that ever sailed from any port in the world will probably begin to pass through the Detroit River in the next twenty-four hours. Vessels and cargoes are estimated to be worth \$10,000,000.

Capt. Thos. Hayes left for Sarnia on Thursday. He will be mate of the tug *International* with Capt. John Tobin. They go to finish their job on the *Quebec*, sunk last season near the Sault,<sup>5</sup> and they expect to have her in dry-dock in less than a month.

Donald Duncanson left here Monday on the steamship *Hiawatha*, on which craft he secured the position of second mate. Herbert T. Archer is mate, Thos. Hunt second engineer and Alex. Callam Jr. and John Healy Jr. are wheeling on the *Hiawatha*.

The steamer *J.W. Steinhoff*, 310 tons burden, which plied on the lake shore route

three years ago, was sold the other day at Sault Ste. Marie to R.W. Barrett of Toronto, who intends converting her into a ferry boat to ply between Buffalo and Fort Erie.

Dunbar's present contract on the Lime-Kilns will furnish work for the drill till July 1st and for both dredges till well on in the fall. It is expected, however, that the new \$50,000 appropriation will be immediately available when Congress adjourns about July.

A new tug named the "*Sewell*", which was lying at the Walkerville dock awaiting the putting in of machinery by Kerr Bros., was sunk during the late heavy storm. Capt. Forrest with the schooner "*Benedict*" raised the tug in two days, which is considered remarkably quick work.

Capt. D. Girardin of the tug *Wilcox* with mate Thos. Gleason and the crew, composed of Jas. Bellecure, Albert Meloche, W. Boyle and H. Reaume, left Tuesday for Detroit, where the craft was put afloat for the season's navigation. Amherstburg mariners take the cake every time.

On Thursday of last week, as the steamer *Siberia* was bound down the river, Dunbar's tug *Shaughraun* accidentally ran into her nearly opposite the station here. The bow of the tug was badly bent by the collision and she will require to be hauled out for about a week, to be again put in proper shape for work.

The first of the grain fleet left Chicago on Saturday night and Sunday, reaching the upper end of Lake Michigan on Monday. Since that time they have been battling with the heavy ice in the straits and for some miles beyond them. Their efforts were crowned with success Wednesday when three steam barges came down the north passage to Lake Huron and all the fleet followed.

Capt. Ed. C. Gatfield is fitting out the tug *Crusader* at Detroit. Capt. John Horsley will be mate of the *Crusader*. Capt. C.C. Allen is fitting out the steamship *R.J. Hackett*; Capt. Jacques Laframboise will be first mate and John Jones second. Capt. John T. Hutton is putting the steamship *Anna Smith* in order. Capt. Harry Bassett and first mate Theodore Young are fitting out the steamship *Forest City*.

On Monday Capt. F.B. Hackett, with the schooner *Pilot*, placed L.M. Reid's anchors on the rafting grounds, Pigeon Bay, and the same day removed the anchor and chains from the wrecked schooner *Vanetta* at Point Pelee. On Tuesday he stripped the wrecked *Eagle*. On Wednesday the *Pilot* brought 21,000 bricks from Kingsville to Amherstburg for Colin Wigle and the following day Capt. Hackett went in search of the anchor and chains of the schooner *I.L. Quimby*, which were lost east of Bois Blanc Island last fall.

<sup>5</sup> See Vol. II(3), page 62.



The tug *Swain* was engaged during the whole of Sunday and part of Monday in an attempt to clear a passage for the steamer *Atlantic*, which was lying above the St. Clair cut, but did not succeed. She, however, succeeded in penetrating the cut a distance of eight miles and was forced to stop, only after getting within three miles of the *Atlantic*. The *Atlantic* got to Detroit on Tuesday, having taken over three weeks to make the round trip to Alpena.

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April 30, 1886

The buoys were placed at the mouth of the river by Andrew Hackett this week.

The ferry "*Hope*" is being renovated, repaired and thoroughly cleaned up at Windsor.

Last Sunday the *City of Dresden* brought from Windsor to Kingsville ten row boats for David Elliott.

The schooner *I.L. Quimby* arrived up from Huron on Wednesday evening with 180 tons of coal for J.G. Mullen.

The sailing instructions for pilots for the Georgian Bay and Owen Sound can be procured at Collingwood, Sarnia and Owen Sound.

Grain receivers at Buffalo complain of the late date set for the opening of the Erie Canal - May 1st - which will probably cause a glut.

The steamer *E.K. Roberts* is now being fitted out in fine style at Detroit. She will ply between Detroit and the Duck Island fisheries.

An Order-in-Council is published approving of the rules of the tariff and tolls of the Government wharf at Kingsville, County of Essex.

The large tug *Metamora* coaled here yesterday for the first time this season. The *United Lumberman* called here Sunday on her first trip down.

Yesterday (Thursday) Capt. F.B. Hackett succeeded in getting the anchors of the schooner *I.L. Quimby*, which were lost near Bois Blanc Island last fall.

The Dominion Government has decided to reduce the St. Lawrence canal tolls and Montreal harbor dues this season to the same rates as were charged last year.

Grain freights: Chicago to Buffalo - wheat 3c., corn 2¾, nothing doing; to Sarnia, corn 2; to Georgian Bay, corn 2¼ c.; to New York, lake and canal, wheat 9 @ 9¼ c. [sic]

About \$1,000,000 of risks on Detroit vessel property were taken during last week by the 10 companies which represent the marine insurance pool of the Great Lakes.

On Tuesday at Windsor the Government Inspector examined the boiler and

machinery of the steamer *City of Dresden*, giving her as good a standing as that obtained last season.

The steamer *Riverside* has received a new iron rudder and resumed her route on the Amherstburg and Detroit route on Thursday of last week with Capt. John Desana in command.

John P. Clark, the well known boat owner, is suffering from rheumatism. Although he has reached the mature age of 78 years, he has no intention of retiring from business at present.

Chas. W. Danger of the U.S. Engineer Service, has been ordered from the Lime-Kilns work to the harbor of refuge at Sand Beach, Lake Huron, and will leave for that place tomorrow (Saturday).

Last Sunday the first fleet from Chicago passed here and many of the Buffalo and Cleveland big ones passed up. Probably never before did such an amount of shipping pass this port in the same time.

The first sod on the work of the proposed enlargement of the Welland Canal has been turned near St. Catharines and it is expected that fully 2000 men will be at work in that locality during the summer.

One of Murphy's tugs will shortly begin operations on the sunken schooner *John T. Mott*. It will be remembered that this vessel was sunk in collision near Kingsville last summer. She is lying in forty feet of water and has on board 700 tons of coal.

Capt. F.B. Hackett received instructions from Mr. Wigle to have a light placed over the wreck of the tug *Bob Hackett* off the head of Bois Blanc. Therefore he stationed a red lightship with a white light over the spot. An effort will be made at once to raise the wreck.

We understand that the Marine Department propose expending about \$20,000 in placing stone around the Colchester Lighthouse for its better protection during the winter, much of what was placed there last year having been carried away by the ice. Mr. Askwith was in Detroit the past week, securing information before tendering. Engineer Anderson is expected here from Ottawa next week to locate the new range lights.

The steamship *Anna Smith*, Capt. J. T. Hutton, passed on Wednesday towing the fine new schr. *Shaw* on her maiden trip, drawing over 15 feet of water. When crossing the Lime-Kilns she passed the *Whitney* and barges, bound up, abreast of the dredges, and for a time there was some lively skipping around on Dunbar's plantation. The *Whitney* should have gone to the west of the dredges where there is at the very least 13 feet of water.

The steamer *United Empire* of the Northwest Transportation Company sailed from Sarnia on Tuesday, 27th inst., for Port Arthur and Duluth. The steamers of this line have been extensively improved during the past winter, no expense having been spared, with a view of promoting the safety and comfort of the travelling public. The line will be composed of the vessels *United Empire*, *Wisconsin* and *Ontario*, and will leave Sarnia on Tuesday and Friday of each week, calling at Goderich, Kincardine and other intermediate points as usual.

The tug *Gladiator*, Capt. Chas. Swartwood and Mate Capt. Thomas Quinlan, passed down on Wednesday with the schooners *Moonlight*, *Porter*, *C.C. Barnes* and *Pathfinder*, making a fine tow which would run up to \$716 old rates, or \$572.80 by the new card. The tug *Champion* also passed down with four large ones, viz.: Schooners *J.I. Case*, *Scotia*, *Page* and *B. Mirrell*, which will gross more than the *Gladiator's* tow. On Thursday the *Champion* passed down with the schooners *Halstead*, *Alice B. Morris*, *Ida Keith*, *H.M. Love* and *Hartford*. The tug *Crusader*, Capt. E.C. Gatfield and Mate J. Horsley, took down the largest tow of the season on Thursday, consisting of the schooners *Georgia*, *D.E. Bailey*, *Lizzie McLean*, *T.L. Parker* and *Maria Martin*.

The Detroit Tug and Wrecking Company has been organized to take the place of the defunct Detroit Tug and Transit Company. The new company is officered as follows: President S.A. Murphy; Vice-President W.J. Murphy; Secretary and Treasurer Thomas Murphy. The American fleet will consist of the tugs *Balize*, *Gladiator* and *Kate Williams* and schooners *Detroit*, *Harvey Bissell* and *H.W. Johnson*. In Canadian waters they will operate with the tugs *Charlton* and *International* and barges *Sterling* and *Michigan*. About the first work to be undertaken by the new company will be the completion of the contract made by Capt. S.A. Murphy and the underwriters last year for the release and safe delivery of the propeller *Quebec*, which sank in 120 feet of water at the "Soo". The *Quebec* is in good condition and lying in shoal water in the north side of Bear Lake where the wreckers towed her last fall after raising her. Operations will commence at once.

On and after Monday, the 26th inst., the steamer *City of Dresden* will make round trips from lake shore ports and Amherstburg to Windsor and Detroit Mondays and Saturdays, leaving Leamington at 6:30 a.m., arriving at Detroit at 12:30 p.m., and leaving on her return at 4:15 p.m. Note the change in the time table. She will make up trips as usual on Tuesdays and Thursdays and down trips on Wednesdays and Fridays.

Although not officially announced, it has been determined by three of the principal propeller lines on the lakes not to make Detroit a stopping place for their boats as heretofore. These lines are the Anchor Line, Western Transportation Company and the Union Steamboat Company, which companies have maintained for a number of years a joint agency under the management of A. Chesebrough & Co. at the foot of Third Street. It is hardly known to what extent this action will affect the forwarding business of Detroit, but it will certainly take away a vast amount of tonnage and it may be expected to have a certain effect by reducing the competition for business. The boats of the Anchor Line embraced in this arrangement are the following propellers: *Alaska*, *Gordon Campbell*, *Clarion*, *Conemaugh*, *Conestoga*, *Delaware*, *Juniata*, *Lehigh*, *Lycoming*, *Philadelphia*, *Wissahickon* and *Annie Young*. The Western Line consists of the *Boston*, *Albany*, *Chicago*, *Milwaukee*, *Vanderbilt*, *Syracuse*, *Buffalo*, *Commodore* and *Montana*. The Union Line comprise the *Rochester*, *New York*, *Avon*, *Newberg*, *Waverly*, *H.J. Jewett*, *Tioga*, *B.W. Blanchard*, *Jas. Fisk Jr.*, *Jay Gould* and *Portage*. These lines will, however, be represented in Detroit by J.T. Whiting & Son, general agents of the Lake Superior Transit Line, and it is said that a mutual understanding has been arrived at between the lines named by which the freight heretofore divided between these vessel lines will be handled by the Lake Superior Transit Line steamers, which will stop daily at Detroit.

The new regulations of the U.S. signal service, adopted 2nd inst., have been distributed. The department, in view of the frequency of storms on the northern lakes and sea coasts, directs each employee of the service to exercise the utmost caution and diligence in executing their important duties. Warnings of the approach of wind storms will be published by flags by day and lanterns by night. The new signals, which will be used after May 1st, will be of three kinds, as follows: Cautionary, direction and on-shore signals. The cautionary signal will be a square red flag with a black square signal by day and a red light at night. It will be hoisted when a wind velocity of 35 miles an hour is attained, which is dangerous to all classes of shipping. The direction signal will be a square flag with two horizontal stripes, one black and one white. It will be only displayed in connection with the cautionary signal flag and will indicate the direction from which the dangerous wind is expected. The direction signal will appear on the same flagstaff as the cautionary signal. If below the latter, it will show that the direction of the wind expected is from a westerly quarter, if above from an easterly quarter. The on-shore day signal will be a square flag composed of four smaller squares - two white and two black -

so arranged that the squares of like color will touch each other only at the corners. This will indicate a wind of from 20 to 35 miles an hour, which is considered dangerous for small craft and tow barges. A direction signal will not be hoisted with the on-shore.

Complications growing out of the loss of the barges *Vanetta* and *Star of Hope*, which were wrecked off Point Pelee April 7th, promise to result in an interesting law suit, in which the principal question raised will be the degree of responsibility attaching to owners of vessels for the carelessness or mismanagement of masters in their employ, and also as to the extent to which they may be held responsible for the promises of their captains. It will be remembered that these two barges, with cargoes of lumber, left their wharves at Detroit April 6th for Cleveland in tow of the barge *Burlington* and were caught in the memorable snow storm of the day following. The owner of the barges, Capt. Charles Ford of Detroit, claims that he was persuaded to leave Detroit on the promises of the *Burlington's* captain to see him through safely. The lumber which he had on board was consigned to a party in Cleveland who was very anxious that it should be delivered. Accordingly, the *Burlington* was asked by the consignee to tow the barges to Cleveland. Capt. Ford says he resisted because his vessels were uninsured and he regarded the trip as being too hazardous to be undertaken. Finally he consented after receiving the captain's guarantee of a safe trip and the further promise that he would tow the barges through the south channel, where they would be comparatively well sheltered. This, Capt. Ford claims, was not done. On the contrary, the north passage was followed, and as a result he says the vessels were lost and the lives of the crew were put in jeopardy. The owner of the steam barge *Burlington* is Reilly Burlington, Bay City, and against him Capt. Ford says a suit for damages will be brought.

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May 7, 1886

About 7,000,000 bushels of grain have already been received at Buffalo by boat since the opening of navigation.

Dunbar's tug *Shaughraun* has been repainted and overhauled and has resumed work on the Lime-Kiln Crossing.

On Thursday the schooner *Coral* arrived from Courtright with 125 barrels of salt for merchants in town. S. McGee owns 50 of them.

The fog signal and striking machinery for Colchester Reef Lighthouse have arrived at Amherstburg and will be placed in position at once.

The damage to Dunbar's dredge *Continental* by the barge *Iron Cliff* sheering

into it at the Lime-Kilns on her first trip down will be about \$160.

A reward is offered for the recovery of the body of the passenger drowned from the steamer *Mackinac* near Bar Point, Lake Erie, on April 15th.

The side-wheel steamer *Saginaw* started on her regular trips between Toledo, Amherstburg and Detroit last Saturday, calling here at 11 a.m. and 5 p.m.

The propeller *Oconto* has finally been released from Sandy Point and reached Port Huron Tuesday in tow of the tug *Reid*. She will probably be repaired at the Wolverine Dry-dock.

The propeller *Newburg*, bound down on Tuesday morning, ran hard aground on Fighting Island. The tug *Champion* and one of the Detroit and Windsor ferry steamers went to her assistance.

Capt. P. Williams of Windsor and the Independent Canadian Wrecking Company are now ready for business. They have complete wrecking outfits and can get ready at the shortest notice.

On Tuesday the schooner *I.L. Quimby* discharged another cargo of 179 tons of coal for J.G. Mullen, which she brought from Huron, Ohio, and on Wednesday the *Sassacus* brought a cargo of 214 tons from Cleveland for the same firm.

While on the way from Windsor to Detroit on Sunday, the ferry steamer *Hope* lost her rudder in midstream and became unmanageable. She floated down the river opposite the Canada Southern slip, where she was picked up and towed to Windsor. She was docked Monday.

Orders have been received from the U.S. Engineers' Department by the local force to begin in a short time the widening of the Lime-Kiln cut one hundred feet more than at present arranged for, on the west side. This will make a difference of 50 feet in the location of the range lights.

Last Friday as John Ross, first engineer of the *City of Dresden*, was below oiling the machinery, the left sleeve of his shirt was caught by the connecting rod of the engine and the sleeve was torn from the garment and Ross' arm was slightly cut, but fortunately no further damage was done. John had a narrow escape.

The tug *F.A. Folger*, recently built at Kingston, will be stationed at Windsor during the present season of navigation and will be equipped with complete wrecking outfit. She will be managed by Odette & Wherry and will operate in connection with the St. Lawrence Towing and Wrecking Company.

Andrew Hackett of Bois Blanc Light has received instructions from Ottawa to mark out the new channel on Bar Point. He will move the red can buoy, at present in 14 feet of water, and will place six red spar buoys in a range between the red can

buoy and the spot where the Bar Point Lightship was stationed, thus marking out a direct course. It will be done at once.

At 12 o'clock Thursday night of last week, the large three-masted scow-schooner *Grace Amelia*, which has been lying all winter near the Canadian shore a short distance below Windsor, was discovered on fire. The fire started in the cabin by the overturning of a charcoal stove, and, as the vessel lay with her bow up the river, the strong wind from the east prevented the flames from spreading to the forward part. The Windsor fire engines arrived shortly after the alarm was sounded but had some difficulty in reaching the vessel, which was moored some distance from the shore. Finally a small boat was secured and the hose carried on board. The fire was soon got under control but not until after the vessel was damaged to the extent of about \$2800; insurance against fire \$2000. The *Grace Amelia* registers 199 tons' burden, hails from Pt. Burwell and is owned by C.A. Chamberlain of Detroit. She was built in 1876. Last year she was used principally to carry ties and was handled by Detroit parties. She is lying at the same place where the barge *Pratt* was burned last fall.

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May 14, 1886

Capt. James Tobin is master of the tug *Jessie*.

The schooner *I.L. Quimby* arrived from Huron, Ohio, Sunday with 179 tons of coal for J.G. Mullen.

On Thursday James Penman shipped to Walkerville from Leamington 20 head of fat cattle for J.J. Johnson.

John Manson took charge as keeper of the Colchester Reef Lighthouse on Saturday last, vice C. Robson resigned.

The steamer *Greyhound* (old *Northwest*) will have the largest boilers of any steamer on the lakes. It is believed that she will be the fastest.

The new steamer *Simon Langell* arrived at Buffalo Saturday night with lumber from Bay City on her maiden trip. She carried about 700,000 feet.

Detroit parties have bought the Bar Point Lightship from the Canadian Government for \$1000. She will be used as a lightship near the Straits of Mackinac.

C.F. Dunbar, who had the contract to remove the wreck of the tug *Bob Hackett*, has succeeded in clearing the wreck away. The boiler and engine were lifted out by the dredge *Continental* and on Friday three charges of dynamite were discharged under the wreck, which made the old *Bob* rather scarce.

The tug *International* left for the "Soo" on Wednesday last for the purpose of

completing the contract with the underwriters to raise and tow the propeller *Quebec* to a port of safety. The *Quebec* is lying in about thirty feet of water. The captain of the steamer *Pacific* recently passed her and he says that the water about her is all clear of ice and the vessel does not appear to have been damaged by winter storms.

The Star Line steamer *Idlewild* and the steamer *Darius Cole* are having a series of trials of speed on the Port Huron and Detroit route. On Monday they made the run from Detroit to Port Huron in five hours and fifteen minutes - neither having any advantage. This is one hour and fifteen minutes quicker time than the *Idlewild* made when she had the route to herself. The *Idlewild* claims to have had bad coal. On Tuesday she beat the *Cole* 18 minutes on the run down.

W.P. Anderson, chief engineer of the Marine Department, paid the Colchester Lighthouse an official visit last Wednesday. He reports, after a thorough investigation, that the structure is in first class condition, notwithstanding the reports to the contrary. Every part of the building is sound and unshaken. A portion of the riprap has been carried away by the ice, which was expected, and a couple of cribs will probably be put in to protect the structure at an early date. The decision of the American Government to widen the Lime-Kiln Crossing channel by 100 feet will necessitate some change in the placing of the range lights, but a definite decision has not yet been arrived at on their exact location.

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May 21, 1886

The tug *A.W. Wright*, which sunk at Grand Marais, Lake Superior, has been raised by the *Wm. Brazell*.

The steamship *United Lumberman* discharged a cargo of lumber at Windsor on Tuesday for W. Nutson.

The schooner *I.L. Quimby* arrived Sunday from Huron, Ohio, with 180½ tons of coal for J.G. Mullen.

On Monday Capt. F.B. Hackett, with the schooner *Pilot*, removed Reid's anchors from Pigeon Bay to Morpeth.

Capt. Duncan Nicholson left on Wednesday for Detroit to take command of the International Wrecking Co.'s tug *Charlton*.

The Marine Department have provided a fog bell for the Colchester Reef Lighthouse and the same is expected to be placed in position in about a week.

The propeller *Cuba* arrived up on Saturday last from Montreal with freight for merchants in town and along the lake shore, which she discharged on Hamilton's dock.

Over a million bushels of grain are reported to be en route from Chicago to Montreal, and the prospects for large grain shipments from the latter port are regarded as good.

Dunbar's drill made the largest day's work on the Lime-Kilns on Wednesday that has yet been made by it in 12 hours. Fifty-one holes were drilled from 6 in the morning till 6 in the evening.

The tug *William Parks* has been added to the Moffat Tug Line fleet. She will tow the barges *Monitor* and *Church* during the remainder of the season between Huron, Ohio, and Point Edward.

