



Echo
SOUNDINGS

MARINE NEWS OF 1907-1909

Excerpts from the
Amherstburg Echo

Volume VII
2004



A publication of the Marsh Collection Society
Amherstburg, Ontario



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The Marsh Collection Society wishes to thank Fort Malden National Historic Site of Canada 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 Publishers 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 4, 1907

After an unsuccessful attempt to tow the steamer *McLouth* through the ice of St. Clair River to Marine City, the ferry steamers *Promise* and *Pleasure* returned to Detroit Saturday noon, having left the *McLouth* at Algonac. The ferries could force a passage for themselves, but it was impossible to drag their charge through and the job was finally given up by the owners of the *McLouth*.

A short time ago the Great Lakes Towing Co. launched the first tug that was built in the company's new yard in Chicago. They called her the *Sinclair*. She probably will be known by that name only in official documents, since the tugmen in Chicago harbour already have styled her the "*Battleship*" and she is known by no other title. The reason for this is that she is so strongly constructed and has so much power that when she moves through water she has the [missing] of one of Uncle Sam's [missing]. She was built to break [rest of article missing from original].

January 11, 1907

Death of Capt. Joseph Powell.-Capt. Joseph Powell, a native of Amherstburg, master of the str. *Grammar*, died suddenly in Buffalo Friday afternoon last, aged 41 years. He had been sailing all fall, but had not missed a trip. The illness developed into walking typhoid fever. He was removed to the Sisters' Hospital in Buffalo, dying two days after. Capt. R.W. England of the Scither Transportation Co., to whom the str. *Grammar* belongs, took charge of the remains and accompanied them here Sunday morning, they being brought to Capt. James Tobin's from where the funeral took place Tuesday afternoon. Though the weather was disagreeable, a heavy rain falling during the funeral march, a large number of brethren from Thistle Lodge No. 34, A. F. & A. M., turned out and assisted in the services at the house and grave. The remains were conveyed to Christ Church, where the rector, Rev. J.F. Parke, preached impressively and interment was in Rose Hill Cemetery. The pallbearers were Capts. R.W. England, Parsons, Thos. Copper, E.C. Gatfield¹, A.C. Callam, and W.T. Wilkinson. The Elks of Detroit, owing to a misunderstanding of the time, missed the car and were therefore unable to attend.

Capt. Powell got an early start in marine life. Though only 41 years of age, twenty-six years had been spent on the lakes. He was born in Amherstburg May 24th, 1865, his parents the late Mr. and Mrs. Joseph Powell, who died Dec. 1st, 1897, and Feb. 19th, 1894, respectively. There was a family of three - one son and two daughters, the latter surviving - Mrs. (Capt.) Jas. Tobin, of Amherstburg, and Mrs. J.I. Poole of Lacombe, Alta. His initiation into marine life was on the tug *Jessie* with Capt. James Tobin. He became wheelsman and master, serving some time in the latter capacity with the late Capt. E.C. Gatfield on the str. *Harvey H. Brown*. He also sailed with Capt. Hutton. His first command was on the str. *Fayette Brown*. He sailed her for several seasons and then went into the *Grammar*.

He was married July 25th, 1904, to Miss Mabel Edwards at Lorain, and she died there March 3rd, 1905. Capt. Powell was a man of jovial disposition, made friends easily and was popular among his associates. He was a member of Harbor Lodge No. 371, A. F. & A. M., South Chicago; Detroit Lodge of Elks; and of "the Homeless 26," a social club in Cleveland. The floral offerings were beautiful. Much sympathy is extended the bereaved relatives.

January 11, 1907

John Waddie and A.A. Wright of Toronto have sold the steel freighter *Tadoussac* to the Northern Navigation Co. of Sarnia for \$150,000. The vessel will carry grain and package freight between Port Arthur and Lake Huron.

The first body to come to shore at Toronto from the wrecked steamer barge *Resolute* is that of Engineer

¹ This is probably Edward D. Gatfield, son of William H. Gatfield and nephew of the late Capt. E.C. Gatfield.

John Harrison. It will be buried at Pembroke, Ont., by the Oddfellows Lodge, of which Harrison was a member.

Thomas Adams, veteran vessel owner and manager, died Tuesday at his residence, 85 Ledyard Street, Detroit, aged nearly 75 years. He is survived by a son, John I. Adams, who was associated with his father. The Adams family's original home is Woodstock, Ont.

About thirty-six damaged plates will be removed from the steamer *James Laughlin*, now in Ecorse drylock. The *Laughlin* struck at the Lime-Kiln Crossing on her last trip of the 1906 season. This is the steamer that is responsible for breaking our waterworks intake pipe.

A big wrecking tug, which will be the finest in the world, is under construction in the Buffalo Dry-dock for the Great Lakes Towing Co. The tug will cost \$320,000 and the owners will charge \$750 a day for the use of it.

The keel for the Great Lakes Towing Co.'s new 3000-ton lighter will soon be laid at the plant of the Buffalo Dry-dock. The boat is to cost \$80,000. It was reported some time ago that the lighter will be stationed in the Detroit River at Amherstburg.

The Canadian Shipbuilding Co. is building a large lake grain and freight steamer for the St. Lawrence & Chicago Steam Navigation Co. The vessel will be about 480 feet long and will be built in the Bridgeburg yards. The Collingwood Shipbuilding Co. is also building a big vessel corresponding in dimensions with the recently launched *Midland Prince*. The steamer will be 490 feet long and is to be for the Farrar Transportation Co.

Winter navigation was opened at Port Colborne last week by the tug *Skylark*, Captain Kiscott, owned by Haney & Miller of Toronto, departing for Port Stanley light. The tug arrived there in the fall, intending to reach that place, but owing in the severe weather was obliged to lay up. It is undoubtedly a very dangerous undertaking to navigate on the lake at this season of the year without the usual guidance of lights, etc.

The steamer *W.B. Kerr*, which is three feet longer and two feet wider than the largest boat in the lakes, was successfully launched at the South Chicago yard of the American Shipbuilding Co. Dec. 29. The *Kerr* is the first of three steamers, each 605 feet long, building for the Western Transit Co., to be dropped into the water. The other two steamers are building at Lorain. The *Kerr* is sixty feet wide and thirty-two feet deep. She will have thirty-six hatches. Up to the present the steamer *W.G. Mather*, with its beam of sixty feet, was the widest vessel on the lakes.

Harry Hodgman, U.S. Engineer, read a paper before the Michigan Engineering Society at Detroit Wednesday evening which contained some startling figures showing the importance of the Great Lakes waterways as a means of saving money to freight shippers. Mr. Hodgman showed that the sum of \$890,000,000, in round numbers, has been saved shippers during the last twenty years as a result of the difference between lake rates and those charged by the railroads. In 1906 alone the saving was \$80,000,000. Mr. Hodgman strongly advocated deepening of the channel from Duluth to Buffalo to twenty-five feet at mean low water, pointing out the benefits that would result from the increased depth of water. Among other things, he said that with the twenty-five foot channel it might be possible eventually to make lake freight rates almost as low as those charged by trans-Atlantic lines. "Since 1823 the American Government has spent about \$80,000,000 on the improvement of the Great Lakes," said Mr. Hodgman, "while the Canadians have expended \$70,000,000 on their waterways. A good portion of the latter amount, however, has been expended in the St. Lawrence River district. The United States has, therefore, on an expenditure of \$80,000,000, enabled her citizens to save nearly \$900,000,000, a pretty good investment." C.Y. Dixon also read a paper Wednesday morning on "Improvement of the Detroit River".

January 18, 1907

Captain John Witherell, one of the oldest Great Lakes mariners, died at Muskegon, Wednesday, aged 72 years. He started sailing when he was 14 years old and at fifteen he held captain's papers.

The Canadian steamer *Winona*, which was wrecked on Duck Island, but later raised and taken to

Collingwood, is now advertised as for sale. The *Winona* was abandoned to the underwriters as a constructive total loss.

The wrecking tug *Favorite*, owned by the Great Lakes Towing Co., was entirely destroyed by fire Thursday while lying at dock in winter quarters at St. Ignace. The fire started between the decks, near the stern, and was soon beyond control. The wrecker is a total loss.

A petition from the Montreal Corn Exchange Association has been presented to the Dominion Parliament asking that the enlargement of the Welland Canal be forthwith undertaken by the Government and completed at the earliest possible date, so that the water traffic from ports west may be returned to Canadian channels and not, as now, diverted to other routes. Greater dispatch would be obtained in the movement of grain and lessened cost of transportation secured.

Just before the adjournment of its annual convention at Detroit last week, the Lake Carriers' Association decided to have a delegation of 25 members appear before the Rivers and Harbours Committee this week in Washington. The committee has under consideration several questions of vital importance to vessel interests on the Great Lakes. Among these is that of a new lock at the Sault Ste. Marie Canal, the establishing of a second channel in the lower Detroit River and the problems of the Chicago drainage canal.

Figures compiled by the *Marine Review* from the returns sent in by the various dock companies show that iron ore receipt at Lake Erie ports during the season of 1906 were 32,076,757 tons, out of the total movement of ore by lake of 37,513,595 tons. Lake Erie docks on Dec. 1 held a balance of 6,252,455 tons. During 1905 the total output shipped by lake was 33,476,904 tons, of which Lake Erie docks received 28,941,259 tons and held a balance on Dec. 1, 1905, of 6,438,967 tons. During 1904 the total by lake was 21,266,591 tons, of which Lake Erie docks received a balance on Dec. 1 of 5,763,399 tons. The reserve of 6,252,455 tons on Lake Erie docks Dec. 1 is ample for winter consumption.

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January 18, 1907

**Canada's Waterways Improved.**-A summary of the principal works in connection with Canada's system of water transportations between the Great Lakes and the head of ocean navigation on the St. Lawrence can now be made from official reports just issued by the Government. At Port Colborne, the lake entrance of the Welland Canal, the improvements already commenced and to be proceeded with as soon as open weather begins, comprise the deepening of the approaches to the Welland Canal to 22 feet and the construction of two docks with piers 200 feet wide on which grain elevators will be created for the transfer of grain from the deep draught upper lake steamers to vessels capable of going through the 14-foot navigation of the Canadian canal from this point to ocean navigation. The foundations for an elevator of 2,000,000 bushels are complete. The west piers are to be rebuilt. In addition to the breakwater already constructed, about a mile in length, another is to be built across the entrance to the harbour and the area contained inside the breakwaters is to be dredged. The work of deepening the approaches of the Sault Ste. Marie canal to 21 feet 5 inches below extreme low water mark is progressing and, when finished, a channel 500 feet wide at the upper entrance and 315 wide at the lower entrance will be available. The surveys for the remainder of the works to give communication between Lake Ontario and Georgian Bay are completed. By means of the enlarged Canadian canal system and intermediate waterways, a minimum depth of 14 feet of water is secured from Lake Superior to the head of the ocean navigated at Montreal, the smallest locks being 270 feet in length and 45 feet in width. The through route from Point Arthur and Montreal open as a 14-foot channel is 1223 miles. From Duluth the distance is 1397 miles, and from Chicago 1286 miles. There was an increase of 143,185 tons in the grain carried down to Montreal through the Canadian canals last year compared with the preceding year. The total expenditures up to the close of last year on the Canadian canals was \$114,395,285.67. Last years payments for construction and improvement works were \$1,552,121.21. No tolls are now charged on any of the Dominion canals. A net revenue of \$108,067.76 was collected last year from hydraulic rents, wharfage dues and incidental sources.

January 25, 1907

Although official announcement has not been made, the big wrecking steamer which is building for the Great Lakes Towing Co. at the Buffalo plant of the American Shipbuilding Co. will be named *Favorite*. The old wrecking tug of that name was destroyed by fire at St. Ignace Jan 10th. The new wrecker, which will be the largest and most complete vessel of her class, will be launched about Feb. 1 and will be ready for business at the opening of navigation next spring. The new boat will probably be stationed at St. Ignace and she will stop at Detroit on the way up the lakes. The big lighter which was building at Buffalo for the Great Lakes Towing Co. will also be ready to go into commission at the opening next spring.

Capt. W.J. Willoughby and Richard J. Baxter have brought the steamer *Iron Age* from Corrigan, McKinney & Co. of Cleveland and will use her in the river coal trade. The Cleveland firm has now only two steamers in its fleet, the *Italia* and *Caledonia*. The *Iron Age* was built at Detroit in 1880 for the Detroit Transportation Co. and was one the original "iron" fleet. Willoughby and Baxter own the steamer *Benton*, which has been hauling coal to Sandwich and Windsor since they lost the steamer *Abercorn* by fire three years ago.

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March 1, 1907

Deputy Marshal Cash P. Taylor has seized the steamer *H.B. Tuttle* on the libel filed by Capt. Harris W. Baker for \$6250, which he claims is due him for salvage. The *Tuttle* was wrecked at Sandusky last fall and was raised by Capt. Baker. He brought her to Detroit and it appears that she was sold to Amos Smart of that city, but the salvage claim was never paid.

The steamer *W.E. Corey* made a wonderful record last season. The big freighter, which was in commission 240 days, covered 44,529 miles and carried 301,547 tons of iron ore. She delivered thirty cargoes, which means that the average cargo was a little over 10,000 tons. Most of the *Corey's* trips were from the head of Lake Superior to Lake Erie ports. The *Corey* carried more freight last season than was ever moved by one vessel in the same in the world.

The tug *Lutz* of the Great Lakes Wrecking Co. narrowly escaped sinking at a point halfway across the river opposite the Pere Marquette ferry slip at Port Huron Wednesday afternoon of last week. The tug, in command of Capt. Stewart, was clearing a passage of ice for the car ferry *International* when it became wedged in a heavy flow. The impact was so great that the beams on one side were crushed in. Water was coming into the hull and Capt. Stewart steamed his boat to shore landing just in time. The *Lutz* had several ribs broken a few days ago while breaking ice and will have to go into drylock for repairs.

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March 8, 1907

It was the middle of the week before Capt. Baker was ready to begin pumping on the sunken tug *Blazier* at the Ecorse shipyard, so troublesome has the cold weather proved. Much difficulty is experienced in keeping a supply of air going to the divers and the danger to them is increased greatly because of this fact. Capt. Baker says that Saturday the air was cut off from diver William Dedore, owing to the cold, and only by the most energetic measures was Bedore brought to the surface in time to prevent serious consequences. Bedore is a heavy man and this nearly proved his death. He revived after reaching air, but was unable to work any more that day.

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March 15, 1907

Boat Regulations at Lime Kiln.-In the House of Commons the other day, the above matter was brought up by A.H. Clarke, K.C., M.P., South Essex, the following being the Hansard report of the preachings: -

Mr. Clarke - by Mr. Macpherson- asked:

1. Has the attention of the government been called to the following newspaper report:
No boat race at Lime Kiln.

Vessels must pass in single file hereafter through 'Hell Gate' of the lakes.

Washington, February 21 - President Livingstone of the Lake Carriers has asked the War Department to make a set of rules for the navigation of the narrow channel at Lime-Kiln Crossing in Detroit river, a channel which he describes as the 'Hell Gate' of the Great Lakes. The Lake Carriers desire rules which will compel vessels to move up and down through that channel in single file and not try to overtake and pass each other while within certain prescribed bounds. The War Department will accede to the request and will provide a vessel commanded by an Army officer to patrol and police the crossing and direct the vessels as to the order in which they shall make the passage. A.A. Schantz of the D. & C.² Line is here to see that the rules are not made so stringent as to passenger boats that they cannot meet their schedule time and the carriers are disposed to agree that passenger vessels ought to have privileges not granted to freighters.

2. Has the Government given consent or been asked to consent to the alleged proposed action of the United States Government in Canadian waters?

3. What authority, if any, has the United States Government for the said proposed action?

Rt. Hon Sir Wilfred Laurier (Prime Minister):

1. The attention of the Government has not been called to the newspaper report.

2. No.

3. The Government has no information on the subject but will make inquiries.

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April 12, 1907

The [tug] *General* was here yesterday and will attend to the Great Lakes Towing Company's business in this locality during the remainder of this month, when their new tug will be stationed here. Capt. A.A. Stannard will be master of the new tug "*Excelsior*".

Dredge and drill workers are growing uneasy at the delay in starting operations in the lower Detroit River this spring, owing to the dispute over wages and hours. After a conference in Cleveland, members of the Licensed Tugman's Protection Association agreed to work twelve hours a day this season at last season's wages. The Tug Firemen and Linesmen are holding out for an advance in wages. Delegates of the Dredge Workers' Association made a proposition to the dredge owners for a season which calls for shorter hours and more money. In addition to increased wages, men who worked twelve hours last season want an eight hour workday on Government contracts and a ten hour day on private work. The owners offered men a general advance of about 10 percent in wages but no change in hours. Delegates are still holding out.

