

Echo
SOUNDINGS

MARINE NEWS of 1902-1903

Excerpts from the
Amherstburg Echo



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Volume V, Number 3
Fall 2002

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

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The Marsh Collection Society wishes to thank Fort Malden National Historic Site for allowing us to reproduce photographs for this book.

Introduction

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

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

A large part of the Marsh Collection is books, files and photographs relating to the marine history of Amherstburg and the Great Lakes system. These items form the nucleus of a future marine museum. The *Amherstburg Echo* and Bowes Publishing Ltd. have graciously allowed us to reprint the "Marine News" columns and other relevant articles which appeared regularly in the newspaper from its first issue in November, 1874. The *Echo* is still in publication today, having operated continuously for 127 years, and occupies the building constructed for the *Echo* in 1915.

Echo Soundings will be published quarterly by the Marsh Collection Society in the hope that residents of Amherstburg and other Great Lakes communities will read about and enjoy the rich marine history of their town.

January 3, 1902

Steamer Imperial Sunk.-The steamer *Imperial* sank to the bottom of the river Friday morning at Walkerville. The boat went into winter quarters last week at the dock in the rear of the Walkerville waterworks and Friday morning at 8 o'clock was found partially submerged. How the accident happened is puzzling the officials of the Lake Erie Navigation Co., to whom the ill-fated steamer belonged. J. Titharge, an employee of Hiram Walker & Sons, was cleaning snow off the dock and at that time he says the boat was floating as usual. At 8 o'clock he noticed that the boat was shaking from stem to stern, and upon going over to the edge of the dock saw that the little craft was rapidly sinking out of sight. In a few minutes after his arrival at the dock the boat took a dive and left only the extreme upper deck in view. She will be raised at once. The loss is about \$500. The sinking was caused by bursting of the sea-cocks or the springing of a leak from the pounding of the heavy ice. The *Imperial* is valued at \$6000 and only three years ago her upperworks were burnt at Amherstburg, after which she was rebuilt at Windsor. The boat plied between Windsor, Amherstburg and Pelee Island.

The season's shortage in grain shipments due to failure in the corn crop is reflected in the falling off of business at Buffalo compared with last year. Exact figures covering Buffalo's receipts of grain of all kinds have not as yet been compiled, but they are in round numbers 132,000,000 bushels compared with 158,000,000 bushels in 1900, or a decrease of 26,000,000 bushels.

Capt. Frank Hackett of the lightship *Kewaunee* arrived home Thursday of last week after laying up the boat at Cleveland.

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January 10, 1902

The Shipmasters' Association at a special meeting Friday afternoon passed resolutions asking for the retention of Col. Lydecker in his present work at Detroit, and the resolutions will be forwarded to Washington. The matter of forming a Masters' Protective Association was also brought up and it is probable that such an association will be formed before the opening of navigation.

The Lake Dredge Trust will absorb the following plants: Lydon & Drews Company, Chicago, eight dredges and eight tugs; Hansler & Lutz, Chicago, four dredges and three tugs; Fitzsimmons & Connell Company, Chicago, three dredges and four tugs; Starke Dredge Company, Milwaukee, eight dredges and eight tugs;

Hickler Brothers, Sault Ste. Marie, two dredges and three tugs; H.W. Hubbell & Co., Sault Ste. Marie, two dredges and two tugs; Edward Brothers, Sault Ste. Marie, two dredges and two tugs; Jas. Pryor, Houghton, two dredges and two tugs; C.S. Barker, West Superior, six dredges and six tugs; William & Son, Duluth, five dredges and five tugs; Dunbar & Sullivan, Detroit, four dredges and five tugs; Breyman Bros., Toledo, three dredges and four tugs; Jas. Rooney, Toledo, two dredges and three tugs; L.P. & J.A. Smith, Cleveland, six dredges and six tugs; W.A. McGillis & Co., Cleveland, three dredges and three tugs; Hingston & Woods, Buffalo, nine dredges and seven tugs; Buffalo Dredging Co., four dredges and four tugs; Donnelly Company, Buffalo, three dredges and two tugs. One of the aims of the proposed Dredge Trust will be to retain the business of the lakes with the understanding that the constituent companies shall depend solely upon the lake business for their sustenance.

The Algoma Central Steamship Co. - the Clergue vessel interest - has purchased a new steamer, said to be one of the side-wheel steamers now in use on Long Island Sound. The new boat will be brought to the lakes in the spring and will be used in connection with the new passenger and freight boat to be built for the line at the Craig yards, Toledo, for use in the Toledo and Soo trade, touching the ports on the east shore of Lake Huron and Georgian Bay. The boat to be built at the Craig yards will not be a side-wheeler, but will be along the lines of the *Iroquois* and *Chippewa*, turned out by the Craig people a year ago.

Capt. Baker of Detroit had the contract to raise the steamer *Imperial*. Harry Hamilton of Amherstburg did the diving.

The upperworks of the D. & C. boats will be painted an old ivory colour next spring, while the hulls will remain the same color as at present, an olive green.

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January 17, 1902

The ferry *Promise* was down Monday to Bois Blanc with a load of evergreen trees, which will be planted out on the island and on the company's property in this town.

Capt. F.B. Hackett, David Girardin Sr., David Girardin Jr., J. Laframboise, Alex. Callam, D. West and Harry Hackett, Howard Hackett, Joseph Mahon and Walter Girardin attended the meeting of the Shipmasters' Association at Detroit this week.

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January 24, 1902

Capt. F.B. Hackett sold 105 fathoms of tested cable chain to the Pere Marquette R.R. Tuesday. Wednesday morning a special M.C.<sup>1</sup> train was sent in for it. The chain was loaded in an hour. It weighed seven tons. It was re-shipped at Detroit, where a special awaited it, and reached Ludington at 12 p.m. same night. It will be used in releasing the steamer *F.&P.M.<sup>2</sup> No. 3*, which is ashore at Ludington. This is a remarkably quick despatch of freight over these railroads.

The steamer *Imperial*, which sank for the second time at Walkerville dock, was raised Monday and taken to Detroit dry-dock for repairs to her hull.

Capt. George McDougall of the Canadian Pacific steamer *Athabasca* has just received a fine gold watch and chain, presented by President Roosevelt in recognition of humane service performed by Capt. McDougall in rescuing the captain and crew of the American barge *Preston* on Lake Superior June 29 last.

February 14, 1902

According to A.B. Wolvin, the head of the Great Lakes & St. Lawrence River Transportation Company, that company is negotiating with the American Shipbuilding Company preparatory to placing an order for all of the ships which can be built during the present year. The boats will carry grain between Duluth and Quebec. The company has obtained possession of the elevator owned by the Great Northern Railroad of Canada, stationed at Quebec, and it already has such facilities at Duluth. The elevator capacity, therefore, has been arranged for, and there will be no difficulty whatever in that respect. Presently, when the time shall permit, it is the purpose to erect new elevators.

**New Ferry For Bois Blanc.**-For excursion and outing purposes, it is likely that few, if any, of the steamboats now in service on the lakes can equal the new steel steamer being built for the Detroit, Belle Isle & Windsor Ferry Co. at the Wyandotte yard of the Detroit Shipbuilding Co. The boat is designed especially for the excursion business and for accommodating the large pleasure parties which in summer visit Bois Blanc Park at the head of Lake Erie. Her actual carrying capacity will be 4500, although Government regulations may limit the number of passengers to about 3200. The new steamer is to be completed so as to be in readiness for the

<sup>1</sup> Michigan Central [Railroad]

<sup>2</sup> Flint & Pere Marquette



opening of the Bois Blanc Park season on June 9. She will be a three-decker and will be fitted with spacious cabins for the accommodation of ladies and children. Her dimensions are: Length overall, 216 feet; breadth of hull, 45 feet; breadth over guards, 60 feet; depth, 17 feet nine inches. Drawing 12½ feet of water, she is expected to maintain a speed of 16 miles an hour or better. The steamer will be fitted with two cylindrical boilers of the return tube type, each 12 feet long and 13 feet two inches in diameter and tested for 180 pounds of steam pressure. Her engines are to be of the triple expansion type with cylinders 21½ x 34 x 54 inches, having a 36-inch stroke. The new steamer will land at and leave the dock at the foot of Bates Street, where the ferry company is now erecting a magnificent new pavilion and waiting room, which will be completed for use at the opening of the season. Her owners have not yet found a name which would in their estimation be sufficiently attractive and at the same time appropriate for the new boat. Excursion Manager Mason announces he will give a season pass to Bois Blanc Park to the person suggesting a name which meets with the company's approval as the most fitting appellation.

Capt. James Davidson of Bay City, who was a defendant in the Admiralty Court case, has sold the schooner *Crete*, one of the largest wooden ore and coal carriers on the lakes, to L.S. Sullivan, William C. Richards and Capt. Thomas Jones of Cleveland. The price is not given out. An insurance value of \$65,000 has been placed upon the schooner by the Lloyds. She is rated as A 1 with a star. Overall the *Crete* measures close to 300 feet and will carry 3500 gross tons. Next season she will tow behind the steamer *Roumania*.

The Pelee Island Steamboat Bill has passed the second reading and stands for third and final reading.

The total number of vessel passages through the Detroit River last season as recorded at the United States marine post office were 20,534. This is 2107 less than in 1899 and 1931 less than in 1900.

Capt. Jas. Jarmin leaves next week for Collingwood to look after the fitting out of the fleet of dredges there.

February 21, 1902

Capt. F. Hackett Jr. will have charge of the lightship *Keewaunee* again this season. He leaves next week for Cleveland to oversee the fitting out. Ray Vanidour will be cook.

The steamer *Grecian* need not think she is the only thing on the rocks.

February 28, 1902

**WHEN THEY SAIL.-Steamship Lines Are Booking Dates for Excursions.-**

The managers of the different excursion boats are looking forward to a big season next summer and dates are rapidly being taken. Tashmoo Park and Bois Blanc Island are the most popular and the dates for both these resorts are filling up very fast.

The *Tashmoo* will start her season on June 10, but the *City of Toledo* will start the afternoon run as soon as the ice will permit. The *Toledo* will be on the afternoon run all summer. The *Idlewild* will open the Toledo end of the line as soon as the ice is out of the river and will continue on the run until the completion of the new *Greyhound*, about June 1.

The D.B.I.&W.<sup>3</sup> Ferry Co.'s new boat will be placed on the Bois Blanc run on June 12, while the Belle Isle boats will start about May 20. The *Frank E. Kirby* will be put on the Put-in-Bay-Sandusky run about April 15 and the *Wyandotte* on the downriver route about the 1st of June.

The *City of Detroit* will make her first trip to Cleveland about April 1st, but she may go earlier than this if the weather permits. The first trips of the *Eastern States* and *Western States*, the new palaces of the Detroit & Buffalo line, will be made in June.

March 7, 1902

Captain David Girardin is at Fairport, O., getting out the steamer *Harvey Brown*.

March 14, 1902

The Algoma Steamship Company, of which F.A. Clergue is the moving spirit, added to its fleet during the past week by purchasing two large American steam barges and two barges for use in the ore trade between Michipicoten and Lake Erie ports. The four large vessels, *Theano*, *Palilki*, *Monkshaven* and *Leafield*, which were brought from England two years ago, are undergoing repairs and will be manned with Canadian crews, the English sailors having all been discharged at the close of the last navigation season.

<sup>3</sup> Detroit, Belle Isle & Windsor

Capt. La France of Toronto will take charge of the new Clergue passenger vessel *King Edward*, which will ply during the approaching season between Toledo and Sault Ste. Marie. Other newly appointed officers of this boat are Angus Carss, purser; Sam Fitzgerald, steward; and Sam Beatty, engineer.

Capt. T.C. Patterson of Buffalo came Wednesday night to take charge of the tug *Albany*. Everyone was pleased to see Tom's smiling face again.

Capt. F.B. Hackett has purchased the tug *Florence* from the Sincennes McNaughton Co., Limited, Montreal, and as soon as the St. Lawrence River breaks up she will be brought here to work in connection with the *Home Rule* at the Port of Amherstburg and Lime-Kiln Crossing. Her length is 100 feet overall, beam 20 feet, depth of hold 14 feet; engines, fore and aft, compound with Scotch boilers. She was formerly used on the coast as a sea wrecking tug. She is now at the Port of Sorel, Quebec, and will be fitted out there. Captain Hackett has maintained a tug at this port for the past 30 years and he is not bringing this craft here to buck the trust, but simply to help the *Rule* out. Captain Howard Hackett will command her, while Capt. Frank will still turn the trick with the *Home Rule*. The maintaining of these boats at this port brings a great deal of money here, which is distributed among the laboring class. None or very little of this money would come here in the natural avenue of trade and the maintenance of a wrecking outfit here is all the more advantageous on that account. Besides, no one can estimate the amount of money that has been saved to the [rest of article is missing.]

March 21, 1902

The light on Bois Blanc Island was lighted for the first time this season on Wednesday night, March 19th. This is earlier than usual. The range lights are also displayed.

The steamer *Imperial* is being gotten into shape at Walkerville and will be on her route between Amherstburg and Windsor by the first of next month.

On Wednesday last the ferry steamer *Excelsior* came down from Detroit with the following party on board:-Capt. W.E. Campbell, president of D.B.I. & W. Ferry Co.; E.G. Swift, mayor of Walkerville; J.G. Mullen, ex-mayor of Amherstburg; Norvell Mullen; Capt. Geo. D. Horn, master; Geo. L. Horn; L.C. Fink; Jas. Wilkin; G.W. Mutler; J. MacDonald; J.W. Touge; J.S. Simonds; and F.J. Mason, the hustling excursion agent of the Ferry Co. They visited Bois Blanc Park and were greatly pleased with the whole layout and pronounced it the finest picnic grounds on fresh water.

The change of wind Sunday evening has completely cleared the end of Lake Erie at Colchester. Nothing but shore ice is to be seen and it is gradually working east. Navigation can now be considered open through the passage. The D. & C. steamer *City of Detroit* made her first trip from Detroit to Cleveland on Tuesday and little ice was encountered. Next Monday the *City of Cleveland* will go into commission, thus establishing a daily service between Detroit and Cleveland. Not since 1889 when a D. & C. boat got through on March 1 has the D. & C opened navigation on the Detroit and Cleveland route at so early a date as this season.

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March 28, 1902

Goodchild Bros. made a trip to Detroit Monday with their yacht, the *Nellie H.*, and brought back a large cargo of general merchandise for merchants of this town.

About 300 people guessed the name "*Columbia*," which has been selected for the Detroit, Belle Isle & Windsor Ferry Co.'s new excursion steamer, Miss Gibson of Windsor being the first.

The D.B.I.&W. Ferry Company is sending a single round-trip pass to Bois Blanc to all those who suggested the winning name for its new pleasure steamer *Columbia*.

Capt. George King has sold the steamer *Newsboy* to a firm at West Superior, Wis.

Capt. F.H. Hackett and engineer Lewis Matthews leave for Montreal tomorrow (Saturday) to fit out the tug *Florence*.

The L.E. & D.R.R. [Lake Erie & Detroit River Railroad] steamer *Shenango* opened the season Saturday by running into Rondeau.

The dredge *Ontario*, in tow of the tug *Sir John*, which wintered at Erieau, is expected here today or tomorrow to commence work on the harbor dredging improvements.

Capt. E.M. McGuire left Monday night for Cleveland. He will sail as mate on the steamer *Castalia* this season.

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April 4, 1902

The steamer *Ellwood* passed up yesterday (Thursday) morning, being the first of the steel fleet.

The *Home Rule* is back from Detroit, repairs to her having been completed. She is coaled and primed ready for anything that may come her way.

The following local men left this week to sail with Capt. Hutton on the str.

*Yosemite*: Walter Girardin, John Pouget, Walter Gibb, I. McKinney, Thos. Boyle and Ledson Mickle. The captain left Wednesday.

The steamer *Imperial* will be down today (Friday) and will go to Pelee Island Saturday and start on her regular trips Monday, leaving here at 8 o'clock in the morning for Windsor.

Capt. Howard Hackett, Lewis Matthews, engineer, and Sam Parker have gone to Sorel, Que., to bring up Capt. Hackett's wrecking tug *Florence*.

The sailor boys are making tracks for their summer operations. Among those who departed this week were:-J.J. Brown, Capt. D. Girardin Jr., James Clark, Gus. Deneau, G. Bellecoure, Alphonse Cote, Walter Lawler, L. Bertrand, W. Finlay, R. Thomas, McDowell boys, Wm. Brantford, D. Thomas and P. Stokes.

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April 11, 1902

The steamer *Imperial* of the Windsor, Amherstburg, Leamington and Pelee Island route arrived down from Windsor Friday last, but, contrary to their announcement, made the first trip to Windsor Saturday, Pelee Sunday and commenced running regularly Monday. Spring time card appears in this issue.

A valuable fleet and cargo, the str. *Rappahannock*, towing the barges *Pretoria* and *Matanzas*, drawing 17 feet 11 inches of water, passed over the Lime-Kiln Crossing and out into Lake Erie at 5:30 p.m. Wednesday evening and never touched a pebble. Captain Davidson, who owns this fleet, engaged Captain Hackett with the *Home Rule* to assist them over the crossing, knowing Capt. Frank's life-long experience with a tug at this port and Lime-Kiln Crossing gives him a thorough knowledge of the dangerous spots in this vicinity [and] has saved the vessel owners and underwriters mints of money to those engaging him. The three cargoes contained about five hundred thousand bushels of wheat valued at 80 cents per bushel and 3 cents per bushel freight on same. The three boats were valued at six hundred thousand dollars. This fleet is chartered to the Algoma Central S.S. Company and will be operated between [rest of article is missing].

There will be some delay in getting out the Bar Point lightship this year, the vessel now being up high and dry on the ways at Oades' shipyard, where she is undergoing repairs. The lightship, although built only seven or eight years ago at Toledo, is said to be in poor state of preservation.

The following fake item is taken from the *Detroit News*:-"The steamer *Sailor Boy* has changed hands, passing to Capt. David West and a syndicate of Pelee Islanders headed by A.M. McCormick. The price paid is \$5000 and Capt. West

Steamer Imperial.
(Capt. Eugene McCormick.)

Windsor, Amherstburg, Leamington and Pelee Island Route.

MONDAY—Leaves Amherstburg 6:00 a.m., arrives Leamington 9 a.m.; arrives Pelee Island North dock 10:30 and West dock 11 a.m. Leaves Pelee Island, West dock at 2:00 p.m., North dock 2:30. Arrives at Leamington 4:00 p.m., Amherstburg at 7:00 p.m.

TUESDAYS—Leave Amherstburg 8:00 a.m., arrive Windsor 9:30 a.m. Leave Windsor 4:00 p.m., arrive Amherstburg 5:15 p.m.

WEDNESDAYS—Leave Amherstburg 6:00 a.m., arrive (direct) Pelee Island, West dock, 9:00 a.m.; leave Pelee Island West dock, 3:00 p.m., arrive Amherstburg 6:00 p.m.

THURSDAYS—Leave Amherstburg 8 a.m., arrive Windsor 9:30 a.m. Leave Windsor 4:00 p.m., arrive Amherstburg 5:15 p.m., Pelee Island 8:15 p.m.

FRIDAYS—Leave Pelee Island (West dock) 8:00 a.m., (North dock) 8:30 a.m., arrive Leamington 8 a.m. Leave Leamington 1 p.m., arrive Pelee Island (North dock) 2:30, (West dock) 3:00 p.m. Leave west dock at 8 p.m. for Amherstburg, arriving 8 p.m.

SATURDAYS—Leave Amherstburg at 8:00 a.m., arrive Windsor 9:30 a.m. Leave Windsor at 5 p.m. and arrive Amherstburg at 6:15 p.m.

Advertisement in the *Amherstburg Echo*, April 11, 1902.

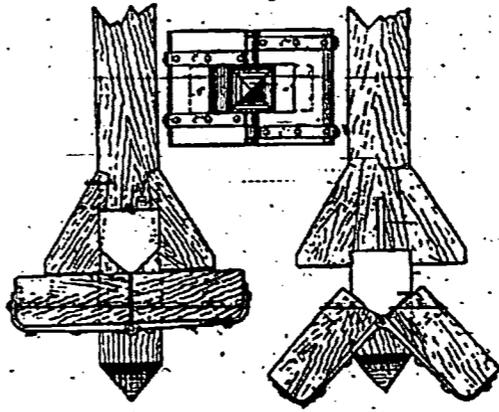
holds one-fifth of the stock. Just as soon as the *Sailor Boy* is given her spring housecleaning she will begin daily trips between Pelee Island, Leamington, Kingsville, Amherstburg, Grosse Île, Wyandotte and Detroit.

Capt. Hackett and his crew on the lightship *Kewaunee* at Southeast Shoal, Lake Erie, will be "rushing the can" this summer even though there isn't a saloon for miles. The can is supplied by the Lake Carriers and all the mail for the lightship is placed in the can at the marine post office, put aboard the freighters and dropped in the vicinity of the lightship, where the crew may pick it up, get their mail and return it to the marine post office by the next boat up.

The big sand sucker *City of Rossford* of Toledo, Ohio, is carrying sand from Bar Point to Wyandotte, taking 600 tons a trip. The owners of the property propose to see what their legal rights are in this matter of taking sand from their property.

C.J. Tymon of Toronto, owner of the passenger steamer *Tymon*, was here this

The Amherstburg Iron Works.



We are prepared to do all kinds of REPAIRS to Engines, Boilers, Mills, Factories and Farm Machinery.

MARINE WORK A SPECIALTY.

Examine our Patent Dredge Foot—simple and durable in construction, very effective in operation.

F. WOODS & SON,
Machinists, Blacksmiths and Brass Finishers.
AMHERSTBURG.

Our Patent Dredge Foot.

Advertisement in the *Amherstburg Echo* April 11, 1902.

week in connection with marine business.

The Trust tug *Peerless*, Captain James Tobin, arrived here Saturday night from Toledo and will make her headquarters at this port.

Fred. Trotter, John Anderson, Thos. Sawyers, Walter Patten and Cecil England left Monday for Ogdensburg to fit out Mr. Trotter's lighter and bring it here.

The tug *Florence*, Capt. Hackett's new possession, which is now being fitted out at Sorel, Que., will be ready by April 15th and will clear for Amherstburg as soon as the St. Lawrence Canals are open.

April 18, 1902

The Windsor Board of Trade on Monday afternoon decided to communicate with the Bertram Shipbuilding Co. of Toronto in connection with its proposal to establish a shipbuilding plant and dry-dock in western Ontario. C.E. Baist of Detroit asked for assistance in establishing a dress goods factory in Windsor and he was assured that the board would interest itself in his behalf.

Capt. Tymon of Toronto was on [Pelee] Island on Friday. He has an idea of placing the steamer *Tymon* on the Pelee, Kingsville, Leamington and river route.

On Thursday of last week, while coming out of the north stone dock, [Pelee Island], with a load of stone, the tug *Walter J. Stone's* engine "went through

herself." She was towed to Sandusky by a tug.

There was a great run of fish in the St. Clair River Wednesday of last week. Every spring the fish come down in enormous shoals. The run seems to have been greater than usual and the scene at Point Edward while the rush was in progress is described as most remarkable. Barrels and receptacles of all descriptions were lined along the banks and docks, and fishermen were as thick as flies. Out in the river were boats with fishermen without number. And all were fishing. But not with hook and line. These would have been useless and a waste of time. The fish were too busy to bite. Instead of the customary rod and accompaniments were nets and pails and dippers - any old thing that could be used as a scoop. "You just had to dip down and haul 'em up," said an enthusiastic old fisherman.

Capt. George P. McKay, chairman of the committee on aids to navigation of the Lake Carriers' Association, is of the opinion that funds will be provided so that the Lighthouse Board may relieve the vessel owners of the expense of maintaining a lightship in Pelee Passage, Lake Erie.

Harry Beckett fell off a spud on Donnelly's drill Wednesday and received a cold bath before being fished out.

When the steamer *Mauch Chunk* was released Wednesday morning, she struck Donnelly's drill, causing them to lose one of the anchors and break a machine.

All the dredges and drills are at work on Detroit River improvements now. There are at present 5 drills and 6 dredges, and more rock removing than ever will take place this season.

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April 25, 1902

The Trust tug *James T. Martin* has arrived at the Port of Amherstburg to take the place of the tug *Peerless*, which has been taken to Cleveland to undergo repairs to her boilers.

Ashley & Dustin's carrier pigeons are breaking all records for wireless telegraph service. A few days ago one of the birds made the trip up from Bar Point to Detroit, a distance of about 20 miles, in 20 minutes.

The steam barge *Zillah*, having the *B.W. Jenness* in tow, parted her towline when opposite the Murray Street dock Sunday. The *Home Rule* picked up the barge and took her over the Lime-Kiln Crossing before hooking her on again.

Every fireman and deckhand in the employ of the Great Lakes Towing Co. at all the ports on the lakes where that company operates its tugs were Wednesday evening ordered to join in a sympathetic strike to assist the members of the

Deckhands' and Firemen's Association at Duluth in their demands for higher wages. As the strike order is a general one, it will, if complied with, tie up the *Wales* and *Saginaw* at Windsor and the *James T. Martin* at Amherstburg. Then the *Home Rule* would get in her work.

Mr. Hinds of the International Register of Shipping, Cleveland, was here last Thursday, making an inspection of the *Home Rule*.

The Lehigh Valley steamer "*Mauch Chunk*," Capt. McFarline, bound up with coal and cement, went aground on the Lime-Kiln Crossing Sunday night of last week. Tugs *Peerless* and *Home Rule* being unable to pull her off, the *Saginaw* and *Wales* were brought down and lightered a portion of her cargo of cement, frequent attempts being made to release her during the lightering, the tugs *Columbia* and *Albany* assisting the others. It was not until Wednesday morning that sufficient cargo had been removed to get her afloat, the water rising quickly causing the bow of the large steamer to crash into the drill "*Erie*," doing considerable damage. Capt. McFarline has sailed through here for thirty-three years and never before had his boat aground. The tug *Home Rule* pulled her off alone and took her up over Ballard's Reef.

The str. *City of Erie* made her first trip of the season to lower lake ports Monday morning. The big boat was gorgeously decked with flags and the C.&B.'s<sup>4</sup> pennants. She received a tremendous ovation from all the steam craft along the route.

The old silly *Detroit Tribune*, after a mild middle-of-the-road kick against Uncle Sam spending his good dollars on the Lime-Kilns in Canadian waters, says:- "Some day the Rockefellers may acquire frontage in Wyandotte and Trenton, and then the United States Government may find it advantageous to stop blasting rocks out of the Lime-Kiln Crossing in Canadian waters and begin to make a channel down that part of the river where it would have been made in the first place if it would not have interfered with the plans of the Canada Southern Railroad."