The new lighthouse to be built at Park & Borrowman's will now have to be erected in the water and not on the bank. The change is necessary owing to shifting the range lights, caused by the widening of the Lime-Kilns cut.

The propeller *Alma Munro* of Port Stanley has been sold by auction to Chas. J. Hodge of Buffalo for \$15,000. The propeller, which was built in 1872, originally cost \$40,000 and was owned by the Elgin Transportation Co.

The United States Government has refused permission to Capt. Donnelly of Kingston to use Canadian tugs in raising the steamer *Algoma*, sunk off Isle Royale, Lake Superior, notwithstanding that the Dominion Government allowed United States tugs to be used last year in raising the steamer *Owen Sound*, lying in Canadian waters.

The steamers *Idlewild* and *Cole* are still keeping up the excitement on the Port Huron and Detroit route. They have got the tickets for the round trip up from nothing to 20 cents and are carrying full loads of passengers. They both leave Port Huron at the same time and the *Cole* beats the *Idlewild* a few minutes into Detroit. The *Idlewild* makes five more stops than the *Cole*. The *Evening Star* was put on in opposition to the *M.D. Ward* on the Detroit and Port Huron route on Monday, leaving Detroit in the morning. The *Ward* runs right away from the *Star*, but when the *Greyhound* (the old *Northwest*) comes out next month, it is expected they will all have to take a rear seat. It is rumored that the *Evening Star* will then be put on the Amherstburg, Wyandotte and Detroit route.

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May 28, 1886

The schooner *I.L. Quimby* arrived from Huron, Ohio, Tuesday with 177½ tons of coal for J.G. Mullen.

On Thursday of last week Dunbar's tug *Shaughraun* lost her rudder and search for the same was unsuccessful, so that she was obliged to go into the yard here for

the necessary repairs.

At 6 o'clock Sunday night the propeller *J.S. Fay*, having in tow the schooners *David Wagstaff* and *D.P. Rhodes*, all coal-laden, ran aground on the Lime-Kiln Crossing. The tug *Kittie Haight* with a lighter released the *Fay* on Monday morning.

The steamship *Conemaugh*, bound down on Tuesday morning, while rounding to above the Lime-Kilns got too far down and brought up on the Stony Island reef. The steamers *Garland* and *Fortune* came down from Detroit and assisted in getting her off in a short time.

The Detroit Towing and Wrecking Company will soon begin operations on the schooner *Mott*, sunk off Leamington. Wreckers have already placed three chains under her and as soon as a fourth can be placed, the lift will be made. She has a cargo of 300 tons of coal.

Capt. S.A. Murphy's expedition has reached the "Soo" and commenced work on the wreck of the *Quebec*. Capt. Murphy thinks that about ten days will be occupied in removing the ice about her, which is said to be still quite heavy, patching the holes in her sides and bottom and pumping her out.

The magnificent palace steamer *City of Cleveland* of the Detroit & Cleveland Steam Navigation Company made a trial trip from Detroit to Lake Erie Tuesday with about 500 ladies and gentlemen aboard. The time occupied in coming from the Detroit M.C.R. wharf to Bois Blanc Light (a distance of 18 miles) was fifty-six minutes and forty-five seconds. She started on the regular route between Detroit and Cleveland Wednesday and passed here fifty-three minutes after leaving Detroit, which is the best record yet made between these two points. On Wednesday she was presented with a new set of colors, which had been voted by the Cleveland council to the city's beautiful namesake. This craft is a 3-decker, lighted with electricity and is one of the fastest and by far the most beautiful steamer on the chain of lakes.

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June 4, 1886

Capt. John McKay, one of the oldest lake captains, is dead at Cleveland, aged 81.

Patrick Murphy, a seaman of the Canadian schooner *Arctic*, was drowned off Cheboygan, Mich., last week.

The steamship *R.J. Hackett* passed down Monday when Capt. C.C. Allen took Mrs. Allen and their four children for a trip.

On Wednesday the schooner *I.L. Quimby* discharged a cargo of 178 tons of coal, which she brought from Huron, Ohio, for J.G. Mullen.

A vessel was loaded at Parry Sound on Wednesday with 350,000 feet of lumber for Park & Borrowman and will arrive here next Tuesday.

The steamer *J.W. Steinhoff*, formerly of the lake shore route, has been bought at Fort Erie and will be run as a ferry between Black Rock and Victoria.

"Brock" Grant, one of the first engineers on the lakes, is dead at Erie, Pa., aged 90 years. He was the engineer of the "*Walk-in-the-Water*" at Detroit.

The tug *Bartlet No. 7*, formerly engaged in cable towing on the Erie Canal, was lying here all day Wednesday having her boiler repaired by Middleditch. She is the last of twenty that were engaged in the work and is going to Duluth to tow stone barges.

The engineer of the *City of Cleveland* has been experimenting on economy in the power used to make each trip. On Friday night he made the trip to Cleveland in six hours and 15 minutes on an average pressure of 22½ pounds of steam. The return trip to Detroit was made in seven hours at the same pressure. This is a very remarkable record, never having been equalled by any similar boat in western waters.

Grummond's tug *Champion* passed down last Tuesday night with six grain laden schooners, one of the largest tows through the river this season, the tow bills aggregating \$660. The tug *W.A. Moore* of the same line passed up with four vessels, whose tow bills amounted to \$432, the whole being a fair day's receipts for the one vessel firm, considering the competition to which tug men are subjected by the owners of steam barges.

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June 11, 1886

Canadian vessels will not be allowed to unload at Cleveland after 4 p.m.

Since April 5th, J.G. Mullen has received 3715 tons of coal to supply his boat trade at this port.

On Wednesday the schooner *D. Provost* arrived from Huron, Ohio, with 227 tons of coal for J.G. Mullen.

The steam barge *D.R. Van Allen* broke her engine on Monday below Amherstburg. The tug *Hercules* towed her up to Hodge's iron works for repairs.

The steam barge *Swallow*, lumber laden, now sunk in Chicago harbor, will be raised, but it may take two weeks to do it. It is said she was overloaded.

The schooner *Sir C.L. Van Straubenzie* arrived here on Wednesday morning

from Georgian Bay with 300,000 feet of lumber for Park & Borrowman.

The new steam barge *Spokane* was successfully launched at Cleveland Saturday afternoon. She is 265 feet over all, 38 feet beam and 24 feet molded depth.

Last Saturday the schooner *Mary Garrett* arrived from Huron, Ohio, with 150 tons of coal for J.G. Mullen and the following day the *I.L. Quimby* with 177½ tons for the same firm.

The tug *Admiral D. Porter* towed the old C.S. Ry.⁶ barge up to Detroit on Friday morning. The barge is in a dilapidated-looking condition and it took the whole river to hold her as she would take a shoot to one side and then to the other.

On Monday, as the tug *Sampson* was bound up with three schooners in tow and was crossing the Lime-Kilns, the *John O'Neil*, one of the vessels, struck the dredge *Continental* and glanced off, after which the *Emma C. Hutchinson* struck with full force and broke one of the spuds. The damage was about \$200.

Capt. Dulack of the Tonawanda Barge Co. was here on Monday completing the purchase of the old Bar Point Lightship at \$1000. Robert Sawyer was put at work Tuesday fitting her out and will take charge of her at her new station on White Shoals, above Mackinaw. She will be towed up there in about a week.

The Canadian barge *Nipigon* is detained at Chicago for violating the law in not reporting to the first customs house when she entered American waters. The reason her captain did not do so was that he had sprung a leak and feared to enter Mackinac or Cheboygan lest his craft should go to the bottom. The Treasury Department will investigate the case.

The propeller *Russia*, bound down, collided with the schooner *Thomas P. Sheldon* in Lake George, St. Mary's River, Thursday of last week. The *Sheldon* was struck on the starboard bow, cutting into her and causing damages which resulted in her sinking in a few minutes. The *Sheldon* is a Buffalo boat, worth \$48,000. The crew were taken off by Capt. Cottrell of the *New Orleans*. The wrecked boat had on 1500 tons of railroad iron for Duluth. The *Russia* passed here Friday with her bow stove in on both sides above the deck.

Capt. Murphy left Sarnia Monday evening of last week with the tug *Charlton* (Capt. D. Nicholson) for Owen Sound with the schooner *Starling*, which was sunk in the bay. She took the *Starling* to Owen Sound Dry-dock and then went to the *Quebec*. It is stated that the *Quebec*, beyond the hole in her bow which sunk her,

⁶ Canada Southern Railway

has received little or no damages to her hull. She was got safely in the dry-dock at Collingwood on Sunday and thus was completed the hardest undertaking in the wrecking line which was ever performed on the lakes, for which the Amherstburg mariners deserve the most credit. Capt. John Tobin of the tug *International*, with his efficient mate, Capt. Thomas Hayes, were on the job from the first to the last, and any knotty point that arises in a wrecking job that Capt. Jack Tobin can't work out would be useless for any other salt to tackle. The job cost \$28,000.

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June 18, 1886

On Tuesday John Campbell shipped as wheelsman on the schooner *Van Straubenzie*.

The schooner *I.L. Quimby* arrived from Huron, Ohio, Sunday with 180 tons of coal for J.G. Mullen.

The barge *J.D. Ketchum*, while lying at anchor above Sandwich Point on Wednesday night of last week, was run into by the schooner *Tremble*, in tow of the steamer *Wallula*, carrying away the *Ketchum's* cat head.<sup>7</sup> The schooner *Briody* [*Boody?*], in tow of the tug *Champion*, also struck the *Ketchum* a few minutes later, doing slight damage.

The purchasers of the Bar Point Lightship are Capt. Dulas and J.W. Westcott of Detroit. She will be anchored as a lightship on the northeast end of the white shoals, near the straits of Mackinac, and 3½ miles from the Wagochance [Waugoshance] Lighthouse, as a help through the passage. The enterprise is a private one and will be paid for by contributions from vessel owners.

The steamer *Alaska* now leaves Detroit daily, Sundays excepted, at 8 a.m. from the foot of First Street for Put-in-Bay, Middle Bass Island, Kelly's Island and Sandusky, arriving at the last named at 2 p.m. Returning, will leave Sandusky at 4:10 p.m. and arrive at Detroit at 10 p.m. Excursions will be given on Wednesdays and Saturdays at cheap rates, with Finney's string band on board. Will stop at Amherstburg when flagged.

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June 25, 1886

Joseph E. Maloney is now doing duty as wheelsman on the tug *Crusader*.

⁷ two strong beams projecting outwards horizontally from the ship's forecastle deck, one to each side; they suspend the anchors clear of the bow.

John McCormick has succeeded James O'Neill as mate of the steamer *City of Dresden*.

The tug *Hercules* of the Mills' Line was damaged by fire to the extent of \$1200 at Detroit yesterday morning.

The schooner *Venus* ran on the bank of Bois Blanc Island on Monday but was pulled off by the tug *Frank A. Folger*.

The tug *Mocking Bird* left Grand Island, Lake Superior, Wednesday of last week for Bay City, towing a raft of 4,000,000 feet of logs, said to be the largest raft ever handled on the lakes.

The fog bell apparatus for the new Colchester Lighthouse has been lying at the station for some time. There should be no further delay in having it put in position for use.

The steamer *United Lumberman* left part of her cargo of lumber at Judson A. Wright's last week and took the rest to Kingsville for Mr. Drake. She will be down in a few days with another cargo.

A month or six weeks will see the completion of Dunbar's present contract on the Lime-Kilns. There is another appropriation of \$160,000 in the River and Harbor Bill, now before Congress, for this work, which will be available by that time if President Cleveland doesn't veto the Bill. We hope he won't.

Capt. Harbottle and St. John, Canadian Government Inspectors of Hulls and Boilers, respectively, were at Windsor Monday for the purpose of inspecting the steam barges *C.N. Pratt* and *Ada E. Allen*. The *Pratt*, which was damaged by fire on the night of October 19th, 1884, has been thoroughly repaired and is now owned by Chamberlain & McGowan of Windsor. She was out for a trial trip on Saturday.

A serious mishap occurred at the Lime-Kiln Crossing Thursday of last week, which should serve as a caution to vessels navigating the new channel. The steam barge *Bessemer*, having in tow the schooner *David Vance*, bound down with ore, got out of her course slightly and both she and her consort struck a portion of blasted rock which was awaiting removal by the government dredges. As soon as the vessels were released from their position they tied to the dock at Amherstburg, where the schooner soon afterwards sank. Three steam pumps were brought down by the *Riverside* from Detroit and after several hours' work the vessel was relieved sufficiently to permit of temporary repairs. Both vessels went to Cleveland to discharge their ore cargoes, after which they will enter dry-dock for an examination of their bottoms.

The underwriters of the hull and cargo of the wrecked steamer *Quebec* have

turned her over to Capt. S.A. Murphy, who released her from the Sault River and delivered her in dock at Collingwood. W.B. Dimick has sent a detailed statement of the condition of the vessel and cargo. Under his contract, Murphy was to get \$17,500 for delivering her or to take her for his pay, as the underwriters might decide. Capt. S.V. Parsons, who made the survey, states that it will cost \$24,000 to repair the hull, to say nothing of the engine and boiler. The flour and wool making up the cargo have been so badly damaged that they are estimated to be worth but little over \$4000. Under the circumstances, Murphy gets the cargo as well as the hull. It is said that the engines and boilers were in excellent condition when the wreck occurred. Supposing them worth now about \$5000 or \$6000, Murphy would realize some \$10,000 for all his expenses and trouble in accomplishing the most difficult wrecking job ever performed on the lakes.

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July 2, 1886

The propeller *R.J. Hackett* has been in Clark's dry-dock repairing a leak.

The steam barge *S. Sheppard* arrived on Monday with 244 tons of coal for J.G. Mullen.

The steam barge *Coral* discharged a cargo of salt here last week for M.B. Twomey.

The *Greyhound* is nearly completed. It is expected that she will make her trial trip on the 3rd.

The schooner *I.L. Quimby* arrived up from Huron, O., on Tuesday with 178 tons of coal for J.G. Mullen.

The tug *International* of Murphy's Canada tug line, was at Windsor Monday having her boiler inspected, besides some repairs.

Capt. Frank Hackett's *Pilot* passed up on Monday from Buckhorn with a cargo of 40,000 feet of lumber for the Pullman Car Co. of Detroit.

The propeller *Atlantic* has been in Clark's dry-dock repairing her shoe, which was injured when she went aground on Mackinac Island.

Moffat's wreckers are blowing up the hull of the C.P.R. steamer *Algoma*, on the rocks at Isle Royale. They will remove the machinery, which is all in good shape.

The steamer *Wisconsin* is now running in connection with the Beatty Line between Sarnia and Duluth, calling at Lake Superior south shore ports for passengers and freight.

S.A. Murphy has been offered \$15,000 for the *Quebec*, which he raised in Sault Ste. Marie River, but will spend a few thousand on her and use her as a freight

carrier. He received \$4000 for her cargo.

The old Bar Point Lightship left here on Monday in tow of the steam barge *Alleghany* (Capt. W. Sunderland) for White Shoal Reef, Lake Michigan, where she will be used as a lightship. She has been put in good condition and will be under charge of Robert (Nitchie) Sawyers and Charles Gasco of this town.

A small boat with three men in it, which was towing behind the barge *Genoa*, in tow of the steamer *Sparta*, Monday near Sandwich Point, was filled with water by the swells from the steamer *Saginaw* and the occupants dumped into the river. After struggling for a time, a boat from shore came to their rescue and landed them on the beach thoroughly water-soaked.

The damage to the *David Vance* on the Lime-Kilns has been settled at \$2500. She first struck and damaged her keel, and then apparently received a heavy blow a little further aft, which was sufficient to break in one of her frames. To repair the injury it will be necessary to take off and replace considerable plank. She will also need new garboard strakes, 35 or 40 feet of a new keel, besides other large repairs to her bottom.

The steamer *Onoko* is making a remarkable record. She has discharged her fifth grain cargo at Buffalo this season, all but the first coming from Duluth, and she has delivered one ore cargo at Cleveland besides. All this has been done within two months. The most remarkable thing in this regard is that she has not carried a single up cargo and is going up light again. Capt. Trinter believes that she has made more money than if she had gone loaded both ways.

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July 9, 1886

The insurance on the wrecked propeller *Quebec*, amounting to \$48,125, has been paid the owner, J.H. Beatty of Sarnia.

Capt. Jacques Laframboise, who has been mate on the steam barge *R.J. Hackett*, has left her to take command of the tug *Admiral Porter*, which he will do today.

The new steel steamer *Spokane* arrived at Buffalo Sunday on her first down trip. She had 2260 net tons of wheat and copper ore from Duluth and drew 14½ feet. Capt. John Lowe reports that she worked satisfactorily.

The excursion steamer *Gazelle* of Detroit ran down the yacht *Josie* in the lake off the foot of Taylor Street, Chicago, at 9:30 o'clock last Tuesday night. One of the occupants of the yacht, Mrs. Everett Wilson, was drowned.

The steamer *Oconto*, which had such a terrible time knocking about the Charity Islands in Saginaw Bay all last winter, was wrecked on Tuesday night in the St.

Lawrence River. The propeller was six miles from Clayton, 12 miles below Kingston, when she went hard on a rock and went down soon after. She had on a large quantity of freight. The passengers and crew were all got off in safety. The *Oconto* was insured for \$15,000, which is considerably less than her value. Wm. F. Cullen was engineer.

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July 16, 1886

Capt. J. Laframboise took command of tug *Porter* yesterday. Capt. B. McMullen is mate.

On Thursday of last week the schooner *I.L. Quimby* arrived from Huron, Ohio, with 182 tons slack coal for J.G. Mullen.

The captain of the *Hiawatha* of Cleveland went to Sandusky on Sunday and returned without reporting or clearing. He is liable to a fine.

John A. Starke and John Smith, Cleveland longshoremen, were instantly killed on the schooner *H.H. Brown* by the giving way of a tramway and their precipitation into the hold.

The Detroit Dry-dock Company will build a new \$75,000 steamer, 200 feet long and 31 feet beam, for the Ludington, Milwaukee and Chicago route. The contract has been closed.

The schooner *O.M. Bond*, sunk at Port Dalhousie, has been raised and will be taken to Buffalo as soon as the Canadian authorities will allow the vessel to be taken through the canal.

The Canadian schooner *Jessie Scarth* is in trouble at Toledo, having been seized by the collector of customs for not reporting and clearing. The captain will pay a fine of \$1000 or be tied up and his vessel stripped.

The barge *Hitchkiss* passed Cheboygan Tuesday with 18,000 ties, 21,000 cedar posts and 500 telegraph poles, all of which is equivalent to 1,500,000 feet of timber, the largest cargo that has ever passed through the straits.

The cargo of the wrecked *Oconto* is valued at \$60,000, instead of \$500,000 as at first reported, and consists of lumber. The hull is insured for its full value. She slipped off the dock at Clayton and went down in 120 feet of water.

A life boat has arrived at Pelee and been placed in charge of Customs Officer D. McCormick. It is 24 feet in length, made in water tight compartments and cost \$550. It was built at Goderich. There is no point on the lakes where such a life-saving appliance is more needed.

About 11 o'clock last Friday night, when 30 miles out from Muskegon, the

steam barge *Hickox* collided with the steam barge *Milwaukee*, sinking her almost instantly. The crew of the *Milwaukee* jumped aboard the other vessel as the two came in contact. The watchman of the *Milwaukee* was asleep below and went down with the vessel. The *Milwaukee* was valued at \$12,000, partly insured. She lies in about 200 feet of water.

The new river steamer, the *Greyhound*, which went on the Port Huron route Wednesday morning, ostensibly under the management of the Star Line, makes the fifth boat on that route where not later than a year ago two boats charging double prices found hard work to do a paying business. The completion of the *Greyhound* marks another phase of the river fight. The up-river stockholders in the company opposed the purchase originally and have no interest in the boat. As there is no other route on which the *Greyhound* can be put with any show of earning money, she will no doubt be kept on the Port Huron route. So it happens that one set of stockholders in the company will be in opposition to the other. Old steamboat men think there is a good prospect for a third line on the route.

The propeller *J.H. Outhwaite*, the last of four of the largest vessels ever built at Cleveland, was launched Saturday. She is owned by H.J. Webb & Co., vessel brokers. Wm. Radcliffe is the builder. The launch was a success and was witnessed by about 2000 people. The new boat is 230 feet keel and 240 feet over all, 37 feet beam and 19 feet moulded depth. She is a double decker and will carry three spars. Her gross tonnage, customs measurement, is 1304 and net 1099. She will probably carry 1600 tons. The machinery is compound - a duplicate of that in the *J.H. Devereaux* and similar to that of the three other boats launched this season. The *J.H. Outhwaite* cost \$80,000. Capt. John Nelson, who owns a part of the boat, will be master; Chas. Scoville, first engineer; and Joseph Gorman, first mate. She goes into the iron ore trade and will be ready in a week.

The Northwest Transportation Company's steamer *Quebec*, sunk in the Sault and [which] became the property of S.A. Murphy after he raised and towed her to Owen Sound, the hull and pool preferring to give up their ownership rather than pay the contract price for raising her, arrived at Walkerville last Monday night in charge of Capt. D. Nicholson and in tow of the *Kate Williams*. Her appearance gives evidence of the hard pounding she received on the rocky sides of the "pocket" on which she lay for so long, and her port arch is entirely gone. It has been decided to repair her at Buffalo and she was towed down Tuesday. The *Quebec* was placed in the Union Dry-dock at Buffalo and is to be rebuilt into a freight steamer. She is to be carefully overhauled and given inside steel arches in place of the old overhanging

wooden ones. Her machinery needs but little repairing. Capt. Murphy thinks that by expending about \$6000 he will get a pretty decent boat carrying 800 or 900 tons. The schooner *Johnson* took down the engine and boiler of the tug *Kate Moffatt*, burned and sunk off Presque Isle, Lake Huron. This also belongs to Murphy. It is stated that he intends to put the boiler into the tug *Gladiator*.