The str. *Desmond* of Detroit came down on Wednesday evening for the purpose of pumping the cargo of coal from the sunken steamer "*Packard*" for G. Pfohl of Buffalo, who had purchased the coal, but the Customs authorities here will not allow the cargo to be interfered with until a bond is given for the removal of the hull.

Masters of some of the upbound vessels report encountering a heavy current in the new west channel at the Lime-Kiln Crossing, which was completed at the close of last season. One captain who went up Tuesday says he found a strong current setting to westward at one portion of the cut and an equally strong current running eastward at another part of the channel. He declares that he wouldn't care to run the channel at night downbound if water conditions were as they were Tuesday.

E. Woods & Son shipped a large dredge dipper to the C.S. Boone Dredging Co. last week. This firm have proven their skill in this kind of work and plenty of dipper work will follow. They are now building a large iron pleasure cradle or swing and may manufacture these the coming summer.

The little schooner *Plow Boy* opened the marine accident season on Sunday night by coming to grief at the foot of Bois Blanc. The trip across the lake in the blow that day opened her seams, but the crew kept the pumps working until they struck shallow water and then allowed her to sink. The tug *D'Alton*

<sup>2</sup> Detroit & Cleveland

*McCarthy* went to her assistance and she will be pumped out.

Capt. Willoughby and Engineer Richard Baxter, who sold the old barges *Benton* and *Rube Richards*, afterwards purchasing the str. *Iron Age*, made their first trip to this port Monday with 500 tons of coal. They will discharge 1100 at Sandwich and then take the *Cobb* in tow. They have a contract with the Pittsburgh Coal Co. for a term of years.

John R. Pineau has laid the keel of a new 27-foot naphtha launch for his own use. Ernest Pineau will also build one the coming summer. The mosquito fleet is growing gradually and will in time have to change its name.

M. Sullivan's dredging fleet arrived from Detroit on Monday and Wednesday the dredge *Gladiator* went to work on the new contract opposite Bois Blanc. It is expected that the dredges *Brian Boru* and *Old Glory* will be put on same work this week.

Charles Webb, who was chief engineer on the tug *Alpha* last summer, will leave in a few days for Duluth to fit out the wrecking tug *Excelsior* of the Great Lakes fleet and bring her to this port, where she will be stationed this season, taking the place of the tug *Brockway*, here last season. Chief Webb will take a couple of local stokers with him.

The wrecking tug *D'Alton McCarthy* will leave next week for Walkerville, where she will receive a wrecking outfit from Midland. When the weather settles, the Fairplay Wrecking Co. will send men to remove the tug *Castle* from the channel where she sank last spring. On the completion of this job they will complete the blowing up of the barge *Armenia* in Pelee Passage.

Dunbar & Sullivan's tug *Shaun Rhue* and dredge *Brian Boru*, drillboat *Exploder* and the floating machine shop have arrived at Gordon. The tug's hull has been painted red, giving her a new appearance. The Sullivan tug *Columbia* with the dredges *Gladiator*, *Old Glory*, a drillboat and a derrick scow came down Monday night.

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April 19, 1907

The dredge *Old Glory*, Capt. H. Coyle, has started on the Dunbar & Sullivan contract.

Wm. Menzies has his second launch repaired and is putting in a naphtha engine. This is two yachts Mr. Menzies has, besides having a number of rowboats that he will rent this summer at his waterworks dock.

The L.S. Sullivan tug *Pallister* came over from Toledo Sunday and started to work Monday for the U.S. Government in place of the tug *S.J. Christian*, which had the job last year. The *Pallister* is in charge of Capt. Thomas Patterson and Engineer Gerard.

The str. *Frank E. Kirby* called at this port Monday and took on a crew of local drillmen, who will be employed on the drill *Dynamiter* at Sandusky. Among those who shipped were William McTaggart, Joseph Bernard, Gil Morenci, Mark White, Eli Martin, Steve Autin, Wm. Trombley, Ed. King, Jim Hanley, Albert Sullivan, Joseph Merrifield, Beverly Westaway, John Kett, Walker Renaud, Elmer Carpenter, Samuel Jackson and Tom Hanley Jr.

The dredge *Gladiator* broke her new swinging engine just a few hours after going to work and is laid up for repairs.

The Windsor pile driver was brought down by the tug *Home Rule* this week to drive a few piles at the Waterworks dock. William Menzies is having the place put in repair for the Great Lakes Towing Co., to whom he has leased it for the season.

Captain Maines, the Sunny Jim skipper of the tug *Shaun Rhue*, has turned up again from Buffalo, as genial and loquacious as ever. The Captain has been connected with the river improvements for the past quarter century and is looked upon as a resident, though he does migrate at the approach of cold weather.

The versatile engineer Angus Borland is busy fitting out the new U.S. Government yacht *Dusty Sides*. The craft was purchased in Detroit and sent here for use of Chief Engineer Dixon and staff. She is a beauty and will be a splendid addition to the fleet in the lower Detroit River.

The U.S. tug *Pallister* is manned this season by Capt. Thomas Patterson and Engineer Fred Gerard, who have appeared on the scene smiling and debonair, as if out of a band box. There's scarcely a lady in town

but smiles more sweetly since the advent of the jolly Captain, while "Fritz" is receiving a warm welcome from old associates. Captain Tom is said to have taken a course in veterinary science during the winter, so that local liverymen may feel reasonably certain this season that when they rent him a driver, it will come home in the shafts and not on an ambulance.

Capt. Dunn, commander of the Government cruiser *Vigilant*, has been suspended from duty pending an inquiry into charges made against him by J.S. Inkster, formerly first officer. H.H. Collins, K.C., of St. Catharines, has been appointed as a commissioner to conduct inquiry, which will probably be held this week. The trouble grew out of the dismissal of Capt. Inkster by the Department after a report was made by his superior officer to the effect that Inkster had become intoxicated while an officer on watch. Capt. Inkster counters with a charge that Capt. Dunn is an habitual drinker and once fell into a tub on the street under the influence of liquor. Capt. Dunn was on the carpet after the change of Government in 1896. In the spring of 1897 he was charged with offensive partisanship, but cleared himself. Capt. John McPherson, second officer, is in temporary command of the cruiser. Capt. Dunn is a veteran sailor. He was appointed captain of the Government boat "*Cruiser*" in 1890 and in 1893 he took charge of the "*Petrel*", remaining with that boat until the "*Vigilant*" was brought out in 1904.

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April 26, 1907

The finding of the body of one of the victims of the *Arcadia* disaster by the Ludington life-savers makes it certain that the little steamer was lost off Ludington April 14th. The body is that of a young woman whose name is yet unknown, but it is thought to be that of the cook of the *Grand Marais*.

The fish tug *Searchlight* was lost off Harbor Beach Tuesday night and her crew of six persons are believed to have drowned. The *Searchlight* was a nine-ton boat, 40 feet long, 10 feet beam, built in 1899, owned by Levi Brown & Sons of Harbor Beach. Two of the sons, Walter and Harvey, were on board the boat. It is thought that the tug must have run into a small gale and turned over, the crew going down with her.

The Soo River is now open for navigation, the tugs *Boynton* and *Schench*, which left Sault Ste. Marie Wednesday morning, reaching Detour at 4:40 o'clock that afternoon. Led by the icebreaker *Algolah*, a fleet of one hundred steamers which had been held at Detour by the ice blockade proceeded up the Soo River in the single file at noon. When last reported they were making slow progress in the vicinity of Lime Island.

The little steamer *Mascott*, which sank at her mooring in Portage Lake, probably will be raised at once and placed in the excursion service between Duluth and Fond du Lac on the St. Louis River.

The Department of Railways and Canals is surveying the old Welland Canal in order to fix the boundary and incidentally is taking advantage of the opportunity to gather such information, so far as the appropriation will allow, as will help towards a consideration of the question of an enlarged canal later.

The Department of Marine and Fisheries has decided to strictly enforce on and after June 1 next the provisions of the law requiring the master of every ship subject thereto on the inland waters of Canada to sign articles with every seaman whom he carries as one of his crew. The penalty for carrying a seaman who has not signed articles is a fine not exceeding \$20 for each offence.

The big Canadian Government drainage dredge *Sir Wilfrid*, which sank in Lake Ontario near Newcastle in about seventy-five feet of water three years ago while on its way to Quebec, has not been located by the tug *Hercules* of the Polson Iron Works, Toronto, after a three days' search. The buoy which marked its location was washed away, but the crew, after a lot of labor, found the dredge. pontoons will be brought from Toronto and the dredge will be raised into shallow waters and all the machinery removed.

All dangers of labor troubles on lake fleets this season were averted in the final settlement made by the Lake Carriers' Association on Monday with the Cooks' and Stewards' Union. The cooks accepted the offer of the Lake Carriers and an agreement was reached on the same advance as was paid the men aboard ships. Cooks on steamers of over 4000 tons will be paid \$86 per month for the full season and on boats of less than 4000 tons they will receive \$75. Second cooks will get \$34 up to October 1st and \$37.50 for the balance

of the season. Porters will receive \$28 up to October 1st and \$35 for the balance of the season.

The Saginaw Bay Transportation Co., owners of the barge *R. Botsford*, began libel proceedings in the United States court on Monday against the steamer *Fayette Brown* (Capt. D. Girardin Jr.), which is owned by the H.H. Brown Steamship Co., for \$9807.01, charging in the petition that the *Brown* was the cause of the three-cornered collision at the Soo between the *Botsford*, the steamer *Houghton* and the *Brown* on the night of October 6th, 1906. The charge is made by the negligence of those navigating the *Brown* that on the night the *Brown* was running at an excessive speed and failed to maintain proper speed and efficient lookout; failed to answer two whistle signals given by the str. *D. Leuty*, which was towing the *Botsford*; and [failed] to stop and back her engine in time to avoid a collision.

Announcement is made by President Livingstone of the Lake Carriers' Association of a change of position of the light vessels at Lime-Kiln Crossing, Detroit River, as follows: The north light vessel at the Lime-Kiln Crossing has been moved about 200 feet north, 76 degrees west from its former position and the south light vessel has been moved about 400 feet south, 59 degrees west from its former position. In their new positions these light vessels mark the west bank of the new channel at the north and south ends of the rock cut, and they are about 7200 feet apart. Sailing directions: A vessel coming up the river will hereafter keep the Elliot Point range lights in one until reaching the alignment of the Lime-Kiln Crossing range lights, near the head of Bois Blanc Island, and will pass through the crossing with the Texas dock range in one ahead until reaching the alignment of the Fort Malden range lights, which will take her through Ballard's Reef channel. The new channel at Lime-Kiln Crossing will be found clear to 21 feet depth throughout its width of 300 feet, marked by four red spar buoys on the port hand.

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May 10, 1907

CANADA'S REVIVING LAKE MARINE.-The northward movement of the area of grain production of North America is making Lake Superior ports the great primary grain markets of the lakes, and incidentally reviving the Canadian merchant marine. It is reported that the carrying capacity of the Canadian fleet in the grain trade between Port Arthur and Fort William will this season be increased 1,200,000 bushels for each trip by the addition of thirteen carriers. As the trip capacity during 1906 was 4,500,000 bushels, this increase will make it approximately 6,000,000 bushels.

This development as a result of the northward trend of grain raising is interesting in the light of past marine history. Forty years ago, when much smaller vessels built of wood were doing the bulk of the carrying of the Great Lakes, there was a "Canadian fleet" which was employed part of the time in grain-carrying from Milwaukee and Chicago to Canadian ports, turning to the Canadian lumber trade whenever grain freights fell below a tempting level. Gradually this fleet dwindled owing to the sharp competition of the growing American fleet and when the American carriers of the larger class increased in size with the deepening of the interlake channels, the Canadian grain carriers disappeared from view, [as] the law governing the coastwise trade of the United States prevents Canadian vessel owners from employing their craft between two American ports. They can carry cargoes from an American port to a foreign port, and vice versa, and when traffic between such ports declines their activity must decline with it.

When the grain from the fields of British North America began to seek the seaboard by the lake route from Canadian ports on Lake Superior, there was a revival of opportunity for the Canadian marine investor, and he was quick to take advantage of it. He has been steadily increasing the size of the Canadian fleet as the volume of grain bound for the seaboard increased, and in the making these additions he has had his old-time advantage in being able to secure his tonnage cheaper than it can be produced in American shipyards. Steamers from British shipyards are now busily engaged in freighting service from Lake Superior ports. This year's addition to the fleet will include three steamers now on their way across the Atlantic from Glasgow yards, each having carrying capacity of 50,000 bushels.

May 10, 1907

The high winds have shifted the ice field in the bay at Fort William and the channel into the harbor is now blocked. The ice breaker *Whalen* has been unable to make any progress against the floes. Two vessels that tried to force their way into the harbor on Monday were compelled to turn and go back into the lake. Several steamers are tied up there, unable to get out.

The big steamer *W.G. Kerr*, Capt. Geo. Honor (son of E.W. Honor), passed down Friday with the largest cargo of wheat ever carried into Buffalo. She had 402,000 bushels, 400 bushels more than the *W.P. Snider*, Capt. E. Gatfield, carried last October.

The tug *Columbia* will leave next week for Sandusky to tow the dredge *Hercules* and drillboat *Dynamiter* to Alpena, Mich., where M. Sullivan has a big contract. A number of local drillmen will go on to Alpena. The tug *Christian* will take care of one of the dredges in the absence of the *Columbia*.

Capt. W.W. Smith, marine superintendent of the Pittsburgh Steamship Co., is here this week in the interest of the Lake Carriers' Association to make an examination of the new channel at the Lime-Kiln Crossing and report and suggest improvements to facilitate the passage of vessels there. H. Coulby, treasurer, and Mr. Livingstone, president of the Association, are expected here this week to confer with Capt. Smith.

The tug *Pallister* has received a new coat of paint and is as fresh as a daisy. She is a credit to the river with her neat appearance and others will follow suit.

Capt. Perew of Buffalo, Marine Adjuster, was here on Monday looking after the adjustment of insurance on the barge *M.S. Bacon*, the cargo of which was sold to Hurley of Windsor.

Ernest Harris has the keel laid for the new gasoline launch he is building on the old pavilion [at the] foot of Murray Street. It will be 35 feet long with 9 foot beam and be pretty much along the same lines as the "*Macomb*," which he sold to J.N. Mullen.

The wrecker *Reliable*, Capt. Carsons, of the Midland Towing and Wrecking Co., called at this port Monday on her way to Grubb's Reef to blow up the wreck of the barge *Armenia*. Capt. Carson has just completed the removal of the tug *Castle* in Lake St. Clair. Work on the removal of the *Armenia* was commenced last fall, but had to be abandoned owing to rough weather. Several vessels have reported an obstruction in Pelee Passage and it is supposed that the old hull has shifted round right in the way of navigation, hence the desire to get the work done as speedily as possible.

The tug *S.J. Christian*, Capt. Gordon Hackett, went into dry-dock Monday and has arrived back to go on a contract as a dredge tug.

The steamer *Premier* has arranged to run a monster excursion from all her calling points on the mainland to Pelee Island on June 20th.

Capt. James Reid has a wrecking crew at Point Pelee recovering the machinery of the Anchor Line steamer *Conemaugh*, wrecked there last fall.

May 17, 1907

Collision in Detroit River.-The steamers *Byron Whittaker* and *John O. Galt* came together with a crash in the channel between Bois Blanc and Amherstburg Sunday evening about 9:30, and in six minutes the *Whittaker* was on the bottom and is a serious menace to navigation about 500 feet below the head of the Bois Blanc Island, with her stern on the Elliot range. Her deck on the starboard side is about a foot out of water, the starboard side being the lower. As she lies, the *Whittaker* cuts off about half the channel. There is a big hole about eight or ten feet underwater. The corn cargo for the *Whittaker* consists of 60,000 bushels shipped by the Nye & Jenks Grain Co. of Chicago to a Kingston firm. The cargo is underwater, as the *Whittaker* lies in about 22 or 23 feet of water. There is about 300 feet of the channel clear on the east side of the *Whittaker* and about 200 feet to westward. The boat is heading northwest. The accident occurred only a few hours after the death of Byron Whittaker, Detroit owner of the boat bearing his name, who passed away at his residence, 461 Congress Street East, Sunday morning. The *Whittaker*, downbound,

passed Detroit late Sunday afternoon. As she was entering the crossing just at the head of Bois Blanc Island, the *Galt*, upbound, crashed into her, then, leaving her sinking, continued up the river. The tug *General* immediately put out from Amherstburg and lay by to take the crew off. The *Whittaker*, 1586 tons burden, is 220 feet long, 38 beam and 23 feet deep. She was built in Mt. Clemens. The *Galt* is a wooden freighter. Capt. George H. Page is captain of the *Whittaker*. He is a step-son of Capt. Whittaker and the youngest master on the Great Lakes. Col. C.E.L.B. Davis, U. S. District Engineer, gave orders which practically suspended navigation in the lower Detroit River Monday night. None of the larger vessels attempted the channel after dark and even in the daylight tugs were used by the big ones. Early Tuesday morning wrecking master Harris W. Baker arrived with the wrecker *Snook* and began the work of patching the hole, and when that is done the water will be pumped out, which may not be completed for several days yet. It is likely that the courts will be called upon to decide who is to blame for the collision. When the barge *Galt* reached Bay City on Tuesday, it was found that she had her stem twisted slightly out of place, her fender rail broken and her starboard anchor almost buried in rotten oak, which was torn from the hull of the other vessel. Capt. Humphrey of the *Galt* says he does not think that the *Whittaker* would have sunk if the anchor hadn't punched a hole in her, and says he is going to keep the oak torn out to show as a sample of the kind of boats they are insuring nowadays for use in case the collision should result in a lawsuit.