William Deary, aged 53, who for years had been employed on the Windsor coal docks, dropped dead Thursday morning of last week on the steamer *Imperial* as she lay at Hurley's dock. Deary and other men were engaged in coaling the boat. He had just dumped a wheelbarrow of coal when he pitched forward and fell heavily to the deck. He was dead when a doctor arrived, of heart failure. His wife and

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<sup>4</sup> Cleveland & Buffalo Transit Co.

family live in Detroit. Coroner Bell decided an inquest unnecessary.

Fred. Trotter and crew arrived here with the lighter *L.S. Hammond* yesterday. She is a strong craft and has a rating to carry grain.

Captain F.B. Hackett will open a marine office above the Pittsburg Coal Co.'s office, recently vacated by W.A. Wanless. A telephone service will be installed and it is probable that an office in connection will also be placed on the dock.

The Donnelly Contracting Co. started their stone barges to Ashtabula Monday. The stone will be used in the harbor works there. The new tug *Major Kingman* is used to tow the barges.

J.H. Pettypiece is now employed with W.W. Trimble, Jas. Bratt having gone on the Pelee Lighthouse work.

W.H. Noble, engineer in charge of the Pelee Lighthouse work, arrived here last Friday and Monday evening left with a force of men to resume work on the construction of the light and cribs.

The Welland Canal is open to navigation.

The steamer *Manchester* has arrived with over 800 immigrants, the majority of whom are Norwegian and Swedish mechanics and laborers on their way to work in the different Clergue industries at Sault Ste. Marie, Ont.

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May 2, 1902

SHIP-WRECKED MARINERS.-The *Grace Gribble* Lost.-The three-masted canal schooner *Grace G. Gribble*, owned by Beck and Bohn, Cleveland, laden with 617 tons of coal for the Mackinac Transit Co., St. Ignace, left Ashtabula last Thursday night, bound for St. Ignace, Michigan. After a good passage to within 6 miles of Detroit River, they were caught in the severe blow Saturday morning. The vessel was badly crippled, the mizzen sail, standing jib and main stay sail going by the board. Captain Thos. Wilson of Cleveland then let go both anchors and took in sail, but the gale was so furious that the yawl post gave away, losing both anchors. She then started drifting and struck on the bar off Little's Point. The vessel then began to leak badly and the captain thought he could probably reach the lee of Pelee Island. As it required two men at the wheel and the other four at rigging, they could not man the pumps. Just off the west coast of Pelee Point, about 3 miles from the Point, the captain, in order to save his crew, decided to beach her. She struck just opposite Chas. DeLaurier's fishery on a bar about 40 rods out, the water lashing her broadside unmercifully. By this time quite a number of fishermen had gathered along the shore, but as they had no boat that would live for a moment in such a sea

they were utterly unable to render any assistance. It was then decided to go down to the Point for a life-boat, but by the time they got back three lives had been lost, as the vessel had gone to pieces. Captain Thos. Wilson, Cleveland; William Barber, Traverse City; and F. Campbell, Sand Beach, Michigan, were saved after a severe struggle with the waves. They came ashore on hatches and were rescued from the undertow by the heroism of Lewis Wilkinson and Francis Girardin, who at no small risk waded into that hell of waters and pulled them out. But alas! for the other three:-William Roach, first mate, from Wicklow, Ireland; Levi Fuller, Port Hope, Michigan; and Calliope Bendixon, Portage, Wisconsin. These three were drowned. It was a heart-rending sight to stand on the shore and see these brave men die and to be utterly unable to save them. Captain Wilson stayed at his post to the last; when they saw that the boat would break up before the arrival of the life-boat, the captain told Barber to go down to the cabin and bring up the only life-preserver on board and to put it on and make a try for the shore. Barber brought the preserver but instead of putting it on he tied it around the captain, saying, "I am a younger man than you and can swim." What do you think of that? Well done, Barber! Barber then seized a hatch and jumped, clearing the wreck. When pulled up on the beach he had a rope in his mouth, as he was afraid his benumbed hands would lose their grip. Captain Wilson and Roach were the last on the boat. The captain had tied Roach to the forestay, as he was benumbed and was fearful of being washed away. Finally the captain said, "Roach, I will go and get you a hatch and tie you on and you will probably reach the shore." Just as the captain had got the hatch a mighty wave broke the vessel all to pieces and he never saw Roach again. Wilson had a tough time of it but was rescued by Lewis Wilkinson and Francis Girardin. Roach was a married man; his wife and five children live in Wicklow, Ireland. Captain Wilson is about fifty years of age, has a wife and three children. His only son was wounded at the Battle of Valbrook in South West Transvaal.⁵ Wilson did well. He battled four hours trying to save his ship; failing in this he stuck to his post, doing his utmost to save every man, offering the only life-preserver to Barber. Such heroism is rare. Chas. DeLaurier and S. Chambers took the three survivors in and did all they could to make them comfortable. When it comes to hospitality you cannot beat a fisherman. The rescued left for Cleveland via the "*Louise*" on

⁵ Editors' Note: This no doubt refers to an incident during the Boer War (1899-1902) in South Africa; however, we can find no reference to a Battle of Valbrook at any time in history.



PUBLIC AUCTION.

Sale of Wreckage.

The undersigned has received instructions from the Department of Marine and Fisheries to sell by Public Auction

A Lot of Canvas (some new.)
A Lot of Blocks,
A Lot of Rope.

Wreckage from Schooner Mont STANS.
 Sale will take place on the premises of the undersigned on

Saturday, May 10th, 1902.
 at 2 o'clock in the afternoon.

TERMS CASH.

S. McGEE,
 Receiver of Wreck.

Amherstburg, May 1, 1902.

Advertisement in the *Amherstburg Echo*, May 2, 1902.

Monday. All Sunday afternoon the life-boat crew under the command of William A. Grubb Jr., consisting of Jas. Livingston, R. Livingston, Norris Atkins, Lewis Wilkinson and Wm. A. Dusty, searched for the missing, but the sea refused to give up her dead. Jas. Grubb did faithful work also in trying to find the lost. The Minister of Marine had put a life-boat on Point Pelee but as there was no organization it was useless in this case, as by the time the volunteer crew got things in readiness the sea had done her work and had done it well. The establishment of a life-boat crew is a very urgent necessity here and should be attended to at once. What they should have is a paid crew, and they should be on constant duty, as it is impossible to tell when old Lake Erie will get hungry for souls. The boat should be equipped with a motor, as it is next to impossible to pull against Erie when in her

worst tantrum, and the crew should have the latest and up-to-date appliances for saving life. The volunteer crew who on Saturday tried to man the life-boat are deserving of praise. Fifteen minutes of grace and they would have saved those three men who were near and dear to someone. Point Pelee has every reason to be proud of the hospitality of her citizens and the prompt way in which men risked their lives for their fellow men.

J.A. Auld was down here last week in the interest of the Marine Department to see about the establishment of a life-boat crew. He made a report through Mr. Cowan to the Department. Wm. A. Grubb Jr. has offered to officiate as captain and an excellent crew can be formed, all of whom understand the waters about Point Pelee and have the nerve to do their duty.

May 2, 1902

The schooner *Ann Maria*, bound up with coal, ran aground yesterday (Thursday) afternoon at the Mickle buoy.⁶ Both the *Home Rule* and *James T. Martin* saw her at the same time and one of the most exciting marine races of modern times followed, but the *Home Rule* arrived there first. The *Maria*, however, decided to wait for the water to raise instead of accepting the services of a tug.

The little steamer *Rosalie B.* arrived from Detroit Tuesday evening and endeavored to make arrangements to run between here and Detroit until the *Wyandotte* goes on her regular route. She made the trip to Detroit Wednesday but decided to quit.

During the fierce gale Saturday last, the report became current that the schooner on the Pelee reef was the *Hammond*, Capt. Fred. Trotter and crew. Considerable excitement was aroused before a telegram to the contrary was received from Erie saying the *Hammond* was still in port there, waiting for fair weather.

When it became known last Saturday that a schooner was in distress on Lake Erie, volunteers manfully tendered their services to man a crew to go to their rescue. The first offer came from Thos. Elliott of Kingsville by phone and D.D. Wigle and E.R. Lewis of this town made up three who were desirous to go to the rescue, but the schooner was considered to be in an impossible position and the *Home Rule* did not go out.

⁶ A 1904 chart of the Detroit River shows a red barrel buoy just off the Mickle property, Lot 11, Concession 1, Malden Township (about halfway between Amherstburg and Bar Point).

We were a little premature last week in announcing the arrival of Capt. Fred Trotter and crew. It was their intention to be here Thursday night but they were delayed by the succession of gales.

The schooner *Hammond*, Capt. Fred Trotter, is now at Toledo with a load of coal from Oswego. She was towed to Bar Point Wednesday and then struck out with a fair wind for the above port.

The Lighthouse Board at Washington has ordered that the lightship be replaced without delay at Bar Point shoal near the mouth of the Detroit River and that the gas-lighted buoy temporarily marking the bar be taken away.

The steamer *Plankinton* went ashore on the Southeast Shoal during the fog Tuesday night. She is on sand about five miles off the Dummy light. The tug *Wales* is assisting her and it may be necessary to put pumps aboard before she can be released.

Capt. F.B. Hackett will soon be manipulating a little tug trust of his own at the Port of Amherstburg. His latest purchase is the tug *Parsons* at Sorel, Quebec. She was to leave there Wednesday in company with the tug *Florence* for Amherstburg. The *Parsons* is a duplicate of the tug *International*, which was maintained here before the *Home Rule* came on the scene. She is 70 feet over all, 16 foot beam, 10 foot hold, engine 18 x 20 with marine boiler. She will be used as a handy boat and on messenger service.

The following disasters have been reported as a result of the blow Saturday:- Schooner *M.P. Barkalow*, sunk at Put-in-Bay; schooner *Grace E. Gribble*, a total wreck at Point Pelee; schooner *Pretoria*, aground at Ashtabula; *Mary Bourke*, aground at Marquette; *Choctaw*, on the rock and partly sunk at Marquette; steamer *America*, aground to keep from sinking at Mackinaw City; barge *Ketcham*, waterlogged, East Tawas; *Ida Keith*, lost both anchors and beached at East Tawas; schooner *H.W. Sage*, waterlogged at Harbor Beach and grounded to prevent sinking; steamer *Homer Warren*, aground at Bay City; barge *Mary E. McLachlan*, stranded at the Lake Shore bridge, Cleveland harbor.

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May 9, 1902

The schooner *Geo. Sales* called at the Quarry dock Monday and took a load of building stone to Belle River.



The D.G.<sup>7</sup> str. *Petrel* arrived here Saturday night last from Walkerville and Monday made her first tour of Lake Erie.

The *Petrel* has placed buoys over the wrecks of the *Mont Blanc* and *Specular* in Lake Erie.

The barge *Ireland*, Capt. Jeff Stockwell, arrived Tuesday from Chatham with a load of brick for W.T. Wilkinson.

When the tug *James T. Martin* was called to Grosse Île Friday night last to take young Horace Avery to Detroit, Capt. F.B. Hackett supposed there were all kinds of wrecks at the Lime-Kilns and the *Home Rule* gave chase. The hottest kind of a race followed and every time Capt. Tobin of the *Martin* would attempt to explain, Capt. Frank would give her a little more steam. The *Rule* didn't find her mistake until above Wyandotte, when she turned like a shot and came home under cover of darkness. The laugh is still going round.

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May 16, 1902

The Hackett Wrecking Line are all in port and make things appear lively. The lighter *L.S. Hammond* arrived Monday afternoon with a deckload of slack coal for the Electric Light Co. and also 500 tons for the Pittsburg Coal Co., Sandwich. The tugs *Florence* and *Parsons* arrived Monday night from Sorel, Quebec. They are trim-looking crafts and no doubt will clean things up on the marine business here.

The new steel passenger steamer *Columbia* of the Detroit, Belle Isle & Windsor Ferry Company was launched at the Wyandotte yards of the Detroit Shipbuilding Co. Saturday afternoon. By July 1 it is expected that the steamer will be completed and the first excursion to Bois Blanc on the new boat will probably be given on Independence Day. The regular run of the *Columbia* will be between Detroit, Bois Blanc and Amherstburg and she will land at the new pavilion now being erected at the foot of Bates Street, Detroit. The carrying capacity of the new steamer is 3200 persons. She will be one of the handsomest, safest and best-equipped vessels of her class afloat.

The steamer *Crete* went on the east bank of the Lime-Kiln Crossing Tuesday while coming down. She was released by the *Saginaw*, *Wales*, *James T. Martin*, *Florence* and *Home Rule*.

The dredge *Ontario* arrived in Kingsville Monday morning and will dredge out

⁷ Dominion Government

the harbor there. She will then be brought to Amherstburg to put in the balance of the season dredging along our docks here.

Fred C. Jennings and Fred Vanidour, two sailors from the schooner *Three Brothers*, came ashore Thursday of last week and indulged in a drunken scrap at the foot of Richmond Street. The Chief of Police arrested them and P.M. McGee fined each \$5 and costs for being drunk and disorderly.

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May 23, 1902

The Hackett Wrecking Company have chartered two of their tugs for the season. The *Florence* has been chartered to the Hall Lumber Company of Sarnia for three months, beginning June 1st, while the *Parsons* has been chartered to the Saginaw Salt and Lumber Co. of Sandwich for the summer.

The steamer *Wyandotte* will commence making regular trips to Detroit tomorrow (Saturday) morning at 7 o'clock. She will leave for Detroit Sunday at 7:30 in the morning, returning will arrive at Amherstburg about 11:15 in the forenoon and will then go to Sugar Island at 4:15, return to Amherstburg from there to Detroit, leaving the latter place at 6 p.m. for Amherstburg. Her regular schedule will be found in another column of this issue.<sup>8</sup> Fare 35 cents for round trip; 25 cents one way. The *Wyandotte* is now fitted up with electric lights and is the finest excursion boat on the river.

*Tribune*:-"Since going out of commission last fall, the excursion steamer *Wyandotte*, operated by Ashley & Dustin, has received a general cleaning up and redecorating and several improvements have been added, including an electric light plant. The steamer will make her first trip of the season next Saturday, Victoria Day, when she will leave Amherstburg with an excursion party at 7 a.m. In the afternoon she will leave Ashley & Dustin's dock, foot of First Street, at 4 o'clock on her opening trip of the season to Sugar Island, making stops at Amherstburg, Grosse Île and Wyandotte. The boat will make a Sunday morning trip, leaving Detroit at 9 a.m. Thereafter until about June 15 she will make one trip daily, adding on Saturday a late afternoon trip for the accommodation of residents at summer cottages down the river. Quite a number of improvements have been made this spring in the fitting out of the picnic grounds at Sugar Island.

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<sup>8</sup> There was no schedule for the *Wyandotte* in the May 23rd issue but one appears in the May 30th newspaper.



## Steamer *Wyandotte*.

### AMHERSTBURG TO DETROIT.

The steamer leaves the Waterworks dock, at the foot of Rankin Avenue, every week day, at 7:00 a. m., local time, calling at Grosse Île and Wyandotte, arriving at Detroit at 8.45. Returning leaves Detroit at 4 p. m., arriving at Amherstburg at 5:30 p. m.

Sunday, leaves Amherstburg at 7:30 a. m. and 4:15 p. m. for Detroit. Returning leaves Detroit at 9:30 a. m. and 6 p. m.

Fare single trip, 35 cents; round trip, 50 cents. Tickets good for 90 days.

This time table in effect until further notice.

CAPT. GEO. C. KING,  
Master.

Advertisement in the *Amherstburg Echo*, May 30, 1902.

Harry Hamilton is in Sandwich as the diver in connection with raising a dredge there.

F.P. Blackey of Detroit inspected the boilers of the tugs *Columbia* and *Martin* Tuesday.

Capt. James McGuire, chef Barron, cranesman Morin and F. McCaffrey of the dredge *Ontario*, which is now at Kingsville, were in town Sunday.

Tuesday morning about 10 o'clock the body of a man was seen floating by Smith's drill opposite Gordon station. It was secured and towed to shore and the Provincial Police at Windsor notified. It turned out to be the young son of Bernard Simons of Antoine St., Detroit, who fell off the M.C.R. car ferry *Transport* near the Windsor slip dock Tuesday evening, May 6th. The father identified the remains Wednesday and took them to Detroit for burial.

The inspector on Wednesday inspected the tugs *Jas. T. Martin* and *Columbia*.

The ferry *Scotia* has been overhauled and put in first-class shape and is now ready for the excursion season.

The schooner *Albatross* went aground at the foot of Bois Blanc Island on Sunday last and was later released by the *Home Rule*.

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May 30, 1902

The steamer *William Edwards*, Capt. Jacques Laframboise, and barge *Golden*

Age went on the head of Bois Blanc Thursday night, the steering gear of the schooner having given out. The *Edwards* was released Friday morning.

The schooner *Lilly* brought over [to Pelee Island] from Kingsville all the paraphernalia for the new lighthouse, including glass, lenses, boilers and machinery.

The body of Capt. W. Harlow, drowned in the sinking of the tug *Christian*⁹ opposite Grosse Île last October, came ashore opposite Harmon's in Anderdon Sunday last and was found there by some men on Smith's drill. The body was brought to D.M. Kemp's undertaking establishment where it was identified by those who formerly knew Capt. Harlow. U.S. Consul Martin put himself in communication with the brother of deceased in Toledo and he arrived that night and took the body away for burial on the tug *Uncle Sam*. This (Friday) morning another body was [rest of article missing].

An unknown steamer, bound up, created a stir at the Lime-Kiln Crossing early Sunday morning. The tug *Owen*, Capt. Marsden, of Algonac was bound down with three barges, light, for Lake Erie ports when she saw the steamer coming under full headway. Whistles were blown to pass to port but the steamer never swerved from her course. The tug crowded over close to the west bank and passed all right with the first barge. The second barge received a glancing blow aft, the impact breaking the towline. This threw the third barge, the *Montana*, Capt. Harkell, around so she was struck square amidships. The steamer passed right on, however, and the tug *Martin* was signalled and picked up the disabled barge. She was towed down as far as Fraser's bay, where she [rest of article missing]

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June 6, 1902

The steamer *William Edwards* and her tow, the *Golden Age*, were released Friday afternoon after lightering the former and were found to be uninjured.

The barge *Montana*, which sank in Patton's Bay a week ago Sunday morning, is being pumped out by the wrecker *Reliable*, Capt. Baker. She will be raised and taken to Toledo for repairs.

The Hackett Line tug *Florence* left on Saturday for Sarnia, where she will be engaged in towing rafts from French River to Sarnia sawmills. Capt. Howard Hackett is in command and Louis Mathews first engineer.

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<sup>9</sup> See Vol. V(2), October 25, 1901 for the story of the sinking of the tug *Samuel J. Christian*.

The engine of the steamer *Onoko* went through itself at Pelee Passage Wednesday last and a general wreck of the machinery was the result. The *Home Rule* was first on the ground and took the disabled steamer in charge, after giving her in tow of the *American Eagle* to be taken to Cleveland for repairs.

A collision occurred Tuesday morning between an unknown steamer and the barge *Gleniffer*, which the *Seaman* had in tow. The accident happened at the southeast bend, River St. Clair. The captain's wife, Mrs. C. Moore, was drowned and Archie Mysner of Windsor is missing and is supposed also to be drowned. Thos. Brown of Southampton had his nose broken and a leg and side badly bruised.

Ed. J. Kendall, one of the best-known marine men on the Great Lakes, died in the hospital at Port Huron Sunday, aged about 40 years. He had been suffering from bladder trouble and 100 gall stones were removed during an operation last Saturday. He rallied nicely and his unexpected death comes as a shock to the community.

The body of Capt. W. Harlow, drowned by the sinking of the tug *Christian* in collision with the steamer *J.J. Albright* off Grosse Île last October, was found Friday forenoon last above Gordon. The body was first sighted by Benj. Funk and James Newell, both employed on the Buffalo Dredge Co.'s *Dredge No. 1*, which is at work on Ballard's Reef. Funk and Newell towed the body behind a rowboat to the Canadian shore, the task occupying nearly two hours. The body was then brought to D.M. Kemp's morgue where it was identified by the clothing, the gold watch and chain, while on the left arm the tattooed initials "W.H." were plainly visible. Saturday the brother of deceased arrived and took the body to Toledo for burial. It is now believed the first body found was that of the cook.

The Pittsburg Coal Company are preparing to build two new steel schutes at the Sandwich coal docks.

The red drill which Mr. Sullivan has had chartered completed her contract on Monday and will leave for Collingwood shortly to work there.

The steamer *Wyandotte* on Sundays leaves Amherstburg at 7:30 and 10:55 a.m. and 6:35 p.m. for Detroit. Returning, leaves Detroit at 9:30 a.m., 3 and 8 p.m. Fare for round trip, 35 cts.

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June 13, 1902

Capt. F.B. Hackett has come into possession of the tug *Quickstep*, having traded the *Parsons* to Mr. Sullivan.

Harry Hackett has purchased the steam yacht *Lotus* to use her in placing buoys and looking after lights on the river.

L.P. & J.A. Smith of Cleveland have been awarded the contract for constructing a ship canal for the Lackawanna Steel Co. at Stoney Point, Buffalo, at a cost of \$800,000.

The steamer *M.A. Hanna* went into dock at Lorain Monday for repairs to her bottom plates. The *Hanna* grounded at the Lime-Kilns on her way down and several plates will have to be replaced.

The big car ferry *St. Ignace* turned turtle while loading cars at St. Ignace, Mich., and went to the bottom of the slip in 24 feet of water. Cause, loading too many heavy cars on one side of the boat.

The steamer *Frank E. Kirby*, bound up at 9:15 Thursday night, collided with the freighter *Wiley M. Egan* abreast of the Sandwich coal dock. Comparatively little damage was done by the collision, the *Kirby* getting the blow on her guard about 25 feet forward of the wheel on the starboard side. The guard was broken in and the upperworks and deck rails were smashed into kindling wood. The hole in the *Kirby* is large enough to drive a horse and buggy through, and completely demolished the crew's mess rooms. The *Egan* was uninjured. The *Kirby* is laid up for repairs.

The schooners *Santiago* and *Holland* collided at the head of Bois Blanc Tuesday forenoon and in consequence the *Holland* is tied up here for repairs. The *Holland* was coming down in tow of the steamer *Continental* and the *Santiago* was going up towed by the *Appotomax* [*Appomattox*]. When rounding the turn at the head of Bois Blanc, the *Santiago* sheered into the bow of the *Holland*, striking her good and hard and driving her on the rocks. She was pulled off by the tugs *Home Rule* and *Martin*, the latter taking her down to Fraser's bay, when she was turned around and brought here. It was found that the *Holland* was badly twisted. The anchor of the *Santiago* crashed right through her port bow, the shank breaking off and leaving the anchor sticking into the timber of the *Holland*. The whole port side was badly scraped and the deck was strained in every seam. She was leaking considerably and repairs had to be made before she could proceed.

The steamer *Wyandotte* on Sundays leaves Amherstburg at 7:30 and 10:55 a.m. and 6:35 p.m. for Detroit. Returning, leaves Detroit at 9:30 a.m., 3 and 8 p.m. Fare for round trip, 35 cts.

The ferry *Pleasure* opened the Bois Blanc season Saturday. An immense crowd came down on both trips; besides the ferry *Promise* carried a special school ma'ams' excursion. Eugene Sullivan is ticket agent at Amherstburg landing, while Capt. John Burns is skipper on the ferry *Scotia* this season.

Last Thursday night the tug *Albany* caught fire in side while lying at the Gordon

slip. Before being discovered the flames had burnt out a great deal of the interior and she is now at Detroit undergoing repairs. The origin of the blaze is a mystery and there was no insurance. The tug *Home Rule* is taking her place with the Donnelly fleet.

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June 20, 1902

The new steamer *Thomas Adams* was launched at Toledo Thursday. She will be piloted by Capt. D. Nicholson with William Pizer as mate.

The Trust tug *James T. Martin* is tied up on account of the strike among the Licensed Tugmen's Protective Association throughout the different ports.

On May 31, 1902, light vessel *No. 64* was replaced on her station at the westerly side of the southerly end of Lime-Kiln Crossing dredged channel, lower part of Detroit River, Mich., and relief light vessel *No. 63*, temporarily marking the station, was then withdrawn.

The "crack" passenger steamers *North West* and *North Land* have been remodelled during the past winter and spring. The only special change noticeable to the eye is the two smokestacks instead of three. But the most important change is the substitution of Scotch boilers for the water tube boilers and the adaptation of the engines to a boiler capacity of 8000 h.p. as against 6400 h.p. heretofore. The cabins have all been re-fitted in white and red mahogany. The ships are electric lighted throughout and one of the novel features introduced this season enables a passenger on board the vessel at Chicago or Buffalo to telephone direct from the ship when in port by long distance telephone to anyone reached by long distance service.

The Westcott Wrecking Co. has lost its identity and the corporate name was changed to that of the Great Lakes Towing Co., Ltd. This has been understood for some time, ever since the Tug Trust purchased the wreckers *Saginaw* and *Wales*. The Westcott Wrecking Co. controlled the *Wales* and the change in names is but a part of the general transaction of buying in the boat by the Great Lakes Towing Co.

Friday morning Deputy Sheriff A. Rumball seized the steam barge *Street* and her consort, the *Godfrey*, near the Lime-Kiln Crossing on a writ issued by the law firm of Clarke, Cowan, Bartlet & Bartlet on behalf of the Collins Bay Rafting and Forwarding Co. of Kingston. The action arose over a collision with the Collins Bay Co.'s schooner *Muskoka* on Lake Huron last fall. The seized vessels are owned by Haggarty, Grassett & Co. of Toronto. The claim is for damages amounting to \$2500. The *Street* and consort were released on Saturday, a bond having been

supplied by the American Surety Co. Deputy Sheriff Rumball boarded the *Street* in midstream from the yacht *Lotus*.

The People's Ferry Co. steamer *Luna* has arrived from Buffalo and will make her initial trip from Delray to Sandwich and "Lagoon Park" at 2 p.m. Saturday and continuing thereafter with a one-hour service. The *Luna* is a boat of good accommodation and has a capacity of over 800 people. She was purchased from the Wm. Revan Co. of Buffalo, where she was used as a ferry from Fort Erie to Buffalo. She is equipped with triple expansion engines and has all the modern improvements.