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July 23, 1886

The Canadian lighthouse supply ship *Dominion* arrived up on Wednesday with the year's necessities for Colchester and Bois Blanc Lighthouses.

Capt. Frank B. Hackett is instructed by the owners to offer a reward of \$800 to any person locating the wreck of the propeller *Forest Queen*, sunk in Pigeon Bay some 15 years ago.

On Tuesday the schooner *Corsican* ran aground on Fighting Island. The tug *Folger*, Capt. Chas. Conroy, took the schooner *Pilot* up and lightered off 75 tons of her cargo of coal and then pulled her off.

The Union Steamboat Company is to build a steel steamer at Buffalo, 30 feet longer than the *Onoko* and larger than anything on the lakes. She will cost \$225,000 and be ready for next season.

The Grand Trunk car ferry *Great Western*, which is being overhauled at Windsor, will be out in October. Four new steel boilers are being put into her. They almost rival in size those of the steamer *Greyhound*, and were built at Montreal.

The fog bell for Colchester Reef Lighthouse is still lying here and no indication has been given of when it is to be put in position. On these frequent foggy mornings it would be a great advantage to vessels, who have often to lie outside the river till it clears up.

On Saturday the schooner *I.L. Quimby* arrived from Huron, Ohio, with 180 tons of coal, and the following day the *John Tibbets*, with 320 tons from Cleveland, and on Thursday the schooner *I.L. Quimby* arrived again from Toledo with 180 tons of coal for J.G. Mullen.

The schooner *O.M. Bond*, which has been sunk at Port Dalhousie, was towed to Buffalo Sunday morning and docked at the Mills yard. She had one steam pump aboard, but not working. She left 130 tons of her coal cargo at Dalhousie, and after the other 514 tons are taken out, a survey will be held on her.

An improvement in the wrecking regulations between the United States and Canada would form a valuable sequel to the improvement about to be effected in the

provisions for the extradition of criminals. Great Britain and America having decided not to protect and encourage crime, they should also agree not to promote loss of life and waste of property on the lakes.

Capt. Tyler Morier gives up command of the propeller *S. Hodge* to take command of the new steamer *W.H. Stevens* of the same line; Capt. McDougall goes as mate on the *Stevens* and Edward Mosier, engineer of the *Hodge*, is also transferred to the *Stevens*. F.W. Stenton, mate of the *Hodge*, is promoted to the command and Joseph Hayes, second engineer, is advanced to first. The new steamer will be out next week.

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July 30, 1886

On Tuesday the schooner *I.L. Quimby* arrived from Huron, Ohio, with 172 tons of coal for J.G. Mullen, and on the same day the *John Tibbets* brought 338 tons for the same firm.

A decision has been rendered at Chicago in the case of the collision between the steamer *Gazelle* and the yacht *Josie*, by which one passenger lost her life. The officers of the *Gazelle* have been exonerated.

John Gleason shipped last week as second mate on the large new iron steamship *Spokane*. For first class men, Amherstburg takes the lead and marine captains consider them indispensable. Capt. Frank Auffret expects to leave this week to take his position as mate on the steamship *Raleigh*, on which he lost his right hand by being caught in the poney engine.

Dunbar's drill completed its work on the Lime-Kiln Crossing contract yesterday (Thursday) and has been laid up for repairs. The two dredges, however, will be kept busy for some time yet, cleaning up, and it is expected another contract will shortly be let. There yet remains \$30,000 of the old appropriation, the contract price being much less than the estimate. Mr. Dunbar will probably work the \$30,000 out. The probabilities of the bill now before Congress, appropriating \$36,000 for the Lime-Kilns, looks slim.

Early Thursday morning of last week the schooner *Edward Blake*, in tow of the steam barge *Sir L. Tilley*, struck the new U.S. Bar Point Lighthouse and stove a hole in her port bow. She was towed over into Canadian waters and went to the bottom close to the bank. She was raised on Friday and towed up to the Detroit Dry-dock, a steam pump keeping her free. Her damage is estimated at \$2000. A hole large enough to drive a horse and cart through was stove in her bow. She carried away the derrick from the lighthouse and otherwise injured it.

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August 6, 1886

On Saturday the schooner *I.L. Quimby* arrived from Huron, Ohio, with 185 tons of coal for J.G. Mullen, and the *John Tibbets* from Toledo with 320 tons for the same firm.

The Detroit & Cleveland Steam Navigation Company will build a large summer hotel on Mackinac Island. It will have 324 rooms and a dining hall capable of seating 500 guests.

Wm. Gibson of Detroit, chief engineer of the steam barge *Hiawatha*, met with an accident on Tuesday at Duluth by which he lost his left arm. He was taken to the marine hospital.

The steamer *Passport*, while on her voyage from Montreal to Toronto, struck the pier while entering the Cornwall canal on Saturday night and sank in twenty feet of water. The passengers and crew escaped.

The new composite vessel, the *Susan E. Peck*, was launched at Wyandotte on Thursday afternoon of last week. She has been so constructed that her conversion into a steam barge can be easily accomplished, and it is probable that steam power will be applied next year. She is 225 feet long, has a beam of 38 feet, a depth of hold of twenty feet and a draft of five feet. Her measurement is 2000 tons gross, and cost, as she now stands, \$76,000.

About 1:30 o'clock on Thursday morning of last week a collision occurred at the Lime-Kiln Crossing between the schooner *Selkirk* and the tow barge *Favorite*, which resulted in about \$1000 damage to both vessels. The tug *Oswego* had the *Selkirk* in tow, bound down, and the *Favorite* was bound up in tow of the tug *Musie*. When the latter tow hauled up at the lower end of the range light series, the *Favorite*, which was the hindmost vessel, failed to keep in line with the others and so fouled the *Selkirk*. The damage to the *Selkirk* was principally to her rigging, while the *Favorite* had some of her planking ripped off by the fluke of the *Selkirk's* anchor.

When the tug *Oswego* came into this port Wednesday, she was libelled by Collector Gott for towing the schooner *Marquis* from Sarnia to Lake Huron on June 10th without clearing. The starting bar of the *Oswego* was removed and three officers were placed on the tug to watch. About midnight the line was parted while the men were on the dock, and the tug left suddenly. The Collector says the captain told him that the boiler was leaking, for which reason the cylinder head was not removed, and for the same reason it was made to appear that a good head of steam

was necessary, but, it appears, these were only intended to serve in effecting the tug's escape. The chagrin of the officers when they saw the bird taking its flight can be readily imagined. However, war has been declared against the Grummond fleet (of which the *Oswego* is a portion) and we await developments. It was reported to Collector Gott last evening that Capt. Grummond had paid Collector Benson of Windsor \$400 as a settlement of the trouble.
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August 13, 1886

John Carney of this town is now wheelsman on the steamer *Saginaw*.

Frank Auffret has returned to his duties as mate of the steamer *Raleigh*.

The propeller *Justice Field* and her six barges brought into Chicago last week the largest cargo of lumber that ever came into port in a single consignment. They had 1,800,000 feet aboard.

The schooner *Sassacus* arrived from Cleveland, Ohio, Saturday with 226 tons of coal for J.G. Mullen and Monday the *I.L. Quimby* from Huron, Ohio, with 175 tons of slack for the same firm.

The propeller *Quebec*, raised from St. Mary's River by S.A. Murphy, will be ready for a trip by Sept. 1st. Her engines are as good as ever and will continue in use. There is talk of renaming her the *Neptune*.

Wm. H. Gibson, engineer of the propeller *Hiawatha*, who had his arm taken off Tuesday of last week at Sault Ste. Marie, died on Saturday at 1 o'clock. He belonged to Detroit Lodge No. 2, A.F.&A.M.

Lake Superior vesselmen are talking of sending a petition to the U.S. Lighthouse Board asking for the erection of a lighthouse and steam fog signal on the north end of the North Manitou Island. At present it is a particularly dangerous locality during thick or foggy weather.

A special dispatch to the *Detroit Free Press* from Ottawa says:-"The recapture of the American steam tug *Oswego* at Amherstburg by her crew after she had been seized by the customs officials has raised a storm in the Fishery Department. The government is highly incensed that so little respect was shown the Queen's name, which is tacked on to all seizure notices. It was this vessel that was seized at Amherstburg three days ago, whereupon her crew overpowered the Canadian guard and, putting them in a boat, steamed out of the port with the Union Jack flying upside down. The Government has issued a notice that for this feat the crew and owners of the *Oswego* have for all time forfeited their right to enter Canadian waters, under penalty of immediate seizure. They will be arrested and imprisoned

if caught, immediately upon coming within Canadian jurisdiction. The men will be treated as pirates, except that capital punishment for such offences is not possible." We rather think this correspondent is drawing on his imagination pretty heavily.

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August 20, 1886

A double-ender ferry boat for the Detroit & Windsor Ferry Company is talked of for next season.

Last Friday the schooner *I.L. Quimby* arrived from Toledo, Ohio, with 185 tons of coal for J.G. Mullen.

The steamer *Greyhound* gives an excursion from Detroit to Lake Erie today. She will pass here at 3:30 p.m.

A companion boat for the steamer *City of Cleveland* is to be built for the Detroit and Cleveland route next winter. She will probably be larger than the *City of Cleveland*.

The tug *Gladiator*, which has just received the boiler of the *Kate Moffatt*, has left Buffalo for Milwaukee with the barges *Stephenson*, *Carpenter*, *Uranus* and *Wenona*, which she is to tow regularly hereafter.

The Canadian steamer *Frances Smith* was seized on Monday at Mackinac Island by Collector Watson of Grand Haven for not clearing. There was a large excursion party on board who had to take another boat home. The captain says that former collectors did not enforce the law.

The excursion steamer *A.J. Wright* has been sold by Capt. John Prindiville of Chicago to C.A. Jex of Port Huron for \$13,000. She will be placed at once on the route between Port Huron and Port Austin. Capt. McGregor, late of the propeller *Oconto*, will be master of the boat.

The Star Line will build a new steel steamer for the Detroit & Port Huron route, as a mate for the *Greyhound*. The boat will be 272 feet long on the water line, carry 2800 passengers and make 21 miles an hour. Her cost is estimated at \$160,000. The *Idlewild* will be retired from the line and used as an excursion boat.

It is said that the Union Dry-dock Company of Buffalo is to build a steel steamer which will be the largest of any ever constructed for the lake traffic. She will be 310 feet keel, 335 feet in length over all, 42 feet beam and 26 feet depth of hold with a carrying capacity for 3000 tons of freight. Her cost will be \$225,000.

One of the largest cargoes of wheat taken out of Duluth this season was that of the steel steamer "*Spokane*", which cleared a few days ago with 60,000 bushels of wheat and 5000 barrels of flour, equal to 78,000 bushels wheat. This cargo would

fill a train of 160 cars and is carried by water to Buffalo, 1000 miles for 3¾ cents a bushel and the flour for 15 cts. a barrel.

Capt. Grummond's schooner *A.A. Boody* passed down Monday evening after a narrow escape from sinking in Lake Michigan with a cargo of iron ore. She was en route from Escanaba to Cleveland and on Thursday of last week she was discovered to be settling when off Great Beaver Island. The pumps were manned but no headway could be made, and the vessel would have gone down in 120 feet of water but for the timely arrival of the tug *Martin Swain*, which towed her to Detroit, and she went to Cleveland with a steam pump on board.

Murphy's wrecking expedition, under charge of Capt. D. Nicholson, which has been searching Lake Erie for the wreck of the schooner *Mott*, succeeded in finding her on Tuesday last. On Wednesday the diver went down and examined her. He reports her in good shape, setting on an even keel in five feet of sand. The ends of the chains which were passed under her some time ago were dug up and an effort will be made to raise her at once. She is loaded with hard coal and was sunk by colliding with the schooner *Monticello* about two years ago.

The propeller *California* arrived in Chicago from Montreal with 40 passengers. Among them were five passengers from Cleveland. The master of the *California* was brought before Collector Seeberger, charged with violating the American coasting law. He claimed that he did not violate it. The passengers bought their tickets for Windsor opposite Detroit. Their baggage was landed and inspected by the Customs officer and they then purchased tickets from that point to Chicago. The same thing used to be done about 25 or 30 years ago, when the steamer *Canada* ran between Buffalo and Detroit in connection with the M.C.R., the cargo in those days being put on the dock here and loaded back on the boat again.

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August 27, 1886

It is said that the steamship *Eighth Ohio* will go on the Toledo and Detroit route in opposition to the *Saginaw* on September 1st.

On Friday afternoon the steamer *Greyhound* with a large excursion party on board ran to Bois Blanc Light in one hour, five minutes and thirty seconds.

Owing to the dense fog early yesterday morning, the steamer *City of Detroit* was obliged to seek refuge here on her way up. She remained about three hours.

The schooner *Sassacus* arrived last Friday from Cleveland, Ohio, with 232 tons of coal for J.G. Mullen, and the *I.L. Quimby* Saturday from Toledo, Ohio, with 184 tons for the same firm.

At an early hour Wednesday morning an unknown scow ran on the piers of the railroad bridge at Grosse Isle and received injuries from which she narrowly escaped sinking, the hole was patched up and she proceeded on her way.

Andrew Hackett, who has charge of the Bois Blanc and other river lights in this neighborhood, has received a large two-masted sailboat, built in Gibraltar, Mich., for the Dominion Government. It is 35 feet long and 12 feet beam with a large centre board and will be used in connection with the Bois Blanc and Colchester Lighthouses and for the care of the river buoys.

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September 3, 1886

The schooner *I.L. Quimby* arrived from Toledo, Ohio, with 188¼ tons of coal for J.G. Mullen.

Donald J. Duncanson arrived home on Sunday, having resigned his position as mate of the steamship *Hiawatha*.

The tug *Bob Hackett*, which sank at Beaubien's slip, Detroit, some time ago, was raised on Monday by the tug *Wm. Parks*.

James Tormey left yesterday for Detroit to take a position on Grummond's line of tugs. John Dornan is wheeling on the *Dresden*.

The magnificent new steamer *John F. Eddy* was successfully launched on Tuesday afternoon at 3 o'clock at the Springwells Dry-docks.

On Wednesday the steamer *City of Dresden* ran on a sunken pile at Hackett's dock and it broke a small hole in her bottom, so that she was compelled to go into the Detroit Dry-dock to have the necessary repairs made.

Frank Auffret returned home this week, having been compelled to leave his position as mate of the steamship *Raleigh*, owing to his arm (from which he had the hand cut off some time ago) paining him so much while engaged in his duties on the boat.

The steam barge *Cormorant*, ashore in Waiska Bay near Sault Ste. Marie, was released on Tuesday morning during high water. The steam barges *R.J. Hackett* and *Baldwin*, aground in Lake George, were both pulled off by the tug *Mystic*. The heavy gale prevailing from the northwest caused the water to rise to the highest stage of the season.

The Deputy Minister of Marine has issued orders to the proper officials along the line of the Welland Canal to enforce the law which requires masters and mates to be properly qualified by the holding of certificates under provisions of the Masters' and Mates' Certificate Act. All vessels found not complying will be

detained and a fine of \$100 imposed.

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September 10, 1886

The schooner *Singapore* arrived yesterday from Cleveland, Ohio, with 423 tons of coal for J.G. Mullen.

The steamship *J.S. Fay*, which was considerably damaged by fire Tuesday of last week, called here Monday on her way up, laden with coal.

The schooner *I.L. Quimby* arrived Saturday from Toledo, Ohio, with 177½ tons of coal for J.G. Mullen, and the *Adain* brought 122 tons for the same firm.

The statement to the effect that the steamer *City of Dresden* struck on a pile at Hackett's dock was an error. The cause of her going into the dry-dock was some oakum becoming loosened, which made a leak.

Monday's meeting of the Detroit and St. Clair Towing Association at Detroit decided to advance towing rates to the old card on the basis of old tonnage, and hereafter no reduction will be allowed for new measurement.

On Monday the steamships *Waldo A. Avery* and *Porter Chamberlain*, the tug *Music* and schooners *Commodore*, *Favorite*, *Nelson*, *H.A. Hawgood*, *Ida Corning*, *A.T. Bliss* and *T.H. Candon* took refuge at this port, where they waited until the fog cleared away.

John Manson of the Colchester Lighthouse was in town on Monday arranging for the shipment of the fog bell apparatus out there. Mr. Noble of the Department of Marine, Ottawa, is expected up in a few days to assist in putting it in place.

Two new steamers will be built at Radcliff's yard, Cleveland, for which contracts were completed Saturday. One, which will be larger than any of the steamers contracted for there this season, is for M.A. Bradley and C.L. Grover. The second, to be 240 feet keel, is for George Bierman & Brother and others. When work is commenced on these two boats, which will be a very short time, there will be six large steamers and one schooner building in Cleveland, with prospects of two or three more if yard room can be found.

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September 17, 1886

Capt. Frank Park is now sailing the tug *H.A. Ballentine*.

Henry King is now sailing with Capt. C.C. Allen on the steamer *R.J. Hackett*.

J. Noble of the Department of Marine, Ottawa, was here Tuesday, when he placed the fog bell in position on Colchester Reef Lighthouse.

The schooner *Mary Garrett* arrived on Sunday from Cleveland, Ohio, with 140

tons of coal for J.G. Mullen, and on Wednesday the *I.L. Quimby* brought 181 tons from Lorain, Ohio, for the same firm.

The propeller *California* called here Sunday and landed about 14 tons of freight, a portion of it being 80 barrels of sugar, which were shipped from Montreal and consigned to merchants here and at lake shore ports.

As the steamer *Saginaw* was leaving Hamilton's dock last Sunday evening, the strong wind caused her to come in contact with Heard & Co.'s dock and the consequence was the paddle box on the port side was stove in, but the damage was nominal.

While the captain of the seized tug *Harvey Neelon* and the U.S. Marshal were visiting a saloon at Buffalo, the crew of the tug threw off the lines and stole her out, arriving at Port Colborne. The captain arrived by train. A sharp lookout is being kept aboard of her to prevent her being stolen back.

All the steamships of the Allan Line are being registered at the port of Montreal as they come in, and now carry the Canadian Ensign at the peak instead of the British one as formerly. It will make a great increase in Canadian tonnage, adding 50,000 tons to the ocean tonnage of Montreal.

The acting Attorney General of the United States has given his opinion on the case of the propeller *California*, submitted by the Treasury Department. He decides that the vessel's voyage from Cleveland to Chicago was substantially a continuous one, although she transferred passengers at Windsor. She is subject to the penalty of \$2 for each passenger transported between those ports.

The *City of Cleveland* and the *Greyhound* were indulging in a brush on St. Clair River last Sunday when, in passing a barge with a tow, the steamers got too near together, when the suction brought them together sideways with a crash. The 150 passengers on the *Greyhound* were badly scared. The damage to the *Greyhound* is in the neighborhood of \$300, consisting mainly of broken stanchions. That of the *Cleveland* is nominal.

On Wednesday night of last week, as the steamer *Milton D. Ward*, bound down, was opposite Grosse Point, she was run into by the steam barge *Norma* with a tow of barges, bound up light. The barge struck the steamer a glancing blow on the port bow, tearing off a large section of her bulwarks and seriously damaging her wheel. The hundreds of passengers who were on the *Ward* at the time the collision occurred were badly frightened, but fortunately none were hurt. The steamer drifted helplessly until one of the Mills' Line tugs went to her assistance. She was towed to Detroit at 11 p.m. It will take about two weeks and cost about \$3000 to repair the

Ward's damage. Capt. Grummond will libel the *Norma* for \$4000 damages.

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September 24, 1886

The schooner *I.L. Quimby* arrived Monday from Toledo, Ohio, with 186 tons of coal for J.G. Mullen.

St. Catharines parties are negotiating for the purchase of the engine of the tug *Bob Hackett* from E. Dunbar.

The U.S. Customs collectors have been instructed to warn Canadian tug masters that a penalty will be entailed by the resumption of a tow of American vessels dropped in American waters.

The steamer *Frances Smith* of Owen Sound has again been seized by the American authorities at Sault Ste. Marie, Mich., on account of some informality as to the security of \$15,000 on a former seizure at St. Ignace, Mich., for improper reporting at that port.

The tug *Minnie Morton*, which was carried from the head of Bois Blanc Island by a raft in tow of the *John Owen* and sunk near Bar Point, has been located by Capt. F.B. Hackett, and Capt. Elijah Dunbar has purchased the wreck for \$50. She lies in 28 feet of water and is in good condition, except that the cabin is gone. She will be raised at once with the tug *Shaughraun* and the barges used on the Lime-Kiln Crossing.

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October 1, 1886

A. Fisher Jr. is now wheeling on the tug *Kate Williams*.

On Tuesday the steamer *City of Dresden* brought up over 500 baskets of peaches from the lake shore.

On Wednesday the steam barge *Shickluna* took seven tons of bent stuff from here for Montreal. It was shipped by Heard & Co.

As the steamer *Flora* was coming through the St. Clair Flats in the fog Monday, she ran aground and was released by the tug *Champion*.

W.H. Noble of the Marine Dept., Ottawa, completed the erection of the bell on Colchester Reef Lighthouse on Friday last. The bell is operated by clock-work and will be sounded during thick and foggy weather.