May 17, 1907

R. Parker Jones of Cleveland, acting for the underwriters, has awarded the contract of raising the little passenger steamer *Mascotte*, sunk at her dock at Hancock, to the Reid Wrecking Co. of Port Huron on the no-cure, no pay plan. The boat lies in 24 feet of water aft and 20 feet forward. Capt. C.H. Sinclair, who went to Hancock for the underwriters, thinks the mishap was caused by the seacock breaking. The cause cannot be definitely determined until the steamer is up.

Fire of mysterious origin completely destroyed everything but the steel hull and machinery of the D. & C. Line's new \$1,250,000 steamer *City of Cleveland* Monday morning. The loss is estimated at between \$600,000 and \$700,000. The magnificent craft was nearing completion at the Orleans Street yards of the Detroit Shipbuilding Company and was to have gone into commission on July 1. As she had not yet been delivered to the navigation company, the loss falls on the shipbuilding concern, which is fully protected. The D. & C. Co. have arranged to have the steamer rebuilt in time for next season's excursion business.

May 17, 1907

WILL GREAT LAKES GET A GUNBOAT?-Washington, May 6th. - Our old friend the sloop of war *Wolverine*, formerly known as the *Michigan*, will disappear from the Great Lakes in case one phase of the negotiations which Secretary Root is carrying on with Canada bears fruit. There is in the United States Treasury the sum of \$250,000 to be used to build a trim little gunboat for the lakes to replace the *Wolverine* on the Chickenbone reefs of the various harbors where the old ship has for many years drowsed the hours away, but the money has never been expended because to do so might be translated as a breach of the Rush-Bagot Treaty limiting the war equipments of Britain and the United States on the unsalted seas. To be sure, the *Wolverine* has been a violation of the treaty since she has been there, but she has been overlooked for so long that her right to remain there has come to be conceded. But to do away with her and to place there a modern vessel of war, even though a rather modest one, is regarded by this Government as something which this country, as a good neighbor, ought not to undertake without the full and free consent of the Canadians. Hence the quarter of a million designed for a gunboat remains unexpended and will so remain until Mr. Root gets through with this present campaign for the settlement of all the matters in dispute between the United States and Canada. If in the consummation of these negotiations it shall come to pass that the Canadians have no objection to a little Yankee cruiser on fresh water, the gunboat will be built, and as soon as she is in commission it is the intention of the Government to send the *Wolverine* down to the Atlantic to serve out the remainder of her career as a training ship.

Of course it might be that some of the naval militia of the Great Lakes having a big political pull would get her to remain, but the present intention is to take her to salt water if the gunboat is ever built. There are already five ancient warships on the lakes in use as training ships. Ohio has the *Essex* and the *Hawk*, Michigan has the *Yantic*, Minnesota the *Gopher* and Illinois the *Dorthea*. In some instances these are not the names the vessels bore when in the regular Navy, but they are all boats pronounced out of date as fighting machines.

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May 17, 1907

The statistical report of lake commerce of last year, just issued, shows that 95 percent of the freight and 48 percent of the passengers passing through the canals at Sault Ste. Marie were carried by American vessels. The total number of tons passing through and Canadian canals together was 51,751,080, with a valuation of \$587,463,454. The freight tonnage to pass through the Detroit River amounted to 63,808,571 tons, with a valuation of \$662,871,058.

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May 24, 1907

Capt. William Parker, superintendent of the Dominion fish hatchery at Sandwich, has completed the work of liberating the whitefish spawn hatched during the winter months and he now has a gang of men at work securing the eggs of pickerel to place in the jars at the hatchery. The pickerel are caught in Lake Huron and the eggs are brought to Sandwich every few days. So far the men have had good success and Capt. Parker says that he will secure between forty and fifty million eggs before the work is completed. It does not take very many weeks for the pickerel to hatch and the work of placing the young pickerel in the water will be completed in time to prepare the hatchery for the next catch of whitefish.

A north shore paper contains the following marine item of local interest: "The steamer *Edwin F. Holmes*, which is unloading 8000 tons of slack at Milwaukee-Western Commerce Street yards, has made four trips since the opening of navigation. It cleared yesterday for Superior. Its first load was brought to Milwaukee. Then it cleared light to Ashtabula to load coal for Duluth. When it arrived at Detour a fleet of fifty steamers was waiting to pass up the straits. The next morning it sailed for the Soo, where twenty boats were waiting to be locked through. It stole a march on the boats going to the Canadian lock and then continued on its way until Whitefish Bay was reached. A great number of vessels were forcing their way through the ice at this place. Having lost only one day on the trip, Capt. Joseph Mahon decided to force through the ice and he took the lead in bucking ice. The *Holmes* was closely followed by the other steamers, who fought for the space it had cleared. At times the following fleet nearly ran down the *Holmes*. The *Holmes* entered Duluth ahead of the fleet, found a clear dock and left for Fairport in twenty-four hours with a cargo of iron ore. Had a number of blades on its propeller not broken, the *Holmes* would have been the first to enter Duluth, but it was passed by a number of boats getting through the ice."

The *Detroit Free Press*: "Capt. Girardin of the steel freighter *Harvey H. Brown* landed at the foot of Bates Street Wednesday afternoon to take on a fireman. He declared it was the first time he had landed there in 25 years. He was one time a well-known tug captain on the Detroit River."

The steel steamer *Saxon*, owned by the Pittsburgh Steamship Co., stranded Thursday night during a fog on the north side of the Caribou Island, Lake Superior. The steamer was in bad shape and it was feared would be a total loss. The accident was reported by Capt. Brown of the steamer *E.W. Oglebay*, which was in company with the *Saxon* when she struck the rocks. The crew of the wrecked boat is reported to have reached the island in safety. The accident was caused by the thickness of the night, the view being completely obscured by thick fog, rain and snow. The *Oglebay* narrowly escaped a fate similar to that of the *Saxon*. The *Saxon* was bound for Lake Erie with a cargo of iron ore. Tugs were sent in an effort to save the ship. The wrecked steamer registers 2348 tons and is valued at \$110,000. She was built in 1890. The *Saxon* is one of five steel steamers of identical tonnage and dimensions built for the Pittsburgh Steamship Co. at the Cleveland yard in 1890 and 1891. The others were the steamers *Briton*, *German*, *Grecian* and *Roman*. Each boat measured 296 feet in length. The *Grecian* was lost in Lake Huron in June

of last season. The *Saxon* was pulled off with little damage.

The iron Crosby passenger steamer *Naomi* on the Milwaukee and Grand Haven route was burned in mid-lake off Grand Haven, Lake Michigan, between 1:30 and 3 o'clock Tuesday morning. Four coal heavers were burned to death while imprisoned in the hold of the vessel; their names were Wesberg, Miner and Stannton of Milwaukee and Jack Jackson of London. James M. Rhoades, 16 Marentette Street, Detroit, was so badly burned that he died in a Grand Rapids hospital several hours later. The *Kerr*, a lumber barge plying between Chicago and Duluth, and the steamer *Saxonia* sighted the burning *Naomi* and vied with each other in reaching her side. As the two boats plowed under full steam down upon the *Naomi*, passengers and sailors were seen standing on the decks, waving their hands and screaming. The steamer *Kansas*, twin of the *Naomi*, was steaming across the lake in the opposite direction, bound from Milwaukee to Grand Haven. The *Kansas*' lookout saw the red glare in the sky miles away and at his alarm the *Kansas* hastened with all speed to the side of the burning vessel. The *Kerr*, a steel freighter, stuck her nose into the *Naomi*'s side. The 50 passengers and hands were transferred in comparative order and with extraordinary discipline on their part under all the circumstances. Dozens of passengers escaped in scant attire. One woman was dressed in a nightgown and man's trousers, and others did not have even that many clothes. Many women were rigged up with overalls on the *Kansas* on the way into Grand Haven. Most everybody was burned more or less and their burns were wrapped with bandages which were saturated by kerosene to relieve the burning by the crew of the *Kansas*. The *Naomi* was formerly the steamer *Wisconsin*.

Commander Spain of the Canadian Marine Department was here on Saturday on the steamer *Vigilant*, accompanied by Captain Livingstone, president of the Lake Carriers' Association, Capt. H. Coulby, president and general manager of the Pittsburgh Steamship Co., Capt. Ed Morton of the Wilson fleet and Col. Davis, U.S. District Engineer, to look into the patrolling and regulating [of] the traffic over the Lime-Kiln Crossing. It was decided to continue the present arrangements for the time being. The tug *Home Rule* (Capt. Howard Hackett) is doing the work and flying the "Blue Peter" of the Canadian Government. Upbound vessels are required to take the easterly channel and downbound boats the westerly channel through the Lime-Kiln cut.

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Wrecking Master Baker on Wednesday pumped out the sunken steamer *Whitaker*, which has lain on the bottom of the river just above the waterworks since Sunday night, May 12, when the steamer *Galt* and the *Whitaker* collided. Unexpected difficulties were met and Capt. Baker has accomplished a good job under the circumstances. The *Whitaker* was brought to the Richmond Street dock and its corn cargo is being removed by the lighter *Atmosphere* and transhipped at Gordon being placed in freight care for Brantford, Ont. Two steam pumps keep the boat afloat. Owing to the clearing of the channel by removal of the wreck, both upbound and downbound vessels were moving Wednesday night without delay for the first time in ten days. The cargo, comprising before the accident 60,000 bushels, was purchased by the Brantford Starch Works and it will stand them in the neighborhood of 15 cents per bushel. It was originally worth 60 cents. A number of thousand bushels washed out of the gash in her side or was pumped overboard by the steam pumps. Some thirty cars will be required to ship the grain. As there is quite a current where the *Whitaker* sank, it was feared that a sand drift would gather below her stern, but soundings taken since her removal show the bottom clear.

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May 31, 1907

The new steamer *Thomas F. Cole*, the longest boat on the Great Lakes, started on its maiden trip Sunday morning among the tooting of whistles and salutes from the lake and river craft. The *Cole*, which was 605 feet 5 inches overall, made an impressive picture as it swung into the river from the dock at the Great Lakes Engineering Works. She is bound for Duluth to load ore.

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June 7, 1907

The str. *Mt. Clemens* finished unloading her cargo of coal at Pelee Island Friday and went to Port Huron to load wheat for Colin Wigle.

The str. *Eastland* of the Lake Shore Navigation Co. passed here yesterday noon, bound down. A steam calliope aboard played popular and national airs, calling forth salutes and creating some excitement.

The dredge *Ontario* is making good progress cleaning up the harbor opposite the [Detroit, Belle Isle & Windsor] Ferry Co.'s dock out to the channel. Twelve big boulders have been picked up, one of unusual size weighing twelve and a half tons. It was 9 feet long and 6 feet through.

The steel steamer *Selwyn Eddy* was sunk in the Detroit River about 3 o'clock Saturday morning as the result of a collision with the Steel Trust barge *Maida*. The *Eddy* lies about 50 feet from the Canadian shore, just below the docks of the Saginaw Salt & Lumber Co., Sandwich. Her main deck is just under water. The captain and crew escaped with a few of their personal effects. The *Eddy* was bound up from Sandusky to Milwaukee, loaded with coal. She was opposite the Ecorse plant of the Great Lakes Engineering Co. at about 2:30. At that time the Steel Trust steamer *Van Hise*, bound down with the *Maida* in tow, slacked up off the shipyard and cast off the *Maida*, which was laden with ore and was to stop for repairs at the shipyard. As nearly as can be learned, the barge became unmanageable before her anchor was caught and she swung into the *Eddy*, striking her on the side near the stern. Capt. P. Baker has undertaken to raise the *Eddy* for \$1650 and deliver it in Detroit.

Bert Koble, a watchman on the steamer *M.A. Hanna*, was swept overboard and drowned during a terrific storm on Lake Michigan. He had been out on deck with several other sailors, battening down the hatches, when a huge wave swept over them. All except Koble succeeded in grasping something and hold fast. Koble was not missed until sometime later on. His home is said to be in New Baltimore, Mich.

The new steamer *Nevada* of the Canadian Lakes Line arrived in Toronto Tuesday from Middlesborough, Eng., with a cargo of Scotch bricks for a city contractor. The *Nevada* is a sister ship of the ill-fated *Morena*, which was lost at Cape Race, and of the *Coronna*, whose chief engineer was killed on Empire Day at the Bay Street crossing. Peter McKay, the well-known lake navigator, will sail the *Nevada*. After discharging her freight she will head for Fort William and will hereafter run from that point to Montreal. The *Coronna* left Toronto on Tuesday for Fort William.

During May, 107 vessels of 27,161 gross tons were built on the shipyards of the United States and officially registered with the Commissioner of Navigation. The largest steam vessels included in these statistics were the *Henry Phipps* of 7420 gross tons, built at West Bay City, Mich., and owned by the Pittsburgh Steamship Company; the *City of Cleveland* of 4568 gross tons, built at Wyandotte, Mich., for the Detroit and Cleveland Navigation Co.; and the *Wm. B. Davock* of 4468 gross tons, built at St. Clair, Mich., by the Great Lakes Engineering Works and owned by the Vulcan Steamship Co.

The old tug *Peter Smith*, which is at Ferrysburg undergoing repairs to the engine, is a boat with a history. The *Smith* is now owned and operated by the Buffalo Dredging Co. It was built in Renfrew, Scotland, in 1863 by a British shipbuilding firm and was launched and christened as the steamer *Little Ada*. The *Little Ada*, it is said, was built purposely for the Confederate Government for use as a blockade runner. The *Little Ada* was one of the most daring runners on the Carolina coast and did much damage to United States shipping, but was finally captured itself by a federal monitor and put into the United States service under the name of *Ada*. Some years after the Civil War the *Ada* was brought to the lakes and renamed the *Peter Smith*. It has been in the towing business out of Buffalo for a number of years. The *Peter Smith* is a boat of 161 tons, 116 feet in length, 18 beam and nine feet depth.

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June 14, 1907

The tug *Vic Robinson* had a very close call in Lake St. Clair. A squall came up while she was about five miles from shore and shipped a large quantity of water. For a time it looked dangerous for the owner and crew of the *Robinson*. Full steam was put on, however, and the craft headed for the shallows at the mouth of the River Thames, where she is now lying submerged.

Good cheer for vessel owners who are greatly desirous of bringing down as much ore and other freight as possible is found in the following from the United States Lake Survey office here: "The outlook for good drafts is most excellent, as the lakes should go on rising until the middle of July. With Lake Huron and Erie

at a good stage, drafts in the lower Detroit River are sure to be good." Heights of water in the lakes for the month of May this year, last season and during the low-water period of 1905 follow:

	Ft. above mean tide, N. York		
	1907.	1906.	1905.
Lake Superior.....	602.12	602.48	602.38
Lake Michigan.....	581.09	581.27	580.13
Lake Huron.....	581.06	581.20	580.12
Lake Erie.....	572.85	572.40	571.48
Lake Ontario.....	247.04	246.51	244.96

Lake Superior was lower than for any May since 1898, when it was down to 601.70. Lakes Michigan and Huron were higher than for any May since 1894, except last year, and higher than for any May since 1894, except the two years 1908 and 1904. Lake Ontario was the same height as in May 1893 and higher than for any May since that time, with the single exception of 1904.

It is reported in Duluth that there is nothing left of the wrecked steamer *Monarch* on Isle Royale, Lake Superior, except the wreckage strewn along the beach. The body of the fireman, James Jacques, was found on the beach after being frozen in all winter, and buried.