Capt. Geo. King has quit the *Wyandotte*, owing to ill health. Capt. Curran of Wyandotte is in charge.

The ferry steamer *Sappho* brought a special excursion from St. John's Church, Detroit, to Bois Blanc Monday evening and covers were set for 200 at the café.

Frank Hackett of the lightship *Kewaunee* is on shore for a week receiving treatment for a sore eye. Part of a fly's wing was removed from it this week. Mr. Hackett suffered nearly a month from the same eye last spring and the eye was just recovering when the new affliction arose.

A severe electrical storm accompanied by high winds swept over this section Sunday evening and flooded the lands already too copiously supplied. The velocity of the wind was furious and small river craft made quick moves for shelter. John H. Lotz, manager of Bois Blanc Café, accompanied by Chas. Sandimorn, chef, and Fred Clingman, was just starting out from Bois Blanc dock when the storm struck them. Mr. Sandimore was rowing and managed to run before the wind, but could not get clear of a passing tow. One of the barges ran full into them, but almost miraculously their boat was swept out to one side and they were blown around the stern of the barge. The rest of the way to the shore was clear going and they fetched up on A.E. Rondot's beach, every one of them getting a thorough drenching.

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June 27, 1902

ANOTHER DRILL BLOWN UP.-Wednesday afternoon last M. Sullivan's drill *Dynamiter* was blown up by a charge of dynamite exploding under the corner and sank in a few minutes. The accident happened about 3 o'clock and there were on the drill at the time Geo. McGuire, Wm. McTaggart, Louis Ouellette, James Flynn, Chas. Glover, Thos. Tomlinson, Albert Sullivan, P. Fox, Wm. Gott, Thos. Hanley and son, also Enos Clayton. McTaggart had put a charge of dynamite in the hole and Geo. McGuire stood by to set it off. The current at this point above the Bois Blanc dock is pretty swift and the drilling free, which no doubt accounted for

the charge coming up and going off under the corner of the drill, tearing a terrible hole in the bottom and blowing the frame and some machinery clear overboard. Mr. McGuire was seriously injured, having his right leg broken in two places, while Louis Ouellette was also badly shaken up. He was pitched into the river along with Thos. Hanley Jr., but both were pulled out safely. The crew on the tug *Shaugran* saw the mishap and reached there in time to take the men off before the drill turned over. They were all brought ashore and the injured men were taken to their respective homes in conveyances to receive medical treatment. Mr. McGuire was found to have sustained very serious injuries, the bones in his right leg below the knee being shattered, though there were but slight apparent bruises. Dr. Teeter reduced the fracture. In the excitement, Wm. Gott left his coat and vest containing a gold watch on the drill and that was lost. The drill was turned bottom up yesterday (Thursday) morning and is being repaired.

The barge *McLaughlin*, in tow of the steamer *Bielman*, struck M. Sullivan's dredge *Old Glory* a glancing blow Saturday. No damage was done.

In rounding to at the head of Bois Blanc Friday morning to make the Amherstburg landing, the steamer *Wyandotte* struck the schooner *Dashing Wave*, in tow of the steam barge *Annie Laurel*, on the starboard quarter, doing some damage but sustaining only a light scraping of the paint herself. The injured schooner was towed to Fraser's bay, where her cargo of lumber was shifted, thus keeling her over, and a canvas patch was put on the hole. Saturday morning the *Wyandotte* was again unfortunate in running aground just above the waterworks dock, but a half hour's working of her own propeller took her off.

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June 27, 1903

Albert Morris, engineer on the tug *James T. Martin*, has gone as engineer on the lightship *Kewaunee*.

Harry Hamilton is on Lake St. Clair this week with Capt. P. Baker, raising the wreck of the steamer *Kitty M. Forbes*.

Breyman Bros.' dredge *No. 3* was brought here from Toledo Sunday by the tug *John Johnson* and will work at the channel at the head of Bois Blanc.

Capt. Tallman left with Smith's drillboat *Destruction* for Buffalo Tuesday noon. The Smith Co. have an \$800,000 contract with the Lackawanna Steel & Iron Co. there. The local men who went on the drill were John Healey Jr., George Bellecoure, Marcel Caron and Joseph Bernard.

The revenue steamer *Petrel* was here this week having her boiler cleaned out.

Last week they placed a buoy over the wreck of the abandoned steamer *Specular* on Lake Erie.

The schooner *Theo. Voges* is discharging a cargo of coal for the Pittsburg Coal Co.

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July 4, 1902

The Detroit & Cleveland Navigation Co. propose to put two new boats on the Detroit-Cleveland route. These boats will be as large as the *Western States* and *Eastern States*.

Two of the 10 Wolvin steamers for the Quebec route, contracts for which have been let to the American Shipbuilding Co., are to be built by the Detroit Shipbuilding Co. They are to be full Welland Canal size.

The steamer *Louise* of the Post Fishing Co. burned at her dock at Sandusky on Tuesday morning. She was damaged to the amount of several thousand dollars, partly insured. It is not known how the fire started. No one was injured. She will be taken to Gilmore's dry-dock at Toledo for repairs.

It is feared that at least six lives were lost in the terrible storm which raged on Lake Erie Saturday night and Sunday. Word was received here that the steam barge *Geo. Dunbar* went down in the storm early Sunday ten miles east of Kelly's Island. The barge carried a crew of ten and six of the crew are still unaccounted for. The captain, John Little of Port Huron, two women and a sailor arrived at Kelly's Island in a yawl. So far as is known the four who were saved are the only survivors of the crew. The missing are:-Mate Myron Tuttle of Cleveland; engineer Johnson of Buffalo; wheelsman Eck of Cheboygan; fireman Chas. W. Ashie; and two men whose names are not yet learned. The fate of the six members of the crew who left the vessel on a raft before the ill-fated ship went to the bottom was cleared up on Tuesday when the remains of the raft with two bodies came ashore at Rye Beach at noon. One of the bodies was secured to the raft by a rope tied around the neck. There was nothing on the bodies to identify them.

The steamer *Dresden* has taken the place of the *Louise*, which was burned at Sandusky on Monday.

The men on the lighthouse work laid off for Dominion Day but will resume work today (Friday). The weather has been against the work, it not being possible to work outside more than one day at a time during the month of June.

James Wilson, James H. White and Wm. Nicol of Pelee Island came up on the *Imperial* on Wednesday night. They tell some pretty stiff yarns about the carp and



the water on the Pelee Marsh.

During the southeast gale on Sunday the water in the river was very high. Between noon and six o'clock it dropped about two feet or to about the usual stage. It was within a foot of being as high as the highest stage of several years ago.

The steamer *Imperial* did not make her usual trip to Windsor on Tuesday, as it had been arranged for her to carry an excursion from Leamington to Pelee.

The steamer *Wyandotte* has discontinued her 6:35 p.m. trip from Sugar Island to Amherstburg Saturday and Sunday evenings. After touching here at 4 o'clock those afternoons, she will go hereafter to Sugar Island and then direct to Detroit.

The recent accident in the United States canal at the Sault has served to remove doubts that existed as to depth of water through the Canadian canal and its approaches. In the several days that the vessels used the Canadian canal exclusively, there was not an accident of any kind and the steamer *Curry* passed down drawing 18 ft. 2 in.

A new dipper dredge said to be the largest in capacity of its kind ever constructed in Canada was launched at the Polson Iron Works, Toronto, Thursday June 26th and christened "*Sir Wilfrid*" in honor of the Dominion premier by Miss Bessie Polson, who broke a bottle of champagne on the hull as the craft glided into the water. The dredge, which was built for W.J. Poupore, contractor, of Montreal, cost about \$60,000 and will be utilized on the Montreal harbor works in dredging the channel in the St. Lawrence between Montreal and Quebec.

The new Detroit, Belle Isle & Windsor Ferry Co.'s steamer *Columbia* made her trial trip on Monday afternoon and made her first public trip Monday evening when the St. Andrew's Society of Detroit gave its moonlight excursion on her. The new boat is a fine piece of marine architecture. She is 216 feet overall, 45 feet breadth of hull and 60 feet over guards. Her depth is 17 feet 9 inches and her Government carrying capacity 3200 persons, but her actual passenger capacity will be over 4000 souls. It is expected she will make 16 miles per hour or even better. The *Columbia* is equipped with three decks - main, promenade and hurricane. The dancing floor is on the promenade deck and is 40 feet wide by 140 feet in length. A buffet is also one of the features of the new boat, but it will not be used for the present. The houses on the main deck contain men's and women's cabins and captain's and purser's quarters. These are panelled and trimmed with mahogany and have beautifully decorated ceilings. Another feature is that the engines are below the main deck, unlike the other boats of the line. The engines, however, are visible to passengers and can be viewed from behind a railing. On her return trip from Bois

Blanc Monday she made the trip to Detroit in 1 hour and 20 minutes, which included two checkdowns for bad weather. She is now running on her regular trip.

Regulations have been adopted for the governance of the ferry across the Detroit River between Sandwich and Detroit. The maximum rates are to be: For foot passengers, each way 5 cents; for horses, vehicle and two persons, 15 cents; for horse and rider, 15 cents; for each additional horse, 12½ cents; for two horses, vehicle and four persons, 30 cents; for each head of cattle, 20 cents; for each sheep or pig, 3 cents; for every 100 pounds of freight, 2 cents.

The steamer *Bermuda*, bound down, grounded on the Southeast Shoal Saturday but was released by the tug *Home Rule*, apparently uninjured.

Wednesday morning the harbor light situated on the end of the north pier at Kincardine was struck by lightning and burned. Upwards of 100 gallons of coal oil were in the building and the efforts of the firemen were unavailing. The steamer *Pittsburg* was unable to enter the harbor during the progress of the fire and landed her passengers by means of the yawl boat.

It is announced that the new steamer for the Detroit and Cleveland route will be the largest and finest boat on fresh water. It will be larger than the *Eastern* or *Western States* and will have freight space to carry 900 tons of freight and the sleeping capacity will accommodate 1000 persons. The carrying capacity will be about 3500 passengers. The new boat will be a four-decker and will have as much power as the Buffalo boats and will be adapted to any kind of service. She will be ready for business at the opening of the season of 1903.

Notice has been sent to mariners that the new Canadian lighthouse on the north end of the Middle Ground in Pelee Passage, Lake Erie, was put in operation Friday, July 4th inst. The lighthouse is erected on a pier in 13 feet of water. It consists of a steel tower built in the form of the frustum¹⁰ of a cone, surmounted by a polygonal iron lantern standing upon a cylindrical steel caisson, filled with concrete and masonry, surrounded by a polygonal timber cribwork rising 5 feet above the water level of the lake. The height of the lighthouse from the deck of the foundation pier to the vane on the lantern is 66 feet. The pier is brown, the tower white and the lantern red. The light will be a white light, showing two bright flashes of 58 second duration and followed by an eclipse of 5.48 second duration. The light is elevated 75 feet above the level of the lake and should be visible 14 miles from all points of

¹⁰ the part of a cone left after cutting off the top portion parallel to the base

approach by water. The illuminating apparatus is dioptric¹¹ of the third order. A fog alarm consisting of a steam siren located in the base of the tower will be put in operation about the 15th of July.

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July 11, 1902

Capt. Dunn of the Government cruiser *Petrel* reports having made a seizure of 170 gill nets set by United States fishermen in the Canadian waters of Lake Erie. The nets have been confiscated and stored, but the poachers who set them have not been detected.

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July 18, 1902

The D. & B. steamer *Eastern States* blew out her cylinder head while crossing Lake Erie and is laid up in Detroit for two weeks undergoing repairs.

W.W. Stumbles of the Marine Department, Ottawa, was here Thursday, Friday and Saturday of last week inspecting the buoys and also with a view to establishing a life-saving station at Point Pelee Friday, accompanied by Jno. Auld, M.P.P., he visited Point Pelee and inspected the life-saving station and apparatus at the end of the Point. He will recommend that the building be moved to the vicinity of the old lighthouse keeper's residence and that the station be at once supplied with the necessary outfit. It is expected that a good crew can be secured on the Point.

The steamer *Clyde* broke the crosshead of her engine when off Colchester Wednesday afternoon. The *Home Rule* was called and towed her to this port, where E. Woods & Son are making the necessary repairs.

Commodore Selkirk of Leamington with his flagship *Ireland* are here waiting for the weather to moderate before going out to repair the Pelee cable, which was broken by some vessel dragging her anchor during the storm Sunday of last week.

The tug *C.F. Dunbar* was here Tuesday and towed a large scow load of limestone from the Crossing to the harbor at Ashtabula harbor works.

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July 25, 1902

**MR. TARTE'S VISIT.-Minister of Public Works Called Here on Way up Lakes.-Interviewed by Citizens.-**The Dominion Government survey boat *Lord Stanley* arrived here Friday noon last with Hon. J. Israel Tarte, Minister of Public

<sup>11</sup> using refractive light

Works, and party aboard. Though the day was unusually wet, Mr. Tarte spent two or three hours looking over the public buildings and the port here and taking photographs of same.

Mr. Tarte is on a trip of inspection of the Canadian waterways and public buildings, but this year decided to visit a number of American ports. The *Lord Stanley* departed from Montreal Wednesday of last week. Stops were made at Cornwall, Prescott, Brockville, Coburg, Port Hope, Toronto, Buffalo and Cleveland. He will also visit Chicago and Duluth. Leaving Duluth, he will go into Canadian waters, inspecting the ports on Georgian Bay. Port Arthur will be the last stop, after which the party will return to the lower St. Lawrence. It is expected the trip will last about four weeks.

The *Lord Stanley* is a steel vessel, 145 feet long, 26 feet beam and 12 feet deep. The vessel formerly was an ocean tug but was turned into a survey boat by the Canadian Government. She is schooner-rigged and carries a crew of sixteen. Jas. Howden is master of the *Lord Stanley*. His official title when home is Superintendent of Dredges of the Department of Public Works. He is also commodore of the Canadian fleet, comprising 40 Government vessels.

In the party accompanying the Minister of Public Works were Miss Annetta Tarte, Miss Mount, Madame E.L. Turcot, Miss Turcot, Antoine Tarte, Mr. Lacas and Louis Coste, son of N.A. Coste of Malden, who is at present consulting engineer and who is mentioned as likely to become Deputy Minister.

The ambition of Mr. Tarte's life is to secure for Canada a proper amount of the shipping which passes through the chain of the Great Lakes between the west and the east, and the present trip is for the purpose of furthering this scheme. He is making a close study of the shipping facilities in American ports, the warehouses and, in fact, of everything connected with this vast business. Warehouses, railway yards and elevators have been visited and photographed in the cities of Buffalo and Cleveland and this plan will be followed at Chicago, Milwaukee and Duluth. The question of freight rates, facilities for handling cargoes and the distance to be traversed all enter into the inquiry which Mr. Tarte now has on foot.

When his arrival here became known, arrangements were made to have a number of citizens meet him. At 6:30 o'clock some twenty or twenty-five representative businessmen gathered at the boat and were presented by Messrs. Auld and Cowan to the Minister. Several addresses were made, drawing Mr. Tarte's attention to the fact that since the channel through the Detroit River had been deepened during late years to admit craft of greater draft, Amherstburg was cut off

from the shipping interests because none of these boats are able to reach our docks, no dredging having been done there. Boulders are numerous and it is dangerous to vessels even of a lighter draft. Whereas the coal trade once amounted to many thousand dollars a year, it is now almost a thing of the past, our trade having gone to places easy of access. They asked that Mr. Tarte would not only arrange to have the \$5000 already appropriated spent in this place, but would recommend the dredging along the docks here so that boats of at least 18 feet capacity could get in, either in case of storm or to coal.

Mr. Tarte in reply said he could quite appreciate the sentiments expressed by the Amherstburg citizens. The matter of providing facilities for our shipping interests is of great importance to Canadians and it is for the solution of this question he is making the present tour. Nature has given to Canada the best route between the east and the west and he could not see any reason why a large portion of the traffic cannot be carried in Canadian bottoms. For many years our waterways have been neglected and our consequent inability to handle freight this way has sent it through American channels. He hoped so to change this that in a few years Canadian shippers can patronize the vessels and railways of their own country to the advantage of all concerned. The question that is now agitating the minds of shippers is in reaching a given point in the least possible time and it is by solving this problem that the Canadian Government hopes to capture a great amount of this vast business between the east and west. Referring to the condition at Amherstburg, he said it was a deplorable one and should be remedied. The only thing that prevented the Government having such work done immediately was the lack of dredges. These are being built at Sorel and soon Canada will have the finest line of dredges in America. The dredging was needed here and he would communicate with the Department and try to get the \$5000 expended here at once. Later Mr. Tarte said he would recommend to the Government that about seven acres be dredged, at a cost of some \$100,000.

The *Lord Stanley* remained here until Saturday morning, when she cleared for Windsor and Sarnia.

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July 25, 1902

The Algoma Central Steamship Company's new steel steamer *Agawa* has been launched at Collingwood.

It is announced that the steamer *Eastern States* will be ready for service next Monday. The work of joining the cylinder head to the cylinder by the new process

was highly successful.

The wreck of the steamer *George Dunbar*, which sank in the morning of June 29, has been located by United States Assistant Engineer William T. Blunt on the steamer *Visitor*, by direction of Maj. Dan. C. Kingman, Corps of Engineers, U.S.A. The location given by the owners was so far from correct that a search in that vicinity failed to discover the vessel. The wreck lies close to the international boundary line.

Thursday morning of last week a message was received from the life-saving crew at Point Pelee that a three-masted schooner was flying flags of distress 2 miles west of the Point. The *Home Rule* at once went down to tow out the life-boat and, arriving there, found the schooner was the *H.H. Badger*, which had been caught in the blow of the evening before. The wind had subsided sufficiently for the *Home Rule* to go alongside. She found that the schooner had lost all her canvas and topmast. She was loaded with coal for Georgian Bay ports and the crew had worked all night at the topmast. The disabled boat was towed to Amherstburg, arriving here about midnight. Sufficient extra men were engaged to man the pumps and the steamer *Rust* towed her to Port Huron, where she was to be unloaded and repaired.

Capt. Dunn of the Government cruiser *Petrel*, the terror of Lake Erie, has made another seizure. His capture this time consists of 38 gill nets set by American fishermen in Canadian waters in Lake Erie. The nets contained 1000 pounds of whitefish. This makes the second capture in the space of a month.

E.S. Wigle and E.I. Scully of Windsor on Tuesday inspected the work being done by Smith's dredge and pronounced the same to be in every sense satisfactory. They also found the cuisine on the dredge all that could be desired and complimented the cook.

It is the opinion of a leading expert in nautical affairs that the pilothouse of the new ferry steamer *Columbia* will, when finished, be unsurpassed by that of any boat on fresh waters.

The Pittsburg Coal Co. are having a great deal of work put on their dock property here. The present dock will be extended north to Richmond Street and the track thrown across the gap there to the dock lately acquired by the Falls Bros. The derrick will thus be enabled to travel the whole length and can be used in unloading both soft and hard coal. When completed it will cover what has been for a long time an unsightly gap in the riverfront.

The steamer *Monteagle*, which went ashore near Fame Point, Quebec, has been released. The Department of Customs have shut down on the Sunday excursions

from Buffalo to Port Colborne and the Buffalo steamships are in a froth over the matter, but to no purpose.

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*August 1, 1902*

The Clergue steamer *King Edward* made a call here last Friday to let off about fifteen Italian laborers for the quarry. Mr. Bellhouse has engaged over fifty laborers of this class. They will live at the quarry and look after their own board. He has had a great deal of trouble securing enough men to keep things running and has taken this means of solving the difficulty. The men are said to be sober, industrious and hard-working persons and it is anticipated that the quarry will now be kept running overtime to keep up with the orders, which it was impossible to fill under the old plan.

Louis Harris wishes to inform the public that he maintains a ferry at Gordon, where passengers can get over the river night or day. He is also prepared to furnish fishing parties with hooks, lines and minnows.

**U.S. CHANNEL IMPROVEMENTS.-\$2,000,000 For Detroit River.-**Maj. W.P. Bixby, in his annual report to the chief engineer, says that work on the Detroit and St. Clair River and Lake and St. Mary's River for improvement of the ship channel between Duluth and Buffalo has resulted in an available depth in the shoalest part of 19 feet, which is confined to that section of the Detroit River between the Lime-Kiln Crossing and the south end of Bois Blanc Island. Maj. Bixby says since the project for the improvements of the Detroit River was authorized, the rates of labor have increased and it is quite possible that the total cost of this work will eventually reach that of the higher estimate, \$2,000,000, mentioned in the 1900 report, but as the work already provided for will require several years, during which the lake levels may change considerably, making new estimates again necessary, no increase is required at present. He submits a detailed report of the work being done in the Detroit River, St. Clair Flats Canal, Hay Lake and Neebish Channels, St. Mary's River and St. Mary's River at the falls and says that about \$80,000 will have to be taken from the St. Mary's River fund, but that with this assistance the funds now available, \$412,159, will probably be sufficient to complete the second canal at the St. Clair Flats and therefore no further appropriation is required at present. Maj. Bixby submits the following estimates of appropriations for the fiscal year ending June 30, 1904:-Detroit River, \$500,000; St. Mary's River, \$682,000; Hay Lake and Neebish Channels, \$1,000,000.

August 8, 1902

The Hackett Wrecking Co.'s tug *Minnie Parsons* went on the head of Fighting Island while coming from Sandwich Monday, and it was some hours before she was released.

The *Home Rule* and wrecker *Hammond* were at Cedar Point, Sandusky, this week, wrecking the steamer *D.K. Clint* and tow *Chauncey Hulbert*<sup>12</sup>, which were aground there. The *Home Rule* has returned and the *Hammond* accompanied the *Clint* to Sandusky.

The Canadian steamer *Lake Michigan* struck a rock at the foot of Bois Blanc Tuesday night and knocked two planks off her bottom. In order to avoid sinking in deep water, the captain ran her round the head of Bois Blanc into shoal water behind the island. Wednesday the *Saginaw* lightered her of 150 tons of general merchandise and towed her to the docks here, where temporary repairs were made.

The schooner *Minnie Slawson* was seized here by S.J. Pettypiece Tuesday afternoon, acting under instructions from Sheriff Iler, and libelled her for \$300 by the Hamilton & Fort William Navigation Company for damages to the steamer *Strathcona* in a collision off Point Edward a few weeks ago. The captain of the *Slawson* deposited \$350 in the Sovereign Bank to cover the damages claimed and costs, and proceeded on his way.

The *City of Venice*, a 2000-ton ore boat, and the *Seguin*, a Canadian freighter, collided off Rondeau harbor Sunday just before midnight. The *City of Venice* sank in fifty feet of water. Three of her crew were drowned. They were the wheelsman, watchman and fireman. The rest of the crew were rescued by those on board the *Seguin* and were taken to Cleveland. Sailors on both boats are reported to have been injured. Phillip Broderick, captain of the *City of Venice*, lives in Buffalo. The *City of Venice* was on her way from Duluth to Buffalo when the collision occurred. John Sullivan, mate of the *Venice*, is so badly injured it is feared that he cannot recover. The steamers met bow on in a fog, the *City of Venice* going down almost instantly.

The old schooner *Golden Rule* had a very exciting trip across Lake Erie Sunday. Heavily laden with coal for Sarnia, she left Sandusky harbor about noon in tow of the tug *C.A. Lorman*. She had scarcely cleared the harbor when the first thundersquall struck her. She was heading right into it, but her cargo had been very badly loaded and not trimmed. It was piled amidships, while both ends were light.

<sup>12</sup> This should be the steamer *Chauncey Hurlbut* and tow *D.K. Clint*

Jumping into a head sea in this shape soon opened her seams and she began leaking badly. Her donkey pump kept her afloat. Later a second and then a third squall struck her, the last off Kelly's Island. By this time the sea was tremendous and the waves rolled right over the vessel. She began leaking worse than ever and the water raised three feet in her hold and gained rapidly. At last she reached Amherstburg and at 2 a.m. the Hacketts were routed out, their tug *Home Rule* run alongside and her syphons started to aid the donkey pump. In this shape, settled far down in the water, with a big stream from the pumps pouring off her side, she made fast to the dock at the foot of Riopelle Street, Detroit, Monday morning.

The Amherstburg Pleasure Party have arranged to run an excursion to Put-in-Bay on the steamer *Frank E. Kirby* next Friday, Aug. 15th. The boat will stop here at 9:30 o'clock in the morning and return at 8 p.m. Fare for the round trip, 50c. for adults. Everybody cordially invited to take in the trip.

Capt. Edward Gatfield of the steamer *V.H. Ketcham* disappeared at Cleveland Sunday of last week after paying all the bills of his boat and making preparations to leave port. It is feared that he met with foul play. He is a son of Capt. W.H. Gatfield here and his relatives and friends are much worried over his disappearance.

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August 15, 1902

The wreck of the *City of Venice*, which was sunk in a collision with the Canadian steamer *Seguin* off Rondeau, is directly in the vessel course and is causing no end of trouble to the navigators. The *Seguin* was appraised at \$51,200 at Cleveland. She will be bonded for that amount. Repairs on her were completed Tuesday.

The demands of firemen on large steamers for more men in the hole is being generally met by Buffalo owners in order to avoid trouble. The new order gives three shifts of firemen instead of two. The firemen claim that officials of the Steel Trust fleet have agreed to employ the extra men.

In widening the channel in the Detroit River opposite Amherstburg to 600 feet, the American Government are encroaching upon some of the water lots on the town side. The owners now demand pay and the American Government is not disposed to meet the demand. There is a deadlock at present.

The finishing touches are being given to the steamer *City of Mount Clemens* here this week. This steam barge has been rebuilt and generally repaired and is now a staunch craft. Capt. J.S. McQueen is to be congratulated on his trim boat.

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August 22, 1902

Countless herring minnows are to be seen in the Detroit River any of these fine days. Fishermen say these voracious cyprinoid fishers destroy the eggs and fry of the whitefish.

Thad. J. Harris returned Friday from Pelee Island where he has been employed on the lighthouse work. He has been suffering from the effects of malarial weather and will remain until he is fully recuperated.

The Government tug *Sir John*, Capt. Jas. McGuire, which is in charge of the dredge *Ontario* at Kingsville, was here Sunday for coal. Capt. Gavin, who oversees the work, and Fred Forster, Kingsville dock contractor, also came up for a ride.

The tug *Pauline Heckler* of the Soo is here relieving the [tug] *Columbia*, which is undergoing repairs.

Major Bixby is asking tenders to raise the wreck of the schooner *Richard P. Winslow* in the Straits of Mackinac.