It is feared at Chicago that the schooner *Charley J. Smith* and her crew are lost. The vessel left Muskegon 11 days ago with a cargo of sawdust and lumber, consigned to Pullman near Chicago. She has not since been heard of.

Last Saturday the schooner *I.L. Quimby* arrived up from Toledo, Ohio, with 177

tons of coal for J.G. Mullen. On Sunday the *Adain* brought 103 tons; on Wednesday the *Ada E. Allen* 287 tons and the sch. *Volunteer* 289 tons for the same firm.

The port wheel of the steamer *City of Milwaukee* broke in mid-lake on her trip from Milwaukee to Grand Haven Monday night and she was left at the mercy of the waves. The captain and crew cleared away the debris and with one wheel brought the steamer safely into Grand Haven. The 35 passengers on board behaved well.

The steamer *Quebec*, which was granted American papers Wednesday of last week by the Treasury Department, has had her name changed to that of the *F.E. Spinner*, the former Treasurer of the United States. Capt. Chas. Swartwood will be her master at present. The vessel was built in 1874 at Chatham and about a year ago she sank near Sault Ste. Marie. She was raised and extensively repaired. Her length is now 190 feet and her beam is 35 feet, and she has a depth of hold of 14 feet. Her gross tonnage is 1,089.19. S.A. Murphy values her at \$60,000. She has been libelled at Buffalo for numerous debts and is detained there.

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October 8, 1886

On Monday the schooner *Sassacus* arrived from Cleveland, Ohio, with 250 tons of coal for J.G. Mullen.

The steamer *Acadia* landed 200 barrels of sugar at Hamilton's dock on Tuesday and also other merchandise for merchants in town.

This week the schooner *North Star* loaded 10,000 bushels of wheat at Barron & Borrowman's grain warehouse for Kingston.

The tug *McArthur* of Kingston, the two-pipe<sup>8</sup> Canadian wrecker, called here on Wednesday morning. She will be stationed at Windsor.

The Canadian Pacific steamship *Athabasca*, about which rumours were current that she had been lost on Lake Superior, arrived safely at Owen Sound Tuesday.

The steam barge *D.D. Calvin*, timber laden, crashed into the bridge in the Welland Canal, knocking it off the pivot and obstructing navigation the greater part of Monday.

The Montreal traffic returns since the opening of navigation to September 30 show that 431 ocean steamers had arrived at that port, an increase over last year of eighty-one vessels. The increase in tons is 110,000.

The tug *Crusader*, Capt. E.C. Gatfield, of the Pidgeon Line, passed up Tuesday

with five large schooners, the combined tow bill of which amounted to \$793, the largest tow of the season. The tug *W.A. Moore* passed up Tuesday night with seven large schooners.

The heavy fog on the river on Monday, Tuesday, Wednesday and Thursday mornings stopped everything here. The *Riverside* was delayed until 8 o'clock on that account. The steam barge *Enterprise* ran on the foot of Bois Blanc Island Wednesday evening, but released herself. It was very thick at that time at the mouth of the river.

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October 15, 1886

Capt. Fleming of the barge *Coral* reports that a spirit compass valued at \$40 was stolen from the boat on Tuesday night while she was lying at Hurley's coal dock in Windsor.

The steamer *Roanoke* is still aground on Stag Island, St. Clair River. A canal is now being dredged in the endeavor to get her off. It has cost \$2000 so far in the efforts to get her afloat.

The passenger propeller *Saginaw Valley* blew out her cylinder head just above the Lime-Kilns and floated helplessly down the river broadside to the stream. When opposite Mullen's upper dock, she let go her anchor and ran a line to the dock and dropped down alongside Murray Street dock. She was towed to Detroit by the tug *Myles*.

The Detroit Dry-dock Co. have contracted to build a monster steel steamship, which will be one-third larger than the largest vessel on the lakes. The dimensions, so far as determined, are as follows: Length of keel, 365 feet; over all, 385 feet; beam, 50 feet; depth of hold, 30 feet. It is designed to carry 4500 tons of freight or 150,000 bushels of wheat, which is calculated can be transferred from Chicago to Buffalo for one cent per bushel.

Thursday, 30th September, was an exceedingly rough day on the Lake Erie. The schooner *Pilot*, Captain F.B. Hackett, of this town, was going to Robinson's dock for a load of spokes but owing to the gale was obliged to let go her anchors after the rudder had been broken by a floating log and her bulwarks partially carried away by a heavy seas. In this condition one of the anchors dragged, but the other fortunately held on all day and during the night. The condition of the *Pilot* had been a cause of much anxiety to L.M. Reid, who had watched her all the previous day, and supposing her provisions were short, he was on [the] beach at day-break on Friday

⁸ having two smoke-stacks

with a sack of all the necessities for those on board. A pound boat⁹ was procured and manned by Peter Ives, his two sons and Ike Webber, who at considerable risk conveyed the provisions to the *Pilot*. Captain Hackett is deeply grateful to Mr. Reid for his solicitude and promptness in sending supplies, an act which reflects great credit on that kind-hearted gentleman.

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October 22, 1886

**THE LIME-KILNS CROSSING.-An Important Modification of the plans for Improving the Lime-Kilns Crossing to be Recommended. - It will be less expensive than the original plan for a curved channel and will lessen the number of collisions.**-On recommendation of Gen. O. Poe, who has the supervision of the improvements of the channel of the Detroit River at the Lime-Kiln Crossing, the Chief of Engineers of the U.S. Army will include in his report to be sent to Congress at its next session by the Secretary of War a recommendation for an important modification of the plans of the government work at the point named. Originally the channel at Lime-Kiln Crossing could not be depended upon for more than thirteen feet of water, the ordinary depths being much affected by the direction and force of the wind.

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 that project.

In 1883 it was wisely determined to modify the project in such a manner 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 constitutes the project now approaching completion under a contract to be completed by November 30th next.

Throughout the whole of the year the contractors have diligently pushed the work, day and night, whenever the season would permit. The same energy has characterized the operations under this contract from the very beginning and demonstrates the fact that the time originally designated for doing the work was too short. The total of work done to June 30th, 1886, is as follows: Area completed, 633,780 square feet; area drilled and blasted, 96,072 square feet; area dredged but

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<sup>9</sup> a specially designed Great Lakes fishing boat used to tend "pound nets", which were staked to the lake bottom to trap fish, the boat merely relieving the nets of the fish.

not cleaned, 1312 square feet; solid rock removed, 65,321 cubic yards; loose rock removed, 898 cubic yards.

There remains to be removed under this contract a quantity of solid rock, estimated at 4092 cubic yards, when the channel as modified in 1883 will have been completed.

Last April the upper range light on Bois Blanc Island was moved four degrees and eighteen minutes to the westward from the lower light, thus marking the new temporary channel and leading vessels clear of the working plant and giving them a half a foot greater depth of water. Since that time several collisions have occurred, although the twenty-foot channel was utilized for more than half its extent, a fact which shows that the width of 300 feet is insufficient.

In his last report, the Chief of Engineers presented an argument in favor of an increase of width to 400 feet. In his report for the year he will say: "The experience gained meanwhile demonstrates the propriety of such increase, but I now desire to modify my recommendation in regard to the matter by proposing that the additional 100 feet in width be gained entirely on the western (American) side, instead of fifty feet on each side. Examinations made since my former report show that the increase in amount of excavation will only be about 1767 cubic yards and that because of the more favorable conditions, it ought not to cost any more than would the divided excavation. Therefore, no modification of the estimate of \$168,000 is necessary.

"Another reason for preferring that the additional excavation should be made entirely on the western side of the cut arises from the fact that since beginning the use of a portion of the new channel it has been found that the set of the current is strongly toward the eastern side. Including the additional work proposed, the ultimate cost of the improvement will be only a little more than half the original estimate for the little canal channel, 300 feet wide, and but little more than the loss by detention and damage to vessels by striking here within the last six years, the money value of which has been over \$500,000.

"Being satisfied 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 I may properly do so, urge the appropriation of the entire sum of \$168,000 at one time, in order 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 now in progress will be completed with the funds at present available. The improvement benefits no local interest. On the contrary, it is national in its character, the States of New York, Pennsylvania, Ohio, Illinois, Wisconsin, Iowa and Minnesota and Montana and

Dakota being more directly benefitted by it than is the State of Michigan, upon the borders of which it is situated."

The original estimate of the probable cost of the work was \$1,206,500. The amount appropriated, which will suffice for completion of present project, \$535,000. Actual cost of present project, less than the estimate, \$671,500. Estimated cost of proposed increase of 100 feet in width of the channel, \$168,000. Cost of channel now proposed, less than the original estimates for the narrow channel, \$503,500.

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October 22, 1886

Yesterday (Thursday) the schooner *Sarah* loaded 4000 bushels of wheat at J.D. Gibb's warehouse for Buffalo.

The steam barge *United Lumbermen* arrived Monday from Georgian Bay with 414,000 feet of lumber for S. Fraser and J.A. Wright.

The water in the river was three feet lower than usual Thursday night. The car ferry *Transport* stuck in the mud in her slip at Windsor.

On Sunday the schooner *Venus* arrived from Cleveland with 454 tons of coal for J.G. Mullen, and on Wednesday the *I.L. Quimby* came from Toledo with 182 tons for the same firm.

The steam barge *Wilson* and barges *Jones* and *Manitowac* are ashore at the east end of Mackinac Island. They are bound for Chicago from Lake Superior. The barges are on huge rocks and exposed to easterly winds.

The crib for the new lighthouse was sunk in the river opposite Park & Borrowman's factory. It is only a temporary affair and when the work is completed on the Lime-Kilns the Canadian government will erect a substantial structure.

J.C. Patterson, M.P. for Essex, had an interview with the Minister of Customs Wednesday of last week, with reference to the seizure of two vessels at Amherstburg for infractions of the customs regulations. It appears they towed vessels from a United States port into Amherstburg and left without having reported to the customs either inward or outwards. The decision of the Department has been reserved.

John Manson, keeper of the Colchester Reef Lighthouse, was in town Tuesday night securing sufficient supplies to keep him until navigation closes. Capt. Manson says that the lighthouse stood the storm, which was a very severe test. The riff-raff [rip-rap], or loose stone, put around the crib has been shifted from the west and south sides to the north side and leaves those sides without protection. He says that

the water was so low that a person could walk, dry-shod, on the old caisson, which usually has 7 or 8 feet of water above it. Mrs. Manson and family were at the lighthouse during the storm and were greatly alarmed at the shaking of the place.

The propeller *John Pridgeon Jr.*, during a dense fog and heavy gale on Wednesday night of last week, came in collision with and sank the propeller *Selah Chamberlain*, off Cheboygan, Wis. Five of the *Chamberlain's* crew were drowned. Immediate steps will be taken to raise the sunken propeller *Selah Chamberlain*. Good judges say it will not be a very difficult job to raise the boat from her present position, as she is reported to be in but 45 feet of water. The *John Pridgeon* was libelled for \$65,000 at Chicago. John H. Wright of this town was steward of the *Chamberlain* and Wm. Kirk, his assistant. They had a very narrow escape and arrived home all right this week.

Last Week's Storm.—The schooner *O.M. Bond* went ashore at Rond Eau Point on Thursday of last week during the storm. Paddy Ryan, mate, hailing from Oswego, and Jos. Hughes, seaman, of Muskegon, Mich., were drowned. The *Bond* was loaded with 22,000 bushels of wheat from Detroit to Buffalo. The vessel and cargo is a total loss.

The schooner *George M. Case*, grain laden from Chicago to Buffalo, foundered in a heavy gale three miles off Port Colborne on Thursday of last week. The captain, cook and one man went down with the vessel and were not seen again; the remaining four of her crew were rescued.

The schooner *Erastus Corning* and the schooner *Quayle* came to an anchor Thursday morning at 7 a.m. on Bar Point during the gale. They both dragged their anchors and the *Corning* dragged foul of the *Quayle*, carrying away the *Corning's* mizzen rigging, mizzen boom and steering gear, and sprung her decks. The *Quayle's* jib-boom and bobstays were carried away. The tug *International* towed the *Corning* to Detroit, where a survey was made. The *Corning* has coal to Duluth. The *Cumberland* tows the *Corning*.

The schooner *Mary* went aground on Fighting Island on Thursday of last week. The tug *International* released her.

The *Passaic's* tow of lumber barges, the *Cromwell*, *Elma* and *Jenness*, dragged their anchors from the mouth of the river to one mile of Hackett's dock, where they caught and held. The deck loads were rolled off and the barges water-logged and lost some of their spars. The *Elma* also lost all of her spars but one and returned to this port, where a steam pump was put to work on her and she was thus enabled to proceed to her destination. The *D.W. Jenness* and *Oliver Cromwell* were towed to

Detroit on Saturday and went into dry-dock for repairs. Although neither of the barges lost the deck load, they show the effects of the storm, especially the *Jenness*. She is listed to starboard and the heavy seas stove large holes in her bulwarks. Portions of the *Cromwell's* bulwarks are gone and, taken together, the barges are as hard looking a pair as could be found in several days' sailing on the lakes.

On Friday morning the water was very low in the river in places and the channel banks were visible; not in years before was the water so low.

The schooner *Fellowcraft*, while loading wheat at Hackett's dock, Colchester, on Thursday of last week, pounded on the dock so much that she began to leak. The tug *Folger* towed her up to the Detroit Dry-dock. She had on board about 5000 bushels of wheat, part of which was damaged. When the storm came up she was enabled to leave the dock. The grain was owned by Messrs. Sheppard and Allen and was insured.

The schooner *Mary Foster*, lumber laden, was beached at Belleville. The schooner *Gipsy*, Oswego to Clayton with coal, was ashore on Mud Island. At Kingston the schooner *Beck* had a rough time getting in with a load of coal. At the Welland Canal the current was increased much. The schooner *Sunrise*, Buffalo to Chicago, was badly battered and sprung several leaks. The schooner *Nevada*, owned by John Martin of Oswego, N.Y., valued at \$7500 and rated A 2, was driven ashore near Ashtabula, O. Her crew was saved with much difficulty by the tugs which went to her relief.

A lighthouse at Michigan City, Indiana, was carried away during last week's storm.

Fears are entertained for the safety of the schooner *Belle Mitchell*, Toledo to Buffalo, wheat laden. She is several days overdue.

Some anxiety is felt in Chicago for the Anchor Line schooner *Schuylkill*. On Thursday night, while coming up the lake in tow of the steamer *Wissahickon*, she broke adrift off the Foxes and Capt. Mason says the wind and the sea were so high it was impossible to get hold of her again.

From the amount of wreckage, cabin furniture, etc. washed ashore at Erie, Pa., on Sunday, no doubt is left that the vessel reported ashore west of there Thursday night of last week was wrecked in the storm. When seen, there were 10 or 12 men in the rigging and they were probably drowned. The only clue to the identity of the vessel is a board bearing words "Peru" of Chicago.

The schooner *Red, White and Blue*, coal laden and bound from Buffalo to Chicago in tow of the tug *Crusader*, was caught in last Thursday's gale and bad

used up. The *Crusader* was compelled to let her go. The steering gear was torn away and an iron tiller was fastened to the rudder, and in the course of time it was disabled also. They drifted for eight hours Thursday night and on Friday a signal of distress was hoisted, the anchor having found holding ground. No one was drowned, although at one time it seemed as if there was no help for any of them. The schooner was badly damaged when she was brought in at Buffalo on Saturday last in tow of the revenue steamer *Perry*, which went to her relief. She will have to go into dry-dock for repairs.

Friday evening about 4 p.m., the steam barge *C.N. Pratt* of Windsor arrived safely at Port Stanley and from the captain your correspondent gleaned the following:- Captain Thos. McGowan, First Mate Forrest and First Engineer Tonkett, together with a crew of nine men belonging to the steam barge *C.N. Pratt*, with consort schooner *Victor*, carrying a crew of five men, left the Welland Canal Wednesday at 7 p.m., bound for Parry Sound, laden with coal. Indications at the time of leaving were for southerly winds, but by 12 o'clock Wednesday night the wind had freshened up from the southward and by noon Thursday it had increased to a strong gale. It was then the captain's intention to make Fairport, Ashtabula or Cleveland, but on account of the disabling of the steering gear, he found it impossible to manage the boat and consequently was left to the mercy of the waves. He was obliged to cast adrift the schooner *Victor*. After freeing himself from the *Victor* it had been the captain's intention to make Rond Eau, but in this he was unsuccessful on account of the disabling of the barge. Driven before the furious gale, the boat came within sight of Port Stanley and hauled into the bay and let go her anchor about 3 o'clock in the morning. It was thought necessary at time that the spar should be cut, as the sail became unmanageable, but by the most arduous labor they finally made their sail secure and the anchor held. The barge looks as though she had experienced hard usage, and, no doubt, her safe arrival in port is owing to her being well-equipped, together with the ability of the captain and the willingness of his crew to obey orders. The captain informed us that the waters swept over her bows, carrying overboard 100 tons of coal, and it was with difficulty that the fires were kept burning. Without doubt the barge would have foundered, had they not cut their bulwarks in order to allow the water to escape. He says that while on the upper deck, he was struck by a powerful sea, which felled him to the deck, but it was only by a superhuman effort he was not washed overboard. She will be repaired before leaving port. The captain estimates his damage to be about \$300. The *Victor* was reported lost, but on Monday arrived at Fairport minus all her

canvas. The crew reported much suffering.

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October 29, 1886

The steam barge *William Rudolph* caught fire off Grosse Pointe above Detroit Sunday morning and was sunk by the steam barge *Cleveland* to save her and her cargo. She was valued at \$20,000 and insured for \$15,000.

The steamer *Idlewild* was run into on Monday night at the St. Clair Canal by the schooner *John Rice*, and the *Idlewild* was so badly damaged that she could not continue her trip and will probably have to lay up for the season.

The schooner *Wm. Shupe*, laden with iron ore, ran aground on Ballard's Reef, Grosse Isle, on Sunday night. The little schooner *Blake* lightered her and brought part of her cargo here and discharged it on the dock and it was re-shipped on Tuesday.

Gen. O.M. Poe gives notice that on October 30th the upper range light on Bois Blanc Island, Detroit River, will be moved four degrees and eighteen minutes to the eastward from the lower light. Two light boats will be placed on the western edge of the new channel at Lime-Kiln Crossing, Detroit River, and a temporary range light will be established above Amherstburg showing white and black targets during the daytime and at night a white light in front and a red light in rear, indicating the centre line of the channel to its intersection with the Bois Blanc Island range.

The crew of the Canadian propeller *A. Neff* reached Port Arthur Saturday midnight and reported the loss of that steamer off Porphyria Point, Edward Island, 30 miles from the Port. The *Neff* was a small steamer of 128 tons register that has been trading between Port Arthur and points on the north shore of Lake Superior. While bound up she encountered a terrible northwest gale and was driven on the rocks. The crew escaped to the island in the lifeboats and were picked up by a tug and brought in. They report the steamer and her cargo a total loss; no insurance. The steamer was valued at \$5000. She was owned by Capt. R.E. Mitchell of the Port.

The propeller *Arabia* ran into the schooner *Samuel J. Tilden* early Sunday morning about two miles below Port Huron. The stem of the *Arabia* penetrated the bow of the schooner and broke a hole below the water line. The schooner was laden with railroad iron and sank immediately, broadside to the current. The *Tilden* was owned by the M.A. Bradley heirs of Cleveland, who recently lost the *Selah Chamberlain*. The vessel was valued at \$25,000. It is said the *Arabia* is wholly to blame. Parker & Millen of Detroit have refused to undertake the job of raising her,

as there are too many difficulties to encounter in working in the swift current of St. Clair River.

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November 5, 1886

On Tuesday the schooner *F.L. Jones* arrived from Cleveland with 277 tons of coal for J.G. Mullen.

The propeller *Myles* was sunk Tuesday while entering Kingston harbor by striking a reef. Her stern is in 40 feet of water. She has 42,000 bushels from Duluth, which is insured.

The Canadian steamer *Isaac May*, detained at Chicago for an alleged violation of the coasting laws by towing her consort from one port to another, was released on Monday by order of the Treasury Department.

Tuesday night of last week the schooner *W.J. Preston*, bound for Detroit with a cargo of coal, was driven on the beach two miles below Point Pelee. She had to throw overboard 250 tons of coal before the tug *McArthur* could get her off. She left for Detroit at noon.

The Canadian steam barge *Isaac May* was seized by the custom officers at Chicago on Friday for violating the coasting laws in towing a barge from Chicago to South Chicago. The law prohibits foreign steamers from towing a vessel between two American ports.

As the steam barge *Cuba* was leaving the dock at the foot of Murray Street Wednesday night, in swinging round she struck the lumber laden schooner *Mary Stockton*, knocking her stem out of place and making a small hole in her bow, so that the water flowed in quite freely and the pumps were called into requisition.

There can no longer be any doubt of the loss of the schooner *Belle Mitchell*, which disappeared during the recent gale on the lakes. On Monday a quantity of wreckage from the schooner was driven ashore at Erie, Pa., by the wind. With it was the body of the schooner's cook, Mrs. Dick, sister of Capt. Rushe, the vessel's commander. Fishermen are on the lookout for the bodies of the rest of the crew.

Three barges, laden with lumber, lost their deck loads in the lake. From Hackett's dock to Canfield's dock, lumber was strewn all along the beach. The Customs House authorities have had it collected and piled. There is said to be about 50,000 feet. The owners were contemplating selling it, but at last accounts the insurance companies are claiming it. It will not be of much use to anyone, as it is badly broken up and so full of sand that it could not be worked. It is in three sizes, viz.: 2 inch, 1¼ inch and 1 inch.