The record of traffic through the Sault Canal seems to tend steadily upward. The figures have long been a source of wonder to the business world and speculations as to the ultimate magnitude of the commerce mounts to aggregates that would have been deemed fabulous twenty-five years ago. The tonnage for May was nearly 8,000,000, exceeding that of the same month of 1906 by over 2,500,000 tons. These figures are attained only by the maintenance of a movement of vessels that is as uninterrupted as the working of a clock.

The tug *Columbia*, Capt. Marks, brought the big dredge *Hercules* over from Sandusky on Tuesday night. A lay-over of twenty-four hours was made at this port, giving Denis Hoban and his men time to renew acquaintance, and left on Wednesday evening for Alpena, where she will be employed the rest of the season. A goodbye salute rent the air for five minutes.

The hydraulic dredge *Alfred E. Hunt*, in tow of the ocean-going tug *Gem*, lay at this port a couple days this week, owing to rough weather. This unique dredge was built by the Port Huron Construction Co. for the St. Lawrence River Power Co., and she will be used to dredge out the canal from the St. Lawrence River to the power house of the American Aluminum Works at Messena, N.Y. The dimensions of the dredge are: 120 feet in length, 42 feet beam and 11 feet depth. The dredge is equipped with a chain of dippers 200 feet in length, each dipper holding 12 cubic feet. The machinery will be operated entirely by electricity. She was very cranky to handle, drawing only a few feet of water, and bobbed round like a cork. The *Gem*, Captain Chambers, made the trip from New York City to Port Huron for the huge frame. Capt. Wm. Dandy of Chicago piloted her to the Welland Canal, when Capt. Pat Fleming, St. Lawrence River pilot, took charge. Accompanying them was Mr. Gifford of Cobourg, the well-known yachtsman, superintendent of the American Aluminum Works.

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June 21, 1907

The Lehigh Valley Navigation Co.'s liner *Bethlehem* and the steamer *Australia*, owned by the Corrigan of Cleveland, collided in the St. Clair River five miles below St. Clair Thursday. The *Bethlehem* lies at Recor's Point and only about three feet of her is above water, while the *Australia* is beached on the Canadian shore. The collision was caused by the parting of the wheel chain on the *Bethlehem*, causing that boat to run into the *Australia*. After striking the *Australia*, the *Bethlehem* was in turn struck by the barge *Polynesia*, which was in tow of the *Australia*. A hole about three feet square was stove in the *Australia* and a hole about six feet square was stove in the *Bethlehem*. Both boats began to fill rapidly with water and started for the Canadian side. The crews safely escaped to the mainland. The *Bethlehem* was downbound and the *Australia* upbound when the collision occurred. The *Bethlehem* was built in Cleveland in 1888 and carries 2663 gross tons. She is 290 feet overall, with a beam of 41 feet and a depth of 14. The *Australia*

was built in South Chicago in 1897 and carries 3845 gross. She is 376 feet overall, has a beam of 48 feet and 22 feet in depth. She is a first-class boat, while the *Bethlehem* is a second-class boat.

The little tug *Genoa*, with two barges in tow, got into trouble among the drills at the Lime-Kiln on Saturday evening and the alarm whistles aroused the country round for miles. The load proved too heavy for the tug and when passing the *Exploder* one of the barges sheered, the tow catching the drill's anchor post. Both the spud and the tow line broke, or greater damage would have resulted. The barge drifted away and was picked up by the *Home Rule*, while the drill was towed into dock for repairs.

The coal-laden barge *Montezuma*, Capt. Hargrove, in tow of the str. *Rappahannock*, Capt. Danger, went hard aground on the east bank of the Lime-Kiln Saturday morning, nearly blocking navigation. Saturday night the str. *Sonoma*, Capt. Davidson, went on the west bank just opposite the *Montezuma* and navigation since has been extremely hazardous. The *Sonoma* mistook the new gas light for the north lightship and the captain discovered his mistake just in time to reverse his engines and turn down the west channel, but was unable to keep her from grounding. The steamer struck the north lightship and nearly sunk her. Capt. Cuniff and Albert Colborne were frightened out of several months' growth when the call came to climb the steamer's sides. The *Montezuma* is being lightered by the *Atmosphere*, while the *Newman* is working on the *Sonoma*. Pilot tugs are looking after up- and downbound vessels and keeping them in rotation. The *Sonoma* was released Wednesday night and came to Amherstburg Thursday morning, where the ore lightered from her and placed on the Richmond Street dock was put on her again. She has considerable trouble getting in, striking the Middle Ground opposite Fraser's dock, and it looked for a time as if she'll be laid up again.

An evil star shines on the steamer *Gault*. She is having more than her share of misfortune. On collision with the *Byron Whitaker*, the latter boat was sunk about two months ago. Since then the *Gault* has been libelled for \$53,000 by the owners of the *Whitaker* - and now another mishap. While making her dock at Bay City the steamer *Donaldson* struck the *Gault*, still tied up under libel proceedings, and damaged the latter's stern and after cabin to the extent of several hundred dollars.

The Lighthouse Board of the Dominion has approved a patent device for fog alarm and a number of the new machines have been ordered by the Marine Department. The invention consists of an internal arrangement by which miniature explosions of acetylene gas force a steel ball into regular contact with the fog bell, the sounding of which is therefore continuous.

The upper acetylene gaslight lately placed at the Lime-Kiln by the Canadian Government has been changed from a steady light to a flash like the one at the other end. The light is constant for four seconds and then dark one second. It was found that mariners mistook the constant bright light for the upper Lime-Kiln light, it being their custom for years to pick up the brightest light there as the light on the above boat. This mistake on the part of the *Sonoma*'s master nearly resulted in a disastrous collision.

The steamer *W.B. Kerr* is at Buffalo with 11,631 gross tons of iron ore, which is the largest cargo ever carried on Lake Erie.

Capt. C.S. Boyce of the steamer *Maruba*, said that while coming up Lake Erie six miles east south from Colchester light he sighted what looked like a portion of an old crib or something that consisted of large timbers. The object was about 20 or 30 feet square and was just awash. It is directly on the course from the Middle Ground light to Colchester light. It would cause damage to a vessel should it strike the obstruction.

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July 6, 1907

WARSHIPS ON THE LAKES.-(*Hamilton Spectator*)-The Detroit Squadron of the Michigan Naval Reserve wants to bring an armored cruiser into the peaceful waters of Detroit River, to be used as a training ship and to show her battery of eight guns for the stimulation of naval zeal to the youth of Michigan and the due impression of the Canucks of Windsor. We have not heard that any Windsor people are losing sleep over the proposition, but some Canadian editors seem to be very much concerned, judging by their reference to the desire to abrogate the "treaty of 1817."

In the first place, the treaty, or more correctly speaking, agreement, referred to has proved so beneficial to both countries that it is difficult to conceive of any great desire to end it. The Detroit Naval Reserve can surely find some unused stable or warehouse in which to disport itself and discuss its rum and sardines as freely as it could on the old naval tub *Detroit*, and with as "fillin' and cheerin'" an effect. And it would be vastly cheaper for Uncle Sam and the "brave defenders" would be in much less danger of getting wet outside.

In the second place, the United States Navy Department will not send the vessel in violation of the arrangement existing between the countries, and if it does send it, it must come up the canals through our country, unless it is to be dismembered and shipped in as package freight.

In the third place, the agreement is not a "treaty" in the sense spoken of. The list of treaties between Great Britain and the United States contains none of April 27th, 1817. The agreement was made subsequently to the Treaty of Ghent (December 24th, 1814) which ended the war begun in 1812. This treaty was ratified on February 17th, 1815. Many open questions remained. On August 2nd, 1816, the United States presented to the British Government a proposal to limit the Naval forces on the lakes as follows: On Lake Ontario, one vessel of not more than one hundred tons, armed with one eighteen-pound gun. On the upper lakes, two vessels of the same size and armament and on Lake Michigan another similar vessel. On Lake Champlain one vessel of similar size and armament. This proposition was agreed to by the British Government on April 28th, 1817, and it was agreed that if either party wished to annul the arrangement it might be done on giving six months' notice. The Treaty of Ghent would not be affected by such annulment of this agreement.

But, as we have intimated, we do not think that the United States Congress will hasten to seek the annulment of so sensible an agreement, when an outfit of exercising tackle might serve every purpose of the enthusiastic naval and land lubbers who crave opportunities to blow off steam. Uncle Sam is pretty easy with such fellows, but the old man is not exactly a fool - not by a long shot.

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July 5, 1907

Captain John McGinnis and Engineer John McKenzie of the fishing tug *James Storey* were drowned in Lake Superior Friday between Jackfish and Home Point. Besides the captain and engineer, two men were on the tug. How the drowning occurred they could not say. The first they knew was when they saw the captain and engineer locked in each other's arms struggling in the water. As neither of the men on the tug knew how to manage the engine, they could render no assistance. The men subsequently managed to bring the craft to port, where they reported the tragedy.

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July 12, 1907

DETROIT RIVER AND LIME-KILN CROSSING.-Volume II of the Report of the International Waterway Commission has just been published under the direction of the Canadian Minister of Public Works. From it we take the following extract dealing with their inspection of Detroit River and the Lime-Kiln Crossing:

"The members of the sub-committee left Chicago on Saturday, August 26th, for Detroit, so as to make an inspection of the Detroit River, which unites Lake St. Clair to Lake Erie.

"After a visit to the office of the United States Lake Survey in the Campau Building, where valuable information and important documents bearing on the work entrusted to the Commission were obtained, a trip down the Detroit River was undertaken. First of all, it will not be out of place to give here a description of the river as furnished by the engineers of the United States War Department at Detroit, viz.:

"The Detroit River has two characteristic sections, the upper or undivided portion and the lower undivided portion. The upper or undivided portion runs from Lake St. Clair to the head of Fighting Island, a distance by steamer track of 13 miles. At this point the river is divided by islands into several channels, which do not reunite at the mouth of the river. The distance from the head of Fighting Island to Bar Point

Shoal Lightship by steamer track is 14¼ miles, making the total distance from Lake St. Clair to Lake Erie 27¼ miles.

"The discharge through the upper or undivided portion of the river is 208,600 feet per second when Lake Erie is at a stage of 572.61 feet above mean tide at New York. The increase of the discharge per foot rise of the lake is approximately 21,000 cubic feet per second.

"Throughout the upper portion of the river the mean current velocity is about 1½ miles per hour; but at Lime-Kiln Crossing, near the mouth of the river, the mean velocity is about 2½ miles per hour, with a maximum velocity of about five miles per hour. For the northerly sixteen miles, the river bottom is of earth and the channel banks are usually quite steep, but at the southerly portion the river bottom consists mainly of bedrock and boulders and the channel banks usually are more sloping. In the upper portion of the river there are two islands - Île aux Pêches and Belle Isle; there is deep water on each side of the islands.

"Originally the channel at Lime-Kiln Crossing could not be depended on for more than 13 feet of water, the ordinary depth being much affected by the direction of the wind. It was in 1874 that the United States Government started work of improvement at this point and that consisted of a curved channel of 300 feet wide with a uniform depth of 20 feet. In 1883 it was determined to modify the project so as to secure a straight channel, the least width should be 300 feet with a somewhat greater width at either end. In 1886 this was further modified so as to increase the width to 400 feet by removing an additional 100 feet from the western side. In 1888 a further additional width of 40 feet on the western side was authorized. This 440-foot channel was completed during the fiscal year ended June 30th, 1891. The estimated cost of the 400-foot channel was \$1,374,500. The total amount expended to June 30th, 1891, was \$702,122.04 for a channel of 440 feet.

"In 1899 the United States Congress made provisions in the River and Harbor Act for a channel of 21 feet deep from Detroit to Lake Erie. The distance from Detroit to deep water in Lake Erie is about 24 miles, but the section of the river which required any considerable improvement to secure a safe and convenient channel 21 feet deep was from near the upper end of Grosse Île to the Detroit River Lighthouse in Lake Erie. All improvements made up to 1900 have been confined to this section of the river. The improved channel passed east of Grosse Île, Bois Blanc Island and was in Canadian waters, according to the international boundary line established by the treaty of August 9th, 1842. That channel was not a convenient one for the enormous commerce coming through it. The United States War Department decided to make further improvements and in the River and Harbor Act of June 13th, 1902, the works show now in way of construction were authorized. The plan was to continue operations in the channel then under improvement, so as to complete it with a low water depth of 21 feet and a minimum width of 600 feet, the side line of excavation being so located as to make the channel as straight as practicable and especially to eliminate the dangerous bonds between the head of Lime-Kiln Crossing and Bois Blanc Island. The width of the channel, when completed, will be 800 feet opposite Bar Point and will be continued at that width out into Lake Erie. The cost of this excavation was at first estimated to be from \$1,750,000 to 2,000,000, but the final estimate exceeds the original approximate estimate by nearly \$2,000,000.

"During the season of navigation of 1905 the Ballard's Reef channel had a clear depth of 21 feet and a width of 600 feet. At Lime-Kiln Crossing the width of the channel available to navigation was 420 feet, with a least depth of 19 feet. In the Bois Blanc Range channel there was a clear depth of 20 feet and a width of 600 feet. The Amherstburg Reach channel has also a clear depth of 20 feet, but it is only 250 feet wide. The Hackett Range channel has a least depth of 19 feet, with a width of 600 feet for the greater part of its length. During the season of 1905 the west half of the channel was partly obstructed by improvements in progress. The Bar Point Shoal channel extends to the Detroit River Lighthouse and is 800 feet wide with a depth of 20 feet.

"The United States Government has proceeded with the improvement of the Detroit River without reference to the international boundary line between the United States and Canada, and this since 1874 to the present time. In 1892 and 1893 there were negotiations between the Government of Canada and the Government of the United States in regard to the improvement made by the United States Engineers at the

Lime-Kiln Crossing. W.J. Thompson, C.E., made under the direction of the Minister of Railways and Canals a report on the subject and pointed out that the maps of the Commissioners appointed under the Treaty of Ghent (1814) placed the improved channel at the Lime-Kiln Crossing exclusively in Canadian waters. This view, however, was not adopted by the Chief of Engineers of the United States Army, who in a report dated November 14th, 1888, had already stated that all the channels opened by the United States at the Lime-Kiln Crossing were in American waters, except the extreme northeast and southeast corners of the cut. By article VII of the Treaty of 1842 it was provided as follows:

"It is further agreed that the channels in the River St. Lawrence on both sides of the Long Sault Island and of Barnhardt's Island, the channel in the Detroit River on both sides of the Island of Bois Blanc and between that island and both the American and Canadian shores and all the several channels and passages between the various islands lying near the junction of the River St. Clair with the lake of that name shall be equally free and open for the ships, vessels and boats of both parties." This provision, while disposing by the concession of mutual rights in the channels of the difficulties of boundaries at the islands named, does not affect the boundary line south of those islands, nor does it affect the Lime-Kiln Crossing, which lies north of them. This is the view taken by the Canadian Government in 1893, when the United States Government made application to be allowed to proceed with the improvement of the Lime-Kiln Crossing in Canadian waters. The Government of Canada in 1876 had itself assisted to the extent of \$5000 in the works of improving the navigation of Detroit River and on August 8th, 1893, the Governor-General in Council gave authority in the river irrespective of the boundary line, such authority to be understood expressly as being given without prejudice to the possessory rights of Canada as defined by the maps and declarations of the Commissioners under the Treaty of Ghent. This makes of the Lime-Kiln Crossing a channel common to both countries.

"In concluding, it might be interesting to give a comparison between the freight traffic of the Detroit River, the Soo and Welland Canals.