The str. *City of Mt. Clemens*, Capt. J.F. McQueen, is engaged hauling lumber from Georgian Bay. She has six loads ahead now.

Major Dan C. Kingman, United States Division Engineer in charge of the river and harbor improvements for Lake Erie, has given notice to dredging contractors that exorbitant prices will not be paid by the Government for work in his district. Just to show that he is in earnest, Major Kingman has turned down all the bids offered for the improvement of Sandusky harbor. For dredging the Cayahoga River at Cleveland, Major Kingman recommended that the contract be awarded to the L.P. & J.A. Smith Co., whose bid for removing the 200,000 yards was \$37,000.

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August 22, 1902

THE LIME-KILN CROSSING.-*Detroit Tribune*:-“The United States Government has met an unforeseen obstacle in its plan to widen the Lime-Kiln Crossing to 600 feet in order that the fleet of the Steel Trust may not be submitted to the great perils which confront the hardy navigator near the mouth of the Detroit River. The broadening of the channel necessitates trespassing on the water lots of certain Canadian land owners; that is to say, the channel bank, which is the line of private ownership, must be forced back some feet. The Canadian property owners object and see a fine opportunity of securing damages from the philanthropic Government which has spent millions of dollars in making a channel through Canadian waters and contemplates the spending of other millions for the same purpose. The controversy calls attention again to the utter folly of having the



channel where it is. It gives an accessible waterfront to Canadians who have no use for it, while on the American side, where the channel should have been made in the first place and where the difficulty of the greatest magnitude was the bridge of the Michigan Central Railroad, there are 20 miles of riverfront which would be lined with factories if the shore could be reached by vessels. It is questionable even now if it would not be more satisfactory and profitable in the end to construct a channel down the American side of Grosse Île. When the situation is viewed in the light of the marked benefit that would result to the American owners of the American property on the American shore, it is certain that it would be advisable, even if all the money and labor that have been expended in Canadian waters are sacrificed. We have had other instances of the misdirection of Governmental endeavors, but the buying outright of a right of way through Canada for the construction of a canal to Georgian Bay to Lake Ontario would be a no more remarkable instance of idiocy run riot than the selection of the Canadian channel at the Lime-Kiln Crossing originally or its continuance as the only channel for large carriers.”

Major W.H. Bixby of the Corps of the Engineers of the U.S. Army was in Detroit Friday and talked about a crossing at the Lime-Kilns on the U.S. side. He spoke as if the great bounds with which lake commerce is developing would make it become imperative. In explaining why the channel was constructed on the Canadian side in the first place he said:-“The Secretary of War, Congress and Government engineers had been studying the problem for 30 years and the Canadian side offered every advantage. The most important point was that a channel was already there that would accommodate vessels of a pretty stiff draught before any work whatever was done at the Lime-Kilns. Of the 30,000,000 tons of freight passing over the Lime-Kiln Crossing every season, 99/100 of it is for American consumption and supposing it does pass through some Canadian water, where does the complaint come in? As far as an American channel benefitting Detroit is concerned, it would help the property owners no doubt, but Congress has given up the scheme of improving land owners' front yards. Of the 30,000,000 tons of freight, only about 500,000 tons are handled at Detroit and the channel is being used for just what it was intended - the immense traffic from the head of the lakes to the lower lakes. If it was never improved the wonderful increase in the past 10 years would not have been evident. If the channel was on the American side of the river I am quite certain the shore would not be lined with factories for a distance of 20 miles, as has been stated. If the citizens of this vicinity want an American channel let them line the shore with factories, then get after their Congressmen for it. No

more appropriations for improvements will be forthcoming for a few years and they will have plenty of time to do it.

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August 22, 1902

**LETTER FROM CHAS. GALE.-Sarnia, Aug. 7th, 1902.-**Alex. Hackett, Esq., Colchester, Ont.-MY ESTEEMED AND DEAR FRIEND:-Your noble present came to me, the photo of the Church of England of Colchester, I prize that picture above all gifts, I went to school in that dear old church 76 years ago. I was christened there by the Rev. Mr. Rolph....All the McCormick children went to school at the church, that was in 1826. Colchester Reef at that time was above water. It was called Sheely's Island, a man named Comeford raised watermelons on the island and he had a shanty to sleep in. The fall of 1828 a big storm covered it with water. My step-father moved to Amherstburg in 1833 and I ran away. I went cook on the schooner *Adelaide*, I was master of the vessel before I was 19 years old. I was lighthouse keeper on Pelee Island 1836 and '37. I was in the battle of the 4th of March<sup>13</sup> and was taken to Amherstburg. No light was kept in '38, time of Rebel War.<sup>14</sup> I then went sailing and in 1844 sailed a vessel for Park & Co. I then moved to Colchester and was married. I worked for John R. Park in store in the winter, work was hard....

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August 29, 1902

The steamer *Columbian* of Brockville caught fire on Lake Ontario and received considerable damage.

Assistant United States Engineer C.Y. Dixon, in charge of the work in this part of the Detroit River, has invented a machine which he thinks will register the depth of the water at the Lime-Kiln Crossing so that vesselmen can know the depth before reaching the crossing. His plan is to connect his automatic float and register on a cable circuit running to Detroit and on this have half a dozen stations with relays at each and an illuminated dial which will show the stage of water at Amherstburg as registered by the gauge at Amherstburg. The trial machine is now in place three-fourths of a mile below here and works successfully through ten feet of water. Mr. Dixon says that if this is possible there is no reason why it should not work through

¹³ the Battle of Pelee Island

¹⁴ the Upper Canada Rebellion

twenty miles, the distance to Detroit. The work of improving the lower Detroit River under Mr. Dixon's charge has progressed so rapidly that within the next few weeks notice will be sent out to the effect that the aids to navigation marking what is known as the "reach," a distance of about 5000 feet and extending from the head of Bois Blanc Island to a point midway between the Bois Blanc Light and the passenger landing above the café pavilion on the island, will be moved west about half the width of the channel so that thereafter boats will use the west side of the channel instead of the Amherstburg or east side as heretofore.

Capt. David Girardin Jr. was home for a week, rejoining the str. *H.H. Brown* Wednesday morning.

Wm. P. Donnelly of the Donnelly Contracting Co. was here this week looking over the work.

Fred Roach, diver for the Donnelly Contracting Co., smashed his finger between a bar and stone one day this week and two divers from Ashtabula are here assisting him.

Capt. Mains, the sunny skipper of the tug *Shaugran*, has been having a visit from his daughters, Mrs. W.J. Smith and Mrs. Anson Whiteloch of Buffalo. They were both accompanied by their husbands.

The steamer *Wyandotte* will quit her double trips after September 1st and will make single trips on weekdays to at least the 15th. She will continue her full schedule on Sundays.

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September 5, 1902

The tug strike which has been running along for five months was settled Tuesday. All men who are in the employ of the company and are not members of the union will be given 30 days and the men will return to work at once.

The steamer *Hattie Wells* struck the lower Lime-Kiln lightship and carried her out to Bar Point, where the tug *Peerless* got her and towed her back to the Gordon dock. The boat is badly used up.

The steamer *Myles*, Capt. Moore, bound down, took a sheer at Grassy Island Wednesday and went aground. The *Saginaw* and *Peerless* are working to release her.

The wrecking tug *Reliance* picked up in the river last week a 21-conductor armored copper submarine cable, fully a mile in length. The end of the cable was found abreast of Fighting Island and it stretched along the Ecorse ranges to Grassy Island. The most peculiar feature of the find was the position of the cable. It was

stretched down the river lengthwise and the crew of the tug at first thought it was a steel tow line. It is worth \$3000 or \$4000, probably belonged to the Western Union Telegraph Co., and was carried away by a boat four years ago.

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September 12, 1902

The schooner *Theo. Voges* discharged a cargo of 300 tons of coal for the Pittsburg Coal Company and the str. *Miami* 320 tons for the same company this week.

The steamer *John Duncan* went aground on the Lime-Kiln Monday and was released by the tug *Saginaw* and lighter *T.F. Newman*. She was leaking slightly but proceeded down.

The steamer *Stevens* of Buffalo, loaded with copper and flour and bound from Duluth to Buffalo, was burned to the water's edge off Clear Creek, Port Rowan, Monday night. Crew all saved.

The steamship *John Duncan* was released from the east bank of the Lime-Kilns on Monday morning after the big steel lighter *Thos. F. Newman* had lightered 200 tons of ore by the tugs *Home Rule*, *Florence*, *Peerless* and *Saginaw*.

The steam barge *H. Houghton* from Marblehead, O., loaded with stone, arrived at Detroit Monday morning and tied up at the foot of Dubois Street. Tuesday morning she suddenly sank, carrying down to death two of her crew, Edward Close and Wm. Daniels. Capt. Deeg, the cook and four of the hands made their escape. The cause of the sinking is unknown.

Louis Deslippe, second son of Isaac Deslippe, Pike Road, died Monday last at 9 a.m. after only four days' illness. He had been working on the str. *Imperial* for three months, when three weeks ago he injured his arm when throwing a rope. The injury healed but a pimple arose which he picked with a pin, causing blood poisoning. He came home Wednesday, Sept. 3rd and the pain grew intense; medical assistance was called but couldn't stay the course of the poison. Monday morning he arose from his bed in delirium and started across the house to the *Imperial*, as he thought, when just at the door he dropped dead in his mother's arms. The funeral was held Wednesday morning...

Major Bixby has been on a tour of inspection of all the U.S. river and harbor works. Maj. Bixby said there is to be a preliminary of the Detroit River at Wyandotte, the congressman from the Sixth District having asked for improvements.

This is the season for record-breaking cargoes. In grain, the steamer *Douglas*



Houghton takes first honors by carrying 308,000 bushels of oats and 60,000 bushels of corn from Manitowac to Buffalo. South Chicago sent a cargo of 269,000 bushels of corn to Buffalo in the steamer *Simon J. Murphy* recently, that being the season record for Chicago district. Other records of the season are: Barge *John Smeaton*, 8441 tons iron ore from Two Harbors to South Chicago; steamer *Edenborn*, 8339 tons iron ore from Two Harbors to Conneaut. In the coal trade, the steamer *I.L. Elwood* is in a class by herself. She took 7688 net tons of bituminous coal¹⁵ from Buffalo to Duluth and 7388 tons from Cleveland to Duluth.

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September 19, 1902

*Detroit Tribune*:—"Justice Chris. Thiede, Wyandotte: "It certainly seems a shame that the Government neglects the west channel of the Detroit River as a highway for commerce and develops the Lime-Kilns. The engineers are all agreed that the west channel will have to be deepened for the passage of ships some day and why not now? Fifteen miles of good manufacturing sites could be developed if the Government was not so anxious to improve Canadian waters.""

Mrs. G. McCurdy has gone for a trip with her husband up the lakes on the new steamer *James H. Hoyt*.

The steamer *Seneca* went aground at the foot of Bois Blanc Wednesday and was pulled off by the *Home Rule*. The *Home Rule* also released the *Nicaragua* from the Southeast Shoal Tuesday.

Captain Ellison of Port Stanley was here Monday arranging to put his boat, the *Winona*, on the Amherstburg-Windsor route. The *Winona* is a fine passenger steamer and will fill a much-felt want on the matter of handling freight and passenger traffic. She will arrive at Amherstburg today (Friday) and tomorrow (Saturday) commence regular daily trips, leaving at 7:30 a.m., calling at Texas [Landing]. Returning, will leave Windsor at 4 p.m. She can make 12 miles an hour.

The *Scotia* is now laid up for the season and engineer "Rocky" Hunt and Gene Sullivan are getting in their corn crops.

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September 26, 1902

The dredge *Ontario* has completed the dredging in the harbor here and left for Rondeau Friday last, where it will be employed.

¹⁵ soft coal

It is more than probable that before another season or two rolls around, there will be another park down the Detroit River similar to Bois Blanc. The new pleasure resort will not be in opposition to that popular playground, nor will it benefit Detroiters to any extent. The new resort is to be dedicated to the pastime and amusement of Toledo people and will be conducted much as Tashmoo Park is. The White Star line of steamers will be sponsor for the improvements and the new park will serve as a feeder for the big new steamer *Greyhound*. The idea which the officials of the steamboat company wish to carry out is a landing place for Toledo excursionists who do not desire to make the full trip to Detroit. This arrangement would make it possible to take care of all the society and church outings of the town on the Maumee. At present there is practically nothing doing in this line out of Toledo. On the other hand, if there was some pretty park to go to, it is figured that the excursion business would surely pick up, and this is what the officials of the Star Line have in mind. Hickory Island was thought to be the most desirable place, but upon investigation it was found that the place was impracticable on account of its inaccessibility for the *Greyhound*. It would be necessary to construct a pier a half a mile in length in order to make a safe landing for the boat. President A.A. Parker, General Manager B.W. Parker, Traffic Manager Bielman and the Board of Directors of the White Star Line came down the river on the steam yacht *Lily* Sunday and sized up the different islands, but nothing definite was decided upon.

The firm of L.P. & J.A. Smith of Cleveland are now engaged in constructing a canal through the property of the Lackawanna Iron & Steel Co. at Buffalo. The canal will be 250 ft. wide, 25 ft. deep and will be approximately a mile long. It will be of concrete construction.

Marine Review:—"The Canadian gas buoy at Bar Point, which was recently cast adrift and the anchor lost, has been replaced. Capt. George P. McKay, chairman of the Committee on Aids to Navigation, says that this buoy gives more trouble than all the other aids. It is being continually run over by vessels. The Canadian Government now declares that it will not be replaced again unless the vessel which hits it pays the damage. The buoy is placed there to mark the channel and not, as some of the vesselmen appear to think, as a target."

Much has been said here and elsewhere on the Great Lakes of late regarding the lowering of lake levels, and a well-known vesselman stated that in his opinion the United States Government is responsible for the present condition through the improvements to connecting channels. The Government's determination to investigate a feasible plan of maintaining, if not to lift, the present levels has caused



a great deal of comment. Congress has already made financial provision for the undertaking, and it is understood that the experts who will carry on the investigation will be appointed at an early date. The question of the practicability of such a plan is not altogether new, but it appears that former experiments along these lines have never been carried far enough, because only until very recently there had been ample depth of water at various ports and through the rivers and channels connecting them. During the last few years, however, vesselmen say lake levels have dropped at an alarming rate and the point is now reached where much fear is expressed for the future of commerce. Many plans and suggestions are offered as reparatives. The one most talked by practical marine men and engineers is that of building a dam at some point upon the lower points upon the lower waters of the lakes, likely Lake Erie near Niagara. It is believed by engineers that it may be practical to erect such a dam, and that the water in Lake Erie could be raised fully three feet thereby.

The tug *Columbia*, Capt. Jos. Marks, had to be pulled off the beach near the old Bois Blanc dock Monday.

The steamer *Winona* arrived here Friday last from Port Stanley and went into commission on the Amherstburg-Windsor route Saturday morning and has been making regular trips since. She leaves the waterworks dock at 7:30 every morning and calls at Texas Landing. Returning, she leaves Windsor at 4 p.m. The *Winona* is a trim little craft, 101 ft. long and 23 ft. beam. She was built a year ago at Port Stanley and can make 12 miles an hour with ease.

The steamer *Haarlem* went aground in the South passage Monday and was released by the wrecker *Wales*.

Frank Hackett of the lightship *Kewaunee* is spending a week on shore.

The D.B.I. & W. Ferry Co. are having the old dock opposite Murray Street at Bois Blanc Island repaired.

Monday night about 7 o'clock the anchor light in the rigging of the Hackett Wrecking Co.'s lighter *Hammond* exploded and dropped to the deck, setting fire to a toolbox thereon. The alarm was given by the river craft and the steamer *Columbia* turned her hose on, soon putting out the blaze. It might have been a serious fire.

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October 3, 1902

Capt. David Girardin Jr. has been appointed master of the steamer *Yakima* and leaves Cleveland this week.

In the terrible northeast gale on Lake Erie Wednesday night of last week, the schooner *H.A. Barr*, bound from Lake Superior to Ohio ports with a cargo of iron

ore, sprung a leak and went to the bottom, 60 miles above Long Point. Her crew had ample warning of the disaster and were taken on board the steamer *Theano*, which had the *Barr* in tow, before their vessel lurched beneath the surface.

The dredge engaged in the harbor extension work at Owen Sound is making splendid progress. With the assistance of the electric light plant recently installed, the work proceeds night and day, and before the close of navigation the dry land inside the new piling will have disappeared before the endless lifting of the dredge's dipper. In seven hours the dredge excavated eleven hundred yards of earth, which would be approximately thirty-five hundred yards in twenty-four hours. This record completely eclipses the best work ever accomplished by the former dredge.

The Pelee cable has again been broken and J. McR. Selkirk of Leamington is engaged trying to locate the break.

James Allen, who has been chief cook on the lightship *Kewaunee*, has returned for the season. He will likely have charge of Bois Blanc café next season.

The schooner *Theo. Voges* discharged another cargo of coal for the Pittsburg Coal Co. this week.

The Dominion cruiser *Petrel*, according to report, is continuing actively her work of patrolling Lake Erie and is putting a stop to the depredations of United States fishermen. On Sept. 26th, off Port Burwell, the *Petrel* discovered 65 gill nets illegally set in Canadian waters and confiscated them. On the 28th, north of the international line and south of Port Dover, the *Petrel* seized 65 gill nets. In both cases the *Petrel's* commander logged the distance from the shore in order to clearly determine that the nets were set within Canadian limits.

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October 10, 1902

The Government cruiser *Petrel*, Capt. Dunn, was in port Tuesday taking coal. The *Petrel* has had a busy season chasing Yankee tugs and when her tally is made at the close of the season it is likely that her seizures of nets will run higher than any season yet. Already this season she has seized 801 nets¹⁶, as follows: June 22nd, 163; June 27th, 24; July 11th, 59 whitefish nets; July 22nd, 113 ditto; August 13th, 11 ditto; August 25, 111 herring nets; September 2nd, 22; September 3rd, 41; September 17th, 72; September 18th, 65 and also a gasoline tug; September 27th, 85; September 29th, 32; September 30th, 13. The Yankee fishermen have been

¹⁶ the numbers given add up to 811

unusually bold this year and the fish have been running on the Canadian side of the international boundary. Capt. Dunn received orders to blow up the wreck of the schooner *Barr* near Port Stanley and left Wednesday to do so.

The *Detroit News*:—"Walter Campbell, president of the Detroit, Belle Isle and Windsor Ferry Co., is the best man in the world to pick on as a Jonah, and still he was in great danger of being thrown overboard from the little Canadian steamer *Winona* yesterday. Mr. Campbell was bound for Bois Blanc and John Mullen of Amherstburg and Mike Sullivan, the dredge man, knew it. They told the captain to look out for the man with a yellow overcoat, that he was loaded with dynamite, a totally irresponsible person and very dangerous. When Mr. Campbell appeared on the scene the captain went for him in earnest, and if the jokers had not come to his assistance the ferry man would not have been allowed on the boat."

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*October 17, 1902*

Capt. John Ford of the Bar Point lightship *No. 59* came up to Detroit for provisions one day lately in a sailboat. He left at a quarter past 2 in the afternoon and had with him an assistant named Hansten. Hansten fell asleep and about 6 o'clock in the evening woke up to find the boat aground on Fighting Island, the boat hook in the water and Capt. Ford nowhere to be seen. He has not yet been discovered. His family has about given up all hope ever seeing him again.

The immense dredge "*Sir Wilfrid*," which only launched from the Polson Company's yards in Toronto last June, sank in 65 feet of water off Port Hope on Monday last. It was built for W.J. Poupore, who had a contract for work in Montreal harbor, though the new owner had not formally taken possession. She cost \$62,000 but was only insured for \$40,000.

The schooner *Ann Maria* was wrecked off Kincardine. A lifeboat was upset in attempting to rescue the crew and five were drowned, including William Ferguson of Kincardine, Captain Alex. Gordon of the schooner and Mrs. Kennedy, the cook.

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October 24, 1902

The *Western States* has ended the season of the Detroit & Buffalo Line. The steamer has made 61 trips between Detroit and Buffalo this season, while her sister ship, the *Eastern States*, has made 46 trips.

The steamer *John C. Glidden*, with a cargo of coal, and the steamer *Princeton*, both bound up, came together at the Lime-Kiln Crossing early Thursday morning of last week and the former was damaged to such an extent that it will cost between

\$5000 and \$10,000 to repair her. Her starboard bow is badly twisted and her deck is strained to a point about amidships. She was docked at Detroit. It appears that the *Glidden* was entering the channel and the *Princeton* made efforts to get in ahead of her. The captain of the damaged boat blew three whistles for the *Princeton* to check down, but he claims the signal was not obeyed. There was a resounding crash when the vessels came together and if the *Glidden* had been a iron steamer it is more than probable that she would have gone to the bottom. The *Princeton* was apparently uninjured and continued on her trip up the lakes.

The wooden steamer *C.B. Lockwood* foundered in a storm about nine miles northwest of Fairport light on Monday night of last week. The captain and crew launched two boats just before the steamer sank. One, containing the captain, was picked up near Ashtabula harbor on Tuesday morning by the steamer *C.J. Creamer* while entering the harbor. The other boat contained ten of the crew and the empty and upturned yawl was picked up on Thursday by the steamer *Creamer*, one and half miles west of Ashtabula port and about the same distance from shore. The fact that the boat had drifted no farther from the scene of the wreck and that a life-preserver and an oar were strapped to the boat indicates that she must have been overturned in the heavy sea soon after leaving the vessel. There can no longer be any doubt but that the 10 men on board were drowned. The *Lockwood* was a freighter, owned by the Gilchrists of Cleveland. She was commanded by Captain Casius Saph. She was bound for Buffalo. The *Lockwood* after being storm-tossed throughout Monday sprung a leak and began to settle shortly before dark. Nineteen persons were on board. A yawl and a lifeboat were launched. Captain Saph, his wife, a woman passenger and six of the crew took to the yawl and first mate John Fritz and nine of the crew to the other boat. The steamer went down soon after. A terrific sea was rolling and it was necessary to bail out the yawl constantly to keep afloat. One of the two oars was lost soon after the yawl was launched. One of the sailors was thrown overboard by the violence of the storm, but was rescued. Finally a shawl was improvised as a sail and the boat slowly headed toward Ashtabula. The black mast of the *Lockwood* with a ball on top projects 10 feet out of water. The *C.B. Lockwood* during the past few years on two occasions blocked navigation by going on the rocks at the Lime-Kilns and stopping the channel. J.C. Gilchrist has announced that no effort will be made to raise the *C.B. Lockwood*, as the depth of water is too great for successful wrecking operations.

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October 24, 1902

The steamer *Winona* makes round trips daily between Amherstburg and Windsor, leaving the waterworks dock at 7:30 sharp and calling at Texas [Landing]. Returning, leaves Windsor for Amherstburg at 4 p.m. Fare for round trip, 50; single fare, 35c. Capt. Joseph Hough, captain. Capt. J. Ellison, manager.

Monday, Oct. 13th, the schooner *Crete* was lying at anchor off Ashtabula in a terrible storm which prevented her going inside, when the master, Capt. John Eberlein, sustained serious injuries while going to see if all was O.K. He was hurled against the capstan with such force that his left leg was broken below the knee. A tug was signalled and came alongside. On learning of the mishap, she went to shore and brought back Drs. Pardie and Fisher at imminent risk to their lives and after a hard struggle they managed to get aboard, wet to the neck. The captain's injuries were attended to and next day the *Crete* made the harbor and the captain was at once taken to the marine hospital at Cleveland, where though suffering considerable pain he is getting along nicely, though he will not be out before Christmas. Mrs. Eberlein is a daughter of Captain Nicholson, formerly of this town.

The steamer *Mt. Clemens*, Capt. J.S. McQueen, is discharging a cargo of 4000 bushels of Manitoba wheat for Colin Wigle.<sup>17</sup> It was brought from Port Huron elevators.

Capt. F.B. Hackett was uptown last week for the first time since his recent illness. The captain looks thin but is convalescing rapidly and no doubt will have attained his usual rugged health when the "four whistle" season arrives.

T.E. Putnam of Chicago, organizer for the International Brotherhood of Steam Shovel and Dredge Engineers and Cranesmen of America, reached here Saturday after being on a tour of organizing unions through the chain of lakes and rivers. The object of the union is to secure a uniform increased scale of wages for the men at these various occupations and a large number of men employed with the different companies in dredging operations here joined. The scale demanded by the union will be presented to the owners here in a week or so.

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October 31, 1902

The schooner *Voges*, bound up the river with a cargo of coal, struck an obstruction in the Lime-Kilns to the westward of the regular channel and sprung a

¹⁷ Colin Wigle owned a flour mill in Amherstburg

leak. She was beached on Fighting Island, as her pumps could not keep her afloat. The cargo was lightered by the Hackett Wrecking Co.

The D.G. steamer *Petrel* called here Tuesday for coal.

Wm. Gleasnor of the tug *Albany* left on Wednesday to take charge of the drillboat *Erie* at Buffalo.

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November 7, 1902

Notice is given to mariners that all the range targets, floats and other aids to navigation marking the channel in the Amherstburg reach, Detroit River, are moved about 250 feet westwardly so as to change the sailing route to the westerly or Bois Blanc side of the channel while dredging is in progress on the easterly side, where at present the depth of water is less than on the westerly side.

The lighthouse tender *Haze* will leave Buffalo about Nov. 15th for the purpose of taking up the buoys in Lake Erie and Detroit River. All important buoys will be replaced with winter buoys. The gas buoys and light vessels in the Detroit River will be left in position as late as circumstances will permit, probably until about Dec. 10th. The position of the Bar Point light vessel after its removal will be marked by a black spar buoy.

Gen. Gillespie in his annual report to the Secretary of War says that new work in Detroit River authorized in the River and Harbor Act of last session, will be started either this fall or early in 1902 under new contracts. Operations during the last fiscal year were conducted under three continuing contracts, the result of which was to increase the minimum depth of the improved channel to 21 feet below present mean low water wherever work is being done. Gen. Gillespie estimates that it will cost \$1,250,000 to complete the existing project and asks for an appropriation of \$450,000 for work to be done during the fiscal year ending June 30th, 1904.

James D. Gibb is taking a trip up the lakes on the steamer *Yosemite* with his brother-in-law, Capt. J.T. Hutton.