We understand that the managers of the steamer *Mascotte* refuse to have her call here on account of what they consider exorbitant customs officers' fees. They have no objections to pay the clearance, but think that a boat landing at 11 a.m. and 5 p.m. should not be compelled to pay fees to the landing waiters in addition to the usual government fees. If they called at late hours at night they would not object to paying the officers' extra fees. They claim the authorities never work on the American side, the clearance being all that is asked, but the managers of the *Mascotte* forget that the American officers are not worked as hard as the Canadian officers, especially those at the port of Amherstburg.

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November 12, 1886

The schooner *Burton* was libelled at Windsor on Saturday by S. Murphy.

The ferry boat *Clara* has been burned near Courtright. Loss \$5000.

The schooner *Venus* arrived last Friday from Cleveland with 353 tons of coal for J.G. Mullen.

The schooner *I.L. Quimby* arrived Tuesday from Toledo with 188 tons of coal for J.G. Mullen.

The propeller *H.E. Packer*, bound up, struck bottom when abreast of Bar Point Wednesday night and when she passed here was leaking.

The coal cargo of the steam barge *H.D. Coffinberry*, which went aground on Ballard's Reef above the Lime-Kilns early Saturday evening, was lightered and Grummond's tug *Oswego* got off the stranded craft.

The propeller *H. Chisholm* should use a pair of stilts when she tries to come out of the Chicago River loaded. She had 77,000 bu of wheat on board and it took seven tugs twenty-four hours to drag her from Taylor Street to the mouth of the river.

The propeller *Cuba*, which got out of the channel and struck on the Lime-Kilns and was here on Thursday evening of last week, continued her trip to Buffalo. She ran on a rocky bottom at Bay View, 8 miles from Buffalo, and had to be lightered off. On the down trip the *Cuba* also struck a rock in the Sault Canal just below the guard lock. She has a water bottom three feet deep. Her cargo is not damaged. The schooner *Donaldson*, the *Cuba*'s consort, also hit the rock at the Crossing and leaked some afterwards. Her wheat cargo showed about sixty bushels wet. Both the *Cuba* and *Donaldson* had to be docked.

Up to three weeks ago everybody in the marine business was happy, rates were good and losses few. But they feel different now. Up to date there have been

twenty-six vessels of the lake marine wiped out of existence, and several others that are sunk or stranded may not be recovered. More than half of these losses have come from vessels sinking in deep water, which is a reversal of the usual experience, the greater number of losses as a rule coming from stranding, and it is uncommon for three or four vessels to founder in a single season. This year seventeen have gone down and fifteen are buried so deep that it is not likely that one of them will ever be raised.

The steam barge *Isaac May*'s consort, *Severn*, struck the schooner *M. Stalker* while the latter was anchored near Mackinac City at 4 o'clock Friday morning and sank her. The *Stalker* showed a torch but the barge went on without rendering help. The vessel slipped her anchor to run before the wind for shore, but sank in 15 fathoms of water three miles below Mackinac City in midchannel. The crew were saved and reached Cheboygan. The *Stalker*'s bowsprit and headgear were carried away by the collision and the mainmast broke off as the vessel went down. The foremast is visible above the water. The vessel is laden with ore. The *Severn* was also injured.

At Mackinac the wind went to the northwest and blew a gale Thursday of last week. The White Shoal Lightship, *J.W. Dunscomb*, broke from her moorings during the night and drifted down. There was only one man aboard of her and he was making frantic signals for help. The propeller *Oceanica* went to his assistance and succeeded in getting a line to her and was bringing her in, but the line slipped off and the sea was so heavy it was impossible to get a line to her again and she was left to the mercy of the waves. A dispatch was sent to Cheboygan for a tug and she was picked up by the tug *Swain* and towed into Cheboygan. This is the old Bar Point Lightship.

During the past week there has been a very severe storm on Lake Michigan and a large amount of vessel property has been damaged. The schooner *Ellen Spry*, with 1100 tons of coal, sprung a leak and went down in 500 feet of water. The crew took to the yawl boat and were picked up and taken to Milwaukee. The schooner *Detroit* was wrecked on Summer Island, Green Bay. She is owned by S.A. Murphy and was formerly the *Mary Battle*. She had a cargo of iron ore and will be a total loss. The schooner *City of Cheboygan* sunk in 30 feet of water. She has been abandoned to the insurance companies. The steam barge *Iron-ton* is sunk at L'Anse, Lake Superior. The steam barge *Bessemer*, reported lost with all hands on Lake Superior, has reached port safely.

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November 19, 1886

Murphy's barge, the *F.E. Spinner*, formerly the *Quebec*, is to be sold at Buffalo by the United States marshal.

The propeller *James Fisk Jr.* has been purchased by Capt. Ward to take the place of the *Northerner*. Price \$35,000.

The White Shoal Lightship, formerly the Bar Point Lightship, will not be placed on the shoals again this fall. She has been too badly smashed up while adrift.

The work of taking up the U.S. buoys in Lake Erie commenced yesterday and will be completed by December 1st. In important places scantling¹⁰ buoys will be put in to do service for the balance of the season.

The schooner *Fellowcraft* was taken to Port Burwell, where she will go into winter quarters. Owing to being unable to settle with the insurance companies for injuries she received at Hackett's dock, the sale which was arranged fell through, as she could not be delivered this fall.

The steamship *R.J. Hackett* called here on Monday, bound for Cleveland. She may yet make a trip to Milwaukee. The steamship *Hiawatha* from Cleveland coaled here on Sunday and will probably go to Duluth and back again. The *Hiawatha* has been sold to Buffalo parties for \$110,000.

The Department of Marine have at length decided to build during the winter two lights on the Lime-Kiln Crossing at Amherstburg as agreed with the U.S. Government some time ago. Orders have been issued for the immediate repair of the Government lighthouses on the lakes, many of which were severely damaged by the storms of last month.

Nothing has been learned at Charlotte of the fate of the *Bolivia*, which broke away from the tug *Proctor* last Friday night and which there is now no doubt has gone to the bottom. She had six men on board, who were undoubtedly lost. The schooner *Snowbird*, which went ashore Saturday morning, is in a bad place and may be broken up.

The Canadian government warns mariners of the existence of a dangerous reef in Georgian Bay. It is covered by 11 feet of water and lies in Clapperton channel on the north side of Manitoulin Island on a straight line between the Clapperton and Manitoulin Lighthouses, four and five-sixths nautical miles from the former and

¹⁰ A "scantling" is a timber of relatively small cross-section; a scantling buoy is probably a cheaper version of a spar buoy.

seven and a half nautical miles from the latter lighthouse.

A remarkable trip for late fall is that just made by the propeller *Tioga* to Chicago. She left Buffalo Wednesday morning about 1 o'clock and reached Chicago Friday just before midnight, and in just five minutes less than seventy hours. A notable feature of this trip, and one for the first time known in lake navigation, is the fact that the *Tioga* was in Buffalo on Wednesday and at Chicago on Friday, only one full day intervening between two ends of a 900 miles route.

James O'Neil, a marine reporter who runs a night ferry between Detroit and Windsor, after the regular ferry boats have tied up, was hailed by the tug *International* Monday night and requested to put a sick man ashore. The sick man was Wallace Andrews of Cleveland, one of the crew of the tug, and he wanted to get to the marine hospital. The tug was bound up with a tow. Andrews had complained of a choking sensation early in the evening and he had the appearance of being a very sick man when he climbed from the tug into the night ferryman's boat. The boat had nearly reached the Woodward Avenue wharf when Andrews gasped once or twice and fell back from the seat, dead. Heart disease was the cause of his death. He was 40 years of age and had been on board the tug but two days.

An Order-in-Council has been passed embodying a new set of rules applicable to all foreign vessels trading on the coast and entering the harbors of Canada. They provide that any foreign vessel may transport cargo and passengers from a foreign port and land the same at two or more Canadian ports, clearing from each in succession until all of said cargo and passengers are landed. They may also take cargo and passengers from two or more Canadian ports and transport the same to a foreign port, clearing from each in succession, but taking final clearance for each foreign port at the last Canadian port which they enter on such voyage. They are not permitted to take freight or passengers at one Canadian port and land the same at another under penalty of \$400. Other clauses refer to towing by foreign vessels.

The propeller *Northerner* of Ward's Lake Superior Line burned to the water's edge at Kelly's Island on Friday morning. She took on 2900 barrels of lime at the island. In backing out from the north side wharf about 8 a.m., in a heavy sea and with a fresh gale blowing from the northeast, she swung around and grounded forward. Two hours later, fire was discovered in her hold and within a few minutes after the discovery the steamer was enveloped in flames. The crew had barely time to bundle up their clothing and escape, and Capt. Sheppard saved nothing but his books and papers. The steamer burned to the water's edge and will prove a total loss. The hulk lies just east of the wharf but not enough in the way to prevent its

being used for landing purposes. The fire is supposed to have originated from lime which became heated from a leak after the vessel grounded. Loss on cargo \$65,000; loss on vessel \$45,000, insured.

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November 26, 1886

The steamer *Ohio*, which struck on the Lime-Kilns, will have to get a new wheel.

On Sunday the schooner *Belle Hanscom* arrived from Buffalo with 638 tons of hard coal for J.G. Mullen.

Capt. S.A. Murphy bought in the steamer *F.E. Spinner* (formerly the *Quebec*) at Marshal's sale at Buffalo on Saturday for \$35,200.

Ed Hatt of the steam barge *Pratt*, Frank Bedard of the tug *International*, Fred. Girardin of the tug *Wilcox* and Frank Laframboise of the tug *Porter* have arrived home for the winter, their season's marine employment having closed.

Capt. Thos. Honor of the propeller *Grand Traverse* says that damage is being done to shipping at the Lime-Kilns. On the last trip down, his boat, drawing fourteen feet eight inches, struck very hard when the board showed 20 feet of water. He claims that there is a lump in the channel.

A Kingston despatch says:—"On Monday night, while the propeller *Lincoln* (Capt. John Duncanson) was about landing the pilot who brought the craft to port, the wheels of the propeller struck an obstruction and knocked a bucket off, and her consort, the schooner *Lisgar*, ran upon the sunken propeller *Myles* near the Kingston Foundry and knocked the smokestack overboard. Workmen were engaged for eight hours in getting the schooner off again."

On Tuesday night during the storm the water at the Lime-Kilns was three feet lower than usual. The following vessels, bound down, were sheltered at Amherstburg - Steamers *Progress*, *Hecla* and *Calumet* with consort *Loveland*, *Thomas S. Christie* and consort *E.P. Hale* and consort *Thos. Quayle*. The propeller *Christie* went through the cut and struck three times. The *Progress* on going out of the river on Wednesday morning stuck fast on Bar Point.

The tugs *Mocking Bird*, *W.R. Castle* and the *Kittie Haight* succeeded in getting the propeller *Hiawatha* into Port Huron after nine hours' hard work. Her rudder became unshipped off Thunder Bay, where she dropped her consort, and started for the river, being unable to get to Alpena. The crew did good work in getting her down the lake by steering her with the main boom over the stern. Capt. H.T. Archer is mate on the *Hiawatha* and no doubt brought some of his great head-work into

execution.

The schooner *J.G. Kolfage*, bound from Toledo to Goderich with coal, went ashore on the north side of the north pier at Goderich on Thursday morning of last week during a heavy gale from the southwest. The vessel has partially broken up and she has been scuttled in hope of saving her. The cargo is insured and there is a partial insurance on the vessel. The *Kolfage* was built at Amherstburg by the late John P. Jones in 1869 and was called after ex-Mayor Kolfage. She classes A 2, measures 109 tons, and has a valuation of \$3500 in the Canadian Lloyds.

Smoothing the surface of water in a gale by means of oil poured upon it has been successfully tried upon the ocean, and shipwreck averted by its means. The like was tried on Lake Superior last week by Capt. McArthur of the steamer "*Bessemer*," which had a very stormy passage down Lake Superior, and parted her rudder chains. The steamer "*Blanchard*" went to her aid and found her rolling heavily and seas sweeping entirely over her. Realizing that it would be impossible to splice the rudder chains while the steamer was lurching so badly, the captain had a barrel of oil brought on deck and its contents were allowed to trickle over the bows through a small tin can. The effect was almost instantaneous, the waves soon flattened out and as long as the oil was used the steamer rode easily.

The steamer *City of Dresden* released the schooner *Maggie McRae*, ashore at Pelee Island. She arrived at Windsor late Tuesday night. One steam pump kept her free. The amount of damage is not known, as there has been no survey made as yet. Her owners contemplated having her repaired at the Detroit Dry-dock but Manager McVittie refused to take the job at any figure or allow the schooner to go into the dock on account of his difficulties with the ship carpenters. Yesterday morning the *McArthur* took the schooner, the stone cargo of which was surmounted by a steam pump to keep her free, to St. Catharines, where she will be laid up for the season. Her owners are loud in their denunciation of the management of the dry-dock for refusing to make an exception to their peculiar arrangement, by which it is expected Detroit ship carpenters are to be brought to terms.

The storm which prevailed over land and water over the Northwest on Thursday and Friday was one of the worst on record. A carefully compiled list of casualties shows the aggregate damage to be not less than \$700,000 to \$800,000, almost entirely in the loss or serious damage of vessels of the cheaper class - lake barges and towing schooners. The loss of life, by reports already received, is about 39. Both the property lost and the fatalities will be swelled by the stray reports still to come in, for though the damage has been all done, it has not all been reported, nor,

probably, all even discovered yet. Reports show the following vessels foundered:- The barges *Minekaunie* and *Marinette*, in tow of the steam barge *Manistique*, laden with lumber at Oscoda for Chicago, broke loose Thursday morning 20 miles off Manitou Island. They water-logged and went ashore four miles south of Frankfort. Both barges are a wreck. The two crews, numbering 15 men, were lost, except one named C.W. Annis. The schooner *L.J. Conway*, bound from Chicago to Muskegon, was wrecked on the beach near Flower Creek, seven miles north of White Lake, and Capt. Thomas Smith with four sailors, names unknown, are lost. Barge *Emerald* near Kewaunee, five lives lost; barge *F.M. Dickinson* near Kewaunee, three lives lost; two schooners, one the *Helen*, near Port Sherman, the crew of six men and the captain's wife lost; schooner *Lubrene* went down near Ashland, 8 lives lost; barge *Star of the North* near East Tawas, crew saved. The vessels known to have been driven ashore are the steam barge *Wallace* and consort *David Wallace* on Chocolay Beach, east of Marquette, crews rescued by life-saving crew. The *Robt. Wallace* caught fire Sunday and her upper works burned off; several vessels at Presque Isle and many lives lost; schooner *South Haven* near Port Sherman, captain badly injured; schooner *Mary* near Blenheim, Ont.; schooner *Pathfinder* near Two Rivers, cargo and vessel a total loss; schooner *Cuyahoga* and two scows in North Bay; schooner *P.S. Marsh* and an unknown schooner at St. Ignace; the schooner *Harvey Bissell* near Alpena; propeller *City of New York* near Cheboygan; schooner *Kolfage* at Goderich; propeller *Nashua* on Grass Island, Green Bay; barge *Bissell* near Kewaunee and leaking; schooner *Golden* below China Beach; schooner *Florida* on Marquette Beach, total loss; barges *Buckout*, *McDougall*, *Baker*, *Golden Harvest* near East Tawas; two unknown schooners on Old Mackinac Reef; schooner *Unadilla* near Mackinac; barge *Minnehaha* ashore at Detroit; schooners *Wm. Jones*, *Tallahassee*, *Lyman Case*, *Thos. Sheldon*, *Queen of the Lakes*, *Dauntless* and *Ida Walker* are in trouble. In the majority of these cases the crews are safe, but the result in a number of others is at least uncertain.

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November 26, 1886

Capt. James Tobin arrived home last Saturday, having placed his boat, the tug *Jessie*, in winter quarters at Huron, Ohio.

The *Oregon*, which was on the beach at Bois Blanc, was slightly repaired at Detroit and towed to Buffalo by the steamer *Newburgh*, where she will be extensively repaired.

C.F. Dunbar's plant¹¹ - the tug *Shaughraun*, the dredges *Wild Irishman* and *Continental* and drill *Far Down* - have all gone into winter quarters. They have had an excellent season's work.

Capt. Theodore A. Young of this town, who has been first mate on the steamship *Forest City* this season with Capt. Harry Basset, moved his family to Cleveland for the winter, where he will have charge of the *Forest City*.

The steam barge *Benton*, with the barges *E.M. Baker* and *Midnight*, lumber laden for Toledo, has gone into winter quarters at this port. The steam barge *Wetmore*, grain laden, has also put out her chains. If the weather moderates sufficiently they will probably try to get to their destination.

The steamer *Riverside* made her last trip of the season last Saturday and returned to Detroit, where she will lay up for the winter and come out again next spring, the earliest of the season, as usual. The *Riverside* made a good season this year, having been regularly on the Amherstburg and Detroit route eight months and nineteen days. The many friends of Capt. John Desana hope to see him in his old place again next spring.

George Cooper of the steamer *Jay Cooke* arrived home Saturday. The *Cooke* was frozen in at Sandusky, the *American Eagle* taking off her 90 passengers. This is Mr. Cooper's thirtieth year on the raging billows.

Two hawsers belonging to the tugs *Wm. A. Moore* and *Alanson Sumner*, each 1200 feet long and valued at \$500 apiece, were cast off by the *City of New York* on Lake Huron after she was released. The barge will be held responsible for the loss.

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December 3, 1886

The Canadian buoys at the mouth of the river have been taken up.

The Detroit and Cleveland steamers have been laid up for the season.

The tug *Porter* (Capt. J. Laframboise) started yesterday for Sarnia, where she will go into winter quarters.

On Saturday night the tug *River Queen* brought the schooner *Owasco*, which was reported missing on Lake Erie, here.

The schooner *Dominion* will probably lay up for the winter at Amherstburg and will be rebuilt at Dunbar's shipyard.

The steamship *R.J. Hackett*, Capt. C.C. Allen, is laying up at Milwaukee. It is

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<sup>11</sup> equipment

rumored that the *Hackett's* machinery will be put in the *Susan E. Peck* this winter.

Returns to the Marine Department show that the storm which swept all the lakes on the 17th and 18th inst. was terribly disastrous. Thirty-seven lives were lost and 33 vessels, worth \$639,100, were wrecked.

The Detroit papers have been reporting daily casualties at the Lime-Kilns. Most of the accidents reported are without foundation and if anything happens miles above or below the Crossing the Lime-Kilns get the blame every time.

Last Saturday the steam barge *United Lumbermen*, with her consorts *Dominion* and *Dolly Morden*, arrived here from Georgian Bay with lumber for S. Fraser. The *Lumbermen* will lay up here for the winter and store oats, the highest cash price for which will be paid by S. Fraser.

The propeller *W.J. Averill*, loaded with flour, while rounding to in a snow storm above the Lime-Kilns, ran aground on the spit of Fighting Island. Tugs *International* and *Porter* with schooner *Pilot* and steamer *Conger* lightered and released her Sunday night. She re-shipped her cargo here and left Monday morning.

The steamer *Maggie Marshall* and her consort, the schooner *Arundel*, went on the beach three miles south of Manistee on Tuesday. Both crews were saved. The tug *Alfred P. Wright*, which went ashore three miles north of Manistee Monday morning, has been abandoned and will likely go to pieces. She was valued at \$6000. The above crafts are owned by Louis Sands.

On Wednesday the magnificent iron steamship *Campana*, bound from Goderich to Toronto with a load of salt, where she will have new boilers put in and [be] overhauled generally, sought refuge here Wednesday. She was formerly an ocean boat and called here about four years ago when she first went to Lake Superior and is an elegant craft. The steamships *Haskell* and *Frost* coaled here Friday on their last trips down. The Welland Canal will remain open until the above steamers pass.

At 2 o'clock Saturday morning the steamer *Alaska* left her dock at the foot of First Street, Detroit, on her last trip of the season. She was bound for Huron, Ohio, laden with a cargo of fish and miscellaneous freight. Capt. Harryman turned in and his mate, John Pender, was on watch and took the steamer down the river. The night was very dark. The *Alaska* cleared the river [at] 4 o'clock and was about 10 minutes past the Detroit River Light (formerly known as the Bar Point Light) when she noticed lights dead ahead, apparently about ten minutes away. The approaching craft blew two whistles, asking for the starboard side. The *Alaska* answered with two and the mate gave the order to starboard the wheel. The wheelsman, Edward Fife, who was new on the *Alaska* and who had been taken from a sailing vessel,

made the mistake of turning the wheel to port, as he would have understood the order according to vessel steering. Before the mate noticed the mistake, the *Alaska* was headed into the course of the approaching craft, which was the propeller *Oregon* with the schooner *Francis Palms* in tow. Seeing that she could not get away in time to avoid a collision, the *Alaska* blew one whistle, asking for the port side. The approaching craft, which proved to be the steam barge *Oregon*, answered with two and kept on the starboard. The mate jumped to the wheel, put it "hard a-starboard" and rang the slow bell. He was sheering off and expected to clear when he struck the *Oregon* a glancing blow on the starboard side, about the fore channels. It was a terrific blow. The *Alaska* cleared herself of the wreck and continued to sheer off, the two boats scraping sterns in getting away from each other, the *Alaska* cutting the towline of the *Palms*. The *Alaska* was headed for Bar Point and would have had two miles to run to the beach. It was found, however, that she was making but little water and she turned back for Detroit. The *Alaska's* stem was completely carried away, but otherwise she was not injured and was not leaking much. The *Oregon* came alongside Mullen's dock here and when it was found she was leaking so badly she was run up on the beach at Bois Blanc Island by the tug *Cushing*, where her stern filled with water. The tug *Porter* (Capt. Laframboise) put a steam pump on board Sunday and by Monday noon had her alongside the dock here. Her side was stove in about a foot, springing the decks through to the starboard side. She was put in dry-dock in Detroit and it will cost \$10,000 to put her in repair. The *Oregon* was built in Bay City in 1882 and is 364 tons burden. She is owned by C. Gilchrist of Sandusky and valued at \$34,000. J.P. Clark, the owner of the *Alaska*, we understand, takes the full responsibility of the accident.