"In regard to the traffic of the Detroit River, it may be said it has been comparatively measured for the first time during the past season of navigation. The compilation of the figures is founded on reports of masters of vessels, which are filed with the United States Department of Commerce and Labor through its Bureau of Statistics, and it covers the season of lake navigation of the calendar year 1905. The results are shown as follows:

Month.	South Net tons.	North Net tons.	Total Net tons.
April.....	1,575,877	792,711	2,368,588
May.....	4,551,972	1,352,524	5,904,498
June.....	5,523,021	1,780,541	7,303,562
July.....	5,911,625	1,941,534	7,853,139
August.....	6,300,003	2,314,810	8,614,813
September	4,597,640	1,493,059	6,090,619
October	5,582,689	1,522,905	7,103,591
November	4,593,752	1,578,375	6,172,127
December	1,354,506	871,542	2,226,048
	-----	-----	-----
	39,991,085	13,648,001	53,639,086

"The south-bound movement is nearly three times as great as that in the opposite direction. This is largely due to the enormous east-bound tonnage of iron ore from upper lake ports to ports along the southern shore of Lake Erie, whence it is shipped by rail to the great iron and steel districts of southern Pennsylvania. The freight carried in a southerly direction through Detroit River during the past season of navigation is divided as follows:

	Tons
Flour.....	3,176,928
Ore and minerals, exclusive of coal, of which there was no south-bound movement.....	32,900,685
Lumber.....	1,851,324
Unclassified freight.....	971,151

The north-bound movement is divided as follows:-

Coal.....	11,928,158
Grain and flaxseed.....	6178
Ore and minerals	415,533
Lumber.....	11,940
Unclassified freight.....	1,286,192

"The traffic through the Soo Canals, which connect Lake Superior with the other Great Lakes, and through the Welland Canal, which performs the same duty for Lake Ontario, has largely increased during the past season of navigation. Here follows a statement showing the traffic through the canals at Sault Ste. Marie for the years 1896 to 1905, inclusive:

Season.	South Net tons.	North Net tons.	Total Net tons.
1896.....	-----	-----	16,239,061
1897.....	-----	-----	18,982,755
1898.....	-----	-----	21,234,664
1899.....	20,619,524	4,636,276	25,255,810
1900.....	20,532,493	5,110,580	25,648,075
1901.....	23,087,742	5,315,323	28,403,065
1902.....	30,275,989	5,685,157	35,961,148
1903.....	26,932,238	7,742,199	34,674,437
1904.....	24,213,902	7,332,204	31,546,106
1905.....	36,778,738	7,491,942	44,270,680

"During the season of lake navigation of the calendar year 1905 the total freight movement through the United States canal amounted to 8,802,190 tons, while that through the Canadian canal totalled 5,468,490 tons.

"It will be seen that during the lake season of 1905 the difference between the amount of freight carried, respectively, through the Detroit River and the two Soo Canals is 9,368,406 tons in favor of the former. This may be said to represent at least with a fair degree of accuracy the traffic through the Straits of Mackinac, which consists largely of shipments of grain and flour from Chicago and iron ore from Escanaba, while the west-bound cargoes largely consist of coal and package freight.

"The following table represents the volume of traffic between Lake Erie and Lake Ontario by way of the Canadian Welland Canal, which runs parallel with the Niagara River:-

Season.	Down tons.	Up tons.	Total tons.
1894.....	745,942	243,592	989,534
1895.....	621,926	230,160	852,026
1896.....	957,928	285,667	1,243,595

Season.	Down tons.	Up tons.	Total tons.
1897.....	1,026,458	218,292	1,244,750
1898.....	902,590	218,211	1,120,730
1899.....	622,104	147,514	769,618
1900.....	579,312	109,245	688,557
1901.....	501,935	89,311	591,236
1902.....	567,286	73,811	646,097
1903.....	715,595	263,212	979,807
1904.....	620,073	182,402	802,480
1905	848,007	227,961	1,075,968

July 12, 1907

Capt. Jacques Laframboise brought his yacht, the *Cora B.*, from Cleveland on Friday evening and is seeking to make arrangements to ferry in the lower Detroit River, mainly from Amherstburg to Sugar Island. He was in the ferrying business at Cleveland for a month or two.

The str. *Rappahannock*, Capt. Frank Danger, having the *Montezuma* in tow, after running the Lime-Kiln safely Tuesday forenoon nearly mixed up with the dredge *Brian Boru* opposite Fort Malden. The U.S. derrick scow which was at work in the west channel blew the *Rappahannock* two whistles and the captain supposed he had to sheer across east of the big dredge. The cross current there carried him in against the dredge and he hit her a glancing blow, but did no damage, as the anchors had been raised and she slid away easily. It is only a few weeks since the *Montezuma* went on the Lime-Kiln when going up.

It is expected that the accepted tender of Breymann Bros. for the portion of the new west channel in the lower Detroit River, mention of which was made last week, will be returned approved from Washington this week and work will start as soon as possible thereafter. The contract allows the successful bidders 500 days to complete same, which means three seasons after the present one. The other part of the proposed work provides for a 300-foot channel starting from just above the outer end of the Stoney Island pier, running almost due south on the west side of Bois Blanc, is divided into three sections, plans of which are now being prepared by the engineers. It will likely be five years before the whole new channel will be open to navigation.

July 19, 1907

Following the investigation into the matter of the *City of Traverse*, the notorious floating poolroom of Chicago, the Department of Commerce and Labor has ruled that no more gambling boats shall be run on the Great Lakes.

The package freighter *Wissahickon*, building for the Anchor Line, was launched at the yards of the Buffalo Dry-dock Co. Thursday afternoon of last week. The *Wissahickon* has a capacity of 5000 tons, is 372 feet long overall with 46 feet moulded beam and 30 feet depth.

The new steamer *Milinkett* was launched at the Great Lakes yard on Thursday of last week. She will carry about 10,000 tons and measures 524 feet long overall, 504 feet on the keel, 54 feet beam and 30 feet deep. She will be completed early in August. Capt. A.J. Mahon will be master.

While coming up the river with coal Friday morning, the big steel steamer *D.R. Hanna* sheered and ran on the east bank at the Lime-Kiln Crossing. She is reported out two feet. The east channel was blocked so that all boats were forced to use the westerly channel. The tug *Excelsior* towed the wrecking lighter *Newman* to the stranded boat and enough of the cargo was removed to effect the release of the *Hanna* Saturday.

The United States Lake Survey steamer *General Williams*, which is engaged in sweeping the vessel tracks in the west end of Lake Erie, has discovered a rock shoal of small extent one and one-quarter miles N. 25 degrees E., true bearing (NNE. ¼ E.) from Hen Island. The shoal shows 21½ feet of water at

present high stage of Lake Erie, or 13 feet at standard low water. As this shoal lies only three-quarters of a mile to the south of the direct course between Middle Ground and West Sister Island lights and is in an exposed condition, it is a menace to deep-draft vessels.

The freighter *Maryland*, bound down and loaded with iron ore, and the freighter *Tuscarora*, bound up with a cargo of package freight, collided off Port Huron about 10:30 Thursday night of last week. The *Tuscarora* sank and the *Maryland*, badly damaged, was towed to Sarnia by a tug. After the boats bumped both veered in opposite directions, the *Tuscarora* smashing into the Grand Trunk dock, badly damaging it, and the *Maryland* ran aground at the Middle Ground. No cause can be assigned for the accident. The cargo of the *Tuscarora* is nearly all destroyed. Both crews were gotten off safely. The *Tuscarora* is 291 feet long, 40 feet beam, 32 feet depth, 2886 gross tons and is owned by the Lehigh Valley Transportation Co., Buffalo. The *Maryland* is 216 feet in length, 42 feet beam, 20 feet depth, 2419 gross tons and is owned by David Vance & Co., Milwaukee. Both boats are A1 class.

The str. *Wallula*, upbound Saturday morning, took a sheer at Ballard's Reef and hit the barge *Coyne*, in tow of the steamer *Pringle*, downbound to Cleveland with lumber. The *Coyne* had a large hole punched in her port bow and sank almost immediately. Tuesday a contract was given to Capt. P. Baker to raise her and he arrived that afternoon with the wrecker *Snook* and proceeded to patch up the hole, and the barge will be pumped out by steam pumps.

The dredge *Old Glory* has thrown up the foundation for a cement powder house at the location formerly used near Fox Island, where the explosion took place a year ago. The Pettypiece Silex Stone Co. has the contract from Dunbar & Sullivan to erect on this base a cement block building 36 feet long, 12 feet wide and 8 feet high. Some old three-foot spuds will be sunk in the earth and rocks for a foundation, and the building will be frost-, fire- and bullet-proof.

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July 26, 1907

The tug *Shaun Rhue*, Capt. Mains, left Saturday of last week for Detroit, where they will be employed for some time on the tunnel contract.

An unknown man plunged over the rail of the steamer *City of St. Ignace*, bound from Cleveland to Detroit, five miles south of the Southeast Shoal Light in Lake Erie and was drowned. He left a grip containing bottles of whisky and ginger ale.

Harry Hamilton, diver, arrived home on Friday after a three-week trip to the Thunder Bay channel, where he was engaged with the U.S. boat *Hancock* blowing up the wreck of the steam barge *D.M. Wilson*, sunk there in 1892. Twenty-eight clear feet of water was left over the wreck. Albert Haynes, U.S. Engineer, was among the party.

The Playfair Wrecking Co. has completed their contract of blowing up the wreck of the barge *Armenia*, sunk during 1906 in the Pelee Passage.<sup>3</sup> The Dominion Government has not yet accepted the work but they were supposed to leave twenty-eight [feet] clear over the wreck. It will be remembered that Capt. Thomas Cooper of this town was master of the *Armenia* when she turned turtle. The revenue steamer *Vigilant* will sweep the wreck and report on the work to the Government.

The passenger steamer *Premier* is in dry-dock at Buffalo for repairs to wheel and rudder, caused by striking a rock on the north shore.

The success of the acetylene buoys placed at the Lime-Kiln Crossing by the Canadian Government has led to experiments with the same type of lights at the Soo by the United States Government Engineers. If results are satisfactory, acetylene lights will be installed all over the lakes.

When the str. *D.R. Hanna* went on the east bank of the Lime-Kiln Crossing last week, she dropped one

<sup>3</sup> In Vol. VI there are several references to the *Armenia*, which foundered in May of 1906. The Midland Wrecking Co., under the management of Capt. Playfair, was awarded the contract of tearing up the wreck in September of that year but by mid-October had given up the task due to stormy weather.

of her big anchors. Wm. Menzies made a contract with the owners on Saturday last to raise the anchor and with the assistance of one of Dunbar & Sullivan's derrick scows and the tug *Christian*, this was successfully accomplished on Sunday. The mammoth hook weighs over four tons, while the chain attached to it is almost twice as heavy. It was taken to the docks here and will be placed aboard the *Hanna* on one of her trips.

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August 2, 1907

The new boat made her first trip last week and she was loaded down to the water's edge with lumber from the Conklin Planing Mills, Kingsville.

The tug *J.W. Bennett*, with a wrecking outfit, is attempting to raise the steamer *C.B. Packard*, which was sunk last year near Kingsville. The wrecking operations will be in charge of Capt. Thomas I. Bell and Capt. C.B. Packard, owner of the boat.

The big *J.P. Morgan* loaded with 11,450 tons of ore at Marquette, breaking all records. Toledo launch owners are making frequent trips to police court to explain why their boats are not named. It cost 12 of them \$200 a piece recently.

Capt. Samuel Dodd, for 15 years master of the White Shoal Lightship, died in Detroit. He was 53 years of age and well-known in marine circles. Capt. Dodd was a member of both Oddfellows and Maccabees.

The steamer *John C. Gault*, which put the steamer *Byron Whittaker* out of business on Detroit River two months ago, limped into Alpena Saturday after a stormy trip across Lake Huron. She loaded cedar at Black River Thursday and that night had a narrow escape from sinking. A heavy wind broke the towline.

The crews of forty-nine vessels of the Pittsburgh Steamship Co.'s fleet have paid off at Cleveland, and unless the labor trouble at the head of Lake Superior is settled, more boats will be laid up, which means that half of the Steel Trust fleet will be out of commission. A large number of vessels of other fleets are also being held at this end of the route.

Fifteen drownings for this month in Detroit and vicinity make that period almost a record-breaking one for river fatalities. In the year 1906 the drownings at Detroit totalled 35 and yet in 30 days the number this month reaches three-sevenths last year's record. Eight of those drowned this month were children 15 years of age or younger. If the number of drownings continues to grow rapidly during the remaining months, the river will claim an awful harvest before the year's end, as compared with the record for 1906. So far this year no drowning has occurred in the lower end of Detroit River.

The coal barge *Ahira Cobb* got into trouble while being run into this port on Friday evening by the steamer *Iron Age*. The towline had been dropped and the *Cobb* was making good way to the dock when she struck a boulder opposite Murray Street. This stopped her progress, swung her round and she started downstream, broadside. Before she could be caught she had run amuck amongst the Sullivan scows at the lower dock, drove them out and then came up hard on the east bank, shoving her nose nearly up the road. The tug *Home Rule* tried without success to pull her off and she is being lightered by the Pittsburgh Coal Co.'s lighter *Dunford*.

The revenue str. *Vigilant* swept the *Armenia* wreck on Monday to ascertain how much water the Playfair Wrecking Co. left after blowing her up. The sweep struck an obstruction at something between 23 and 24 feet and the matter will be reported to the Public Works Department. It is understood that there was to be 28 clear feet of water left over the wreck.

J. Francis Murphy, an engineer from the Marine Department of the Dominion Government, was here on Tuesday and accompanied by M. Barrett, Collector of Customs, visited Bois Blanc to examine and report on the damage being done by high water and boat swells to the east beach of the land owned by the Dominion Government at the south end. The wash is not only carrying away the bank there but undermining the trees, and unless some protection is afforded it will soon be difficult to repair the damage.

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August 9, 1907

Drawing more than twenty feet of water, the steamer *Martin Mullen* was held under the Cleveland

breakwater until the water rose. She may have to lighter, as she is bound for the upper furnace with ore.

Complaint has been made that vessels are indulging in unnecessary whistling in the St. Clair and Detroit Rivers. This is said to be especially true in the St. Clair River, where some of the property owners have come to consider the matter a nuisance. Some captains are said to require only a hail from a cottage, a camping party on the bank of the river or visitors at the summer hotels to cause them to cut loose with their whistles. The result is anything but pleasing to most of the people in the neighborhood. The supervisor of steam vessels will send the captains to gaol if the practice is not stopped.

There was lively bidding at the auction sale of the steamer *Byron Whitaker* last week in Detroit. The price was run up from \$8000 to \$21,000, where it stopped, and the vessel was sold to John M. Thomas of the Thomas Furnace Co. of Milwaukee. The *Whitaker* will be operated in the ore trade. Early in the season the *Whitaker* was sunk near Bois Blanc Island by the steamer *John C. Gault*. She was raised by Capt. H.W. Baker of Detroit and taken to the Ecorse yard of the Great Lakes Engineering Works for repairs, which amounted to \$15,000. This not being paid, the Great Lakes Works libelled the vessel and the sale followed. It is understood that Capt. Baker's bill is about \$5000 and that there are other claims on the vessel. It is probable that the proceeds of the sale will be divided *pro rata*<sup>4</sup> among those holding claims.

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August 16, 1907

The Messrs. Hackett arrived at this port from Detour on Monday with the tug *Christian* and scow, having on board the big 40-ton boiler from the str. *Harriet Hart*. The boiler is an immense affair and when placed in their new tug ought to supply her with more power than is carried by any tug on the chain of lakes. It took three days to raise the boiler and put it aboard.

A distressing accident occurred on the steam barge *P.P. Pratt*, which grounded at Bar Point Tuesday afternoon. She was in charge of Mate Abraham Vanslet when she struck and he hurried to get out the anchor, which caught him on the left leg, throwing him overboard. Being a strong swimmer, though badly injured, he managed to keep up until a rope reached him, when he was pulled aboard and hurried to Amherstburg on the tug *Excelsior*. Dr. W.F. Park met the tug and upon examination found both bones in the left leg below the knee broken and badly splintered. The injured man was made as comfortable as possible and the fracture reduced. His leg will likely have to be amputated. In the meantime the officers and members of Rose Lodge No. 28, I.O.O.F.⁵, made arrangements to put him on board the D. & C. boat which passed at midnight, and he was taken home to Cleveland. He was a married man, 51 years of age, had sailed all his life and this was his first accident.

Patrick Burns, a sailor on the steamer *Sierra*, jumped 35 feet from the rail of the boat to the dock in Cleveland as the steamer was passing down the river. Both ankles were badly injured. The sailor says he was mistreated and that an officer threatened to throw him into the lake if he attempted to land. The officer, Burns alleges, had a grudge against him and life was not worth living for him on the steamer.

Work has begun in earnest on the new west channel in the Lower Detroit River Tuesday afternoon. Starke Dredge Co.'s No. 9, the largest dredge on the Great Lakes, arrived from Milwaukee in tow of the tug *Milwaukee* and went to work Wednesday on a portion of Breymann Bros.' contract. She will work two shifts and may be here three years. Capts. Macauley and Morrow are in charge of the tug. Henry Schroeder is runner of the big machine while Sylvester Boldus is the steward. The boys proceeded to get acquainted the moment they struck the 'Burg. They are jolly good fellows and that they will make hosts of friends during their stay here goes without saying. The Starke Dredge Co. assisted L.P. Smith in his contract here some years ago.