The schooner *Mineral State* went ashore on Thursday, October 30th, near Port Stanley. She was bound for Port Stanley with coal. Mate George Hazelwood came ashore on a hatch cover, much exhausted but not injured. The mizzenmast fell at 2 p.m. and the mainmast at 4 p.m. The vessel was going to pieces when the lifeboat was towed down to the wreck by the tug *Gordon Brown* and a volunteer crew composed of sailors and citizens took the crew off.

Work on the new Canadian lighthouse at the Southeast Shoal has been suspended for the season owing to the continuance of stormy weather Tuesday. The

light was installed by the Air-Light Company of Windsor, who are putting in one of their new machines. This gives a most powerful light seen for a much greater distance than the ordinary light and if it proves as satisfactory as it is expected a recommendation will be made to install it in all the Canadian lighthouses.

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November 14, 1902

Dunbar & Sullivan's fleet will be kept at it until snow flies. They usually creep up the river a few hours before it freezes up and are out in the spring before the first robin.

Saturday night the barge *McLaughlin* in tow of the *City of Geneva* parted her towline when abreast of Dunbar & Sullivan's dredges. She was caught by the tug *Peerless* and hooked on again.

Carlin, Stickney & Cram's dredges which have been working for the Donnelly Contracting Co. at the Lime-Kiln completed their work Monday and left for Detroit to lay up for the winter.

The steamer *Winona* will run until the last week this month when she will be taken to Port Stanley to enter winter quarters. Next spring Capt. Ellison expects to be on this route again as soon as the ice starts moving.

The barge *Alfred Krupp*, in tow of the steamer *Crescent City*, bound down with ore, parted her towline at the head of Bois Blanc early Tuesday morning. She swung on the east bank opposite the ferry dock and went hard on. She lay there until the wreckers *Saginaw* and *Wales* arrived during the day and released her after putting her on in two other places.

The light has been installed in the new Canadian lighthouse at the middle ground. It is the air-light manufactured by the Canada Typograph Co. of Windsor. A cluster of three jets form the main flash, each jet of over 400 candle power, and it can be seen for a distance of fifteen miles. It is said to be one of the best lights on the chain of lakes.

The steamer *Monterey* sailed on Tuesday from Cardiff with 4696 tons of Welsh coal for Toronto.

The steamer *City of Baltimore* has been purchased by the People's Ferry Co. of Detroit and will be operated as a ferry across the Detroit River. During the present season the vessel has operated between Saginaw and Point Lookout.

The Dominion Government has appointed Mayor Dr. Wm. Logie, Dominion Quarantine Officer for the Port of Sarnia, consequent upon the smallpox epidemic at Port Huron, and has instructed the Customs officers in Sarnia and vicinity to

report any suspicious cases coming from Port Huron or other smallpox infected districts in Michigan. A medical man has been placed on the ferry boats to vaccinate every person landing in Sarnia from Port Huron.

The Candler Dock and Bridge Company completed their contract on the Bois Blanc upper dock Saturday. It consists of a main dock 50 feet by 32 feet with an approach to shore 50 feet by 16 feet. It is a very substantial structure and upon it a pavilion will be built, while a boulevard is being constructed across the island to the main park.

In the storm which caused the loss of the steamer *C.B. Lockwood*, Capt. Eberlein of the barge *Crete* had a leg broken so that amputation became necessary. Capt. John Sweeney of Detroit now commands the *Crete*.

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November 21, 1902

The *Imperial* has cancelled her regular timetable and is now engaged making daily trips [from Pelee Island] to the river carrying fish and any other produce.

The schooner *Theo. Voges* ran aground at Elliott's Point Wednesday and she had to have the *Home Rule* release her.

The steamer *Robert Wallace*, laden with iron ore, foundered in 300 feet of water on Lake Superior Monday night off Two Harbors. Capt. Nicholson and the crew were rescued by the schooner *Ashland*, which the *Wallace* had in tow. The stern-pipe of the steamer was broken, water at once beginning to pour into her hold. The crew soon saw their ship was doomed and took to the lifeboats, reaching *Ashland* without mishap.

Twenty steel ships are to be added to the carrying fleet of the Pittsburg Steamship Company at present on the lakes at a total cost of \$10,000,000. They will be 550 feet long and carry 9000 tons.

The Montreal Transportation Co.'s barge *Hamilton* has brought 60,000 bush. of No. 1 hard wheat from Fort William, breaking the record of 50,000 bushels brought through the inland waterways from the lakes.

The steamer *Winona* will close her trips between here and Windsor Tuesday next if the weather remains open. The boat will then return to Port Stanley, where \$1000 will be laid out in repairs and improvements. Next spring Captain Ellison will come on this route again as early as navigation opens and run until June, when the summer steamers come on the route. The *Winona* will then be taken to Port Stanley until after the summer season, when she will come here again. The *Winona* has proved a great convenience here this season and has been well patronized, and

on behalf of the Port Stanley Navigation Company, Manager Ellison conveys his thanks to the travelling public.

Capt. E. McCormick was confined to the house with a severe attack of asthma. He had to leave the boat on Tuesday morning but again took command of the *Imperial* yesterday morning.

H.H.A. Jones, purser on the L.E. & D.R.<sup>18</sup> steamer *Urania* and who has been clerk on the steamer *Imperial* this fall, has had a promotion and will be put in charge of a department in the extension of the L.E. & D.R.R. from St. Thomas to Buffalo. Mr. Jones' numerous friends in every port on Lake Erie will be pleased to hear of his advancement.

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November 28, 1902

The Hackett Wrecking Co.'s tug *Parsons* put an anchor and chain aboard the barge *Aurora*, in tow of the *City of Berlin*, Friday night.

The steamer *Houghton* and consort ran aground on Chick-e-no-lee Reef¹⁹ Saturday evening. The tug *Home Rule* went to their assistance but they had released themselves before she arrived.

The Union Line steamer *Owego* and the steamers *H.B. Tuttle* and *Chili* were in a three-cornered collision just above Ballard's Reef at the Lime-Kiln Crossing Sunday night and the *Chili* was beached in Callam's Bay to prevent her from sinking. The *Tuttle* and *Owego* were bound up and at Ballard's Reef the *Owego* swung out to pass the *Tuttle* on the port side. The *Chili* was bound down, passing to the eastward. Just as the stern of the *Owego* was opposite the bow of the *Tuttle*, the latter swung towards her, striking her a glancing blow behind the galley, forcing her across the channel to the east, and she crashed into the *Chili*'s starboard side, back of No. 3 hatch, inflicting damages to such an extent that she had to be beached to prevent her sinking. The lighter *Newman* came to her assistance and lightered her cargo. The *Chili* is a steel steamer of 2584 tons, 320 feet long, 42 feet beam and 22 feet depth of hold. She was owned by M.M. Drake of Buffalo and was built at Cleveland in 1895. She carried a cargo of 146,000 bushels of wheat from Fort William to Buffalo at the time of the accident. The *Tuttle* is a small wooden steam barge of 744 tons and is the property of Chas. A. Benham of Cleveland. The *Owego*

¹⁸ Lake Erie & Detroit River Railroad

¹⁹ about 3 miles due east of the southern tip of Pelee Island

is a steel ship of 2611 gross tons, 326 feet long, 41 feet beam and 25 feet depth of hold and is classed A 1.

G. Crocker, president of the Port Stanley Navigation Company, and A.M. Hutchinson, sec.-treas. of the same company, St. Thomas, came here Tuesday to escort Capt. Ellison on his return trip with the str. *Winona* to Port Stanley.

Captain James McGuire, Engineer McCaffrey and Steward Barron of the tug *Sir John* and dredge *Ontario* arrived home Tuesday night, having laid up the fleet for the winter at Rondeau. David Ireland will have charge of the fleet during the winter.

Captain Ellison of the str. *Winona* tells a remarkable story of a "green hand," an Irishman, whom he employed at a pinch: "When we were under way," said the captain, "I had a mind to try him on the lookout, as he couldn't tell a halyard from a sheetline. Long about dark, just as we were above the Lime-Kiln, I stayed on deck, the mate at the wheel. Pretty soon he comes aft and says: 'There's something foreninst the boat, sorr.' 'What is it?' I says. 'I don't know, sorr,' says the man. 'Well, go back and find out and report,' I says then, and back he goes. A few minutes and back he comes aft. 'I don't know what it is yet,' he says, 'but it's coming this way and we can find out for sure in a little while.' 'You go for'ard and don't come back till you know what it is,' says I, getting mad. He goes up again, but is back again in a minute and all smiling. 'Well?' says I. 'If you please, sorr, I don't know for sure what it is,' says he, 'but whatever it is, it has a red light and a green light and I think it must be a drug-shtore.'"

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November 28, 1902

The barge *D.C. Whitney* was tied up here Monday by Chief of Police Laporte, acting under instructions from Sheriff Iler. The vessel was libelled at the instance of the owners of the barge *Monguagon*, which was sunk by the *Whitney* two years ago. The necessary bonds were filed and the *Whitney* got away same night.

An air-light gas lighting machine has been installed in the new Canadian lighthouse recently built on the middle passage off Pelee Island. The light is a great improvement over the old and on account of its brilliancy can be distinguished a greater distance. The light can be seen for 20 miles. The Canadian Typograph Co. of Windsor, which makes the machine, has just completed a model plant for the inspection of the Marine and Fisheries Department at Ottawa and expects that the outcome will be orders for the placing of more plants on the various lighthouses through the Dominion. It not only gives the best light but is also the most economical and safest yet produced. The Pelee Passage light is admitted by all

mariners to be the best on the lakes.

The steamer *Owego* was considerably damaged in her mix-up with the steamers *Chiland* and *H.B. Tuttle* at the Lime-Kiln Crossing Sunday night. Her stem was bent out of shape and a number of plates were buckled, causing a leak in her forward compartment. A cement bulkhead was constructed where the plates were damaged so that she could proceed with her 2000 tons of merchandise. About 20,000 bushels of wheat were lightered off the *Chili* by the *T.F. Newman*. Patches were placed over the damaged plates and she was pulled off the beach, where Capt. Gibson ran her to avoid sinking. The cargo in her hold is said to have considerable damage. The grain was re-loaded and she proceeded on her way to Buffalo. It will require fully \$8000 to make repairs to the *Owego*. An estimate of the *Chili's* damage placed it at between \$3000 and \$4000. Of course this figure does not include her damaged grain.

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November 28, 1902

MARINE DISASTER.-The Steamer S.J. Macy Goes Down on Lake Erie with All Hands.-Steamers going up the river Wednesday reported passing through a quantity of wreckage off Long Point, and it was inferred that some vessel had foundered in Sunday night's storm. Nothing definite was known until yesterday (Thursday) afternoon when the barge *Mable Wilson*, Capt. Gotham, arrived here after a very stormy passage from Buffalo. Capt. Gotham confirmed the rumor and said the ill-fated steamer was the *S.J. Macy*, of which his brother, M.W. Gotham of Richland, Wis., was master. The *Macy*, with the *Wilson* in tow, both loaded with hard coal, left Buffalo Saturday afternoon, the former for Kenosha, Wisconsin, the latter for Racine. They got along alright until, within 40 miles of Long Point, Sunday night, they were struck with a heavy gale of wind. About 9:30 p.m. the *Macy* blew a signal of distress and the *Wilson* cast anchor and drew in the towline. The *Macy* began to drift at this time and is supposed to have parted her wheel chain. After drifting 3 or 4 miles she dropped anchor and her lights were seen by the *Wilson* until 3 a.m. Monday morning when they suddenly disappeared, and nothing has been seen of the boat since. The *Wilson* weathered the storm and Tuesday morning under her own sail made across the lake, reaching the mouth of the Detroit River and being towed in here yesterday afternoon. The crew on the wrecked boat, so far as known, are: Capt. M.W. Gotham; M.A. Gotham, his son, mate; Lucius Gotham, his son, watchman; W.F. Gregory of Detroit, first engineer; Geo. Webb, Marine City, second engineer; W. Crouch of Sackett's Harbor, wheelsman. A

woman and her son were cooks. The *Macy* was a wooden boat and was owned by the Inter-Lake Navigation Co. of Detroit.

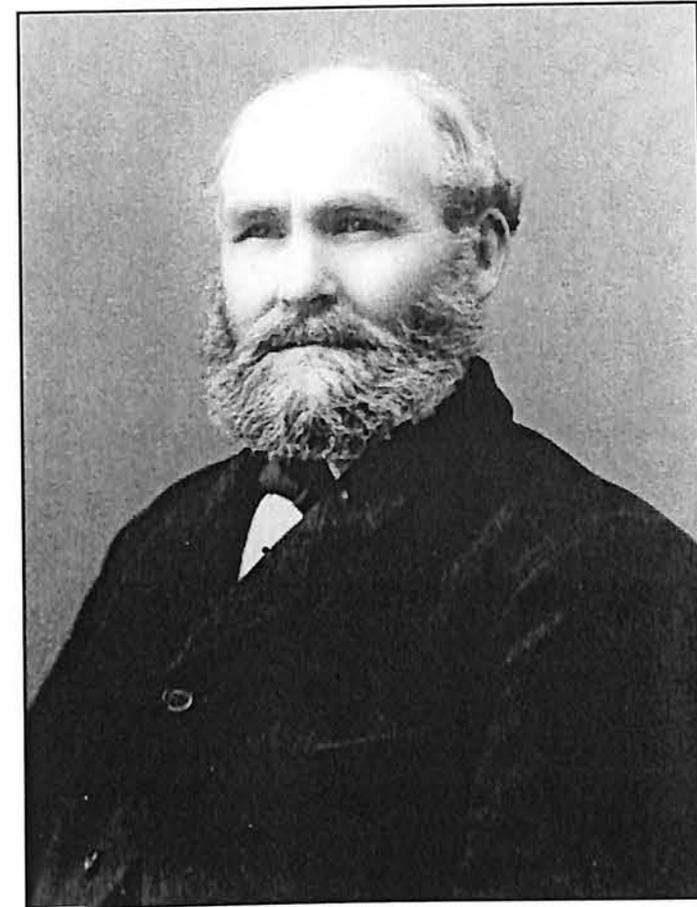
December 5, 1902

As a result of her collision with the steamer *Owego* at Lime-Kiln Crossing, 11 plates and 10 frames of the steamer *Chili* must be replaced. Temporary repairs were made so that the steamer could make another round trip. The wet grain on board amounted to 8627 bushels, some damages being found in every compartment.

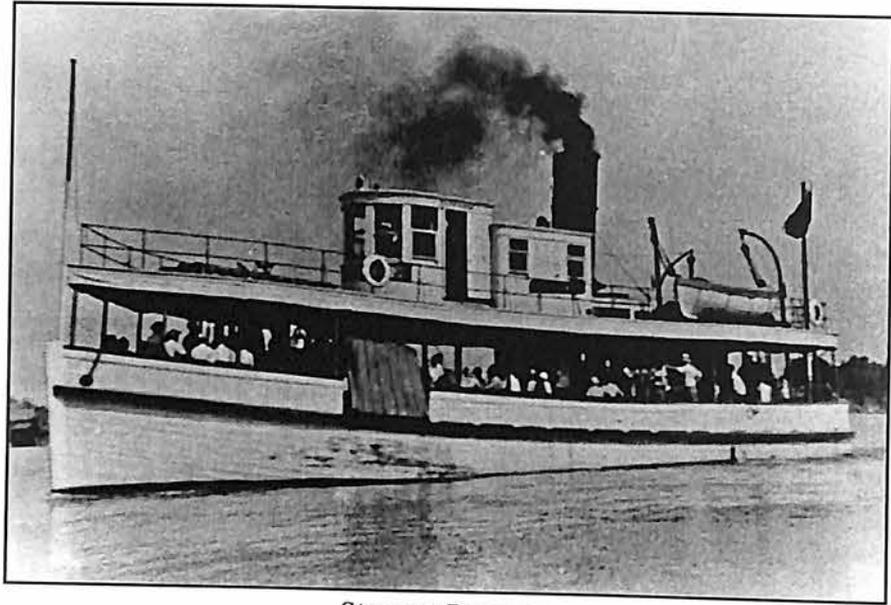
Another old vessel has been claimed by Lake Erie in the *A. Mosher*, which struck on Starve Island Reef near Put-in-Bay Saturday night in a fierce gale. The steamer *D.F. Rose*, which also struck, is also badly damaged. The *Mosher* is a total wreck, but her owners have not yet been able to estimate their loss. The *Rose* is on the beach at South Bass Island and will probably be a total loss. She is filled with water. The other two barges, *Casey* and *Wawanash*, were not damaged and were towed to Port Huron with their cargoes by the *American Eagle*.

There is no longer hope for the safety of the steamer *Bannockburn* and her crew of 20 men. The death knell to the hopes of the owners and the relatives of the crew was sounded Monday when a dispatch was received from the captain of the tug *Boynton*, stating that he had traversed the entire shore where the missing steamer was believed to have stranded. No trace of the boat was discovered. It now seems certain that the wreckage found by the steamer *Rockefeller* in the middle of Lake Superior marked the watery grave of the steamer and her crew. As the waters of Lake Superior reach their greatest depth at that point, it is probable that none of the bodies will ever be recovered. Lake Superior never gives up its dead. The *Bannockburn* sailed from Fort William with 95,000 bushels of wheat on Nov. 20th. On leaving Fort William she stuck in the mud, but was released after a few hours' delay. She was due at Sault Ste. Marie Saturday, 22nd. This is the greatest loss of the season of navigation on the Great Lakes. The lost steamer was considered to be the highest type of construction of Scotch shipyards and in many respects differed from steamers built on the lakes. She was believed to be capable of withstanding any storm. The crew were from Kingston.

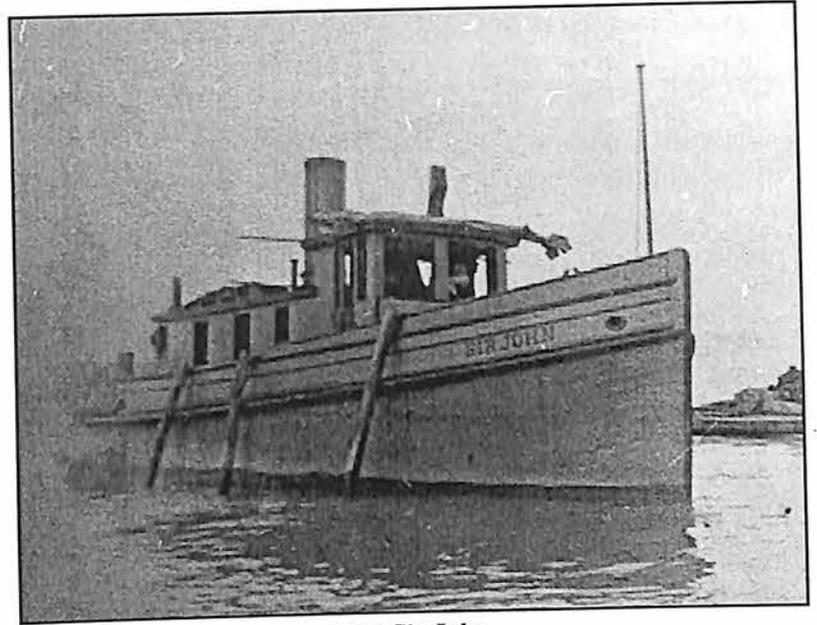
In the terrible west gale on Lake Superior Saturday night the steamer *Charles Hebard* was driven on the rocky shore at Point Mamainse and was soon dashed to pieces by the seas. Her crew, consisting of 13 men and a woman cook, not being heard from for several days were given up for lost. The schooner *Aloha*, one of the consorts which the *Hebard* had in tow, broke away from the steamer in Lake



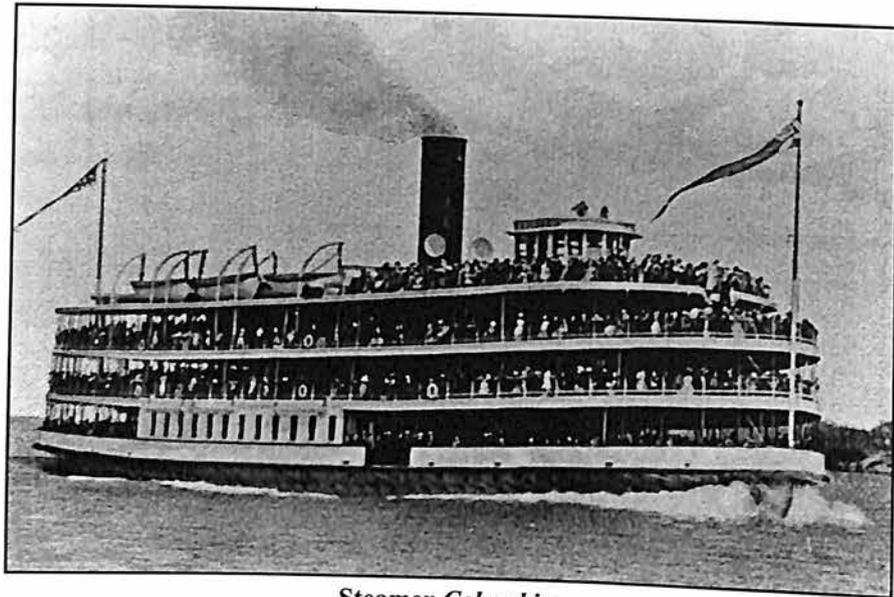
Capt. David Trotter.
Courtesy Fort Malden NHS of Canada



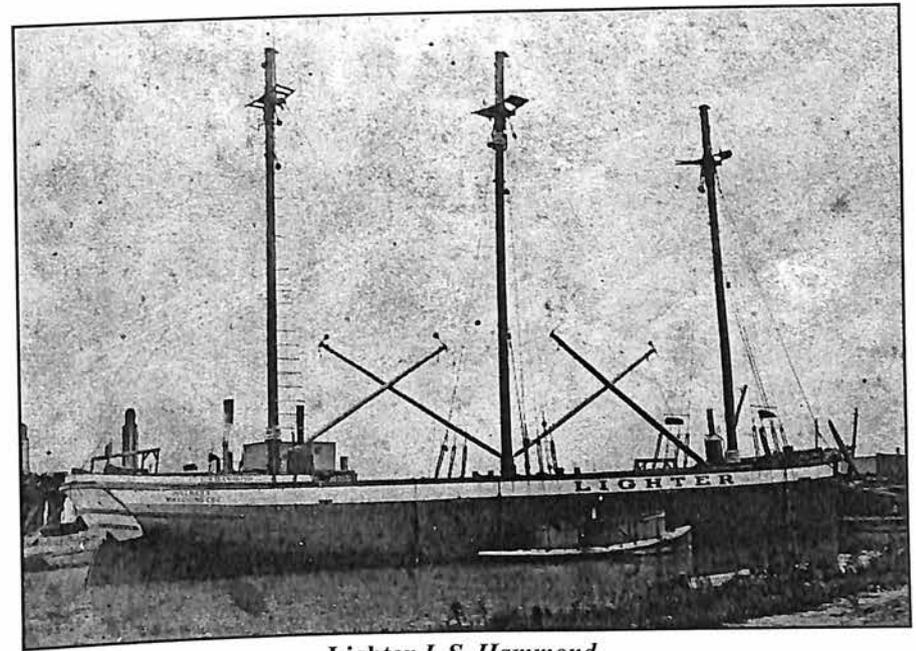
Steamer *Papoose*.
Courtesy Fort Malden NHS of Canada



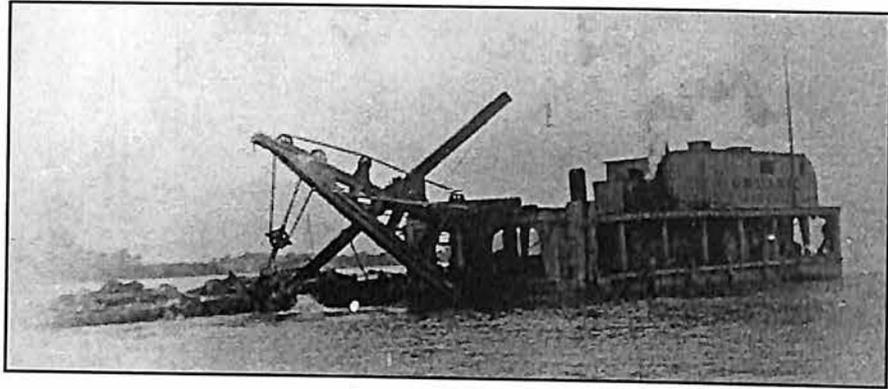
Tug *Sir John*.



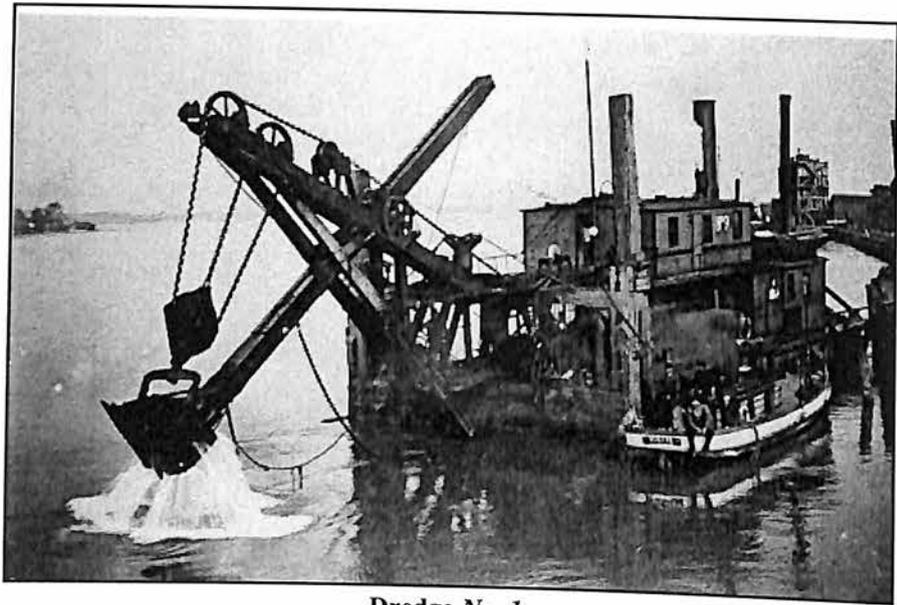
Steamer *Columbia*.
Courtesy Fort Malden NHS of Canada



Lighter *L.S. Hammond*.



Dredge Ontario.



Dredge No. 1.