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December 10, 1886

Capt. Ed. C. Gatfield of the tug *Crusader*, having laid up his craft in Detroit, arrived home last night.

The propellers *Gordon Campbell* and *W.L. Wetmore*, due at Buffalo from Chicago, have laid up, the former at Detroit and the latter at Amherstburg.

Capt. Thomas McGowan laid up the steam barge *Pratt* at Owen Sound Friday after a rough experience among the ice on Georgian Bay, the steering chains being parted six times coming into port.

Capt. C.C. Allen, Mate J.F. Jones, Joseph Morin, Henry Wilder, H. King and Jacques Laframboise Jr. of the steamship *R.J. Hackett* arrived home from Milwaukee last night. Eli Morin, steward of the *Schoolcraft*, and George Horsley



Shipmasters of Amherstburg, January 1886.

Front (left to right): Capt. Duncan Nicholson, Capt. Edward C. Gatfield, Capt. David Girardin Sr., Capt. John Manson.

Back: Capt. Christopher Cox Allen, Capt. John Duncanson, Capt. William Sunderland, Capt. Ira B. Mansfield, Capt. William R. Gatfield.

Park House Museum

of the same craft also arrived.

On Thursday of last week the schooner *Ariadne*, Capt. McKay, and a crew of five men, bound from Toronto to Oswego, lost her mainmast and went ashore in Mexico Bay near Oswego. The captain was washed overboard and drowned and during the day two more froze to death. The other three took to the riggings and were rescued in a perishing condition. The vessel has gone to pieces. She was an old craft and was valued at \$3500. She had on board a cargo of 10,000 bushels of barley. Both vessels and cargo are uninsured. The crew suffered intensely. All hailed from Toronto.

On Wednesday of last week the big iron steamer *Campana* weathered the storm out at this port and left for the Welland Canal on Thursday morning. She found too much sea and returned here next morning. As the Welland Canal closed on the 2nd, she was ordered back to Windsor to lay up. She is to receive new boilers and was on her way to Toronto to receive them and a thorough overhaul. The boilers will be shipped by rail to Windsor. She was laden with salt. She was only allowed to carry 60 lbs. of steam and, as her wheels are not perfect, she could not make much headway in the gale.

Capt. John Manson, keeper of the Colchester Lighthouse, arrived home yesterday after a rough experience lasting five hours among the ice. He and his son left the lighthouse at 8 a.m. Wednesday and reached the mainland (about five miles distant) at 1 p.m., having walked part of the distance on the ice and made the rest in a boat. They were nearly perished while at the lighthouse, owing to the stovepipe not being completed as directed by Engineer Noble, so that the stove would not draw and the place was filled with coal gas. The Windsor ferry officers, who [were?] down there, agreed to bring Captain Manson in but failed to keep their promise.

Monday was a busy day on the river. During the morning the Chicago fleet, which had been belated by the storms and ice passing down [sic]. The fleet comprised eleven of the largest and finest steamships on the lakes. In the St. Clair River they encountered a barrier of ice which grew worse as they pushed downward, and when the Flats were reached it proved insurmountable. The Detroit & Windsor Ferry Company on Sunday sent the *Excelsior* to the assistance of the beleaguered boats. It did not take the *Excelsior* long to break a channel and as a result there lay at Detroit and at Windsor on Sunday night 14 of the largest steam vessels on the chain of the lakes, coated with ice from the rails upward and showing at every point signs of the remarkable struggle they had passed through. During the morning the

fleet passed here, the ferry steamers *Ariel*, *Fortune* and *Garland* accompanying them to cut the ice and open the way into blue water in Lake Erie. Never before did so great a value in hulls and cargoes pass within so short a time. The sight was an especially grand one, for without exception the vessels were of the very best order and they set out in line as if for grand review. The fleet represented a total corn capacity of more than 1,000,000 bushels and every vessel was heavily laden. The steamship *Susquehanna* with 95,000 bushels of flax seed passed first, [followed by] the *Commodore*, *Tacoma*, *Packer*, *Rochester*, *Oceanica*, *Albany*, *Idaho* and *Philadelphia*, accompanied by the steamers *Fortune* and *Ariel*. The *Tioga* with the disabled steamer *H.J. Jewett* followed shortly after, accompanied by the ferry *Garland* to assist them over the crossing and through the ice. The *Rochester* also passed a line to the *Jewett* when they got outside the river and the three big craft side by side started down Lake Erie. For some time they could be seen off Bar Point, but they all got away and during the afternoon passed Colchester and arrived at Buffalo on Tuesday in good order. The Detroit and Windsor Ferry Co. received \$2500 for work performed by the steamers *Fortune* and *Excelsior* and *Garland*. There are, however, some repairs to be made on the *Fortune* and *Excelsior*. The former is moored at Windsor and the latter is on the bank below that place. The Ferry Co. is in a quandary as to what to do with the boats, as they should be docked for repairs and neither of the dry-docks at this place is doing any work. The ferry boats returned from Lake Erie on Tuesday morning.

On Thursday morning the propellers *Buffalo*, *Portage* and *D.M. Wilson*, the tail end of the Chicago fleet [*sic*]. They were fast in the ice below Bois Blanc Lighthouse.

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1887

February 4, 1887

**ANOTHER ICE BLOCKADE AT WINDSOR.**-The river engorged from Belle Isle to Sandwich Point.-Amherstburg crossing wide open.-All the M.C. Ry. trains compelled to come "around the horn" and are making card time.-On Wednesday the Michigan Central was compelled to send all their trains - both express and freight - by way of the Amherstburg crossing, which is in excellent condition, having clear water for nearly half a mile in length and from shore to

shore.

The gale of Tuesday and Tuesday night broke up a large field of ice near the foot of Lake St. Clair and Wednesday morning the river from Belle Isle to Sandwich Point, which for several days past afforded a clear passage for boats, is almost impassable. The embargo on travel is the most complete known to the oldest river men for years. In the case of the Michigan Central Railway ferries it amounted to a total suspension. The ice is in high cakes, in some instances several acres in extent, and frozen snow covering it gives it a buoyancy that raises it high out of the water. The ice-crushing boats of the Detroit and Windsor Ferry Company that ordinarily can plow through six inches or a foot of solid ice are "stalled" every few rods in the passage.

The *Victoria* left Windsor at 6 o'clock Wednesday morning with a large number of working men and women on board but it was not until 9:30 o'clock that she reached the Woodward Avenue wharf. Many of the passengers who were obliged to be in Detroit for work at 7 o'clock left the boat and walked across. The *Excelsior*, the most powerful of the company's boats, followed the *Victoria* half an hour later and made the crossing in about three hours. Both boats started back to Windsor about 10 o'clock and reached Windsor within an hour.

The Grand Trunk ferry *Great Western* was the only car ferry that made the crossing up to 11 o'clock. She is running between the D., G.H. & M.<sup>12</sup> slip and the Grand Trunk slip at Windsor and having broken a passage was able to make occasional trips. The *Lansdowne* was fast in the ice near the Wabash slip and both of the Michigan Central boats, the *Michigan Central* and the *Transport*, were midway between the two lower slips making no perceptible headway.

The fast express due at Detroit at noon was the first train to be sent by way of Amherstburg on Wednesday and, although but a very short notice was given, the train was only detained three minutes at the boat, and the way trains are handled at the Amherstburg yard throws Windsor in the shade, while the river at the M.C. Railway is as clear as mid-summer. By using the Amherstburg and Grosse Isle crossing, at any time during the winter trains could have been run from Essex Centre to Detroit in far better time via Amherstburg than was made via Windsor, while the expense of keeping the Windsor crossing open is enormous. We are informed that the expense at Windsor during January would run the Amherstburg crossing all

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<sup>12</sup> Detroit, Grand Haven and Milwaukee Railroad

winter. Why the officials of the M.C.R. will persist in fighting against wind and weather is what most people cannot understand. Why they will delay trains for several hours as they have done this winter on the boat at Windsor in the ice when it would not take more than 15 or 20 minutes more than card time to go via Amherstburg is a mystery.

The ferry steamer *Transfer* is able to transfer as many cars as both the Windsor boats have been able to do in the same length of time this winter.

This is a warning to the Canada Pacific people to look out for an all-the-year-round crossing and as the Amherstburg crossing has again proved to be the only one that can be relied upon in winter, no doubt the C.P.R. will keep its eye upon Amherstburg.

A train load of passengers on the Michigan Central transfer steamer had an interesting experience Wednesday. The boat left Windsor at 8 o'clock a.m. and was until 4:10 p.m. in crossing the river, owing to the obstruction of the ice. Even at 4:10 the boat lacked fourteen feet of getting to the wharf and planks were run out for the passengers to walk ashore on. The passengers had had nothing to eat since leaving Buffalo the previous evening and one gentleman stood on the boat for an hour offering \$1 to anyone who would throw him a sandwich. The steamer is still there with the cars on board.

The Walkerville ferry had open water and vehicles of many kinds were pressed into the service to carry Windsor people desiring to reach Detroit to that place. The Walkerville ferry never before did so rushing a business. As a result, the running hours of that rural ferry were extended until 11 p.m.

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March 11, 1887

The steamer *Massassauga* will run on the Gibraltar route this season.

The tug *Admiral D. Porter* has been sold to Henry Howard of Port Huron.

The Welland Canals will be opened on May 2nd for vessels drawing twelve feet, and on and after May 16th a depth of fourteen feet will be available throughout.

There is a boom in ore shipments on the lakes that makes vessel men happy. Last year at this time 90 cents a ton was offered. New vessel men have refused to charter at \$2.15 from Ashland to Cleveland.

The *Cumberland's* cargo of 70,000 bushels of wheat was sold at Detroit at 21 cents per bushel. The grain was so wet it had to be unloaded with wheel barrows. The hole in the vessel's side is 7 x 15 inches. The insurance was 85 cents per bushel.

The U.S. Lighthouse Board has sent out notices that on the opening of navigation Green Island Light, which marks the entrance to Put-in-Bay, will be changed from a fixed white varied by a white flash every two minutes to a fixed white varied by a red flash every minute.

The tug *International* of the International Wrecking and Transportation Co. was sold under mortgage at the British American Hotel, Windsor, Thursday of last week to John Charlton, one of the mortgagees, for the sum of \$9350. There is likely to be litigation over the sale.

The failure of the U.S. River and Harbor Bill to become law is a source of disappointment, not only to western congressmen but to all who are interested in the commercial advancement of the thriving and progressive portion of the Union. Surprise and disgust are expressed that President Cleveland has withheld his signature from a measure which has come to be looked upon as a part of the usual business transacted by Congress. The friends of the great water routes are indulging in open expression of indignation and allege that no good reason can be given for the course which the President has seen fit to pursue. Gen. O.M. Poe says that at the Lime-Kiln Crossing work will stop as soon as the present appropriation is exhausted, which will be considerably before the close of the present season. Of course any improvements made there are permanent, as the rock will not grow again. A great many important uncompleted works on the lakes will be left in bad shape by the failure of the bill.

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March 18, 1887

Capt. Ira B. Mansfield will again command the schooner *Iron Cliff*.

Capt. H.T. Archer will officiate as mate on the steamship *Wallula*.

Capt. Frank Auffret will be mate on the *R.J. Hackett* with Capt. D. Girardin.

Eli Morin will again fill his old position as steward of the steamship *Schoolcraft* this season.

The steamer *City of Dresden* will commence running on Wednesday, March 23rd, leaving Windsor at 8 a.m.

The propeller *C.N. Pratt* will tow the barges *Lone Star* and *Victor* between Georgian Bay and Buffalo for the season.

Capt. D. Nicholson has gone to Buffalo to fit out the steamship *Spinner*; Donald Duncanson will officiate as mate of the *Spinner*.

The repairs to the ferry *Hope* have been completed. She received a new deck and has also had her engine and boiler overhauled.



Capt. T.D. Quinlan will command the tug *Gladiator* this season. She is laid up at Marquette and the captain will go up in a couple of weeks to fit her out.

Luther Bush and George Brantford left Monday for Buffalo, where they take positions on the steamship *Walter Frost* of the Chicago and Ogdensburg line.

The steamer *Alaska*, which was damaged last fall in a collision with the propeller *Oregon*, has been repaired and overhauled and is ready for this season's work.

Steam barge *Glengarry* with consorts *Glenora* and *Gaskin* have been chartered for the season to trade between Kingston and Port Arthur, coal cargoes up and grain back.

Capt. S.A. Murphy will fit out the tug *Gladiator* (Capt. Quinlan) with hawsers and steam pumps this spring so that she can attend to all the wrecking jobs that come his way.

Propeller *Enterprise* will tow the barges *A. Muir*, *Albatross* and *Antelope*. They go for one trip to Georgian Bay for oak timber for Montreal, after which they enter the general lumber trade.

The Northwestern Transportation Company's new steamer which is being built at Wyandotte will be out early in May. She will be named the "*Breadwinner*" and Capt. Harry Bassett will command her. The steamship building at Cleveland for the same company will be named the "*Sheffield*" and will be commanded by Capt. C.C. Allen.

The west and northwest winds of the past few days have driven the ice entirely off the north shore of Lake Erie and cleared the passage from Bar Point to Point au Pelee. The *City of Dresden* will leave Windsor on Wednesday next on her regular trips along the lake shore to Leamington and Pelee Island. The *City of Cleveland* will also leave on Monday and will no doubt find the passage clear by that time. Capt. Manson expects to reach Colchester Reef Light the first of next week and will commence lighting up.

Extensive improvements are being made on the iron steamer *Campana*, lying at the Michigan Central wharf in Windsor. The improvements will give better facilities for loading and more space for freight. She will also receive two new propellers. The *Campana* is owned by the Owen Sound Navigation Company and towards the close of the season last year she started for Toronto to have new boilers put in her, but the lake was closed when she reached Amherstburg and she returned to Windsor. She will run the coming season from Port Arthur to Owen Sound.

The following is a partial list of the crafts which are known in this district, with

the officers who will command them this year:-

|           |                            |                  |
|-----------|----------------------------|------------------|
| Steamship | <i>Sheffield</i> (new)...  | Capt. C.C. Allen |
| "         | <i>Breadwinner</i> (new) " | H. Bassett       |
| "         | <i>R.J. Hackett</i> .....  | " D. Girardin    |
| "         | <i>Blanchard</i> .....     | " J.T. Hutton    |
| "         | <i>Forest City</i> .....   | " E.C. Gatfield  |
| "         | <i>Grand Traverse</i> .... | " Thos. Honor    |
| "         | <i>Spinner</i> .....       | " D. Nicholson   |
| "         | <i>Alleghany</i> .....     | " W. Sunderland  |
| "         | <i>Schoolcraft</i> .....   | " T. Hackett     |
| Steamer   | <i>Riverside</i> .....     | " J. Desana      |
| "         | <i>City of Dresden</i> ... | " N.J. Wigle     |
| The Tug   | <i>Gladiator</i> .....     | " T.D. Quinlan   |
| "         | <i>Leviathan</i> .....     | " Mart Swain     |
| "         | <i>Winslow</i> .....       | " Geo. McCulla   |
| "         | <i>Swain</i> .....         | " Ed. Tormey     |
| "         | <i>Champion</i> .....      | " J. Laframboise |
| "         | <i>Crusader</i> .....      | " C. Swartwood   |
| "         | <i>International</i> ..... | " --- Olsen      |
| "         | <i>Balize</i> .....        | " J. Johnson     |
| "         | <i>Sweepstakes</i> .....   | " J. Miller      |
| "         | <i>Jessie</i> .....        | " James Tobin    |
| "         | <i>John Martin</i> .....   | " Frank Danger   |
| "         | <i>Sumner</i> .....        | " John Dorner    |
| "         | <i>Wilcox</i> .....        | " And. Hatray    |
| "         | <i>Kate Williams</i> ..... | " R. Mosher      |
| "         | <i>Shaughraun</i> .....    | " Jos. Marks     |
| Schooner  | <i>Iron Cliff</i> .....    | " Ira Mansfield  |
| "         | <i>W.B. Ogden</i> .....    | " J.G. Anderson  |

March 25, 1887

Capt. James Gordon is fitting out the little schooner *Annie*.  
C. Koelln will act as clerk on the steamer *City of Dresden* for a short time.  
The government supply steamer *Haze* is in port and will begin placing buoys in a few days.

Tug *Oneida* and schooner *Jessie* passed down at noon yesterday (Thursday), the first of the season.

The steamer *Alma Munro*, which has been in winter quarters at Windsor, is being made ready for commission.

The first boat out of Toledo this season was the tug *Mayflower*, which passed up Friday evening, bound for Detroit.

Capt. E.C. Gatfield has gone to Cleveland to fit out the steamship *Forest City*, which he will command this season.

E.G. Shepherd is busily engaged this week, making repairs to the machinery of the different steamers fitting out at this port.

The steamer *City of Dresden*, owing to the ice, did not make her first trip on Wednesday as expected, but will be down on Monday next.

It is expected that the Dominion Government will come to a decision on the question of canal tolls before the end of the present week.

The tug *Wm. A. Moore* is receiving new decks and upperworks at Capt. Grummond's dock. Capt. J. Laframboise will pull bells on the *Moore*.

Capt. C.C. Allen has gone to Cleveland to look after the new steel steamer *Sheffield*, building there for the N.W.T. Co. She will be launched next week.

Capt. Fox of Sandusky will sail the *Alaska* this season. She will commence her trips April 11th. The tug *Swain* called here last night, bound for Cleveland.

Andrew Hackett lit up the Bois Blanc Island Lighthouse for the season Saturday night, and the Bar Point Lighthouse was illuminated the same night. On Sunday the fog-horn was tested.

Capt. F.B. Hackett is fitting out his schooner *Pilot* and will be ready for business as soon as the ice disappears and will give special attention to wrecking. Capt. John Verner will be sailing master.

Owing to the continued northwest winds, Cleveland harbor is blocked with ice. It was therefore impossible for the steamer *City of Cleveland* to leave on her first trip Wednesday as was intended. She will, however, get away as soon as the ice will permit.

J.H.C. Atkinson of Pelee Island, having bought the remaining half share in the steam barge *Ada E. Allen*, lately sailed by Captain Weston, will run her this season as soon as navigation opens. She will carry rough freight and will be sailed by Captain J.H. Glass.

The schooner *Muriel* came over from Bois Blanc Island yesterday with about 300 bushels of oats, the product of the island. The *Muriel* is not very well known

in this district but her crew are from Bois Blanc, Andrew Hackett being captain, S. Butterfield pilot and Harry Hackett first mate.

The schooners *Midnight* and *Baker*, the *Benton*'s fleet, which have been in this port all winter, have had their cargoes of lumber re-loaded and the fleet leave for Cleveland Saturday. C. Gasco, N. Kett Jr. and J. Gasco of this town have shipped on board the *Midnight*.

Captain Bennett of the steamship *Benton*, which lies at this port, arrived Monday and will fit out his craft before proceeding to Cleveland. The machinery of the steamship *Wetmore* is also undergoing necessary overhauling before starting out for the season. Ed. Shephard has been engaged this week re-fitting her piston rings, brasses, cross-head and other parts of the machinery.

The *Riverside* is making better time this season than ever before. The following is her crew of the season: Captain John Desana; clerk Mortimer Stafford; first mate Charles Keegan; engineer P.G. Forsyth; fireman W. Skillicorn; porter John Eichman. The captain, first mate and porter are from Wyandotte, the fireman and engineer from Detroit and the clerk from Bay City.

Capt. Geo. Morden of the *United Lumbermen* has been in town during the past week putting his fleet in shape for the coming season. The *Lumbermen* is being caulked and will be ready to leave this week. She will go to Windsor to paint up and will then go into the dry-dock at Detroit. The schooner *New Dominion* (Capt. Wagner) is being fitted out at Fraser's lower dock and the schooner *Dolly Morden* (Capt. W.H. Morden) is at Chatham. They will all be engaged in the lumber trade as usual.

Patrick Cunniff, formerly of Amherstburg and mate of the steamship *Argonaut*, met with a serious accident at Clark's dry-dock, Springwells, Mich., on Tuesday. Cunniff was at work on a scaffold some twenty feet from the ground when he made a misstep and fell to the ground. His left leg was broken and he sustained injuries to the spine which have caused partial paralysis. Boyd's ambulance conveyed Cunniff to his house, 484 Croghan Street, where Dr. S.G. Miner pronounced his injuries serious but not necessarily fatal.

On Monday last, Dunbar's drill commenced work on the Lime-Kiln Crossing. About 8 o'clock a large floe of ice was seen coming down the river, which reached nearly from shore to shore and [was] about a foot thick. The tug was signalled for, but failed to respond. Thos. Hanley, the night foreman, raised the spuds and let her go with the ice. The drill was carried down past town, keeping the channel all the way. It appears that as the tug *Shaughraun* was leaving the dock to go to the

assistance of the drill, her wheel struck a pile and stripped all the buckets off, rendering her helpless. Capt. Marks then came downtown and got Capt. John Desana to go after the drill with the *Riverside*, which was overtaken at Elliott's Point, and after considerable work the drill was cut out of the ice and taken alongside the vessel at Fraser's dock. The tug was on Tuesday lifted up by the two dredges and the broken wheel replaced with the one taken off the tug last season.