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<sup>4</sup> proportionately

<sup>5</sup> Independent Order of Oddfellows

August 23, 1907

The dredge *Gladiator* (Capt. Laird) left here on Wednesday for Alpena, Mich., in tow of the tugs *Sydney Smith* (Capt. Cook) and the *Columbia* (Capt. Marks). Both tugs will be engaged there for the rest of the season on a big dredging contract for a cement company. The dredge and tugs were given a hearty parting salute from the Lime-Kiln fleet.

The steamer *Northwest* was quarantined at Buffalo by the Health Department and released five hours after her sailing time, after the ship had been fumigated and cleansed. Six cases of typhoid fever, or what physicians think will develop as such, were taken off the ship in the last week. She passed here Sunday evening. Typhoid fever also broke out in the *North Land*.

Canada is stationing physicians and officers at all ports of entry along her side of Lake Superior to prevent immigrants turned back by the American officials landing in Canada. The effect of this move will be that the steamship companies must employ a physician to examine all immigrants, because should they be refused admittance to the United States they will also be refused admittance to Canada and the ship which brought them will be turned into a floating hospital. A heavy fine would be imposed should the captain attempt to smuggle the immigrants into either country, and the only resource will be throwing them overboard, caring for them or refusing them.

The schooner *Emma L. Coyne*, sunk at Ballard's Reef, Detroit River, July 13 last by the steamer *Wallula* of the Gilchrist fleet, is now the property of the Great Lakes Dredge & Dock Co. and is beached under the west arm of the Cleveland breakwater. The *Coyne* was formerly owned in Detroit. The Gilchrist Transportation Co. settled with the owners and then sold the wreck.

Capt. Joseph Marks of the tug *Columbia* spent Tuesday in town while his tug was receiving an overhauling in dry-dock at Detroit. Wednesday, assisted by the tug *Smith*, Capt. Henry Cook, she took the big dredge *Gladiator* in tow for Alpena, where she will be employed on one of Dunbar & Sullivan's contract for the rest of the season.

Good progress is being made on the new steamer *Milinkett* at the Ecorse shipyard and it is figured she will leave on her maiden trip the latter part of this week. She will be commanded by Capt. Albert J. Mahon, while Adolphus Bezaire of this town will be steward, with three assistants, one of whom is Gordon Colborne. The new steamer is 586 feet long.

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August 30, 1907

Five dredges are now at work on the G.H. Breymann & Bros. contract at Bar Point. They are G.H. Breymann & Bros. Nos. 1, 2 and 3; C.H. Starke Dredge & Dock Co. No. 9; the Great Lakes Dredge & Dock Co. No. 3.

The steamer *King Edward* ran full speed on a reef. Her passengers were taken off by the str. *Frontenac* and taken to Sault Ste. Marie. The steamer came down to Ecorse dry-dock under her own steam.

The steamer *Columbia* had to be assisted from its town wharf on both up trips on Sunday by tug *Home Rule*, owing to the fact that the dredges of the Breymann fleet were too close to the ferry landing. After next week the dredges and tugs can have the whole river.

Wrecking Master H.W. Baker is mourning the loss of a valuable diamond ring which he threw into the river while at work on Monday on the sunken car ferry *Huron* at the Grand Trunk slip in Windsor. While washing his hands, the ring slipped off his finger, unnoticed by Capt. Baker, and when he emptied the contents of the wash basin into the river, the ring went along. A diver has been unable to find it. It is understood around the slip dock that the ring is valued at \$1000 to \$1400. Capt. Baker could not be reached to verify the report.

A boy and two girls from Detroit took a canoe from Bois Blanc on Wednesday afternoon and foolishly went out into the mouth of the river, where their canoe was upset by the swells from the str. *Scranton* and the tug *G.T. Nelles*. By the time the tug could be turned round to go to their rescue, they were unable to grasp the life preservers thrown them and Capt. A.L. Roy plunged into the water and saved the boy and one girl, the latter being unconscious when taken aboard the tug and would have been drowned but for Capt.

Roy's prompt action. Fred Lovegrove, who was passing in the Government yacht, rescued the other girl. Their names could not be ascertained, as they did not wish their parents to know of the accident.

The wheel chains parted on the steamer *A.G. Brower* on Bar Point on Tuesday night and she collided with the Steel Trust steamer *Isaac L. Ellwood*, striking her amidship. The *Ellwood* was bound down with ore. The *Brower*, bound up with coal, had her bow badly damaged and her forepeak full of water. The *Newman* went to lighten the *Ellwood*. The steamer was drawing 20 feet and there is only 22 feet depth there. The *Ellwood* is 478 feet long and the *Brower* 346 feet. The *Brower* was towed up the river by a tug and stopped for the night at the Ecorse plant of the Great Lakes Engineering Works. It is hoped to make necessary repairs and go on to Milwaukee to unload. The wrecking lighter *Newman* was towed down to the *Brower* at Bar Point and some of the coal was lightered to enable her to get over the Lime-Kiln Crossing. The *Ellwood* is owned by the Pittsburgh Steamship Co. Both are steel vessels of modern type. The *Ellwood* was caught at Duluth in the great November gale of 1903 and dismantled and thrown on the beach inside the piers. Capt. W.W. Smith of the Pittsburgh Steamship Co. will take charge of the work of raising the steamer *Ellwood*. The hole in the sunken steamer is said to be three feet square and near the waterline. A number of plates are bent.

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September 13, 1907

Wrecking operations on the sunken steamer *Ellwood* at Bar Point have been delayed by the rough weather on Lake Erie.

Joseph Krantz died at St. Francis Hospital in Superior as the result of a fall into a hold of the steamer *Kensington*, on which he was a fireman. Krantz and Oiler J.W. Brown of Wallaceburg engaged in a dispute and Brown struck Krantz, knocking him into the hold. Brown is under arrest and will be charged with manslaughter.

The Canadian Shipbuilding Co. has launched the steamer *E.B. Osler* at its Bridgeburg<sup>6</sup> plant on the Niagara River. The vessel was christened by Mrs. Wilmot Matthews and has the distinction of being the largest vessel ever constructed in Canada. It is also the first to be launched at the Bridgeburg plant. The *Osler* is 510 feet long, 491 on the keel, 56 feet beam and 31 feet deep and will carry 9000 tons. She will be used in the grain trade between Fort William and Port Colborne.

A report was current the latter part of last week to the effect that George Grenville who is employed with Dunbar & Sullivan at Alpena had fallen from a dredge and was drowned. We are pleased to say the rumor had no foundation in fact.

The big passenger steamer *Columbia* farewelled Sunday evening in fine style.<sup>7</sup> It took ten minutes for the river craft to blow themselves out and by that time the much-loved ferry had rounded the fort bend and was out of sight. A large crowd made the last trip on her, many of them being former town residents who came to pay a goodbye visit to relatives and friends.

A sad drowning fatality occurred at the mouth of the Detroit River Friday afternoon, in which Pearl Langdon, second cook on the str. *Ellwood*, lost his life. The unfortunate young man and his friend Ray Thompson, porter on the same boat, which lies on the bottom at Bar Point, decided to spend the afternoon fishing near the Detroit River Light. Taking a small boat, they proceeded to row there and in some way got in the way of the big steamer *North West*. Thinking they were about to be run down, both sprang out of their craft into the lake. The small boat went one side of the bow while the two men went the other. Life buoys were thrown the men and the *North West* stopped and lowered life boats. Thompson grabbed a life preserver but Langdon, who could not swim, was unable to make it and was drowned. The body is being

<sup>6</sup> Bridgeburg was located at the north end of the town of Fort Erie, named for the international railroad bridge that was erected there in 1873.

<sup>7</sup> It was the tradition for the residents of Amherstburg to give the Bois Blanc (Bob-Lo) steamers a grand farewell at the end of each season.

dragged for.

The Government cruiser *Vigilant* is now in the vicinity of Port Stanley, fully equipped with a set of fine new guns which were set at Port Colborne. The old smooth-bore five-pound muzzle loader has been discarded and the boat is now equipped with four modern quick-firing guns, two in the bow and two in the stern. The new guns are rifled maxim automatic quick-firers and measure eight feet nine and one-half inches overall; weight, including mounting, 1200 pounds; throw 300 shots, explosive shells, weighing 1¼ pounds, per minute, with an effective range of 3500 yards; a muzzle velocity of 2350 feet per second; and a penetrating power capable of piercing 3-inch iron plate at the muzzle. With such a formidable equipment, Capt. Dunn will no doubt be able to make the American poachers in Canadian waters move around at a lively rate.

United States Lake Survey steamer *General Williams*, engaged in sweeping the west end of Lake Erie, reports the discovery of a wreck lying in 36 feet of water two miles north, 66 degrees 10 minutes east of Colchester Light, having 23.4 feet of water over it at the present high stage of the lake. This lies close to the main travelled track covered by through freighters between Pelee Passage and Detroit River taking the north side of Colchester light. Under ordinary weather conditions vessels with present drafts may safely pass over this wreck, but in the fall of the year, with westerly gales blowing, the west end of Lake Erie lowers several feet with a heavy sea rolling. At such times this wreck is a dangerous obstruction. It has been temporarily marked by a spar buoy flying a white flag with a red centre.

L.S. Sullivan of Toledo, owner of the tug *Pallister* of this port, was called upon Tuesday to lose his schooner *George G. Houghton*, which sank near the Bar Point Light in Lake Erie with 775 tons of salt from Wyandotte to Toledo. The schooner made a hard struggle before going down, the towline breaking twice. When she began to fill, Capt. McKinley of the tug *American Eagle* attempted to round to and bring her back into the river, but the heavy seas swamped her and she sank in 26 feet of water. The crew, including a woman cook, were taken off just in the nick of time. The cargo was insured. It will be a total loss. There was no insurance on the hull, which will probably not be worth raising. A light is being kept on her, as she is directly in the path of navigation.

First Steward Thompson and Second Steward Coper of the U.S. gunboat *Wolverine*, formerly the *Michigan*, paid a visit to John Gant on Sunday. It is 14 years since the gunboat was stationed at Amherstburg.

The manager of the D. & B. and D. & C. steamboat lines has instructed his captains there must be no unnecessary whistling of any nature, such as answering complimentary salutes from other vessels etc. This is regarded by the company as a dangerous proceeding, particularly where a large number of vessels are constantly passing, as is the case in the Detroit and St. Clair Rivers.

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September 20, 1907

Starke's dredge No. 5, in tow of the *Waubun*, Capt. Embring, arrived at this port on Monday after having undergone some repairs at the Great Lakes. She was put to work on Breymann Bros.' contract on the new channel.

Steamer *Isabelle Boyce*, with barge *Iron Cliff* in tow, was going up the east channel of the Lime-Kiln Crossing about 2:00 a.m. Wednesday morning, and the steamer *Lycoming*, coming down with the barges *Sweetheart* and *Buffalo* in tow, took the east channel in error and collided with the *Boyce*. The towlines parted and the schooners *Iron Cliff* and *Sweetheart* went on the east bank. The tug *C.A. Lorman* with a lighter immediately came down and started lightering her. She was released Wednesday afternoon.

Roman F. Smith, passenger cook on the steamer *J.P. Morgan*, has been called to the steamer *Thomas F. Cole* to take charge of the passenger dining room department to take up the head officials of the Pittsburgh Steamship Co. Roman is the chief cook of the line and always gives the best of satisfaction.

F.A. Hough, acting for the steward of the str. *Ellwood*, is now custodian of the watch found on Pearl Langdon, second cook, whose body was picked up at Colchester last Thursday. It seems that Langdon borrowed the watch before going on the ill-fated trip in which he met death. Coroner Hassard of Harrow

retained possession of the timepiece for the proper owner.

The steamer *Harvey Brown*, Capt. D. Girardin Sr., which stranded on the breakwater shoal while going into Buffalo, was released on Wednesday after 400 tons of her iron ore cargo had been lightered. An examination of the steamer will be made before she leaves port.

The steamer *David W. Rust* and tow *C.G. Barnes*, downbound with iron ore, ran hard aground off Point Pelee in Friday night's blow. With the steamer stuck and the *Barnes* bearing down upon her, there was no avoiding a collision. The consort rammed her steamer, tore open the *Rust's* stern and sent her to the bottom. The *Barnes* has a crushed bow and is badly twisted. The crew of the *Rust* took to the upper deckhouse, where they remained until morning. Saturday morning the mate was taken to Amherstburg on the *Tionesta* and reported the collision. The tug *American Eagle* went to the *Rust's* relief. The injured steamer is 202 feet overall, owned by L.S. Sullivan of Toledo and was built in 1873. Sullivan also owned the *Houghton*, which foundered recently off Bar Point.

After running up against a siege of bad weather, repairs to the str. *Ellwood*, sunk near Bar Point by the str. *Brower*, were completed Saturday and the ore was taken out by the lighter *Newman* this week.

The remains of Pearl Langdon, the marine cook who was drowned, were brought to Amherstburg Thursday evening and prepared for burial in D.M. Kemp's undertaking establishment. Friday, on advice from relatives who live in Pennsylvania, the interment was made in Rose Hill Cemetery.

The Government cruiser *Vigilant* called here on Sunday. She has been very active on Lake Erie of late and has made some important seizures of pound and gill nets. On Friday last a small fleet of American fishing boats was sighted off Long Point and the *Vigilant* at once gave chase and speedily overtook them. In nearly every instance it was found that the boats had been fishing in Canadian waters with nets and these, to the number of one hundred, were confiscated by Captain Dunn. This is the most important seizure made by the *Vigilant* recently.

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September 27, 1907

Hackett Bros., Henry and Charles, were in Chatham on Wednesday and purchased from Capt. Victor Robinson the tug *Aldrich*, which has since been brought to this port. They will use it in connection with their river work. The tug is a tidy craft, has plenty of power and can show the best of them some things in speed.

Ernest Harris has a new scow on the stocks, foot of Gore Street. Having made a contract with Malden council to place a stone breakwater on the most exposed parts of their beach, he will use it in this connection.

Thursday morning the wooden steamer *Majestic* burned to the water's edge in Lake Erie about twelve miles off Long Point. The crew escaped in the small boats and were afterwards picked up by the steamer *Tower* of the Gilchrist fleet and landed in Buffalo. They lost all their effects. They fought the flames two hours but were forced to flee. The steamer *Lewiston* ran alongside the blazing boat, but could be of no aid. The insured value of the *Majestic* was \$50,000, but there was only partial insurance on the vessel. The steamer was built at West Bay City in 1889 and measured 291 feet on the keel, forty feet beam and twenty-one feet deep. She is a total loss.

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October 4, 1907

The str. *City of Mt. Clemens*, Capt. McQueen, is carrying coal from Toledo to Sandwich and asphalt blocks from Walkerville to Sarnia this season. Capt. McQueen is offered more charters than he can conveniently handle.

The barge *Unadilla*, in tow of the steamer *Leland*, sprang a leak in Lake Erie when coming from Huron [Ohio] to Point Edward with a load of coal on Tuesday morning. They got her into this port, where a steam pump was put aboard her, and she was taken to Sandwich to be unloaded. She had seven feet of water in her hold when she came in here.

Capt. Robinson of Chatham brought Hackett Bros.' new tug *Aldrich* here on Thursday of last week and

she went into commission the same day towing the *Cobb* to Sandwich. The *Aldrich* is about the size of the *Christian*, has cylinders 18x20, is possessed of lots of power, has a brand new boiler, carrying capacity 140 pounds, and will likely be one of the busiest boats on the river.

The tug *Aldrich* towed M. Sullivan's derrick scow to Port Huron Thursday morning, from where the tug *Columbia* will take it to Alpena.

Capt. James N. Nicholson, aged 62, of Buffalo fell through an open hatch into the hold of his boat, the *Caledonia* of the Corrigan-McKinley fleet, Sunday at Escanaba and was instantly killed. Two wives have turned up and are claiming his property.

The tug *Natt Stickney*, which has been employed on the works here, left on Wednesday for Cleveland, where she will be employed on the works there.

The Great Lakes Dredging Co.'s dredge No. 2 from Sandusky was towed into dock Wednesday night by the *Geo. T. Nelles* and *Roger Sullivan*. No. 8 will be employed on the Breymann Bros.' contract.