Superior and has not been heard from since. When last sighted she was laboring heavily in the trough of the sea and little hope is entertained for her safety. The schooners *Warmington* and *Francomb*, the other vessels of the tow, ran before the gale after breaking away from the steamer and finally succeeded in reaching an anchorage at Copper Mine Point. The steamer *Hebard* was owned by Holland & Graves of Buffalo. She was built in 1888 and registered 763 tons. The *Aloha* was owned by the same firm. She was built in 1888 and registered 521 tons. The crew of the *Charles Hebard* are reported safe. They tell a graphic story of the battle with the icy waters of Lake Superior, the steamer striking the rocks, breaking in two and going to pieces. The end of a life-line was made fast on shore to a boulder, the other end to the rail of the *Hebard*. They rigged a bos'n's chair and one at a time were hauled ashore. For the most part of the distance the men were under water and everybody's clothes were frozen stiff as soon as landed. Capt. Ryan says:-"We never would have succeeded in landing all, for we were benumbed with the ice, had it not been for Oscar Carison and his son. Carison is in charge of an exploring company and lives in a hut out there in the wilderness three miles from the nearest habitation. He saw the steamer ashore and came down to the beach with his son and a lot of whiskey, which we poured into each man as he came ashore to revive him. He and his son also worked on the ropes with us and after all were ashore took us to his hut and clothed and fed us until the arrival of the tug *General*. Had it not been for him, our getting ashore would have been useless, for we would have frozen to death right there on the beach, for not one of us could walk and of course had nothing to build a fire with."

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December 5, 1902

Frank Harris has purchased the tug *Thistle* from the Booth Fish Co. Consideration \$2400.

Al. Henning has taken his tug, the *Walter H. Stone*, to Wallaceburg to put her in winter quarters.

The *Imperial* took a cargo of 30 tons of dressed hogs to Windsor Wednesday for A.J. Green. The steamer will make two more trips to Kingsville and then lay up.

George Wires and Stewart Fox of North Bass Island had a thrilling experience on the lake Monday and Tuesday night. While setting their nets, a gale arose and their foremast was carried away. They drifted all night and were towed in to the north dock [Pelee Island] Wednesday afternoon.

L.P. & J.A. Smith's tug *L.P. Smith* arrived here Monday and towed away the

dredge *Superior* and the derrick scow to Toledo. This is the last of the Smith fleet.

The fishing on Bois Blanc Island for Sandwich Fish Hatcheries closed on Monday last. About 1300 whitefish were caught and 30 gall. of spawn taken. The work has been under the supervision of Samuel Adamson and David Clark and they have done excellent work. The quantity of spawn taken on Bois Blanc exceeds that of any previous season. They will close up today (Friday).

Walter Girardin has returned home after spending the season sailing on the str. *H.H. Brown*. Mr. and Mrs. Girardin will leave Saturday to keep ship for the winter.

The Donnelly Contracting Co. have laid up their fleet for the winter at Gordon and the crew left for their homes in Buffalo. The derrick scow crew consisting of Messrs. Roach, Mallady, Smith and Sanger went away Tuesday and Wednesday morning. Capt. Thos. Patterson of the tug *Albany*, in company with Messrs. Rickard and Gleason, made tracks. Tommy's smiling face is one of the principal features of the Donnelly Company's fleet and he will be greatly missed. He is not only popular with the men but is also a favorite among the ladies, all of whom will be pleased to see him return in the spring.

Wm. McTaggart of the "*Dynamiter*" was ill this week with quinsy.

Goodchild Bros., notwithstanding all the rough weather, report large catches of fish. They have laid up for the season.

"Rocky" Hunt has laid up the *Scotia* for the season.

December 5, 1902

The steamer *Chili*, which was in collision with the *Owego* at Amherstburg several days ago, has arrived at Buffalo and was taken to the Niagara elevator for removal of her damaged grain cargo. The damages to her are estimated at \$55,000.

The steamer *Marquette* was caught in Saturday's gale on Lake Erie and had a very rough time of it. About 6 o'clock in the evening, when 10 miles east of the Dummy light, her wheel chains parted and she drifted off in the trough of the sea before the crew could get her tiller and tackle blocks ready for use. The waves pounded her and washed over her sides. Parts of the port bulwarks were torn out and the second engineer's quarters and the messroom flooded. Members of the crew finally righted her with the aid of the tiller and her head was held to the wind until the broken chains were repaired. This is identically the same kind of an accident which sent the *Macy* to the bottom.

Nothing has been heard further in regard to the missing steamer *Bannockburn*. The latest development in the disappearance of the steamer is the news that she was

aground at Port Arthur before leaving there last week. By some it is believed that the vessel may have become structurally weakened while on the bottom and that the strain to which she was subjected in the gale might have opened her seams and sent her to the bottom. The wreckage passed by the steamer *Rockefeller* near Stannard Rock Tuesday of last week was almost directly in the course the *Bannockburn* was on when last sighted by the *Algonquin*. It is conceded that she has gone to the bottom.

The principal losses on the Great Lakes for the season of navigation now nearing a close are shown in the table given below. All of the less desirable insurance risks, or A 2 class of boats, closed their season Sunday, while the better class of freighters end their season today (Friday), December 5th at noon. It is now certain that the marine losses for the year will be about the same as those of last, and that this can be classed as a normal year. From the marine underwriters' standpoint the season has been fairly profitable, although it will be seen by the list given below that many large losses have been sustained. In addition to these there have been over 600 minor disasters involving more or less expense to the underwriters and estimated at about \$400,000. This added to the large losses makes a total of \$1,372,000. The principal losses in the table given below include \$703,000 on hulls and \$200,000 on cargoes.

Jan. 27th, Lake Michigan, car ferry *F. & P.M.*, \$50,000; April 14th, Lake Erie, tug *Acme*, \$10,000; April 15, Lake Superior, steamer *G.G. Hadley*, \$15,000; April 30th, Lake Erie, steamer *I.W. Nicholas*, \$7500; April 26th, Lake Superior, steamer *Choctaw*, \$15,000; April 26th, Lake Michigan, steamer *Indiana*, \$10,000; April 27th, Lake Michigan, steamer *America*, \$3000; May 3rd, Lake Huron, steamer *George Spencer*, \$7500; May 10th, Lake Ontario, steamer *Iowa*, \$9000; May 21st, St. Clair River, steamer *K.M. Forbes*, \$41,000; May 31st, Lake Erie, steamer *Jupiter*, \$15,000; June 3rd, Lake Superior, steamer *Wilkesbarre*, \$15,000; June 7th, Lake Superior, steamer *Thomas Wilson*, \$135,000; June 14th, Lake Erie, steamer *Metropolis*, \$5000; June 20th, Lake Michigan, steamer *Tuscarora*, \$20,000; August 5th, Lake Erie, steamer *City of Venice*, \$85,000; September 9th, Lake Erie, steamer *W.H. Stevens*, \$145,000; September 15th, Lake Superior, steamer *A.E. Stewart*, \$15,000; September 24th, Lake Erie, barge *H.A. Barr*, \$37,500; September 29th, Lake Michigan, steamer *Rome*, \$5000; October 9th, Lake Michigan, steamer *Kanawha*, \$10,000; October 10th, Lake Huron, steamer *Garden City*, \$12,000; October 11th, Lake Ontario, steamer *Owen*, \$8000; October 13th, Lake Erie, steamer *C.B. Lockwood*, \$148,000; October 13th, Lake Superior, barge *129*,

\$72,500; October 15th, Lake Michigan, steamer *H.B. Perue*, \$5000; October 22nd, Lake Erie, steamer *Mauch Chunk*, \$10,000; November 10th, Lake Huron, steamer *R.A. Packer*, \$15,000; November 17th, Lake Superior, steamer *Robert Wallace*, \$56,000; November 24th, Detroit River, steamer *Chili*, \$55,000; Nov. 24th, Detroit River, steamer *Owego*, \$10,000; Nov. 25th, Lake Erie, steamer *Sylvanus Macy*; Nov. 25th, Lake Superior, steamer *Bannockburn*, \$150,000. Total loss estimated, \$975,000.<sup>20</sup>

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December 12, 1902

Mr. and Mrs. W.L. Girardin left on Thursday morning for Buffalo. Mr. Girardin will look after the str. *H.H. Brown* this winter.

It looks as if the town were to go cold for a few weeks yet. Navigation has practically closed and there is no chance of the dealers receiving any anthracite by boat. In fact, Falls Bros. received a telegram Monday informing them that the coal trestles at Buffalo were closed for the winter. Cars are scarce and hard to get, but every effort is being made to bring enough coal in that way at least to relieve the situation.

The sailors are coming home for the winter. Among those whose faces are seen again on the streets are:-John Smith, Walter Gibb, Frank Laframboise, Capt. J. Laframboise, John McDowell, Jos. Mahon and Gordon Primeau.

The yawl-boat of the steamer *Sylvanus J. Macy*, lost off Long Point just two weeks ago, was picked up by the steamer *Livingstone* and brought to Detroit Sunday when she stopped for coal. Capt. William McAlpine of the *Livingstone* reports having picked up the yawl 20 miles this side of Long Point on the Buffalo course. The fear that the crew of fourteen persons who were lost on the *Macy* did not have time to leave the steamer and probably went down with her has been dispelled. The crew must certainly have lost their lives in the open small boat, as when it was found, although bottomside up, it showed signs of having been occupied, and all but one of the thole-pins²¹ were broken off close to the bulwark. The cabin of the *Macy* has been found near Port Burwell, having washed up there.

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<sup>20</sup> The numbers actually add up to \$1,197,000.

<sup>21</sup> pins inserted into the gunwale to provide support for oars

December 19, 1902

Alex. Barron has been engaged as chef on the str. *Edwards* at Detroit while she is being placed in winter quarters.

The coal situation was relieved considerably Tuesday when Falls Bros. received four cars of anthracite, eighty tons in all. The precious stuff was divided into ½ ton lots and so 160 people in town were made happy. They expect more to follow regularly.

Next week will see most of our sailor boys home for the winter. Among those to arrive this week we notice the following:-Frank Auffret, Lawrence Bertrand, Aurelian Wigle, Jerome Cook, Norman Pouget, Louis Bellecours, Thos. Burns, Chas. O'Connor, Ralph Warren, Fred and Sam Vigneux, Ray Vanidour, Charles Foster, Thos. Cooper, Len. Brown, James Naul, W.H. Bush, Philip Alexander, Jas. Allen and Geo. Cook.

Charles Snider, U.S. Inspector on the dredge *Gladiator*, left Saturday to spend the winter at his home in Sarnia. Fish stories will be scarce now for a few months.

The little schooner *Luling* stuck in the ice Sunday night at Bar Point. The wind shifted, fortunately, and she released herself and sailed up Monday morning.

Goodchild Bros. have sold their little tug *Nellie H.* back to Mr. Holt of Detroit, from whom they purchased her. They are now on the lookout for a large craft with which to pursue fishing operations next spring.

Dunbar & Sullivan's fleet quit work Saturday and immediately were stripped and are being put into winter quarters. The tug *Columbia* took the drill *Dynamiter* and the derrick scow to Detroit Sunday. The remainder of the fleet will be moored at the M.C.R. slip at Gordon station.

The str. *Caledonia*, with the barge *Algeria*, bound down, had a mix-up Sunday at Bar Point. The steamer went aground and in the excitement the barge ran up on her and after the anchor was dropped again became foul of the towline. The tug *Peerless* pulled the barge away and things were soon straightened out and they proceeded on their way.

Walter Lawlor will look after the str. *Peck* at Buffalo this winter. Mrs. Lawlor and son Elton left Saturday for that city.

The sudden cold snap caught several vessels in the ice jam off Colchester Monday night. The Hackett Wrecking Co.'s tugs have been busy breaking a track through. Wednesday night they succeeded in releasing the steamer *K.C. Martin* and barge *Spademan* and brought same to Amherstburg. The schooner *Belle Hanscomb* and another steamer are out there yet, but expect to be released soon. The ice is

piled up in windrows six feet deep.

December 26, 1902

John Leehy, a seaman on the schooner *Belle Hanscomb*, which was stuck in the ice in Pigeon Bay between Bar Point and Colchester, was drowned Thursday of last week while making his way from shore to the stranded boat with provisions. The *Hanscomb* and *Spademan* left Cleveland the Friday before in tow of the steamer *K.S. Martin* and had nearly reached the mouth of the river when ice was encountered in such quantities as to tie them up completely. The Hackett Wrecking Co.'s tug *Home Rule* and the tug *Columbia* succeeded in reaching the *Martin* and *Spademan* Wednesday night and brought them into the river. The *Hanscomb*'s provisions ran out entirely Thursday morning and a number of the crew started for shore over the ice on foot about 7 o'clock. The shore, which was about two miles distant, was reached in safety, but on the return trip Leehy stepped into an air hole and it was the last seen of him. He must have come up under the ice, out of reach and sight of the others. The party reached the schooner about 1:30 o'clock in the afternoon and reported the loss. The drowned man was a Newfoundlander, but made his home in Buffalo for the past two or three years. Nothing is known of his family, except that he has relatives somewhere in Newfoundland. The tugs *Home Rule* and *Columbia* were sent out from Amherstburg again Thursday morning to bring the boat into the river if possible, but it was a difficult task and only accomplished after many hours of hard work by the two powerful tugs. They had to cut their way through two miles of pack ice, which reached to the bottom of the lake. In some places it was from 15 to 20 feet in depth and in this the *Hanscomb* was imbedded. The tugs finally succeeded in reaching her, however, and towed her into Amherstburg at 7 o'clock Thursday night. The *Martin*, *Spademan* and *Hanscomb* remained at Amherstburg all night and left for Detroit Friday morning in tow of the *Home Rule*.

Frank Harris, who has purchased the tug *Thistle*, took her to Wallaceburg, where she was put in winter quarters. During the winter she will be thoroughly overhauled and many improvements made. The *Thistle* is 66 feet long, 13 feet 6 inches breadth and 7 feet depth, 71 feet overall.

Jos. Duncanson arrived home Saturday evening, having laid the str. *Nottingham* up in Duluth.

Capt. Jarmin and son Fred arrived home from Collingwood Tuesday night for the winter.

Capt. Mains of the tug *Shaugran* has gone to Buffalo for the winter.

Among the sailors to arrive home this week are Capt. A. Callam, George Girardin, George McCurdy, J.J. Brown and William Johnson.

1903

January 2, 1903

Among the sailors to arrive home for Christmas were John Pouget of Malden, James Clark and Philip Thomas of Amherstburg.

David Ireland, in charge of the dredge *Ontario* at Rondeau, is home for a few weeks.

The greatest volume of commerce in the history of the greatest ship canals of the world is shown by the completed statistics of the traffic through the waterways at Sault Ste. Marie, Mich. and Ontario, for the present year, which amounted to 35,961,146 freight tons, exceeding that of last year, also a banner season, by 7,558,081 tons. Of this freight, the east-bound amounted to 30,275,989 tons; west-bound, 5,695,175.

The steamer *Hopkins*, which was the last to go down, stuck on the bottom off Toledo harbor. The sudden change in temperature soon hemmed her in with ice and she is now in hourly danger of being cut in two by the large masses of moving ice. Three sailors walked ashore over the floes and acquainted the marine men with the condition of the crew, which are almost starved. Capt. McKinley with the tug *American Eagle* is trying to reach the imprisoned crew.

The Southeast Shoal lightship, str. *Kewaunee*, was taken off her station on December 19th and went into winter quarters at Cleveland. The crew arrived home on Friday and Capt. Frank Hackett on Tuesday. This is the worst spot on fresh waters and the crew had a terrible time during the last month. For three weeks they were unable to cook and had to exist on "hand-me-outs." They were all old sailors and rather enjoyed their experience. Not for a minute does the ship stop rolling. She rolls clear out of sight in the seas. It takes nerve to hold down such a job but Capt. Hackett and his crew were equal to the task and are receiving great credit from the vessel owners and mariners for sticking to their post on this dangerous and storm-beaten shoal.

W.J. Aldridge, Charles and Balfour Fortier and Bert McGuire have gone to Buffalo to work with the Buffalo Dredging Co., drilling.

Capt. D. Girardin Jr. came home from Cleveland for Christmas Day, returning same day. In coming from Buffalo on her last trip, his steamer, the *Yakima*, broke her wheel and she is now in dry-dock receiving repairs.

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January 9, 1903

On Tuesday the D.B.I. & W. Ferry Co.'s steamer *Promise* (Capt. Robt. Ferguson and Chief Engineer Huff) arrived down from Detroit with a cargo of 125 evergreen trees for Bois Blanc Island Park. They are pine, cedar, arbor vita, etc. and are the finest lot ever brought together, some of them being 20 feet high, and the dirt around the roots had never been disturbed. Mr. Ferrell, who supplied the stock, superintended the planting on Bois Blanc Park under the direction of Capt. W.E. Campbell. About 20 men were employed to handle the trees, which were all placed by Wednesday noon. The run down was made on the regular summer card time, although solid ice was encountered all the way.

Captain D. Nicholson of Detroit was in town on Tuesday and Wednesday, shaking hands with old friends.

Clarence C. Smith arrived from Duluth on New Year's Day after laying up the steamer *Selwyn Eddy*. He is in the best of health.

Following sailors arrived home the past week for the winter:-George Taylor, Norman Clark, Ed. Green and George Girardin.

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January 16, 1903

The U.S. survey gang are working on the river.

Several of the men employed on the river survey work had their faces and ears frozen Monday and had to quit work for the day.

Capt. John Duncanson is visiting his father, Capt. Duncanson, in town. He left yesterday (Thursday) morning. Capt. John carries the record from Duluth to Quebec by over 6 hours. The trip is a very long but pleasant one and takes about 21 days to the round trip. He is now overseeing improvements to his boat, the *Jessie H. Farwell*, in Detroit.

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January 30, 1903

Alex. Cowan and Capt. John McCormick returned from the Soo Monday. They succeeded in getting an option on the steamer *Lincoln* and if purchased will place the boat on the Pelee Island and mainland route next season. The steamer is a staunch little craft and Pelee Islanders have had their eye on her for some time. It

begins to look as if Pelee would have good marine service next season. She would be a welcome spring visitor.

John McCormick and Alex. Cowan have gone to the Soo to look up a boat to put on the route between Pelee Island and the mainland next season.

Capt. Thomas Honner, U.S. Inspector of Steamboats at Grand Haven, Mich., has had an attack of pneumonia and bleeding of the lungs.

DEATH OF CAPT. TROTTER.-The news of the death of Capt. D. Trotter at London, the brief notice of which in last week's issue was the first intimation to the friends in this vicinity, created widespread sorrow. He had been a familiar figure in everything that pertained to the town's moral welfare for so many years that his demise has left a very noticeable gap. Capt. Trotter suffered the first shock to his general health about three years ago when he received a severe sunstroke while aboard a vessel at the dock. The next year he was again stricken while in Sarnia and from that time he failed in health, so that in the fall of 1902 his brain became so affected that he was taken to the London asylum. From time to time he suffered from heart trouble and it was a severe attack which carried him off Friday. The body arrived here Saturday night in charge of his son Fred J. and was taken to his late residence, from where the funeral was held Sunday morning to the Presbyterian church, where a very large crowd gathered to hear the obsequies, conducted by Rev. Thomas Nattress. The remains were laid to rest in Rose Hill Cemetery, the pallbearers being all old friends and captains, viz.: D. Girardin Sr., J.T. Hutton, James Tobin, Alex. Callam, J.G. Anderson and James Jarmin.

Captain Trotter was a native of Glasgow. He was born in 1830 and at the age of 10 left his home to become an ocean sailor. His father was killed while he was of tender years and he was thus fancy free. He was brought up in Australia, where he remained for some years, doing fairly well. Later he went to California, being there in 1849. His health was broken at this time due to exposure and, leaving that state, he went to Brooklyn in 1852, where he had relatives. He recuperated for a couple of years and then, taking a vessel, he sailed to Quebec and made his first trip from there up the Great Lakes. The fall of 1854 he landed at Amherstburg, where his aunt, Mrs. John McGregor, lived, and he remained the winter here. After that he sailed on the lakes for a number of years in the position of mate under Capt. Robert Hackett. The first boat he commanded himself was the *Dashler* and the next the *Naragansett*. It wasn't long, however, until he had command of the *Maria Martin*, one of the finest brigs on the lakes at that time. He next brought out the propeller *Colin Campbell* and the *R.J. Hackett*, one of the finest boats on the lakes

at that time, being built without arches, the modern wooden boats of today. He sailed the *Forest City* and the *Amazon* successively, the latter being the largest propeller on fresh water at that time. Afterwards he sailed the steamer *Dove* for two years between Amherstburg and Detroit and also sailed vessels for Captain Ward and others. Some fifteen years ago he gave up the lakes and opened a grocery in the Kolfage Block, Murray Street, where he was particularly successful. Capt. Trotter was married in 1858 to Miss Eliza J. Hackett, daughter of Capt. Hackett, Bois Blanc Island, and they had five of a family, two of whom died in infancy. Those living are Mary, Mrs. W.H. Hunter, Toronto; Fred J., Amherstburg; and Nellie McG., Mrs. M. Sicksteel, Detroit. For many years they lived down the bank in the residence now occupied by W.S. Falls, but when that was sold moved uptown to the place where F.J. Trotter now lives. Nothing but good can be said of the deceased. He was a man without enemies. His great aim was to do good and live right. He was a member of the managing board of the Presbyterian church continuously from 1866 and was also a charter member of the Amherstburg branch of the Bible Society. He carried \$2000 insurance in Lorne Lodge A.O.U.W.,²² having joined the order Feb. 12, 1880. He was a great Temperance worker, benevolent and open-handed. His life was a quiet and inoffensive one and his kindly disposition and genial temper made everybody his friend.

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February 6, 1903

Capt. Eugene McCormick has been appointed one of the masters of the Pere Marquette [Railroad] transfer steamer *International*, running between Sarnia and Port Huron. He left for there Friday.

Mr. and Mrs. John Sullivan of Buffalo have arrived in town and have taken up their residence at A.E. Rondot's. Mr. Sullivan will oversee the fitting out of the Dunbar & Sullivan fleet.

The steamer *Pleasure* of the D.B.I. & W. Ferry Co.'s fleet bucked a passage through the ice from Detroit to Port Huron last Friday and Saturday. In Lake St. Clair the clear ice was from 18 to 24 inches thick, not to speak of the windrows encountered. She is under contract to maintain a channel between Port Huron and Sarnia for the Pere Marquette transfer steamer *International*.

The Sundry Civil Appropriation Bill now before the U.S. Congress contains an

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<sup>22</sup> Ancient Order of United Workmen

appropriation of \$450,000 for Detroit River improvement work. Work of fitting out Dunbar & Sullivan's fleet has already begun and as soon as the ice breaks up dredging will commence. Next season will probably be the most active in dredging operations on Detroit River for many years. Soundings have been made all the way from Ballard's Reef to the Detroit River Light at the mouth of the river and the contracts will cover that whole extent.

The men who are employed on the U.S. survey work had a hair-raising experience Tuesday afternoon. They were working on the ice about two miles below town opposite Hugh Manson's during the afternoon, quite oblivious to the fact that the storm was breaking up the ice along the shore. About 4:30 an alarm was given from shore and a record-breaking rush was made for the bank by the forty men. But they were too late, escape having been cut off by the ice moving out. Boats were run out from shore and all the men were taken off, while the machines were run off on planks to where the wagons were backed into the water to receive them. It was the [rest of article missing]

The Falls Bros. are negotiating with the town council of Sandwich for the use of the town dock. The company's yards contain 1000 tons of coal. At present there is no coal company in Sandwich, that commodity being carted from Windsor at great cost and inconvenience. Mr. Lyman of Wyandotte, who has purchased land in the town and is building a boathouse, wishes dock privileges with a view to opening a coal, lumber and planing mill business.

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February 13, 1903

The following skippers known locally have been appointed for Trust boats:- Walter C. Iler, *Gilbert*; J. Laframboise, *Maruba*; John Burns, *Shaw*.

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February 27, 1903

The Detroit Shipbuilding Co. will build a new car ferry for the Pere Marquette, to be used between Port Huron and Sarnia. The boat will have a capacity of 30 cars.

Amherstburg mariners always come up on top. Among the appointments of shipmasters lately announced, Capt. Duncan Nicholson, master of the *Thomas Adams*, will take command of the new steamer *George L. Craig* of the Adams company, when she goes into commission. He will be succeeded on the *Adams* by Capt. Henry McCallam, who commanded the *Langham* last season, and he in turn will be succeeded by Capt. D.J. Duncanson, for several years master of the *Ira J. Owen*. Capt. J.A. Duncanson, brother of the last named, master of the *Jesse H.*

*Farwell* last year, has been appointed master of the new steel steamer *S.M. Parent* of [rest of article missing]

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March 6, 1903

The ice broke up in the river yesterday (Thursday).

Frank Hackett has gone to Cleveland to fit out the lightship *Kewaunee* for the Southeast Shoal.

A new crane for the dredge *Brian Boru* arrived Friday and is being put in place this week. It occupied a whole car.

The Pere Marquette International Bridge Co. is being organized in New Jersey to build a bridge across the Detroit River near Grosse Île, about 20 miles below Detroit.

Captain R.W. Dease, a well-known citizen, died very suddenly Sunday at his home here [Kingsville]. He had been warned of heart trouble for some time and the summons came while he was in bed. The first intimation his wife and daughter had of it was hearing a gurgling sound in his room. When they arrived at his bedside the vital spark had fled. Capt. Dease had lived in town the past fourteen or fifteen years. He came here from Port Rowan, where a brother, Capt. Alonzo Dease, still resides. He was one of the promoters of the Kingsville Navigation Co. and sailed the str. *Imperial* for a few years when she first came out. Later he sailed the barge *Jennie*, carrying bolts, wood and ties. He was always a good manager of men and was often employed on the gas line or overseeing apple-picking gangs. He was quiet and inoffensive, a great joker and good neighbor. He leaves a wife and one daughter, Myrtle. The funeral was held Wednesday, the body being taken over the L.E. & D.R.R. to Port Rowan for interment. His brother, Capt. A. Dease, accompanied the remains.

Announcement is made that one of the new car ferries to be built for the Pere Marquette Railroad and to operate between Port Huron and Sarnia will be constructed at the Wyandotte yards of the Detroit Shipbuilding Company. As it is designed for inside work, it is more on the order of the steamers *International*, now being used at Port Huron, or like the *Huron*, which operates between Detroit and Windsor for the Grand Trunk system. Frank E. Kirby is at work on the designs and the work of construction will be started at Wyandotte as soon as a berth can be obtained. Her capacity will be 30 cars of the largest size.