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April 1, 1887

Capt. Thos. Carney is in command of the tug *Ballentine* this season.

The tug *Admiral D. Porter* is being fitted out and Capt. Chris. Smith will handle the bell rope.

The tug *Charlton* will not go into commission this season, her boilers being out of condition.

John Manson will go out to the Colchester Reef Lighthouse Monday and will then light it up for the season.

The tug *International*, Capt. Williams, left here yesterday morning to release the schooner *Mary*, ashore near Rond Eau.

Capt. Gilbertson of the tug *Metamora* is fitting out at Sarnia; the captains of the tug's fleet are busy fitting their boats out.

The little schooner *Souvenir* is receiving a new set of canvas and other repairs at Windsor. She will go into the lumber trade.

The tug *International No. 2* and her heart-rending whistle are being fitted out in Windsor. Capt. Williams will pull the string.

The palace steamer *City of Cleveland* made her first trip down Monday. She has been painted black and presents a fine appearance.

The big iron passenger propeller *Campana*, which has been in winter quarters at the M.C. Ry., Windsor, is being made ready for the season's work.

Capt. Millen has decided to put the steamer *Idlewild* on the Toledo route this season. The *Greyhound* takes the place of the *Idlewild* on the Port Huron route.

Walter S. Kolfage and Donald J. Duncanson left Monday for Buffalo, where they join the steamship *Spinner* (Capt D. Nicholson), on which boat they have accepted positions.

The tug *F.A. Folger* is being fitted out at Windsor for the season and will be ready for commission next week. She is to be fitted out this year with a steam pump and wrecking apparatus.

The prospects for good freights are exceedingly encouraging to vessel men this

season, and all are fitting out early to be in readiness whenever the ice moves. Everything that will float is being got in shape.

No decision has yet been arrived at in the question of reducing or abolishing canal tolls. Mr. Pope, Minister of Railways, is having a special report on the subject prepared, on which the decision of the Cabinet will be based.

Geo. Simmons, chief engineer of the Grummond Line, came down on the tug *Swainon* Thursday night of last week to see that everything worked smoothly. He spent the evening with old friends here. He will again be on the *Atlantic* this season. Capt. Ed. Tormey is again in command of the *Swain*, with Nasa Bailey as mate.

Chicago vessel owners are almost crazy over the revival of the lake carrying trade and the advance in freights. The outlook for this season was never more flattering. In American lake ports, 206 new vessels in various stages of construction represent an aggregate carrying capacity of 98,000 tons and a cost of \$6,500,000. Of these vessels, all but three are steamers.

The Canadian wrecking tug *McArthur* of Kingston will be commanded this year by J.A. Macdonald. She has been raised 18 inches aft and one foot forward. One of the largest centrifugal pumps in America, capable of throwing from 6000 to 8000 tons of water per hour, will be placed on the tug, to be driven by her engine. It is proposed to build for her a steam windlass for the purpose of releasing stranded vessels.

The steamers of the Detroit & Cleveland Line have been painted black this year. The reason given for the change is that it will save considerable money which heretofore has been expended in scrubbing the vessels to make them look clean. After a few weeks, the steamers of the line, and especially those that went to Cleveland, look dingy and dirty, notwithstanding great efforts to keep them clean. The scrubbing bill of the steamers that run to Cleveland is said to have been \$2000 last year.

In the early days of towing through the straits from Lake Erie to Huron and back, the steamers *Magnet* and *Arrow* divided the honors. They were both "side-wheelers," the propeller then not having come into general use for towing. The bones of the *Arrow* were laid away long ago, but the *Magnet* is still in existence, though shorn of her former glory. She belonged to the underwriters for many years and was run as a wrecker, having a complete fit-out of steam pumps, hawsers, life-boats and the first mortar gun for shooting a line to a vessel ever used on the lakes. She was painted black, had two rakish looking masts and was often mistaken by the uninitiated for a revenue cutter. She was recently converted into a lumber tow barge

and has been bought by Capt. J.W. Westcott of Detroit. Though old, there is some use in her yet.

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April 8, 1887

Moses Kirtley has left to take his position as steward on the steamship *E.P. Rhodes*.

Capt. Thos. Quinlan expects to leave for Marquette on Monday to fit out the tug *Gladiator*.

On Wednesday John Manson went out to the Colchester Reef Lighthouse to commence his season's duties.

Roman Smith left Thursday for Chicago. He will be steward of the steamship *Henry Chisholm*. Thos. Kirk will be his assistant.

The steamship *Benton* and barges *Midnight* and *Baker*, which have been in winter quarters here, left Tuesday for Cleveland.

On Monday next the steamer *Alaska* will begin running to Sandusky and the Islands, making the regular trips on Mondays, Wednesdays and Fridays.

George Chapeman, who was acting as ship-keeper on the steamship *Wetmore* at this port, has accepted the position of steward on the steamship *Business*.

The floating ice last Friday broke the anchors of Dunbar's dredges *Wild Irishman* and *Continental*, causing a damage of about \$300. The dredges resumed work Wednesday.

Capt. Jas. A. Smith leaves on Monday for Buffalo. He will again take his old position as steward on the propeller *John Pridgeon Jr.* of the Chicago and Ogdensburg Line. John Underwood will be assistant steward.

The U.S. Government Supervisor ordered that after April 1st all wheels shall turn in an opposite direction from that taken by the rudders. No uniform steering gear being now in use, the new regulations will not be enforced this year.

On Monday the schooner *Venus*, coal laden, ran on the rocks at the Lime-Kiln Crossing and Dunbar's tug *Shaughraun* was unable to release her. She floated off when the water came up Wednesday and was towed to Detroit by the tug *Moore* (Capt. J. Laframboise).

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April 15, 1887

Joe King of this town took his old position as clerk on the steamer *Atlantic* Monday.

The schooner *Theodore Voges* arrived Sunday from Cleveland with 296 tons of

coal for J.G. Mullen.

Eli Morin left Monday for Detroit to take his old position as steward of the steamship *Schoolcraft*.

Ed. Kolfage and Alex. Callam left for Buffalo on Tuesday night to take positions on the steamship *Spinner*.

Capt. James Tobin left Wednesday for Huron to fit out the tug *Jessie*. Jacques Laframboise Jr. will be mate.

Frank Hackett Jr., formerly of Amherstburg, will be mate of the steamship *Grand Traverse* (Capt. T. Honor) this season.

The steamer *Atlantic* arrived in the Saginaw Bay before noon Wednesday but cannot get through the ice. She lies about eight miles out.

The tug *International* has left with a steam pump for Lake Erie to release the steamer *Coral*, which went ashore last fall near the Eau.

The *Saginaw* will run between Toledo and Presque Isle at the mouth of the Maumee this season. She was towed down on Sunday.

Richard Tobin, George Horsley, Thos. Cooper and William Menzies started Monday for Trenton, Mich., to take positions on the tug *Torrent*.

John Green and Philip Thomas have gone to Chicago to take positions as marine stewards for the season. Jack goes in the barge *Sandusky* and Phil in the steam barge *Superior*.

James A. Cuniff, who was injured by falling through the hatchway of the barge *Don M. Dickinson*, got a \$500 verdict Thursday in the Wayne circuit court against the Blanchard Navigation Company.

George Cooper, steward of the steamer *Jay Cooke*, left for Sandusky yesterday. W.H. Bush, steward of the steamship *Spinner*, left for Buffalo Monday. Hy. Clark of the barge *Ely* and James Naul of the steamship *E.B. Hale* have left for Milwaukee.

Geo. H. Foster will again be steward of the steamship *Milwaukee*; Geo. McCurdy of the *Continental*; James Kirtley of the *M.M. Drake*, James Turner of the *Forest City*; Clayton Smith of the *Prentice*; and Geo. Thomas Jr. of the *David Wallace*.

It is definitely stated that the Dominion Government will ask for an appropriation to build a canal at Sault Ste. Marie on the Canadian side to connect Lakes Huron and Superior. It is understood that the desire of the Government is to have an uninterrupted Canadian waterway from Lake Superior to the Gulf of St. Lawrence.

The schooner *Mary*, which went ashore near Rond Eau on the 17th of Nov. 1st, was abandoned and the owners refused to pay the crew the amount due them. The seamen went to Windsor destitute and were given money by the corporation to get home. The *Mary* was sold at Marshal's sale yesterday (Thursday).

The barge *Jane Ralston*, laden with salt for Toledo, ran hard aground at Stoney Island last Friday and the tugs *Swain* and *Shaughraun* tried to release her, but did not succeed, the *Swain* breaking all her hawsers in the attempt. After about 300 barrels had been thrown overboard and about 1200 barrels lightered on the *Cotterel* (which were landed on Mullen's dock here) the *Ralston* got off Sunday evening.

The *Idlewild* starts for her Port Huron trips tomorrow (Saturday). The arrangement now is that the *Cole* will run in the Star Line between Detroit and Port Huron, and with the *Idlewild* will make a line, a morning and an afternoon boat, until about the first of June, when the *Greyhound* will take the *Idlewild's* place and the latter will run from Detroit to Toledo. A great many repairs have been made on the *Idlewild* and she is in about as good condition as when she first appeared.

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April 22, 1887

Frank Park will be second mate of the steamship *H.E. Packer* this season.

Thomas Hayes left Saturday to take the position of mate of the steamship *Anna Smith*.

The *Iron Chief* arrived up from Buffalo Monday, light, the first boat out of Buffalo this season.

H.T. Archer left Saturday for Buffalo to take his position as mate of the steamship *Wallula*.

The steamship *Forest City*, Capt. E.C. Gatfield, passed up yesterday for Detroit, where she will finish fitting out.

Work on the new Welland Canal is so nearly completed that the canal is expected to be open for navigation by May 2nd.

The steamer *Atlantic*, which was in the ice for a week, left Alpena Wednesday morning with a full load of freight for Cleveland.

Owing to the gale on Lake Erie, the water was very high in the river Monday, being even with the top of some of the docks. The steamer *Alaska* laid here all day.

Port Colborne reports the ice clear from that part of the lake. The St. Clair River is still full of ice and the steamer *Idlewild* could not come down from Port Huron on Monday.

Dunbar's dredge *Far Down* will complete its work on the Lime-Kiln Crossing

in about a week. At least one of the dredges will remain and it is expected that it will be employed all season on the crossing.

The Detroit grain fleet commenced passing down Sunday, bound for Buffalo. It was the largest spring fleet that ever left Detroit. It included 49 vessels carrying 1,707,000 bushels of wheat and 90,000 bushels of corn.

Captain Laframboise of the *Champion* has arrived at Marquette to fit out. The crew will be composed of John Cowley, his chief engineer; Wm. Pingle, second engineer; R. McMullen, mate; Frank Laframboise and J. Meloche.

Captain Thomas D. Quinlan of the *Gladiator* is in Marquette with D.W. Blauvelt, his first engineer; George Blauvelt, second engineer; James Tormey, mate; and Silas Fowler, wheelsman. They have commenced fitting out.

Thomas Gleason, mate of the *B.W. Blanchard*, has been in Chicago for the past five weeks, assisting in fitting out his craft. He came to Detroit this week to give his testimony in connection with the *Sprague* case and will join the *Blanchard* at this point as she passes down.

The *Detroit Evening News* claims that the Lime-Kiln Crossing improvements are in American waters. Next they will be claiming that the St. Clair Canal is not in Canadian waters. We have no objections to allowing our neighbors to improve our property, but they must not imagine they own it.

The trade and navigation returns for the year ending June 30th, 1886, give the following particulars of the arrivals of vessels at the port of Amherstburg: Canadian steam vessels, 59; Canadian sail, 24; American steam vessels, 436; American sail, 50; and British vessels, 14; making a total of 583 departures from this port.

The tug *Stranger*, which was burned two years ago at Trenton and sunk at Grosse Isle bridge, will be sold at United States Marshal's sale next Monday. If the engine and boiler of the tug are not resting on the bottom they will be as good as when the tug burned. The *Stranger* was owned by Capt. J. Laframboise.

The annual report of the Marine Department states that the total number of casualties to British, Canadian and foreign sea-going vessels in Canadian waters and to Canadian vessels in foreign seas during 1885 was 307, representing 124,442 tons register, and the total losses to vessels and cargoes was \$1,757,739, a much smaller number of wrecks than has occurred in any year since 1876. The total number of lives lost in last year's wrecks was forty-six, the smallest for any year since 1870. Six lives were lost by disasters on the Great Lakes.

The steamship *C.J. Sheffield* was launched from the yard of the Globe Iron Works Company at Cleveland on Tuesday. The *C.J. Sheffield* is another of the steel

steamers which are gaining prominence on the lakes. She is 259 feet keel, 274 feet over all, thirty-seven feet beam and twenty-three feet hold. She has a water bottom 3 feet 4 inches, divided into six compartments, three on each side, three freight holds and five bulkheads, a collision bulkhead forward and one aft at the stuffing box. A new feature in her deck plan is the insertion of seven hatches, all 8 feet wide and 24 feet centres; a 6 feet long by 4 feet wide iron portable hatch enters at the spar deck outside of the boiler house and runs on an incline, in such a manner that it will load ore on the centre of the steamer under the boiler, thereby saving much trimming. An iron deck 6 feet wide runs entirely around the hatches, a new feature and one that will be thought well of. Her machinery is fore and aft compound, 27 and 50 by 36 inch, and one boiler 10½ feet diameter by 17 feet long. Her screw is 10½ feet diameter with a pitch<sup>13</sup> of 14 feet and the boat is expected to develop a speed of 10 miles per hour. This boat will carry about 2350 tons of ore from Escanaba and is built at a cost of \$160,000. She is one of the finest crafts on the lakes. Capt. C.C. Allen, for thirteen years master of the *R.J. Hackett*, will sail her. John Jones will be mate. She will go into commission early in May.

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April 29, 1887

The schooner *J.R. Pelton* is unloading 400 tons of coal at Windsor from Black River.

The iron steamer *Campana* went into the Detroit Dry-dock to get two new wheels.

Capt. F.B. Hackett's schooner *Pilot* is aground about four miles below Leamington dock.

The schooner *I.L. Quimby* arrived yesterday from Huron, Ohio, with 178 tons of coal for J.G. Mullen.

The steamer *Idlewild* is expected to call regularly at Amherstburg this season on her daily trips between Toledo and Detroit.

J.H. Wright, steward of the steamship *Fay*, left on Wednesday to commence his season's work. Frank Jones is his assistant.

The steam barge *Lincoln*, Capt. John Duncanson, is expected here today to load 16,000 bushels of wheat for H.W. Allan for Montreal.

Gilchrist and others of Cleveland have bought the new steamer being built at Craig's ship-yard, Trenton. The price is supposed to be about \$110,000.

Capt. Frank Hackett's schooner went down the lake in search of two anchors belonging to L.M. Reid, who is engaged in the timber business at Leamington.

The steamer *City of Dresden* started on Monday last, making three trips a week to Pelee Island and intermediate ports. After May 1st she will run four trips a week.

Several steamships passed the straits of Mackinac on Sunday morning. The *Henry Chisholm*, *Kasota*, *Wallula*, *Tower* and *Pickands* passed in a bunch. The first craft passed last year on the 22nd April.

The new propeller *B.P. Flower* of Milwaukee passed down Wednesday. She is a fine four-master with steam steering gear and all the modern improvements. Her first cargo consists of 72,000 bushels of wheat.

The steam barge [*United*] *Lumbermen* (Capt. Morden) called here Tuesday on her way from Cleveland to Owen Sound. The *Lumbermen* has the oats shipped from here by S. Fraser and a deck load of coal on board, while the schooners *New Dominion* and *Dolly Morden* have cargoes of coal.

The honor of being the fastest boat in the world belongs to a twin-screw torpedo boat recently built in England for the Italian Government. Its length on the water line is 140 feet, beam extreme 14 feet, draught 5 feet 4 inches, displacement 100 tons. The screws are driven by two pairs of compound engines, indicating over 1400 horse power combined. Her speed is about 28 miles per hour.

The steamship *Spinner* called here Sunday on her maiden trip. She was inspected by large numbers of our citizens, who pronounce her A 1. She was formerly the old *Quebec* and makes a fine steamer, having probably the best accommodation for her crew of any freight boat on the lakes. Capt. D. Nicholson is in command, with Don Duncanson as mate and W.F. Cullen, engineer.

The first trial trip which the steamer *City of Detroit* made with her new wheels occurred Monday. She left Detroit at 8:52 o'clock in the morning, arriving opposite Amherstburg at 9:49, and made the run to Cleveland in five hours and fifty-nine minutes. The steamer had a strong head wind and a high sea to contend with, but she beat her original time by two minutes and ten seconds. The *City of Cleveland's* best time to Cleveland is five hours and fifty-six seconds [minutes?], three seconds [minutes?] better than the *City of Detroit*.

John Charlton of Lynedoch, M.P., for several years has been interested with S.A. Murphy of Detroit in the wrecking business. He was president of the International Wrecking Company, in which his brother Thomas and Murphy owned stock.

¹³ Pitch is determined by the distance the propeller would move in the water during one revolution, assuming 100% propeller efficiency.

Murphy failed two years ago. The Charltons, John and Thomas, began proceedings in the Wayne Circuit Court for the recovery by replevin¹⁴ of certain wrecking apparatus consisting of steam pumps and other appliances, of which they claimed to be owners. All the apparatus sought to be obtained by the Charltons was on board a lighter moored at Walkerville. The lighter did not stay there long after the institution of legal proceedings. By order of someone, she slipped her cables and was towed down the river to a point nearly opposite Fort Wayne, where she was anchored in the stream. This was a puzzler to the Charltons, but they soon saw a way out of the difficulty and were quick to put an idea into execution. The Canadian tug *Pete Williams* was chartered and a score or more of roustabouts engaged as a rescuing party. The tug steamed alongside the lighter, the roustabouts clambered down into the hold and before the sleepy captain awoke had the steam pump hoisted on deck and placed aboard the tug. Then their proceedings were interrupted. The captain of the lighter put in an appearance and drove the party off of this craft before they had succeeded in gaining possession of the boilers. The tug, with pump valued at \$3000 on board, put back to Windsor, when the booty was unloaded. Charlton now has part of the property of which he and his brother claim to be owners, and Murphy has the other part.

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May 6, 1887

Vessels began passing up the enlarged Welland Canal Wednesday afternoon.

Letters Patent have been granted the Sarnia Tug and Transit Co. with a capital of \$60,000.

The schooner *I.L. Quimby* arrived from Toledo Sunday with 181 tons of coal for J.G. Mullen.

Capt. John Miner has bought a controlling interest in the barge *Empire* and will command her this season.

The new steamer being built at Wyandotte for the Northwestern Transportation Company will be called the *Fayette Brown*.

The propeller *Northerner*, which burned at Kelly's Island last winter by the lime in her hold catching fire, will be rebuilt at Cleveland.

The scow *Frank Morris* made the trip from Detroit to Pelee Island and back in forty-eight hours. This is the best sailing time yet made.

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<sup>14</sup> an action for the recovery of goods wrongfully taken

The schooner *H.P. Murray* arrived from Cleveland Tuesday with 299 tons of coal for J.G. Mullen. 200 tons was delivered to Dunbar.

Navigation on the Welland Canal was opened for vessels drawing twelve feet on May 4th and will be opened for vessels drawing fourteen feet on May 26th.

The Canadian steamship *Campana* loaded at Detroit on Friday and left for Collingwood on Saturday to go on her route between Collingwood and Port Arthur.

The steamer *Lincoln* arrived up on Monday and loaded over 16,000 bushels of wheat at Barron's and Fraser's docks for H.W. Allan. She left yesterday for Kingston.

The Detroit & St. Clair River Towing Association elected S.B. Grummond president and resolved to continue last season's rates for towing. For raft towing \$200 will be charged.

The schooner *Cataract*, sunk off Long Point, Lake Erie, thirty years ago with a cargo valued at \$22,000, will be looked for by a wrecking party from Chicago this summer and if possible reclaimed.

The Chamberlain-McGowan suit over a dispute as to their respective shares in the profits of the barge *Pratt* and schooner *Victor* has been settled out of court and the vessels sold to S.A. Murphy of Detroit.

On Friday morning as the steamship *Lansing* was bound up, coal laden, her wheel chains parted and she drifted on Elliott's Point, where she remained until the evening, when she was released by the tug *Kittie Haight*.

The steamer *G.P. Heath* burned to the water's edge and sank north of Centerville, Wis., Monday. The wheelsman, George Olsen of Sheboygan, was drowned. The vessel was loaded with a deck-load of hay, which is insured and valued at \$5000.

The *City of Dresden* pulled on the schooner *Pilot*, ashore below Leamington, on Friday last and in attempting to release the craft pulled out her quarter. The *Pilot*, it is feared, will be a total wreck; in fact, Capt. Hackett abandoned her on Monday.

The magnificent new steamer *Wiley M. Egan* has passed up. She is 270 feet long, 39½ feet beam and 21 feet depth of hold. Supplied with three masts, steam steering gear and patent windlass, she is one of the finest boats on fresh water. Her first cargo consisted of 1900 tons of coal.

The following rates have been established by the Chicago Board of Underwriters and went into effect Saturday: From Chicago to ports on Lake Michigan, 30c.; ports on Lake Superior, 50c; on Lake Huron, Sarnia and Detroit River, 40c; Georgian Bay, 50c; Lake Erie, 50c; Ogdensburg, 70c; Montreal, \$1.