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October 11, 1907

**Tug Turned Over.**—Great excitement was occasioned in Amherstburg early Saturday morning by the sinking of the tug *Excelsior*, which is stationed at this point by the Great Lakes Towing Co. The *Excelsior* had been out to the mouth of the river for the broken tiller of the str. *Neosha* and was returning with it on her way to the Great Lakes Engineering Works, Detroit, when the *Presque Isle*, coming in the same direction, overtook the tug and for some unaccountable reason, without a warning, bore directly down on her. The little craft was crumpled up by the big steel boat, turned turtle and the *Presque Isle* passed over her as she sank. The crew went down with her and the men, on rising to the surface, grasped floating debris and managed to keep afloat. The mate of the *Neosha*, who was aboard the tug, went under the *Presque Isle* and bumped the bottom several times while going under. Their plight was seen from Amherstburg and the *Pauline Heckler* hastened out to her. The *Presque Isle* dropped anchor as soon as possible and sent back a yawl boat. The tug was first, however, and took the men aboard and back to Amherstburg. They were Capt. A. Stanard, Cleveland; chief engineer J. Whalen, Buffalo; steward Harry Laraway, Detroit; firemen J. Clancy and Sam. Teslow, Port Huron. Capt. Stanard lost \$80, Mr. Clancy \$50 and Mr. Whalen \$92, besides all their clothing. The tug was completely submerged and buoys were put on her to warn passing steamers, as she was almost immediately in the channel. On Wednesday chains were put under the *Excelsior* and the work of raising her by dredges is now underway.

The steamer *Rand*, downbound with two barges in tow, crashed into the upper Lime-Kiln lightship early Friday morning, and Capt. Thomas Quinlan was hurled to the deck and had his scalp badly cut and bruised. The stove was overturned, the red light broken and things generally knocked about, but the *Rand* continued on her way. Repairs were made to the lightship and she was in commission as usual Saturday night.

The two old condemned gas buoys brought up from the Southeast Shoal and placed on the Richmond Street dock will be sent to Prescott to be overhauled.

Two groundings took place at Bar Point Saturday and Sunday nights when the steamers *Mary C. Elphicke* and *Sonoma* found bottom. They were both released by the tug *Industry* after the *Newman* had lightered portions of their ore cargoes.

The tug *Reid*, owned by the Reid Wrecking Co., will be stationed at Amherstburg to look after the surplus business which may come during the fall storms. Lately, owing to the marking out of the new channel around Bar Point, the number of groundings has materially decreased.

The Midland Wrecking Co. have been instructed to complete the work of removing the barge *Armenia* from Pelee Passage. They undertook this work last spring and it was supposed to be completed, but upon examination an insufficient depth of water was found over her. The wrecking tug *Traveller* is expected here every day. Harry Hamilton has engaged as diver.

The schooner *George H. Houghton*, which foundered at Bar Point some weeks ago, coal laden, has been abandoned to the Canadian Government by her owner, L.S. Sullivan of Toledo, and is now in charge of S.

McGee, Receiver of Wrecks.

President Livingstone of the Lake Carriers' Association held a conference with Harbor Master Barrett last week with the result that the new channel for downbound vessels at the mouth of the Detroit River is now in commission and such vessels will follow the new course, which is marked with black and red buoys. In addition, the patrol boat stationed at Amherstburg will see to it that upbound boats leave the new channel alone, continuing to use the old route. Two new flashlight gas buoys are to be sent here by the Dominion Government and loaned the Lake Carriers, who will have them placed, and it is believed that this will do away with the numerous groundings around Bar Point.

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October 18, 1907

TERRIBLE WRECK.-Steamer *Cyprus* Sinks in Lake Superior-Crew of 21 Dies.-The most disastrous wreck of the season on the Great Lakes and one of the worst in many years was that of the new Lackawanna Transportation Company's steamer *Cyprus*, which on Friday evening foundered eighteen miles north of Deer Park Station, and every one of the crew of 22 was drowned except the second mate, C.G. Pitt. Pitt, for hours after he was discovered by Coast Guard Ocha of the Deer Park life-saving station, was so terrible exhausted with his struggle against the waves as to be unable to give a coherent story of the wreck. Late Sunday afternoon he recovered sufficiently to describe the incidents leading up to the sinking of the vessel. He says the *Cyprus* was making fairly good weather in the storm when suddenly the cargo shifted and gave the craft a heavy list. Water began pouring into hatches and a panic ensued, many of the crew putting on life preservers. Capt. Huyck, however, felt confident that he could reach shelter behind Whitefish Point and the boats were not lowered. Both engine and pumps were working and the crew felt sure the vessel would not sink without warning. But without a moment of warning the big freighter rolled over on her side and almost instantly plunged to the bottom. When the vessel rolled over, the first and second mates, a watchman and wheelsman were close to the life raft, which they cut loose and cast off just in time to escape the whirlpool which was caused by the *Cyprus* as she plunged beneath the surface. The boat sank about 7 o'clock and until 2 the four men clung to their frail support, while the waves drove them ashore. Five times in the angry surf on the rocky shore the raft was upset and carried off by the undertow. After the last battle with the surf the craft had but one occupant. The others, benumbed and exhausted, gave up the fight. The sixth time, the raft was thrown high on the beach and Pitt crawled to safety, where he was later found by the life-saving patrolman. The *Cyprus* was a new boat, 440 feet long, with a capacity of about 8000 tons. She was built at the Lorain yards of the American Shipbuilding Company and was launched August 17th last. She was christened by Miss Hazel Arnold of Marine City. She was the fifth of the eight steel steamers building for the Lackawanna Company.

CREW OF THE LOST BOAT.

Capt. F.B. Huyck, Sheridan, N.Y.
First Mate John Smith, Cleveland, O.
Second Mate C.J. Pitt.
Engineer J.P. Norcross, Gowanda, New York.
Assistant Engineer W.F. Smith of Cleveland.
Wheelsman George Dwells, Kelley's Island, Ohio.
Wheelsman C. Anderson.
Lookout Geo. Thorne, Cleveland.
Lookout C. Reuterberg.
W.M. Dundon and wife, steward and assistant, Cleveland.
Firemen Leon Wagner, Robert I[xx]borg, L. Spencer.
Oilers William Chambers and Joseph Ray.
Deckhands Henry Mertle, Ferdinand Eisenbach, B. Pillon, George J[xxx], E. Emerson, William Hutchins.

Porter C. Laddie, or W.E. Chr[xxx]ham, of Detroit.

The above were all lost, with the exception of Second Mate Pitt.

WRECK IN DETROIT RIVER.-With her bows crushed in back to the pilothouse, a distance of nearly forty feet, the steel steamer *John W. Moore* lies on the bottom of the Detroit River. The steel freighter *Queen City* is at the Ecorse plant of the Great Lakes Engineering Works with her forepeak full of water and her forward bulwarks flattened to the deck. Meeting nearly head-on about 2 o'clock Sunday morning, the two vessels came together with terrific force and the entire bow of the *Moore* is practically torn out. She went down in twenty-five feet of water in about two minutes after the crash. The forward crew, with one exception, escaped to the roof of the texas⁸, while the after crew succeeded in reaching the top of the after-cabin. They were removed by a tug. Wheelsman Duncan McIntyre of Sombra was asleep in his room on the port side of the *Moore*. He was caught in the crash and went down with the ship. At the time of the collision the *Queen City*, towing the barge 132, was going down the river, both steamer and barge being loaded with iron ore. The *Moore* was coming up the river with a load of coal on the way from Buffalo to some upper lake port. The decks of the *Moore* are about ten feet under water, the upper part of the texas and the roof of the after-cabin are above water. Most of the crew went to Cleveland on the night boat. They have lost all their effects. The *Moore* is sunk nearly opposite the red stake between Mamajuda and Grassy Island and nearly on the ranges. The *Moore* is owned by Frank M. and M.O. Osborne of Cleveland and is 246 feet on the keel and 41 feet beam. The vessel was built in 1890. The *Queen City* belongs to the fleet of the Pittsburgh Steamship Co. and is 401 feet long. When the *Queen City* arrived at the shipyard there was no doubt she had been in collision. On her forecastle deck she carried a collection of articles from the *Moore*. In the list is included two anchors, the capstan, a pair of timberheads, a deck stringer thirty feet long, an anchor davit and parts of the *Moore's* bulwarks.

A HORRIBLE ACCIDENT.-The propeller *City of Naples* of the Gilchrist fleet went into Buffalo Friday night with two of her crew dead and one of her officers badly scalded. The steamer was off Long Point about 3 o'clock Friday morning. There was a stiff gale blowing and the sea was running high. Louis Hornbuscle and James Flanagan were stoking and First Engineer Louis Frittenger was in charge of the boilers. A [illegible] and one-half inch steam pipe between the boiler and the engine burst, sending a cloud of scalding steam and water down into the boiler room. Deprived of her power, the *Naples* swung into the trough of the sea and began to roll heavily. The coal in the bunkers where Hornbuscle and Flanagan had fled to escape the blinding steam suddenly shifted, burying the two men. The boiling water poured over them and scalded them to death. First Engineer Frittenger, who went below to rescue the two men, stepped into a foot of boiling hot water. He managed to return to the deck unaided. The steamer drifted helplessly until [illegible] when she was picked up by the propeller *Pendennic White* and towed into port. [Illegible] Herman Cornwallis of Amherstburg is mate on the *Naples*.

[Some of] the largest steam vessels in the world are being constructed at Gary, Ind., by the U.S. Steel Corporation and artifical gas will be used in operating all the machinery.

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October 18, 1907

The unfortunate tug *Excelsior*, which was sunk by the str. *Presque Isle* in the Detroit River a week ago Saturday, was raised Wednesday by the dredges *Old Glory* and *Gladiator*. A Chicago diver worked a week getting cables under her but owing to the current the services of Harry Hamilton, local diver, had to be engaged Wednesday morning, and it was only a short time until she was raised. A large hole from the keel to the fender strake was found in her, which was patched temporarily, and then she was shoved into shallow water at Callam's Bay. Other repairs will be made before she is taken to Cleveland for a general overhauling.

About 1 o'clock noon on Wednesday the steel steamer *Mariska*, bound down with ore, and the wooden

<sup>8</sup> the deckhouse on the uppermost deck

steamer *Case*, bound up with coal, collided just off the waterworks dock opposite Amherstburg. The wooden vessel was worsted in the combat and as she swung broadside to the current with a four-foot hole in her starboard bow, the tug *Home Rule* shot into the stream from the town and succeeded in pulling the *Case* out of the channel, where she settled on the bottom with her deck out of water. None of the crew of the *Case* were injured. The trouble is said to have been caused in this way:—Just as the *Mariska* and *Case* came along, the U.S. Government raft engaged in sweeping the bottom of the river was out in midstream. A tug had the raft under control. In signalling to each other and to the tug, there was a confusion of signals or, in other words, cross-signalling, and the crash resulted before the tangle could be straightened. No serious injury is believed to have been done the *Mariska*, as she continued on into Lake Erie. The *Case* is owned by the Gilman Transportation Co. and is 286 feet on the keel and 42 feet beam. She was built in 1889 and was originally the *James C. Lockwood*.

While going up the river about 8 o'clock Wednesday night on her way to get a new crankshaft, the tug *Christian* caught fire as she was about opposite the Indian burying ground.<sup>9</sup> Capt. Frank Bernard, Lewis Matthews, engineer, and Milton Fox, fireman, who compiled the crew, barely had time to cut the lifeboat loose and spring aboard before the tug was burning fore and aft. The flames broke out just back of the boiler and spread so rapidly that Capt. Bernard lost some clothing hanging in the pilothouse, as well as his master's license and the license of Capt. Howard Hackett, which also hung in the pilothouse. The crew were rescued by George Harmon in a small boat. The tug *Home Rule* hurried up from Amherstburg to the assistance of the burning craft. In trying to push the *Christian* on the bank, the tug *Home Rule* got aground and the *Sydney Smith* released her. Finally a yawlboat was secured and, making a line fast to the blazing tug, she was got into shallow water and scuttled. The *Christian* was burned almost to the water's edge and will be practically a total loss. She was rebuilt two or three years ago and was regarded as in good condition. The owners, the Hackett Wrecking Co. of Amherstburg, valued her at about \$10,000. Originally the *Christian* was a salt water boat, having been built in New Jersey. She was run down by the steamer *Albright* about four years ago in Lake St. Clair and three men were drowned, including John Kirk of Amherstburg. Afterwards she was raised and rebuilt.

Collisions are becoming quite numerous in this district and the Lime-Kiln Crossing is not to blame for the many disasters. On Bar Point, near the lightship, the masts of the steamer *Houghton* are above water; abreast of Bois Blanc Island the tug *Excelsior*, sunk in collision with the Steel Trust steamer *Presque Isle*; at Amherstburg, a few feet from the docks, is the steamer *Case*, sunk by the steamer *Mariska*; at Grassy Island is the steamer *J.W. Moore*, sunk in collision by the Steel Trust steamer *Queen City*; while the remains of the tug *Christian* repose on the beach off the Wyandotte burying ground. All above occurred within a very short time.

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October 18, 1907

Steamer *Pabst* Sinks.—In a collision between the steamer *Fred Pabst* of the Davidson Steamship Co. and the steamer *Lake Shore* of the Gilchrist fleet of Cleveland early last Friday morning, the bow of the *Pabst* was crushed in and the boat sank in 30 feet of water off the shore of Point Edward. The collision took place in the "Rapids," reputed to be one of the most dangerous spots on the lakes, during a heavy fog about 4 o'clock. It is believed that there was a mistake in signals and the boats came together while running at full speed. The prow of the *Lake Shore* struck the *Pabst* squarely in the bow, staving in a large hole into which the water rapidly poured. Capt. John T. Hutton of the *Pabst* turned his boat into shore and beached her. The bow of the vessel is sunk, but the stern remains above water and the crew of the ship were taken off. The *Pabst* was bound from Buffalo to Lake Michigan. The *Lake Shore* was carrying iron ore from the upper lakes to Lake Erie. Capt. Duncan Duie is master of the latter vessel, which was practically uninjured

⁹ The Wyandotte Cemetery is located on the bank of the Detroit River at the end of Middle Side Road, Anderdon Township, about 4½ miles north of Amherstburg.

in the collision. John Hayes of Port Huron was first mate of the *Pabst*. It is reported that the *Pabst* will be a total loss. Capt. Hutton took command of the *Pabst* last season, towing the barge *Armenia*, Capt. T. Cooper. During a storm on Lake Erie the *Armenia* foundered and sank near the South East Shoal. The loss of the *Pabst* is a hard blow and Amherstburg sympathizes with Capt. Hutton.

Water was turned into the new channel of the St. Mary's River at the West Neebish on Sunday without ceremony, marking the completion of one of the biggest projects undertaken on the Great Lakes since the building of the Poe Lock. The new channel is over two miles in length, nine thousand feet of which is cut through solid rock. The channel is three hundred feet in width with a depth at minimum stage of water of twenty-two feet. It is located eighteen miles below the Soo and lies to the west of Neebish Island, the present channel being to the east of the island. The old channel hereafter will be used solely for upbound boats, the heavily laden downbound craft using the new waterway which has none of the sharp turns which are embarrassing to the modern six-hundred-foot freighters. The new west channel will not be formally opened to navigation until spring. The project has cost upwards of \$3,000,000 and has consumed about three years' time in construction. The contractors were MacArthur Bros. Co. of Chicago, who have the dry-digging contract for the new channel at the mouth of the Detroit River.

Two new automatic acetylene gas buoys, similar to the ones now stationed at the Lime-Kiln Crossing, arrived here on Tuesday from Prescott, loaned by the Dominion Government to the Lake Carriers' Association, and will be placed at the mouth of the Detroit River. The changing of these new lights will be done under the supervision of an expert who will be sent here by the Marine and Fisheries Department.

W.R. Pizer has been up the lakes for a trip on the str. *Fayette Brown*, Capt. D. Girardin Jr., returning Tuesday. He enjoyed the outing, notwithstanding several hair-raising experiences in the big storm on Lake Superior. He was rudely and hurriedly awakened early Tuesday morning in St. Clair River, when they lay at anchor during a fog, by the big steel freighter *D.R. Hanna*, which nosed into the *Brown* full force. The *Brown's* bow was knocked in and considerable damage done, but when the fog lifted she was able to proceed under her own steam.

Judge McHugh has dismissed the action brought by Maurice Harmon against William Menzies at the last Division Court and reserved. The dispute arose over locating the str. *Hanna's* anchor at the Lime-Kiln Crossing.

The schooner *Lily* took on a cargo of 5000 cedar posts at John Fraser's dock Tuesday for W.G. Curry, a Detroit paving contractor. This is the first shipment Mr. Fraser ever made to that city, but it seems that contractors there cannot secure posts and he was offered a fancy price for his whole stock. However, he retained enough to fill all local orders likely to come in.