DETROIT RIVER BRIDGE.-The necessity and argument for a bridge over the Detroit River is presented by the *Detroit News* in the following article:-

"The average number of freight cars which the Michigan Central Railway is ferrying over daily is about 1300, and the Wabash and Grand Trunk together about 500 more, making the daily stunt about 1800. Besides this, there are 25 passenger trains to be carried across each way. When the ice reaches such a state that the car ferries cannot successfully cope with it, railway traffic is in a deplorable condition.

"Passenger trains have sometimes been held up from 18 to 24 hours, which has a great tendency to divert winter passenger traffic from the Detroit route. The capacity of car ferries is necessarily limited, while that of a bridge is practically unlimited. It is estimated that a double track bridge would accommodate at least 3000 loaded cars each way per day.

"The congestion of the tracks and yards by a four-day ice blockade creates the necessity for the storage of not less than 4000 cars on the tracks on each side of the river, thus causing a blockade that paralyzes freight traffic completely. Factories can thus be compelled to shut down more effectually than by a strike.

"Railroad men estimate that the average delay to freight cars by the ferry system, even when there is no ice, is about 4 hours. Multiply this by the number of cars that have to cross every day and the effect on commerce is startling. At the rate of 30 miles an hour, which is made by east-bound through freights, the train could have been 105 miles further on its way, had a bridge afforded ready means of crossing.

"The objection that a bridge would obstruct navigation falls down when the constant hindrance made by the car ferries continuously crossing and recrossing the channel is considered.

"Specifications furnished by the American Bridge Co. show that a three-span bridge can be built with the middle span 1000 feet and the shore spans each 500 feet, making the total length of the bridge between shore piers 2000 feet. The height is an important matter, as the United States Government requires that vessels shall have masts for the display of signals not less than 87 feet high. A few vessels have masts 118 feet, but the greater number are not 100 feet. The drawings made by the bridge company show height of 100 feet for the centre of the middle span.

"The cost of such a bridge would be about \$6,000,000. The last estimate made for the railroad companies some time ago showed a cost of \$5,000,000, but the increase in the price of materials and labor would easily make the additional million. The interest on the original cost at 4 per cent, which is the rate the Michigan Central would probably pay, would be \$240,000."

A bridge at Amherstburg, according to the above figures of the American

Bridge Company, should not cost more than one-third the proposed bridge at Detroit, as the span would not be more than 800 or 1000 feet.

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March 13, 1903

Capt. D. Girardin was called to Detroit and Erie Tuesday on business in connection with his marine interests.

The ice is fast disappearing and the present outlook is that the D. & C. boats will commence their trips between Detroit and Cleveland next Tuesday.

The str. *City of Mt. Clemens* expects to make her first trip next Monday by going to Pelee Island and then to Sandusky for a load of coal for Pelee Township.

The Port Stanley correspondent of the *St. Thomas Times* says:—"Workmen are engaged on the steamer *Winona*, preparing her for the spring route between Amherstburg and Windsor. She will be painted and fitted out comfortably for passengers."

Navigation was opened Wednesday by the tug *Florence* of the Hackett Wrecking Co. Commanded by Capt. J.T. Hutton, she went to Detroit for some improvements to her machinery. She will be back here to take her station before the first D. & C. boat passes.

Capt. J.T. Hutton left Wednesday morning for Chicago to look after the fitting out of the str. *City of Paris*, which he will command this season.

The old dredge *Tipperary*, which has been laid up in the lower slip and used as a storehouse for Dunbar & Sullivan's fleet, is half under water, being kept from sinking only by hawsers on the dock. The ice froze in her seams and when the low water came the receding ice pulled the oakum out, allowing her to fill.

A.M. McCormick and J. McCormick of Pelee Island and A. Cowan of Kingsville have purchased the steamer *Lincoln*, which is now at the Canadian Soo, and will put her on the route between Pelee Island, Leamington, Kingsville and Amherstburg. They will leave the last of the week to fit her out and she will be brought down as soon as navigation opens. The *Lincoln* is a splendid passenger steamer, roomy, convenient and electric-lighted, and will no doubt be largely patronized. She was built at Hamilton in 1888, is 130 feet long, 25.2 feet beam and 9 feet depth and registers 957 tons gross.

The C.S. Boone Dredging and Construction Co., Ltd., of Toronto has filed letters of incorporation. The provisional directors are C.S. Boone of Toronto, J.S. Jarmin of Amherstburg and S.W. McKeown of Toronto.

The Amherstburg Iron Works, E. Woods & Son, proprietors, have been kept

exceptionally busy this winter and are now being overworked. They have on hand at present the construction of two large steel buckets for the Bowman Dredging Co. of Southampton and the C.S. Boone Dredging and Construction Company of Toronto, which operates at Collingwood. Besides, they are overhauling the boilers of the tug *Home Rule* and the dredges and drills of Dunbar & Sullivan's fleet. They have thirteen men on their payroll.

Amherstburg is keeping up her reputation as a mother of marine captains. The latest addition to the ranks is Frank Laframboise, who passed a satisfactory examination and is now a full-fledged master, qualified to take charge of any steamer. He is the third captain in the family.

C. Wagle's yacht *We C.U.* took a load of flour to Windsor Tuesday.

Ice is running freely and the sailor boys are becoming uneasy. Sure sign of spring.

Captain D. Girardin Jr. has been appointed master of the str. *Yakima* for the season of 1903.

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March 20, 1903

DOMINION FISHERIES.-The annual report of the Marine and Fisheries Department for the year ending June 30th last has been received. During the year there were 78,290 men engaged in the fishing industry, using 5,837,677 fathoms of nets and other fishing gear, representing a capital of \$11,491,300. The lobster plant is estimated at \$1,388,907, comprising 855 canneries. There were in 1901 15,3154 persons employed in this branch of the fishing industry. In the salmon canning industry of British Columbia there are 77 establishments, valued at one million and a half dollars, giving employment to 18,911 persons. They preserved 59,000,000 cans of salmon. The sealing fleet in British Columbia consisted of 39 schooners, valued at \$370,000 and manned by over 900 sailors and hunters. Commander E. Dunn of the cruiser *Petrel*, engaged in the fishery protective service on Lake Erie, adds the following remarks to the detailed report of his operations for 1902:—"You will observe that a larger number of nets were seized by me than in any season since 1895, namely, nine hundred and ninety-eight, and also a small fishing tug. The American fishermen were never so persistent in their poaching as they have been the past season and there is no doubt they have a well-organized system of signals and also use the telegraph and telephone wires extensively. I am informed they have paid agents on some of the line boats to let them know when and where they saw the *Petrel*, and also in some of our own ports; and when I inform you that ninety-seven

tugs were registered and fished out of the port of Erie alone, many of them as speedy or nearly so as the *Petrel*, she being very conspicuous and not as speedy as I could wish, makes the protection of the fisheries of Lake Erie a very difficult task to perform and can only be partially successful. However, I did my best, as the result, I think, will show. I also did considerable work for the marine branch of the Department, wrecks, buoys, &c. The fishing in Lake Erie was generally light and I think that unless some arrangement can be made with the various states bordering on the lakes to have uniform laws and regulations to be strictly enforced, the time is not far distant when the fisheries will not be worth protecting. Most of the American tugs have steam lifters which will take in the nets three times as fast as by hand. Some Canadian tugs are following. They are now literally taking the fish out of the water by steam. The *Petrel* logged during the season 13,647 miles."

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March 20, 1903

A corporation to be known as the Pere Marquette International Bridge Co. has filed articles of incorporation at Lansing, capital \$500,000. F.W. Stevens, general counsel for the Pere Marquette Railway, said Monday evening that the company has been planning for a long time to connect with a bridge its tracks on the American side with those on the Canadian side, and this is a step in that direction. It is proposed, he said, to put the bridge down opposite Grosse Île, near where the Michigan Central has bridged the American channel. The principal names on the papers are F.H. Prince of Boston, Newman Erb of New York and M.J. Carpenter of Chicago. The company has been organized under the general railway law [rest of article missing]

D. Ireland, who has been looking after the dredge *Ontario* all winter, arrived home Saturday noon. Mr. Ireland sustained serious injuries to his left shoulder last season by falling into the fire hole and this has incapacitated him for work in this line.

Capt. Ellison has written the *Echo* from Port Stanley that he expects to be here with the str. *Winona* early next week if the ice leaves the north shore of Lake Erie. The little steamer will run on the same schedule as last year, notice of which will be given by bills as soon as the boat leaves Port Stanley.

Capt. Geo. Odette died in Emergency, Illinois, on Thursday of last week, aged 60 years. He had been sick but a very short time. The funeral was held Saturday to Mr. Olivet Cemetery. Capt. Odette was born in Anderdon Township. He was a son of the late Laurent Odette, and two brothers, D.B. of Windsor and H.C., treasurer

of Anderdon, and two sisters, Mrs. Cyril Paquette and Mrs. Laurent Gignac of Colchester North, survive. He was clerk for Mears & Bro. for some years and later followed the lakes, becoming master. He sailed one of the D.B.I. & W. ferries. Two years ago he was mate on the str. *Imperial*. He was married twice, first to a Miss Fortier and afterwards to a Miss Corlet of Gosfield South. He leaves one son, Charles, [rest of article missing]

The Richelieu & Ontario Navigation Co.'s finest steamer, the *Montreal*, which was lying in the Custom house dock, Montreal, was burned to the water's edge Sunday. The fire started shortly before nine and when the firemen arrived the vessel was a mass of flames. During the fire a freight shed belonging to the Allen Co. collapsed, killing several people and injuring others.

Capt. Don Duncanson of Detroit was in town Monday, seeing his father before leaving for Chicago to oversee the fitting out of his boat for the season.

Jeff Stockwell will sail Lee Bros.' steam barge this season.

The steamer *City of Detroit* made the formal opening of navigation Wednesday by sailing for Cleveland. She carried a big cargo of package and other freight.

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March 27, 1903

M. Sullivan, as usual in defiance of fate, started his dredges out on Friday of last week.

The Hackett Wrecking Co. is having the machinery of the tug *Florence* overhauled at Detroit. A low pressure engine is being put in and the tug's power will be increased 25%.

Capt. Ellison telegraphed the *Echo* Tuesday that he expected to be here with the steamer *Winona* in time this week to commence making regular trips to Windsor Saturday morning. Her time card will be found in this issue.

James McGuire, captain, Freeman McCaffrey, engineer, and Alex. Barron, chef, left on Monday for Rondeau to take charge of the tug *Sir John* and dredge *Ontario*.

The tug *American Eagle*, Capt. McKinley, was in port Wednesday night on the way to Detroit with the barge *Gettysburg* in tow.

John Manson left Thursday for his station at the Colchester Lighthouse. William Manson and Lewis Langlois leave today to take charge of the Pelee Passage Lighthouse.

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April 3, 1903

The scow *Lily* is carrying stone from the north dock [Pelee Island] to Kingsville

# STEAMER WINONA

## Amherstburg to Windsor.

The Steamer Winona leaves the Waterworks Dock, Amherstburg, daily, at 7 a.m., calling at Pelee for Windsor. Returning, will leave Windsor for Amherstburg, at 4 p.m. Fare for round trip, 80c; single fare, 55c.

CAPT. J. ELLISON,  
Manager.

Advertisement in the *Amherstburg Echo*, March 27, 1903.

harbor works.

Frank Harris and Al. Henning have arrived [at Pelee Island] with their tugs, the *Thistle* and *Walter L. Stone*.

R. Fortier and G. Harmon left last week to fit out the Dunbar & Sullivan derrick scow at Fairport.

Herb Coyle left yesterday morning for Buffalo, where he will have charge of a clam-shell dredge for J.A. & L.P. Smith, which firm has a large contract there.

Eli Morin has given up his position as chef on the Sullivan dredge "*Old Glory*" to accept bigger pay on the liner *Yakima* with Capt. D. Girardin Jr.

The U.S. Government steamer *Haze* towed the Bar Point Lightship and the Lime-Kiln lightships to their respective positions Monday.

M. Maloney has been engaged as engineer on the tug *Home Rule* for this season.

The marine firemen have gone out on strike and navigation is being delayed thereby.

The fine weather of late has hastened the departure of a large number of sailors earlier by some weeks than for several years. Among those who have gone to their respective craft the past week are:-Capt. D. Girardin, Capt. Alex Callam, Capt. J.T. Hutton, Walter Girardin, Felix Graveline, John Brown, Thos. Boyle, Ed. Amlin, Thos. Mongeau, Walter Gibb, L. Bertrand, M. Mahon, Ed. Burns, C. O'Connor, G. Taylor, C. Smith, J. Munroe, B. Young, I. McKinney, G. Christian, Wm. Finlay, Wm. Bush, Gil. Primeau, Louis Bellecoure, Henry Bellecoure.

The steamer *Winona* arrived here Saturday from Port Stanley, but not in time to make her Saturday run, as she was delayed by storms. Commencing Monday

morning, she is running on her regular schedule and the appreciation of the citizens is seen in the large patronage she is getting. During the winter the *Winona* has been in the hands of the ship carpenters, painters and upholsterers, so that she has emerged in full bloom, looking as trim and neat as any craft on the river. She is managed again this season by the genial Captain Ellison, who became such a favorite with the ladies last fall, while Capt. [illegible] is master.

Capt. Al. Henning of Pelee Island arrived here with the tug "*Stone*" last Friday from Wallaceburg. A great many improvements have been made to the tug and she is a trim-appearing craft. Capt. Henning took over a load of potatoes from here to the island.

Our sailor men are disappearing from the streets. Can't get along without them, let the boats be American or Canadian. The threatened strike of masters and mates is off. Couldn't move the boats without them. Now the chefs are indulging in a little "hold up" and the eating isn't going to be good. The fires are low, too, under the boilers. So the battle wages between capital and labor.

In the building of the bridge across the Detroit River by the Grand Trunk and Michigan Central roads, the big vessel interests are prepared to fight any plan whereby the navigable channel of the river will be narrowed. They object to any abutments being placed in the river. The bridge Bill provides for a span not less than 1200 feet, but the vessel interests are determined that any bridge must have built a single span reaching from shore to shore and that also the bridge must be about 130 feet above the water level. The river at the point where the bridge is proposed to be built is 1960 feet wide.

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April 10, 1903

The New Ontario Steamship Company has made a contract in Glasgow, Scotland, for the building of another freight boat to run between Port Arthur and Montreal. It will be 252 feet long with a 40 ft. beam and a depth of 24 ft., with a tonnage of 2500 tons, and is to cost \$25,000.

The Monroe Transportation Co. was organized Saturday. John Craig Sr. of Toledo is president; John Adams, vice-president; John Craig Jr., secretary; and Thomas Adams, treasurer and general manager. The company owns the new *George L. Craig*, now building at the Craig yard, Toledo. The vessel will be ready to go into commission April 15 under Capt. "Dunk" Nicholson.

Frank Harris has arrived with his tug and is busy carrying freight &c. to and from [Pelee Island]. The schooner *Lily* is also running from [Pelee Island] to

Kingsville about three times per week.

The citizens [of Pelee Island] are happy in anticipation of the arrival of the str. *Lincoln*, which is expected [there] about the 15th inst. It is to be hoped that we have better steamboat communication than we have had in the past.

Ottawa and Montreal Board of Trade join with Kingston in a request upon the Ottawa Government for free tolls on Canadian canals.

Since 1899 the Government has not been collecting tonnage dues and inspection fees on American steamers carrying passengers to or from Canadian ports. The collectors have been notified to make the collections as formerly.

The Welland Canal will open today (Friday).

Capt. J.S. McQueen has put a new boiler house and engine room on the str. *Mt. Clemens*. He sailed Wednesday for Sandusky for coal for C. Wigle.

The Great Lakes Towing Company of Canada will control the wrecking tugs *Saginaw* and *Wales*, which will be stationed at Windsor, the tug *A.W. Rooth* at the Canada Soo, the "marine ambulance" *T.F. Newman* and tug *Peerless* stationed at Amherstburg. Capt. Wescott of Detroit was elected president of the company and F.F. Pardee of Sarnia, secretary-treasurer. Capt. Wescott, Mr. Pardee and Capt. Watt will comprise the board of directors.

Capt. Meloche and the little Government tug *Ranger* of the Sandwich Fish Hatchery made their first trip of the season down the river Tuesday morning. The *Ranger* carried about 4 million whitefish spawn to deposit in Lake Erie, but owing to the seas was unable to go outside, so the fish were dumped on the leese of Bois Blanc Island. The hatchery has 80 million young whitefish to place this spring and already shipments have been made to Manitoba and New Brunswick. As quickly as expedient, deposits will be made in Lake Erie at Bar Point, off Colchester, at Kingsville and Leamington. Besides, Lake and River St. Clair, Lake Huron and Niagara River will be stocked. The fish are in fine condition this season, being very active. The increase in this kind of fish the past few years would indicate that the yearly planting of spawn has accomplished a great deal of good.

Major Henry Gray of Toronto, engineer in charge of Public Works in Canada, has been on a tour of inspection of Lake Erie harbors.

Capt. Ira Mansfield, formerly manager for Young & Co.'s coal docks at Amherstburg, has been notified that he will receive the appointment as Inspector of Hulls at Chicago, to take the place left vacant by the resignation of Capt. Charles A. Richardson.

Capt. Walker Norvell left for Sarnia on Wednesday to fit out the steamer

Manistique, which he will sail the coming season for the Sarnia Lumber Co. She will ply between Spanish River and Sarnia. Capt. Norvell passed a very creditable examination before Capt. McIlwain, the inspector at St. Catharines, and was given full papers.

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April 17, 1903

The steamer *Mt. Clemens* brought a cargo of 145 tons of coal from Sandusky for Colin Wigle.

Thomas Cooper, J. Bernard and Alphonse Cote left Tuesday to take up marine duties on the lakes. The firemen's strike doesn't faze them.

Dunbar & Sullivan has been awarded a large dredging contract in Lake St. Clair. The dredge "*Gladiator*" has been taken there to do the work.

The steamer *Wyandotte* will go into commission on the Sugar Island route about June 1.

The barge *Abercorn* with 491 tons of coal for the Pittsburg Coal Co. landed at the dock the early part of the week. The coal heavers struck for a rise from 25c. to 30c. per hour and the boat was taken to Sandwich to be unloaded. The Pittsburg Coal Co. refuse to accede to the demands of the laborers and have decided to unload no more coal here until a clam can be installed or the men decide to take 25c. an hour.

The Lake Erie Navigation Co., operating the steamer *Urania* between Cleveland and Port Stanley last season, has decided not to resume the service this summer. The steamer was the property of the L.E. & D.R.R., but when the Pere Marquette acquired the railway property, the boat was not included in the deal. She wintered at Walkerville and is now for sale.

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April 24, 1903

Charles Gillean, Samuel Parker and Norman Pouget left Wednesday last to ship on the str. *Manistique*.

Capt. Thomas Patterson of the tug *Albany* arrived from Buffalo Saturday to take charge of the Donnelly Contracting Co.'s dredging work here. Everyone was pleased to see Tom's smiling face again, as was evidenced by the reception he received Saturday evening. He appears to have wintered well.

The str. *Lillie Smith* is discharging a cargo of hard coal for the Falls Bros.

The D.B.I. & W. Ferry Co. have purchased the barge *Chub* of Hamilton and have taken her to Detroit, where she will be overhauled and made into a ferry for the

Amherstburg-Bois Blanc route. The *Chub* is a little larger than the *Home Rule*, is capable of carrying 225 passengers and will no doubt be greatly appreciated.

The str. *Lincoln* is expected next week to go on the route here. Capt. John McCormick has gone to the Soo after her.

The str. *Ireland* is carrying stone from here to Chatham. Capt. Thompson has purchased this boat from the S. Hadley Lumber Co.

The marine firemen's strike was settled Friday night at Buffalo. The men will receive \$47.50 a month until Oct. 1st and \$65 a month from then until the close of the season. By this scale they will be paid \$15 less a year than what they struck for.

The Manistique, Marquette & Northern Railroad car ferry *No. 1* passed up Saturday. The vessel is a formidable-appearing craft, being constructed entirely of steel from keel to pilothouse. The leviathan²³ was constructed at Cleveland last year at a cost of \$406,000 and was designed for service between Manistique and Northport, a distance of 64 miles. The boat is as large as a fair-sized railway station, with four parallel tracks capable of storing 20 cars of standard size. The cabins are capable of accommodating 129 persons. Below the main deck the machinery of this huge vessel is located, consisting of an electric light plant, two triple expansion engines and six boilers. It requires a crew of 52 to operate her, including 10 firemen and 3 engineers. The *No. 1* is 360 feet overall, 56 feet beam and will carry 30 loaded freight cars on a draught of 19 feet. It is expected that she will make 16 miles an hour.

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May 1, 1903

The *Marine Review*:—"Capt. F.B. Hackett, who has for years conducted a towing and wrecking business at Amherstburg, Ont., keeps on making additions to his equipment and announces that he will be in better shape than ever this year to care for vessels that may meet with accident in the vicinity of the mouth of the Detroit River. He has the tugs *Florence*, *Home Rule* and *M.F. Parsons* and the 700-ton lighter *L.S. Hammond* with four booms. He is constantly in communication with the lighthouse at Pelee Island, with the keeper's residence at Point au Pelee and with Hackett's dock at Colchester. Messages may be sent to owners of vessels from any of these points.

Goodchild Bros. have purchased the little tug *Margretta* from Henry Laye of

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<sup>23</sup> something of immense size and power

Sandusky and have brought her to this port. She will be used in their fishing operations and for general work on the river.

The tug *Florence* of the Hackett Wrecking Co. arrived from Detroit Sunday, where she has been in the hands of the machine men. Her whole machinery has been repaired and overhauled, so that her power has been increased by 25%. She is now receiving her spring coat of paint and Capt. Hackett expects to close a charter for the season's towing this week.

W.H. Noble of the Marine Department, who was in charge of the Middle Ground lighthouse construction last year, arrived Tuesday and is now initiating Fred Forster of Kingsville, who will be in charge this year, into the work.

The tug *Trenton* of Buffalo, one of the smallest steam craft on the lakes, called here Saturday to allow Capt. Carr and Engineer Beck time to shake hands with Capt. T.C. Patterson. They were on their way from Detroit with the *Delaware* in tow.

The Dom. Govt. str. *Petrel* arrived here Sunday from her winter quarters at Walkerville. She is in command of Capt. Dunn again this year, with Capts. Inkster and Macpherson, first and second officers. Monday morning she made her first cruise over the fishing grounds in Lake Erie. Tuesday she picked up sixteen gill nets off Middle Bass Island. They belonged to Rennie & Co. of Lorain and were brought to Amherstburg and placed in the warehouse at the foot of Murray Street.

Gil. Charette, Robert Kirk and Herb. Cornwall left Monday to join their respective boats.

Dunbar & Sullivan's dredge "*Gladiator*" left Saturday to be engaged on their new contract at the St. Clair Flats canal.

The dredge "*Old Glory*" had her crane broken Friday and crane and dipper went to the bottom. The work was delayed during repairs.

The crew of the *Yakima* left Monday to join that boat at Cleveland. They are William Pizer, Ern. King, James Allen, John Sullivan, Geo. Jones, Eli Morin and Henry Bellecours of Amherstburg and Del. Beamen of Essex.

The Donnelly Contracting Co.'s fleet has begun work on the upper Lime-Kiln range.

The schr. *Theo. Voges* is discharging a cargo of soft coal for the Pittsburg Coal Co.

Frank Auffret left yesterday to rejoin his boat at Cleveland.

**PELEE ISLAND.**-There is another hitch in the issuing of debentures under the Steamboat Aid Bylaw, and the successful bidder, Wm. Brent of Toronto, refuses to accept the debentures in the present shape. The trouble appears to be that the



purchase of the steamer *Lincoln* and that she will be upon the route the first of next week.

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May 15, 1903

"Cap" Sullivan of Toronto called here Sunday with the tug *Snowstorm* to replenish their coal. He was taking the tug from Toronto to Depot Harbor for a party who had purchased her. When off Pelee Island Saturday the fuel gave out, but they managed to reach the island and were towed to this port by the Dom. Govt. cutter *Petrel*. "Cap" was formerly well-acquainted in these parts, having sailed the tug *Puritan*, which quartered here. An unfortunate incident of the trip with the *Snowstorm* was the losing of a man overboard on Lake Erie Saturday. He was the second engineer, Beck by name. His absence was unnoted for two hours, as he was supposed to be in bed, and when his absence was discovered they could find no trace of him in the lake.

Owing to the high water at the Lime-Kiln Crossing and the general good luck of the vessel owners, the wrecking outfits along the river have not had a job of any size this spring. This year so far holds the record for the smallest number of accidents.

The Board of Works is having the town dock at the foot of Richmond Street put in proper shape. The boulders are being blasted and levelled and when completed it is said the S.W. & A. Railway²⁴ will run down there to meet the summer excursion boats.

The steamer *Lincoln*, which has been purchased by a Pelee Island company to run between Pelee Island and the mainland this summer, arrived down Saturday in charge of Capt. A.M. McCormick. She is a beautiful craft, 136 feet long, 45 feet beam, electric lighted and newly painted. Her cabins are fitted up in fine style and the whole interior presents an attractive appearance. The *Lincoln* ought to receive large patronage this season. This week she is employed looking after the Pelee Club, but next week will go on her summer schedule, announcement of which will be found in this issue.

Twenty of the largest dredging companies on the lakes have combined to watch for unfavorable legislation and for the general progress of dredging work. The

²⁴ The Sandwich, Windsor & Amherstburg Railway operated a streetcar that ran between these towns. The line was not extended down Richmond Street until 1905.

office will be at Chicago with F.B. Dougherty of Duluth as manager. The combine will be known as the Great Lakes Tug & Dredge Owners' Association.

Capt. John Duncanson was overcome by a sudden weak spell Tuesday and sustained a fall that left him sore and rather badly shaken up.

The steamer *Winona* has changed her time of leaving here in the mornings from 7 a.m. to 7:30 a.m. Returning, she leaves Windsor at 4 p.m. as usual.

The steamer *Winona* ran an excursion to Windsor Wednesday to the Minto²⁵ celebration. Quite a large crowd took advantage of the cheap rates and enjoyed the pleasant sail on the river.

The steamer *Winona* will leave here Sunday at 8 o'clock in the morning for Windsor. Returning, will leave Windsor at 5:15 p.m.

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May 22, 1903

On June 1 the Buffalo Dredging Co. will begin work on one of the most extensive Government contracts ever executed on Lake Erie. The company is to excavate a channel leading to the Reading coal trestle, thence north to the entrance of Black Rock harbor. The work involves removal of a bed of rock 2000 feet long, 500 feet wide and 9 feet thick. To do this it will cost \$900,000. The contractors are given until December, 1908, to complete the work.