Andrew Hackett has finished placing the buoys from the head of Fighting Island down to Big Creek. Great care has been taken to have them placed in their proper places and vessel men, for whose benefit they are placed, should try and keep away from them. It is not the larger boats that run over and carry away the buoys, but the small crafts. If several of them were fined for their carelessness it would probably put a stop to it.

A Cleveland despatch says:-“The fish tug *Wyland* saved the propeller *Ada E. Allen* from sinking on Saturday. The *Allen* left Cleveland Friday night for Pelee Island to load pail bolts for Detroit. When nearly across Lake Erie, she sprung a leak. The water poured in very fast and put out the fires. The wind was from the northwest and of course the little boat had nothing else to do but to try to make this port with a stay sail. When picked up by the *Wyland* about fifteen miles off Cleveland, the crew were about played out and they were up to their necks in water trying to stop the leak with pails.”

The tug *Swain* called here on her way up on Friday with the *Sage* and the *Porter* [*Parker*?] in tow. She reported that with the schrs. *Louis O'Neill*, *H.W. Sage*, *Thos. W. Parker*, *Riverside* and *D.S. Austin* in tow she encountered a gale off Port Stanley on Thursday night. The tow line parted and the *Parker* and the *O'Neill* came together with a terrific crash. The *O'Neill* was dismasted and the *Parker* was badly damaged. The *O'Neill* was coal laden and sprung a leak and soon went down in 12 fathoms of water. The crew escaped in a small boat and reached Conneaut in safety. The *O'Neill* was built at Cleveland in 1862 by Pressley and rebuilt in 1884. She measured 522 tons, classed A 2 and insured for \$18,000. Robert Holland, Marine City, was her owner. The crew of the *O'Neill* were exposed to a violent storm in their open boat for 60 hours. One sailor, Sherman Williams, and the cook, Margaret Barrett, both of Marine City, are in the hospital, sick from exposure. The rest of the crew, six men, have gone to their homes in Michigan. Capt. Parker says that the sea was as heavy as he has witnessed in his experience of 25 years.

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May 13, 1887

Since she was lengthened, the *Iron Age* carries 1603 tons.

Capt. Mike Enright of Toledo has purchased the Buffalo tug *J.S. Christian* for \$6000.

Southard, a Toledo man, is said to be figuring for the purchase of one of the large Detroit tugs.

The *Tioga* reached Chicago at 8:20 a.m. Sunday, making the fastest time on

record from Buffalo - 63 hrs. 30 min.

The new steamship *Roumania*, 300 feet long and costing \$140,000, was launched at Davidson's yard, Bay City, Saturday afternoon.

The Lehigh Valley Transportation Company has contracted for a 290-foot freight-carrying steamer with the Globe Company of Cleveland.

While bound up Tuesday, the steamer *City of Dresden* ran aground near the mouth of the Canard. After being on five hours, she was released by the tug *Jessie*.

The new iron steamship *Fayette Brown*, which is being built at Wyandotte, will be launched at 10 a.m. tomorrow (Saturday). Capt. Harry Bassett will be in command.

Dunbar's dredge *Wild Irishman* laid up Tuesday, having completed its work on the Lime-Kiln Crossing. The dredge will be engaged about four months, cleaning up.

On Sunday the schooner *I.L. Quimby* arrived from Toledo with 185 tons of coal for J.G. Mullen and on Wednesday she brought over 191 tons for the same firm.

The steamer *Gazelle* came down Tuesday evening and took the *Riverside*'s place on the Detroit route for a few days, the latter boat having laid up for a time to receive a general overhauling.

Capt. C.C. Allen, mates John Jones and John Horsley and wheelsmen James Gott and Adolphe Ouellette are now all on board the new steamer *Sheffield* at Cleveland, getting her in shape for business.

The tugs *Balize*, *International* and *Charlton* of the International Towing and Wrecking Company will hereafter have their headquarters at Windsor. John Charlton is owner and W.T. Charlton will be the manager of the line.

The Canadian side-wheel steamer *Manitoba* has been sold to C.G. Lincoln of Chicago. The *Manitoba* went ashore at Southampton in the fall of 1882 and was wrecked by S.A. Murphy of Detroit in 1883. On account of the trouble between her owners, the Northwestern Transportation Company and the insurance companies as to who should pay the wrecking bill, she has been lying above Detroit for some years.

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May 20, 1887

The steam barge *Ada E. Allen* arrived Tuesday from Toledo with 280 tons of coal for J.G. Mullen.

The steamer *Cuba* arrived up Friday night from Montreal and landed a large quantity of freight here.

Capt. F.B. Hackett has sold the schooner *Pilot*, which is ashore below Leamington, to Capt. Wilkinson for \$150.

The steam barge *Lincoln*, Capt. John Duncanson, called here Sunday evening, bound up. She takes railroad ties from Lake Huron to Chicago.

Dell Moffatt, an old tug captain, was caught between two tugs at Cleveland on Thursday of last week and received injuries which may prove fatal.

The schooner *Sarah* arrived Thursday of last week and the *W.Y. Emery* Friday from Lorain, Ohio, with coal for J.G. Mullen, the former with 120 tons and the latter with 380 tons.

William Monroe left Tuesday for Cleveland to take his position as steward of Bradley's new steamship, *Nellie Grover*, which is being built there. Alex. Thurman of Gesto will be assistant steward.

The composite steamship *Fayette Brown*, which has been on the stocks in the Wyandotte yard of the Detroit Dry-dock Company, was successfully launched Saturday. Old marine men standing around said it was the finest side launch on record. She was built for the Northwestern Transportation Company. She will be sailed in the iron ore trade by Capt. Harry Bassett, formerly of the *Forest City*. Capt. Theo. Young will be mate.

The elegant new steamship *Charles J. Sheffield* (Capt. C.C. Allen) called here yesterday (Thursday) morning on her way up, it being her first trip. She is a handsome craft, one of the finest on the lakes, and a full description of her has already been given in these columns. J.H. Jones is first mate; John Horsley, second mate; Adolphe Ouellette and James Gott Jr., wheelmen; Henry Wilcox, watchman; and Henry Wilds and Walter Grenier, cooks; all of Amherstburg. Many of our citizens boarded her while she lay here.

In coming into this port last Monday, the large new steamship *Horace A. Tuttle* ran into W. Hamilton's dock, completely wrecking about 15 feet of it. The warehouse on the dock was shaken on its foundation and the displaced planking moved a portion of the front and rear walls of the building, leaving the place in a rather dilapidated condition. The damage, which will amount to about \$200, will be borne by the owners of the boat. The *Tuttle* did not escape injury, as a hole large enough to admit a man's arm was stove in her bow through coming in contact with the timbers of the dock. The accident is supposed to have been caused by the boat's steering gear getting out of order as she was coming in. Andrew Bellecoure has received a contract to repair the dock.

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May 27, 1887

For coal from Buffalo to Chicago 90c. is offered, and it is believed the rates will advance to \$1.

The schooners *Adams* and *David Dows* have been bought from the Carrington estate for \$125,000 by James Corrigan of Duluth.

Edwards Friendso, assistant engineer of the steamer *Lycoming*, was killed at Chicago on Sunday by falling into the crank pit.

The steamer *Wallula* of Cleveland, valued at \$110,000, went very dangerously ashore on Pancake Shoal, Lake Superior, the end of last week.

The ironclad steamer *Eagle*, which ran between Sandusky and the islands all winter, has been purchased by T.F. Newman of Cleveland from Andrew Wehrle for \$15,000.

Some freight was taken from New York to Chicago via the lakes on the steamer *H.J. Jewett* from Buffalo in a little over five days, the quickest transit by lake and rail ever made.

The steam barge *United Lumbermen* arrived on Saturday from Georgian Bay with 400,000 feet of lumber, 100,000 of which she discharged at Windsor, 100,000 at J.S. Wright's dock, the remainder being left at the C.S.R. depot here for S. Fraser.

The lightship *Dunscomb* has been repaired and placed in position on the White Shoals, the most dangerous in the Straits. Last fall her cables parted and she drifted helplessly until picked up by the tug *Winslow* and towed in. She is maintained at the expense of marine men. She was the old Bar Point Lightship.

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June 3, 1887

Port Huron is to have a floating dry-dock.

The Escanaba ore rate has been advanced at Cleveland to \$1.40.

The keel for another big steam barge has been laid in West Bay City by Capt. James Davidson.

The steamer *Forest City* called here last Saturday morning. Capt. E.C. Gatfield is master.

The steamer *C.J. Sheffield* passed down on her maiden voyage last week with 2188 tons of ore.

The new Welland Canal was opened on Thursday of last week for vessels drawing 14 feet of water.

Yesterday (Thursday) the *City of Dresden* took up 700 bushels of corn from Colchester to Walkerville.

The tug *Sweepstakes* passed through the river with the largest raft of the season, the tow bill amounting to \$869.

S. Fraser shipped 2200 bushels of oats from Allan's warehouse this week to Georgian Bay on the *United Lumbermen*.

The Canadian tug *International* was libelled at Cleveland on Tuesday by S.A. Murphy of Detroit for \$525 for supplies.

The first passage through the new aqueduct at Welland was made on Monday morning by the propeller *Newburg*, drawing 14 feet.

The Detroit Dry-dock Company has contracted to duplicate the steamer *John F. Eddy* for M.J. Cummings of Oswego. She is to cost \$120,000.

"Tug" Wilson got the yacht *Minnie* aground on Stoney Island on Tuesday and was there for four hours before help came and he got her off.

On Wednesday the schooner *St. Clair* arrived from Kincardine with 100 barrels of salt for merchants in town, and the *Pinafore* landed about 50 more barrels.

The new steel steamer at Buffalo building for the Union Steamboat Company is 350 feet long, with forty-one feet beam. She will be the largest craft on the fresh waters.

The *City of Dresden's* round trips on Saturdays and Mondays have been abandoned. This course was due to the objections of the Kingsville and Leamington merchants, as they claimed their trade was injured thereby.

The steamer *Riverside* came down Sunday after having undergone a thorough overhauling. The decks, cabin and engine have been repaired and put in first class condition and the whole craft has been tastefully painted, making her look neat and clean.

In order to accommodate large-sized American propellers, the direction of the range at Port Colborne, Lake Erie, has been changed so as to leave them clear of Sugar Loaf Reef. This change will permit steamers drawing fourteen feet of water to enter the harbor.

Yesterday (Thursday) the steamer *Idlewild* commenced her trips between Toledo and Detroit. The *Gazelle* is also on the same route. Neither will stop at Amherstburg. Capt. Wm. McKay, who commanded the *Greyhound* last season, will command the *Idlewild* this season.

The schooner *W.Y. Emery* arrived here Sunday with a cargo of coal for Mullen, and while she lay at the dock the pumps were kept constantly working to prevent her from sinking, as she was damaged by being struck by a tug in Black River and was leaking badly when she arrived. Peter Mero put on a diving suit and repaired her

in good shape.

Early on Monday morning, about five miles below Colchester Lighthouse, the tug *Oswego* with mate Robert Brown on watch rounded to about half a mile ahead of the large barge *May Richards*, bound up, in order to hail her. When the *Richards* was close to the tug, the signal was given to back the latter, but the engine must have been on the centre<sup>15</sup>, for the signal was not at once answered and when it was, she went strong ahead across the vessel's bows instead of back. The *Richards* was under full sail and struck the tug nearly amidships, sinking her in less than half an hour, five fathoms deep in mid-channel, all the crew escaping in the yawl boat, which made water so fast that all the clothes of the crew had to be thrown overboard. The *Oswego* was built in 1857 by Hilman & Son of Philadelphia and rebuilt in 1873. She is owned by Capt. Grummond of Detroit and is valued at \$9000. She rates B 1. There was no insurance on the tug. The *May Richards* arrived up on Monday evening and went into the Detroit Dry-dock on Tuesday. She was making some water all the time. All her head gear is carried away. Her stem is very badly smashed and bent. It will probably cost \$1000 to repair her. The *Oswego* will probably be raised immediately.

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June 10, 1887

The body of Capt. Jos. Heath, drowned from the *Alaska* last fall, has been found on North Bass Island.

The schooner *James Mowatt* was aground at Bar Point on Wednesday. The steam barge *Juno* pulled her off.

The tug *Winslow* passed down on Friday with the largest raft of the season. It contained 2,000,000 feet. It was from Black River on its way to Buffalo.

Luther Bush and Geo. Brantford arrived home Wednesday, having given up their situations on the steamer *Frost*. They left yesterday for Bay City, where they take positions on the new steamship *W.A. Wheeler*.

The parties who were down hunting for the *Oswego* this week with two boats and crews from Detroit failed to locate her, although some trunks, life preservers and clothing were found on the shore near Canfield's dock.

The steamship *C.J. Sheffield* laid here for a few hours during the thick fog on

¹⁵ On occasion a steam engine will stop with its primary cylinder on "top dead centre" and steam will not move it. It then must be rocked off-centre or the steam by-passed to the secondary cylinder, which will be off-centre, for starting.

Tuesday morning and was inspected by many of Capt. Allen's friends. She was light, bound for Ashland, from whence she will take ore to Chicago and then load wheat for Buffalo.

Ship-building just now is brisk in Cleveland. The Globe Company has two large contracts on hand, one a barge measuring 274x38x23 for Ira Owen of Chicago, and the second a mammoth barge 312 feet long for the Delaware & Lackawanna Company.

The steamship *Tacoma*, while lying at anchor at Amherstburg on Tuesday night, was run into by the steamer *Continental*. The *Tacoma* went up to Detroit Wednesday and unloaded 15,000 bushels of wheat at the Wabash elevator. She is now lying at the foot of Twelfth Street awaiting a chance to get into the dry-dock.

The Marine Department has instructed Andrew Hackett to place a buoy on the east side of Bois Blanc Island to mark the spot where the *Kitty B.* struck a sunken spile, which caused her to sink. The buoy was placed yesterday; it is black and vessels should leave it on the port hand coming in and not run too close to it.

First mate Frederick Viney of the steamer *Alaska* was killed on her down trip Sunday. He was struck by a bolt on the end of the crankpin while passing on the iron ladder which runs alongside the frame supporting the walking beam. His wife was a passenger on the steamer at the time. Deceased was brought up in Amherstburg and was a son of Joseph Viney, a pensioner here. Two or three of his brothers reside in different parts of the States. He was a step-brother of the Messrs. Navin, his father's second wife being their mother.

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June 17, 1887

On Monday Dunbar's dredge *Continental* with two dump scows left in tow with the tug *Richardson* for Sandusky.

The tugs *Shoo Fly* and *Challenge* and the barge *Vampire* are down on Lake Erie dragging for the sunken tug *Oswego*.

A "Sailor's Wife" writes to the *Detroit News* of Monday last complaining that Canadians are allowed to ship on board American vessels and wants the contract labor law put in force against them.

D.W. Canfield arrived here on Tuesday night in charge of a raft of oak logs from Kingsville and Wheatley for the Chatham Manufacturing Co. The tug *Jessie* is towing it through. It contains 338 pieces, containing 160,000 feet.

The steam barge *Goodhit* caught fire on her way up the river on Saturday evening with a load of lime from Kelly's Island to Detroit and was run ashore on

Grosse Isle below Ballard's, where she burned to the water's edge.

The propeller *Tacoma*, which was run into by the *Continental* while tied up at Amherstburg, discharged at Buffalo on Monday and found quite a large amount of wheat wet. The forward hold alone was 2400 bushels short on account of wet grain.

The steamer *Idlewild* made her last stop here on Sunday. By agreement between parties, the *Idlewild* ceases her stops at Amherstburg and the *Gazelle* is hauled off the Detroit and Toledo route and will likely run between Cleveland and the Islands.

The schooner *Lady Macdonald*, with lumber from French River to Thorold, ran aground on Fighting Island Saturday afternoon. She was two feet out. The tug *McCrae* pulled on her without success. The steamer *City of Dresden* lightered her cargo and pulled her off Sunday forenoon, making \$300 by the operation.

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June 24, 1887

The tug *Balize* passed down Monday with six vessels, whose tow bill amounts to \$900.

Capt. Burge has sold the schooner *W.Y. Emery* to Capt. Peters of Windsor for \$1500 cash.

An Order-in-Council has been passed removing tolls on grain passing through the Welland Canal.

An advance of 10 per cent has been made in the prices of towing by the Detroit and St. Clair River Towing Association.

The *Jewett* has beaten the record in a round trip from Buffalo to Chicago and return, having made it in 6 days, 14 hours and 15 minutes.

A still further advance in grain freights at Chicago is noted. Wheat to Buffalo paid 5 7/8 c. and charters were made to Kingston at 9c per wheat and 8 1/2 c on corn.

Commencing Monday last, the steamer *Alaska* connects on weekdays at Put-in-Bay with the steamer *Pearl* for Cleveland, making a daylight trip across the lake.

The steamer *Champlain* of the Northern Michigan Line burned off Charlevoix at midnight Thursday of last week and about 30 passengers were drowned. 8 of them belonged to northern Michigan.

Lake steamers are overhauled every year by the government inspectors, who are very strict in their examinations. At the last inspection of the *City of Dresden* she was found in good order and chartered to carry 500 passengers, as her certificate, dated at Detroit, shows.

The steamer *Jay Cooke*, plying between Sandusky and the islands, broke her walking beam on Monday. The connecting rod went through the hurricane deck

into the ladies' cabin. There were about 20 passengers on board, but luckily all escaped. Damages about \$4000.

Carkin, Stickney & Cram of East Saginaw are the only bidders for furnishing the government with a tug, dredge and a dump scow for work at the St. Mary's Falls Canal. They ask \$11 per hour for the outfit. John Hickler is the only bidder for machinery work at the Sault, his proposal being sixty cents per hour. The bids were opened by Gen. Poe on Friday.

While his boat was lying at Cleveland, Capt. E.C. Gatfield of the steamship *Forest City* was standing on the dock near his steamship and the syphon was set working and squirted hot water on the Captain's legs, burning them severely. The boat called here on Monday morning and the Captain was then confined to his room. Mrs. Gatfield was on the boat when the accident happened and remained on board to nurse her husband.

The Canadian Pacific steamer *Athabasca* during a heavy fog on Thursday morning of last week ran ashore in the Georgian Bay. The captain secured assistance from Tobermory and all the Athabasca's passengers were safely taken to Owen Sound. The steamer is reported to be uninjured, but was in the neighborhood of dangerous reefs. She was safely taken off Monday night and reached Owen Sound Monday.

The tug *Challenge*, which was searching, found the tug *Oswego* Thursday morning of last week, four miles below Colchester and about three miles from shore. Capt. Grummond and Capt. P. Williams with the tug *International* of Windsor went down yesterday to raise her and she will be taken to Detroit. Robert Brown, mate of the *Oswego*, was with the searching party. She will be out again in about six weeks.

South Chicago ore and coal docks beat the world for unloading vessels. The steamer *Charles J. Sheffield* reached the docks of the rolling mills there Tuesday of last week and 2013 gross tons of ore were taken out of her in exactly seven hours. After discharging her cargo, the steamer took on 100 tons of coal in thirty minutes. In less than eight hours from the time she entered South Chicago, the *Sheffield*, one of the largest ore carriers on the lakes, was on her way down Lake Michigan for another cargo.

A terrible disaster occurred on Lake Erie on Monday evening in which eight souls went down without a moment's warning. The steam barge *P.H. Walley* loaded with stone at Marblehead and started for Cleveland Monday afternoon, having on board the captain, J.P. Gillespie; J.H. Flora, mate; an engineer, fireman, two

deckhands and a cook; and Capt. Gillespie's wife and four children. About 7 o'clock, after the boat had got well started on her trip, a heavy squall struck the barge and capsized her before any precautions could be taken, filling her from the hatches, and the result was that the water rushed down the hatches and filled the barge while some of the crew were resting below. The boat went down with 12 persons aboard and out of this number but four were saved - the captain and two children and the mate.

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June 24, 1887

The steamer *Canada* will leave Montreal on Thursday, July 7th, and Toronto and Hamilton about July 14th on a trip supplying all Canadian lighthouses between Montreal and head of Lake Superior.

The schooner *Mary* of Port Stanley was sold at Windsor on Wednesday, 8th inst., at marshal's sale to J.S. Nesbitt of Sarnia for \$1100. She will be placed in tow of the tug *Jessie* in the coal trade from Huron to Point Edward.

The Port Huron Ferry Company have sold the steamer *Beckwith* to a gentleman of Sault Ste. Marie for \$7500. The boat will be used as a ferry between the Canadian and American Soo. The *Beckwith* has been on the Port Huron ferry route for the past eight years.

A return has been brought down in the House of Commons with respect to the construction of a harbor of refuge at Port Rowan, which showed that while there had been considerable rivalry for this public work between that point and Port Burwell, Port Rowan had been recommended very strongly by the engineers sent to report on the two localities. Accompanying the return was a list of the casualties which have occurred off Long Point, and a terrible record it is.

The Marine Department has ordered that round balls be placed on the tops of spar buoys used in the Dominion of Canada. Where such round ball is seen on a buoy, it will indicate that it is a starboard buoy, which will invariably be painted red and should be left on the starboard or right hand in entering a channel or harbor. Ranges have been established by the Marine Department at Owen Sound by which vessels navigating the Sound can ascertain errors of their compasses.

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in the next issue of Echo Soundings
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Ships with names of people are listed by first letter; eg, barge *A. Muir* is listed under "A." Boldface type indicates a photograph. For simplicity, shipwrecks, burnings, groundings, collisions, etc. are all listed under the heading of "accidents".

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