The records of Col. Bixby's office, by compilation from reports of the Detroit Marine Post Office and the American and Canadian Customs offices, show the following results as regards the commerce of the Detroit River during the calendar year 1902:-Net registered tonnage of all vessels passing Detroit, as well as those stopping at Amherstburg, Windsor and Detroit, 39,328,680. Freight carried by such vessels in tons of 2000 lbs. each, 44,260,506. Number of vessel passages (approximately), 33,000. Date of first passage, Apr. 2, 1902. Date of last passage, Dec. 22, 1902.

The steamer *Wyandotte* begins making regular trips between Amherstburg and Detroit on Thursday May 28th, leaving Amherstburg at 7 a.m. every day except Sunday; on Sunday at 7:30. Returning, leaves Detroit every day except Saturday and Sunday at 4 p.m.; Saturday and Sunday at 3 p.m.

The steamer *Winona* made her last trip for the season between Amherstburg and Windsor yesterday (Thursday) and will leave today for Port Stanley. Since the

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<sup>25</sup> the Earl of Minto, Governor-General of Canada

opening of the electric railway the business of the boat has fallen off, so that a continuance of her trips on the route is unprofitable. An offer was made by the United Railway of Detroit to have the boat run on the route between here and Wyandotte, and two of the directors, E.A. Smith and G.K. Crocker, went over the route Monday, but decided not to make a contract. Capt. Ellison wishes to thank the people of this vicinity for their patronage this season.

The tug *Stone*, Capt. Al. Henning, of Pelee Island called here Monday evening and cleared next morning with Andrew Gibb and Thaddeus Harris to work on the Pelee lighthouse.

The steamer *Abercorn* is discharging a cargo of coal for the Pittsburg Coal Co. here.

Capt. John Anderson of the lightship *Kewaunee* was home Sunday and left Monday with supplies.

The str. *Columbia* is announced to commence making regular trips to Bois Blanc two weeks from next Saturday.

The Pelee cable has been repaired and it is expected that telephonic communication with Pelee Island was established this week.

Mrs. Capt. David Girardin Sr. and Mrs. W.L.J. Girardin returned yesterday from a trip on the str. *H.H. Brown*.

Mrs. Capt. Callam leaves today for a trip on the str. *Peck*.

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May 29, 1903

The passenger steamer *Luna*, running from Delray to Belle Isle, burned to the water's edge Monday afternoon while tied up at her dock at the foot of Chase Street in Delray. The loss will be about \$9000. No insurance.

The *Voges* discharged a cargo of coal for the Pittsburg Coal Co.

A number of U.S. engineers are running a line of precise levels from Trenton to Bar Point.

Mrs. Capt. Norvell arrived home Saturday from a trip on the str. *Manistique*. Capt. Norvell arrived at Sarnia Monday, May 18th, after a very successful trip with the first raft of the season from Georgian Bay regions.

The naphtha launch owned by a Buffalo fisherman, which was seized by the Canadian revenue cutter *Petrel* some weeks ago off Port Colborne for illegal fishing in Canadian waters, was released Monday after the payment of a fine of \$200 and costs.

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May 29, 1903

**FISHERIES REPORT.**-The annual report of the Deputy Commissioner of Fisheries for Ontario has been issued. The revenue of the department has increased from, in round numbers, \$30,000 in 1899 to \$40,000 in 1902, while the total expenditure is \$33,514.44. The season's operations were generally satisfactory. Lake Erie herring are said to have one day during the season sold at 13 cents per pound. Licenses to fish with 2,538,673 yards of gill nets, 479 pound nets, 479 hoop nets, 98 seines, 22 dip nets and 3 machines, besides several thousand hooks, were issued. The occupation gave employment to 2885 men, 124 tugs and 1295 boats. An estimated capital of \$16,392 is invested in the industry. The estimated total catch amounted to 23,715,070 lbs., the value of which was \$1,265,705.

The annual return shows that Pelee Island has 4 tugs of 83 tons, employing 47 men; 8 other boats employ 11 men, 328 gill nets, 120 pound nets, 1 hoop net, 1000 hooks.

The island produced 233,467 lbs. herring, 11,510 lbs. whitefish, 2810 lbs. pickerel, 53,000 lbs. perch, 5975 lbs. catfish, 9540 lbs. coarse fish, at a total value of \$109,194.70.

Essex County mainland has 2 tugs of 115 tonnage, employing 11 men; besides, 48 other boats with 75 men, 4550 yards of gill nets, 2 seines, 62 pound nets and 12 hoop nets. County of Essex, mainland produced 184,294 lbs. herring, 95,429 lbs. whitefish, 143 lbs. trout, 2000 lbs. white bass, 174,823 lbs. pickerel, 131,086 lbs. perch, 10,966 lbs. catfish, 177,926 lbs. mixed fish, 1803 lbs. caviar at a total value of \$40,568.83.

District Overseer Lamarsh, Wheatley, reports that he "visited the different waters and fisheries comprising his district during the month of August and some of the localities in November. I found that the Lake Erie fisheries were proving very disappointing to fishermen. The herring catch from Detroit River to Port Burwell for 1902 will not total up more than one-third that of 1901, and the catch of many other kinds was proportionately as light. The spring fishing on Lake St. Clair, River Thames and Mitchell Bay was light. Some of the fishermen in those waters report better catches during the fall. The fishing industry in this district has experienced one of the poorest years ever known; while some individual fishermen have done well and some localities better than others, yet the statement made above will apply generally. Some two or three complaints of crowding were made by some of the Kent fishermen with, as near as I can judge, good ground for complaint. On my visit to Detroit River and Lake St. Clair I found that there is poaching by Americans

going on in those waters during fishing seasons, and that to make the proper inspection and protection of those waters it would be necessary to be able to procure a light gasoline or steam launch at times to run over these waters when needful. I went to Ridgetown and different points in Kent to investigate reports of taking whitefish during November. I examined shipments of fish, going through them thoroughly, but found nothing wrong. I visited all along the shore in Essex in November, but found no whitefish either being shipped or in fishermen's boats. I secured conviction of a couple of parties for gill netting without licenses, one at Kingsville, the other at Leamington. I was at Leamington wharf shortly after. About two tons of herring that had been caught with gill nets were landed on the wharf about the 24th of November. I wish to make the above observation that I could have skated on the herring spawn which covered the wharf where the fish had been landed and handled. I found, from conversation with the fishermen, that Overseers Allan, Stephen and Wonnacott were very active in looking after their divisions. I am of the opinion that the overseers for Elgin and Kent have a very large amount of work for the remuneration received, as each has a very long coastline with a large number of nets in each division to look after."

Overseer Cousineau, Essex, reports that although the catch of fish for the past season was not so large as that of 1901, nevertheless the result of the fishing operations was quite satisfactory. There was a notable decrease in the catch of fish taken by set lines, owing no doubt to the neglect in looking after the lines, as most of the licenses who operate night lines follow other occupations as well as fishing. There was a fair increase in the catch of pike and catfish and a large increase in the catch of German carp. When the fishermen are better prepared to keep the carp until cold weather, the catch will increase more than 100 per cent, as this kind of fish is increasing in numbers at a fast rate. Owing to the shifting of the ice fields in that portion of Lake St. Clair which forms part of this district, the fishermen are unable to take full advantage of the already short season for hoop net fishing. Fully ninety percent of the catch of fish is exported to the United States. The prices for the different kinds of fish were higher, owing to the keen competition of the different buyers. The whitefish and herring taken were on an average much larger than for many past seasons.

Overseer Lamarsh, Essex, in submitting his annual report for his district for 1902, says: "I am sorry to have to report that the past season has been one of continuous disappointment and disaster to the fisherman. The nets had only been set a few days last spring when a terrific gale from the south and west arose, which

caused great damage to the fishermen all along the shore of Lake Erie. Gales and storms followed each other, so that it was almost impossible for the fishermen to follow their calling properly. The value of the catch for 1902 in my district is only a trifle over half of the catch of 1901, the total for 1902 being \$24,287, the general opinion of the fishermen being that the decrease was mostly due to the unfavorable weather. The heavy and continuous rains experienced during the whole fishing season kept the rivers, creeks and drains pouring roily or muddy water into the lake, with the result that the lake water for a distance of one to three miles out was kept almost muddy and dirty. Herring and whitefish, being clear water fish, would not enter this water to any extent. The catch of these two kinds, particularly herring, shows a tremendous falling off from last year's catch, while those kinds of fish which delight in muddy water show substantial increases. The total catch of herring for 1902 was only 182,294 lbs., a decrease of 385,316 lbs. from 1901. Whitefish totalled up 95,417 lbs. for 1902, a decrease of 17,792 lbs. Pickerel show a decrease of 16,771 lbs., the total being 174,823 lbs., while pike show a remarkable increase, being 84,014 lbs. more than 1901. Sturgeon 9064, a decrease of 3892 lbs. Perch show a total of 131,086 lbs., an increase of 24,535 lbs., owing no doubt to the perch gill nets fished in this division during part of May. Catfish show a decrease of 6974 lbs., while mixed and coarse fish show an increase of 34,128 lbs. The decrease in the catch of herring is attributed to the frequent and heavy thunder and rain storms of the past season by many of the fishermen, while others think that the operations of American and Canadian gill net tugs are responsible to a certain extent for the decrease in the pound net catch. Fully 95 per cent of the fish caught in this division were exported to the United States, the balance being used for home consumption. No abuses exist in this district, unless the complaint of some residents that they are unable to procure fish for home use from some of the fishermen can be called an abuse. Many of the fishermen contract their fish for the season to American buyers and then refuse to supply residents at the market price, thereby causing irritation. The several close seasons were well observed. I made frequent examinations of shipments at different points, but did not find anything wrong. I also visited nets at different times and found everything all right. Although numerous complaints of violations of the close season on whitefish, I am of the opinion that they were made by parties who did not know the difference between large herring and whitefish. The herring caught this fall were of unusual size and quality. Three cases of illegal fishing came to my knowledge, one using more nets than licensed. I confiscated several gill nets so used. Two cases of fishing gill nets without licenses were

brought to my notice. One was fined \$15 and costs by the magistrate before whom I laid the complaint; the other case, the individual acknowledged his guilt to me and I fined him \$35. Some complaints of illegal gill netting were made against some other parties but I failed to catch them or to secure evidence sufficient to convict them. I shall keep these parties in mind during the coming season. The issuing of gill net licenses in the Pelee Island division gave these parties, they thought, an excuse for using gill nets. The pound net fishermen in this division complained that the parties holding gill net licenses on Pelee Island came over into this division and set their nets close to the pound nets on this shore. If this statement is correct, it certainly looks very unfair to the pound net fishermen here. There are no fishways in Essex, as there is no necessity for them here. There are no sawmills in this district that are liable to do injury to the fisheries. The majority of the fishermen lost heavily this fall by the sudden set-in of winter. They then kept nets in until December, some of them hoping to get a few good catches to help make up for the poor season. Though winter set in with heavy gales and rough weather, they were unable to remove their nets and stakes. The result is a loss of between \$6000 and \$8000 to the fishermen in this division. The opinion of the majority of the fishermen now is that if the Dominion Department of Fisheries would permit the taking of whitefish up to the 15th or 20th of November and then prohibit all fishing after that date, a greater measure of protection would be afforded to the whitefish than under the present regulation and would incidentally give protection to spawning herring, which spawn from the 20th November till into December. I am strongly of the opinion that such a change would be beneficial to all interests concerned. If fishermen were compelled to remove their fishing gear by the 20th November, the losses which occurred this fall would not be repeated."

Overseer Stewart, Pelee Island, reports that while he has little to report, owing to the conditions of the fishing and fisheries being much similar to pervious years, he is, however, pleased to state that the industry is on the increase, and while some kinds of fish appear to show a falling off, as, for instance, sturgeon, the cause is probably owing to a less prosecution of this branch of the industry, no night lines whatever having been used during the past year for the purpose of taking these fish. The conditions of weather and water were very favorable during the whole season for fishing purposes. Angling for black bass was exceptionally good in the spring and a number of anglers took advantage of it and, in some instances, abused their privileges. Having obtained permits to angle, they came with tugs, bringing their own rowboats and oarsmen, and very seldom came near shore, making it very

difficult and in some instances impossible for him to know what they were doing; but from reports he has seen in the local American papers, some of them caught and took away more bass than the regulations authorized. He would respectfully recommend that the angling permit system be done away with and the persons desiring to angle in our waters be required to domicile here; there is ample accommodation for them. As it is now, having permits, they come over here, take our fish and return to their tugs on Put-in-Bay, Middle Bass and elsewhere without probably having landed on our shores or the community being one whit the better of their coming. During the fall fishing, however, the bass were either scarce or wary of the bait, as very few were taken. In all other respects the fish laws were strictly respected, the close season well observed and no instances of illegal fishing came to his notice. The herring caught during the fall fishing was very large and hard; in fact, the finest he had ever seen, and brought 3¼ cents per lb. at the landing, all of which were sold to American buyers. In fact, all the fish caught in this division are exported to the United States. He would recommend that the Ohio State Fish Hatchery be permitted to procure herring spawn for artificial breeding, provided the fry are placed back in the lake at or near that district. "During the freshets of the past season the carp not only came over the bars but went up the ditches from drains leading off the lands to the lake and could be found not only in the mains but in the lands flooded by the great quantity of rainfall we had during the past season. If I do not assume too much, I might call your attention to the fact that during your visit here and on our drive up the west dyke of the Drainage System I called your attention to the condition of the water, also the cleanness of the edges of the canal, caused by these fish feeding upon the vegetation that grows there. Now it appears to me, after studying to some extent the nature of these fish, that they do not come inshore for the purpose of destroying the spawn of other fish, as reported. No fish come so close to shore to spawn, especially when there is clay bottom, preferring reefs and gravelly points in deeper water, but for the purpose of their own, either to feed or deposit their spawn or both, and my reason for supposing this is that the water during their habitation in shore is kept in perfect turmoil, being roiled up to such an extent that it would be impossible for them to do much in the way of preying on young fish. I am also inclined to believe that the whole representation of these fish in the lake is present at these times in the bays and indentations of the shores for the purpose, as aforesaid, of depositing spawn or feeding. They seem to be a sort of hog fish, or as I stated in my last annual report, a herbivorous fish. If this is so, I do not think they should be to any great extent

interfered with. The time will come, if not now, when there will be a fish worthy of protection, as, for instance, sturgeon. A few years ago fishermen threw them out of their nets, they having no market value, while today they are one of the most valuable fish on the market, and the fewest of them. And again, if, as I said before, a representation of the carp in the waters of the lake is expressed by the numbers in shore, there are not so many of them after all; also an examination of the fish will show that they have not the capacity for being voracious like the pike, pickerel or in fact any of the game fish. We live and learn, and while I was of opinion that these fish were detrimental to all fishing interests, I have had occasion to change my mind, and while I do not for a moment presume to dictate to you or your Department, I would ask for your careful consideration of this matter and herring fishing as well."

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June 5, 1903

The steamer *Merida* grounded Friday on the rocks on the east bank of Lime-Kiln Crossing and was released Saturday afternoon by the tugs *Home Rule* and *Peerless* after lightering about 500 tons of coal, half of her coal cargo. The cargo was re-loaded and the boat proceeded on her voyage, as she was apparently uninjured.

The lighthouse at the entrance to Picton harbor was burned to the ground early Friday morning.

The revenue cutter *Petrel* was in port Tuesday for coal. She has had a quiet time since her first raid on Yankee nets. The fishermen from over the line keep within bounds, notwithstanding their alleged contempt for Canadian revenue laws.

The Canadian survey steamer *Bayfield* passed up Tuesday on her way to Lake Superior to carry on Canadian survey work.

The ferry steamer *Sappho* made a trip to Bois Blanc Tuesday with the officials of the D.B.I. & W. Ferry Co.

Mr. Lamb, Canadian Government engineer, is in town for the purpose of taking soundings along the dock with a view to having same dredged out to admit vessels of deep draft coming into the port without danger.

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June 12, 1903

J.T. Lamb, Dom. Govt. engineer, with a corps of men and the U.S. Govt. sweep raft made soundings along the docks here with a view to ascertaining what dredging would be necessary to make the port safe for vessels of deep draught. Mr. Lamb

found several bad lumps and numerous boulders. He will make a report and an estimate on the probable cost of removing the obstructions to the Government at an early date.

Because the officers of the str. *Columbia* attempted to restrain two intoxicated men from boarding the ferry Saturday night, a fight ensued between friends of the men and the ferry crew. The crowd was ejected and had to be driven to Ojibwa.

Workmen at the lower dock are putting the finishing touches on a new gasoline yacht for M. Sullivan. The craft is what is commonly known as a "peach." The hull was built at Ottawa and resembles a big war canoe. It is 30 feet long with four feet beam. The power will be supplied by a 14-horse power gasoline motor, capable of turning up 1400 [revolutions] a minute, and when the equipment is complete a speed of 27 miles an hour is promised.

Major W.H. Bixby of the U.S. Army, engineer in charge of the Government river and harbor improvements from the mouth of the Detroit River to Duluth, was in Amherstburg last Saturday for the purpose of looking over the work here and of meeting John A. Auld, M.P.P., and J.T. Lamb, Canadian Government engineer, who was here for the purpose of investigating the probable expense of improving the harbor so that any of the deep draught boats can, if they wish, come into the dock for coal or for any other purpose. U.S. Consul Martin, who arranged the meting, entertained the following citizens to dinner at the Lake View, that they might meet the Government engineers: J.A. Auld, M.P.P., M. Barrett, Col. of Customs, C.Y. Dixon, Asst. Engineer, and Messrs. Mullen, McEvoy, W.S. Falls and F.A. Hough. Major Bixby spent some time on the river looking over the work being done at present and probably regretted that the present appropriation of \$4,500,000 for further improvements here was to be spent in Canadian waters. Few of the readers of the *Echo* realize the amount of money that has been and is to be spent in the near future for the improvement of the channel, in Canadian waters, all of it, and the immense advantage it has been to the laboring and businessmen of this town. At some future time we may give the figures in this connection.

I have purchased the boathouse and boats at the waterworks dock and am prepared to let out boats at all hours. A large number of first-class boats always on hand. EUGENE MCGUIRE.

The deckhands on the three M.C.R. car ferries operating between Windsor and Detroit have gone out on strike and the ferries are being run with the aid of freight men from the warehouses. The men were refused a rise of \$20 a month. They claim the same scale as able-bodied seamen.

The ferry steamer *Chub*, the name of which has been changed to *Papoose*, will arrive here Saturday and be placed on the Amherstburg-Bois Blanc route. She is a neat little ferry and will serve the purpose admirably. The rate has been raised to 15 cents for the round trip, but as the powers-that-were in 1901 failed to make a bargain with the D.B.I. & W. Ferry Co., when they had matters in their own hands, and ignored the warning given by the *Echo* at that time, we cannot see what can be done now but take our medicine and growl.

The steamer *Lincoln* had a full load of freight on her trip to the mainland [from Pelee Island] Wednesday. Returning, she did not leave Amherstburg until 3 a.m. Thursday morning, there was so much to handle. She brought over a load of drilling tools for the oil prospectors who are going to work this week on the island.

The str. *Wyandotte* did not run her regular route Monday, being detained in Detroit for inspection.

Capt. David Hackett has been under the weather for a few days, but we are pleased to say is recovering again.

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June 19, 1903

During the summer of 1878 the steamer "*Lake Breeze*" was burned to the water's edge at the Leamington dock. A tombstone is now being erected to the memory of the only person who lost his life, Chas. L. Bush,²⁶ the cook. The stone will be placed in Rose Hill Cemetery, where the parents of deceased are buried, and the expense is being borne by his brother. Capt. Laframboise was master of the "*Lake Breeze*" at the time of the catastrophe.

The steamer *Sheridan* is aground in the St. Lawrence below Sorel.

Albert Morris has arrived home from sailing and has entered the employ of Jones & Taylor.²⁷

Capt. J.S. McQueen is having the str. *Energy* repainted.

Mrs. Capt. Patterson of Buffalo has arrived to spend the summer season here with her husband.

The *Petrel* was in [Kingsville] harbor on Friday last.

A rate war is on between two marine lines running between Detroit and

²⁶ The tombstone reads, "Luther L. Bush/1859-1878/Burned with str. *Lake Breeze* at Leamington".

²⁷ Amherstburg grocers

Cleveland. The Barry line Monday reduced their fare to \$1 each way, which was closely followed by a cut to 25 cents by the People's Popular line. The D. & C. management announce that they will reduce to \$1 after July 1.

The str. *Wyandotte* is now running on her summer time card. Weekdays, except Saturday, she leaves Amherstburg at 7 a.m., 12 noon and 5:25. Returning, she leaves Detroit 9:30 a.m. and 3 p.m. Sunday, leaves Amherstburg at 11:55 a.m. and 4:25 p.m. Returning from Detroit at 9:30 a.m., 3 p.m. and 8 p.m. See time card.

The strike of the M.C.R. transfer steamers at Windsor and Detroit is still on, but the boats are being operated without much difficulty.

The little steamer *Papoose* was put on as ferry between Amherstburg and Bois Blanc north dock Wednesday. The fare is 15c for the round trip, but passengers are not charged for the delightful walk of nearly half a mile from the island dock to the pavilion, nor for the scenery they enjoy along the route. We are awfully tempted to say again, "We told you so."

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*June 26, 1903*

**SAD ACCIDENT.**-Word was received here the latter part of last week that Daniel Knapp of this town had been drowned by the sinking of L.P. Smith's drill at Buffalo, Sunday June 14th. Conflicting rumors of the accident gained currency but nothing definite was heard until Monday last, when the facts came to light. It seems that on the Sunday mentioned above, Mr. Knapp and a friend, W.H. Mitchell, went out in the dynamite boat belonging to the drill to fish. They rowed out for a considerable distance and in some way an explosion occurred, and the fact neither man has been seen since makes their death seem a certainty. Parts of the rowboat have since been picked up and were covered with blood. Mr. Knapp was about 30 years of age.

The Buffalo press says:-"An explosion of dynamite which was to have been used in dynamiting fish is believed to be responsible for the death of two steel plant men - Daniel P. Knapp, 30 years old, of Amherstburg, Ont., and W.H. Mitchell, 28 years old, of Seneca St. The men were seen in a fishing boat when an explosion in that boat was heard. Part of the wrecked boat was found on Woodlawn Beach yesterday. These two facts combined with the fact that neither man has been seen since Sunday make their deaths a certainty, it is believed. Knapp was a driller on the drillboat used by L.P. & J.A. Smith, Cleveland contractors, who have the contract for deepening the harbor inside the breakwall to make it navigable for the iron ore boats and heavier craft that unload at the steel plant. Mitchell was a

fireman on the drillboat. On Sundays, there being no fires to attend, he acted as day watchman. Late Sunday afternoon both men put out in a rowboat, ostensibly to go fishing off Woodlawn Beach. They rowed out for a considerable distance. It developed yesterday that Frank Murphy, a watchman at the steel plant, heard an explosion out on the lake Sunday afternoon. This information was reported to L.P. Smith of the contracting firm yesterday. Later in the day a man living in Woodlawn Beach found the wrecked portion of a rowboat. There was nothing in it, but there was enough for it to be identified as the property of the Smiths. When these facts were learned, a sharp lookout was kept along the beach for bodies, clothing or anything belonging to the men. Capt. W.W. Griesser of the United States Life-saving Station was asked if his lookout has heard of any dynamite report Sunday afternoon or evening. The report made to the Smiths was that explosions in the neighborhood of the steel plant were so numerous from the blasting there that no attention was paid to them. Capt. Griessen was requested to instruct his men to keep a close lookout for parts of the boat, clothing or anything that might lead to further information in the case.

Daniel Knapp was born in Harrow. He was the son of the late Charles Knapp and was one of a family of six children. The mother and following family are living in Walkerville: Belle, Mrs. R. Helm; May, Ethel and Dennis; Ira resides in Detroit. The deceased was married about seven years ago to Miss Annie Goodchild, daughter of J.R. Goodchild, Colchester South, and they had three children, two of whom are living. Mrs. Knapp and children live on Park St., Amherstburg. Mr. Knapp left in March and was employed as watchman for L.P. & J.A. Smith. Louis Goodchild went to Buffalo Monday and ascertained nothing more than the facts above.

~~~~~  
June 26, 1903

The steamer *Cumberland* broke her steering gear and went aground on Ballard's Reef Saturday night and was released by the tugs *Home Rule* and *Saginaw* Sunday.

Next week the str. *Lincoln* will make her trip from Pelee to Amherstburg and Windsor on Thursday, owing to a first of July excursion Wednesday.

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Indexed by Jennifer MacLeod

## Glossary

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

- covering boards** short, flat planks fitted flush to the outer edge of the deck between the timberheads (hull frame tops) and stanchions, sometimes thicker than the deck planking.
- crosshead** a large, hinge-like fitting on a steam engine that joins together the piston rod and connecting rod to allow the vertical motion of the piston rod to translate itself to the rotating motion of the crank shaft by way of the connecting rod.
- deadwood** located at the sternmost part of the keel, those timbers that give strength to where the keel and sternpost are joined.
- draft/draught** the amount of water needed to float a vessel, usually measured from the lowest part of the keel to the loaded waterline.
- fore and after** refers to a type of schooner with two masts. **Three and after**, three masts, etc.
- keelson** the keel of a vessel was often strengthened inside the hull by additional timbers or straps of steel called keelsons, running lengthwise and fastened to the keel.
- knighthead** two heavy timbers built vertically deep into the bow to hold the bowsprit from slipping sideways.
- leadline** (pronounced *led*); a lightweight line marked off in fathom (6 feet) increments with a lead weight attached to the end for heaving overboard and "sounding" the bottom for depth of water.
- lightship** a manned vessel rigged with a bright light(s) mounted on a tall mast to warn of navigational hazards. They were anchored in one position at the beginning of the season and were recovered at the end of navigation for maintenance. This was thought to be less costly than building a permanent lighthouse.

**oakum** material used to caulk or fill the seams between the hull planks for water tightness of the hull.

**propeller** refers to a steam-powered vessel driven by a propeller.

**rabbit** a small propeller steamer with all cabins and machinery situated aft.

**range lights** a pair of tall structures with lights or beacons placed on top, arranged in line with the end of a channel so that a ship keeping these two light towers exactly one in front of the other will be able to navigate within a narrow channel without straying outside the channel and running aground.

**schooner** refers to a specific type of sailing craft having two or more masts.

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

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

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

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

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

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