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October 25, 1907

As soon as a little work is completed on the new steel tug *Abner C. Harding* at Cleveland, she will go to Buffalo and bring the new steel lighter *Reliance* to the Detroit River. The tug will also remain. The wrecking lighter *Newman*, for years a familiar sight in this section, will go to Port Huron for the rest of the season. It has not been decided just what tug will be stationed there with the *Newman*. It is evident that the Great Lakes Towing Co. proposes to place itself in position to render "first aid to the injured" without delay in cases of collision or grounding in the Detroit or the St. Clair Rivers. At present there are three steamers on the bottom between Lake Erie and Lake Huron, and a continuance of the pace set a week ago would make plenty of work for all the wrecking outfits on the lakes. The tug *Brockway* took its station at Amherstburg Sunday night and the tug *Industry* returned to Huron. It will be about three weeks before the tug *Excelsior*, which was sunk near Bois Blanc Island by the steamer *Presque Isle*, comes out of the Oades yard, where she was towed on Saturday. She will be given a new port side, forty feet of keel, a new stern post and some new planking. The engine probably will have to be removed temporarily, as the bed plate was pushed out of position. The boiler also was shifted several inches.

Capt. Baker's wreckers succeeded in patching the hole which the str. *Mariska* punched in the str. *Case* a week ago Wednesday, and she was pumped out Wednesday afternoon and towed into dock, where she

is receiving more treatment before being taken to the dry-dock. On Sunday afternoon Diver Wilson, while working at the wreck, had a very close call for his life. He was below water between the *T.W. Snook* and the *Case* when the tug *Home Rule* ran alongside the *Snook*. The impact shoved the *Snook* over and the air hose, unknown to the pumpers, became jammed. Mr. Wilson rang the bell and was hauled up, but by the time his helmet was removed he was nearly all in. A hurry-up call was rung in for Dr. Abbott and it took him some time to revive the nearly suffocated man. Capt. Baker began work on the *Case* Saturday and made good time. He took the job on the "no cure, no pay" plan, which was a mighty safe proposition under the circumstances.

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November 1, 1907

That "flagship" of the Ontario Government's fishery fleet, the *Lurline*, is perhaps a total loss as a result of striking a sunken crib in entering the harbor at Goderich Saturday. The *Lurline* went into commission two weeks ago for the Fishery Department. She was purchased from J. Harrington Walker as trustee for Mrs. Theodore Buhl. The price was \$10,000, which as yet had not been paid, no appropriation having been made for the purchase of the boat when the last provincial budget was prepared. Capt. Forrest of Walkerville has been in command of the *Lurline* from the day she was launched nineteen years ago. Capt. J.G. Gidley of Owen Sound, who has been sailing the Great Lakes for a number of years and whose work in connection with the Ontario fisheries made him familiar with every rock and shoal on Lake Huron and Georgian Bay, was on board as mate. This was the *Lurline's* second trip as a Government cruiser. The boat left Walkerville Friday after having cruised in Lake Erie and was on her way to Georgian Bay. She was insured for \$10,000 against fire only.

The steamers *Gayley* and *Joseph Butler*, bound up, were in collision at Harsen's Island, St. Clair River, Saturday morning. The *Gayley's* port bow was badly damaged and her upperworks shoved in about a foot. Her anchor was lost. [The] steamer is seaworthy and proceeded. She is loaded with coal. The *Butler*, without cargo, grounded.

Capt. Crawford Large, a lifelong resident of Ashtabula and one of the early day vessel masters of the lakes, was found dead in the office of the Barber Manufacturing Co. plant at Ashtabula, where he was employed as night watchman. Capt. Large was master of the schooner *Atlas* in 1853 when the first iron ore was brought to Lake Erie, and he brought down one of the first two cargoes, his being 150 tons and the first taken to the port of Erie.

The tug *Shaun Rhue* is out of commission this week, having broken a follower while in the discharge of her duties. Capt. Mains and engineer Shewfelt were transferred to the *Spalpeen*, which during the past season has had her machinery overhauled and a new boiler installed. She has so much power that challenges have been issued to everything and anything in the tug line on the river, while she steams so easily that the engineer has to sit on the safety valve when he is not busy at something else to prevent her popping off. Capt. Mains brought the *Spalpeen* out a quarter century ago, so that the accident to the *Rhue* turns him back to where he was when a lad.

The Provincial Government's fishing cruiser *Lurline*, which stranded on the outer breakwater off Goderich harbor on Saturday evening, has broken up and disappeared. The strong northwest winds of Sunday night played havoc with the hull and upperworks and the wreckage lies strewn along the beach. Thousands of dollars worth of valuable brass fittings and mahogany furniture of this sumptuously equipped craft have disappeared, leaving nothing visible to mark the location save the dome of the boiler. Although the submerged cribwork of the temporarily abandoned breakwater is marked by day by two spars, one on either end, and with a gas buoy to give warning at night, yet it appears that the officers were not aware that it had been built. This is a sorry ending for what was to be the nucleus of a Provincial Navy with Hon. Dr. Reaume first in command. Only the yacht "*I'll Say*" and two canoes are now left.

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November 8, 1907

Capt. James Maguire has returned from Port Burwell for the winter. He spent the season on the tug *Sir*

*John*.

Harry Hamilton left Saturday morning for Toronto to work as diver on the raising of a steamer which sank in Lake Ontario. Reid, the Sarnia wrecker, has the contract for the job.

The whistle valve on the tug *J.B. Breyman* got out of order Friday afternoon of last week and played a continuous blast until the steam ran down. Nearly every child in town was frightened and a number thought the world was coming to an end.

The *Collingwood*, the steel steamer being built by the Collingwood Shipbuilding Co. Ltd. at Collingwood for the Farrar Transportation Co. Ltd. of Collingwood, was launched Wednesday afternoon and will leave for Fort William to load wheat for Georgian Bay ports Saturday, November 9. The vessel is 406 feet long, 50 feet beam and 28 feet deep, built on the arch beam system<sup>10</sup> and equipped with Scotch boilers and triple expansion engines. The cabins are fitted in a most elaborate manner.

Two mishaps within twenty-four hours were the lot of the barge *Mary McLachlan*. She was bound up in tow of the steamer *C.F. Bielman*, both boats being loaded with hard coal. They ran aground at Bar Point Sunday owing to low water and were released early Monday morning by the tug *Brockway*. Later, while coming through the river, the barge steered and ran on the rocks of the east bank at the Lime-Kiln Crossing. She ran out about eighteen inches and listed somewhat. The new wrecking lighter *Reliance* was taken to the *McLachlan* to lighten enough of the cargo to enable her release.

With but a trifle over one million tons to go, the record of last year will surely be passed by the Soo ship canals in 1907. Last year's total tonnage was 51,751,080 and the tonnage this year up to the first of November was 50,475,691, leaving a difference of only 1,275,289 tons. The tonnage for October was 8,416,597. The tonnage in iron ore was 6,153,508. The traffic in wheat was 13,961,651 bushels; other grain 5,841,111 bushels. The number of vessel passages was 2883 and the coal tonnage nearly a million and a quarter. The Canadian canal is doing a large business this fall, the total for the month being 2,397,541 net tons of freight. The passages through that canal were 923.

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November 15, 1907

Wrecker James Reid believes he can recover the sunken steamer *Pabst*, abandoned to the underwriters at Port Huron. He has purchased the hard coal cargo of 3500 tons and will cofferdam the boat in an effort to raise her. If successful, he gets a half interest in her. The work of raising the sunken steamer *John W. Moore*, lying near Mamajuda Light, is in progress by the Reid Wrecking Co. Capt. James Reid says he believes he will have the steamer up in another week.

Another head-on collision between big steel vessels, this time in the St. Clair River opposite Algonac Friday night, put the steamer *William E. Reis* on the bottom in twenty-six feet of water, while the steamer *Monroe C. Smith* was beached on Russell's Island to prevent her sinking. The accident happened about 8 o'clock and the *Reis* sank in about fifteen or twenty minutes. There is no doubt that both steamers are badly injured. The bow of the *Smith* is crushed and pushed in some distance. The *Reis* being in comparatively deep water prevented accurate information as to her injuries. The deck of the *Reis* is above water. The boat lies near Russell's Island and the channel is not blocked. The *Reis* was bound down, having passed Port Huron at 5:30 p.m., while the *Smith* passed up at Detroit at 3 o'clock in the afternoon. Both vessels are modern bulk freight ships. The *Reis* belongs to the Mitchell fleet and is 416 feet long. She was built in 1900. The *Smith* is 380 feet long and was built in 1903. She belongs to the United States Transportation Co. fleet. Both boats are managed in Cleveland. No one was injured.

Captain H.W. Baker, who is raising the steamer *Reis* in River St. Clair, has installed a long distance

¹⁰ Arch beam construction was a major advance in the history of vessel construction. It is not to be confused with arch truss construction (hog frames), which was a late 19th century design. These were fitted lengthwise to a vessel's hull to prevent sagging. Arch beams were introduced in the early 1900s and were built transversely into the hull, like a ribcage. This design allowed ships to be constructed with a wider beam without the need for internal stanchions to support the deck.

telephone service directly to the sunken boat. This puts the captain in constant touch with the underwriters, the owners and his home. Direct telephone connection with a wrecked boat is certainly a new wrinkle in lake marine circles. He expects to float the *Reis* this week.

The freight on grain has dropped to 2 cents from Duluth to Buffalo and the *Venezuela* was chartered at 1½ cents from Chicago to Erie and Buffalo. "Owners are taking what they can get," declares Capt. James Davidson. "Financial conditions are such that it is becoming increasingly difficult to transact business on the lakes and there is every likelihood of an early tie-up of navigation." The *Venezuela* probably will take a load of coal back to Lake Michigan and then will lay up for the season. Captains of several wooden vessels passing here upbound with coal say they would not return this year.

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November 22, 1907

At a meeting of the directors of the American Shipbuilding Company at Cleveland last week, it was decided to retrench in view of the uncertainty of the general financial condition by shutting down practically all their plants along the Great Lakes at once, thus deferring the usual dividend on the common stock of the company. At Lorain, where 1800 men are employed, 1000 were discharged and Saturday night most of the remaining 800 were discharged. At Bay City, Michigan, 900 men were discharged. The Detroit and Wyandotte yards will not be closed for the present. At South Chicago and Superior, Wis., hundreds of men will be taken from the payroll. The announcement of the directors is that no new work will be begun and that only a sufficient number of men will be retained to finish the boats now underway and to complete the repair work. As fast as this work is completed the men will be laid off. The directors assert that this action is only temporary and that the plants will be re-opened as soon as the money situation is relieved. They also assert that the company is in better financial condition than ever and that they did not think the shutdown would last more than 30 days at the longest.

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November 29, 1907

TUG RUN DOWN.-In a collision near Port Dalhousie on Saturday night between the tug *Escort* and barge *Harrison*, the former was sunk, causing the loss of three lives. Captain Dunlop, Engineer Albert Dunlop and Charles Christmas, a helper, all of the tug's crew, were the victims. The story of the accident is as follows: Word was received that the steamer *Westmount*, Captain Milligan, had left Kingston with the barge *Harrison* in tow. All season there has been a keen rivalry between Welland Canal tugs, and about half-past seven o'clock the tugs *Escort* (Captain Harry Dunlop) and *Golden City* (Captain McCoppen) set out in a race towards Niagara with a view of landing the prize. The race was close for several miles, but as the *Westmount*, with a barge in tow, was seen, the *Golden City* took a slight lead on the *Escort* and was the first to approach the barge. She made a circle and came up beside the vessel, which was moving at the rate of ten miles an hour, and the *Golden City* could no more than keep up with her. The *Escort* did not make the usual circle but crossed over the course of the *Golden City* with the evident intention of swinging around on the bow of the *Harrison*. Whatever Captain Dunlop intended, he evidently miscalculated the speed of the barge and the tug struck the steel towline, which carried off the top of the pilothouse and checked her speed. In an instant the *Harrison* struck the tug amidships, turned her over and within a few seconds the tug went to the bottom. The *Westmount* slackened speed and the crew of the *Golden City* prepared to render aid. Lifelines were quickly utilized and the result was that three persons were rescued: Mrs. Bartlett, the cook, Dunnville; a boy named Herman Cook; and Melvin Barnes, a fireman, of Port Colborne.

The victims are personally known to a large number of dredgemen in Amherstburg who come from Port Colborne district. Besides, Albert Dunlop, the ill-fated engineer, spent the season of 1904-05 in Amherstburg as engineer of the tug *C.W. Jones*, which was in charge of Weddell & Co.'s dredge *I.X.L.* The tug *Escort* was formerly owned by the Dunbar & Sullivan Co., all of which gives the accident a local significance.

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November 29, 1907

When on her route between Bay City and Little Current, Ont., for a load of lumber, the steamer *Lizzie Madden* caught fire and is a total loss. The crew fought the flames valiantly as long as they dared, but to no effect, so took to their small boats and were picked up by the steamer *Langell Boys*. The loss will be \$20,000.

The steamer *Monohansett* burned to the water's edge Saturday night on Thunder Bay, Lake Huron, and the crew was saved. The *Monohansett* was owned by A.J. McDonald of Cleveland and was valued at \$20,000. She was partly insured. She was bound from Cleveland to Collingwood, Ontario, with coal. The fire broke out in the engine room. The crew were rescued by the Thunder Bay Island life-savers.

The *Manitoulin Expositor* in a recent issue has the following interesting local item of news: "The C.S. Boone Dredging and Construction Co. stopped work in the channel here for the season on Saturday. Under the skillful and energetic direction of Captain James Jarmin, the work reflects great credit on those in charge. Capt. Ryan, with the dredge *Dalton McCarthy*, started work digging up the rock the last week in May, cleared up the new channel, having it ready for navigation, 125 feet wide, the last of September. Since that he has been working on the old channel. The dredge during the season removed over ninety thousand yards of rock. Three drills in charge of Wm. Cousins began work the first of April and worked day and night till October, when one was removed to Collingwood. The work was very much delayed by the large number of rafts, 43 in all. The plant had to be hauled in for each craft and when the wind and current were strong, much time was lost in getting back to work. The plant is now being laid up for winter and will be completely overhauled for an early start next spring. In Captain Jarmin the company has an able and efficient officer and all will welcome his return."

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December 6, 1907

The steamer *Morrow* ran aground at Bar Point Sunday night. She was released by the tug *Brockway* Monday morning and apparently is uninjured.

The annual convention of the Lake Carriers' Association will be held in the Hotel Pontchartrain, Detroit, beginning the second Thursday in January, 1908.

Regular vessel insurance expired yesterday (Thursday) but arrangements were made to extend insurance on some big cargoes so that vessels will be able to sail up to noon December 8th.

The steamer *Ball Brothers*, while going up the east channel of the Lime-Kilns on Saturday night, played havoc with the drillboats *Earthquake* and *Dynamiter*, employed by the Dunbar & Sullivan Dredging Company. When the huge steamer was swinging onto the Texas ranges¹¹ it struck both drills broadside, tearing all the platforms off the boats and doing considerable damage otherwise in breaking steam pipes etc. The crews of the drills were alarmed, owing to the large amount of dynamite carried by them, but fortunately no one was hurt. After the collision the *Dynamiter* was towed to the east bank, where she lay at anchor until morning, but through the accident will be out of commission and will go into winter quarters.

Capt. J.S. McQueen has purchased the wreck of the cruiser *Lurline*, which ran on a sunken pier at Goderich and went to pieces. He will remove her boiler and machinery, which were practically uninjured, and place them in the str. *City of Mt. Clemens* this winter.

Death of Capt. John Varner.-A recent issue of the *Simcoe Reformer* has the following in its Port Stanley correspondence: "The *Cleveland Plain Dealer* announced the death of Capt. John Varner, ex-harbor master of Cleveland, at the age of 81 years. Capt. Varner was an old-time mariner and was owner and commander of several sailing vessels in the early days, being a regular trader between here, Port Burwell and Cleveland, carrying coal here and thence, lumber from Port Burwell to Cleveland. His first appearance was in 1848 in the fore-and-aft schooner *Everett*, capacity 6000 bushels of grain. In 1855 he built the

¹¹ refers to the range lights at the end of Texas Road

Ellington at Cleveland, having a capacity of 10,000 bushels, which in those days was considered a large vessel. He was a very popular captain. The late Capt. John Batt and he were firm friends. In 1862 he sold the *Ellington* and bought the schooner *Philo Parsons*, which he sailed for several years, until he was appointed harbor master at Cleveland. The late Capt. John Sweeney of this village, who sailed the *Elk* for her owner, Richard B. Gubbins, and Capt. Varner in his boat had many an exciting race from here to Cleveland and return. Capt. Varner laid here with the schooner *Ellington* at the time the pollywog *Free Trader* took fire and burned, as well as [the] warehouses of Routh & Davison, George R. Williams, Boggs and other buildings, besides 4000 bushels of wheat in the Routh & Davison warehouse which the *Free Trader* intended finishing her cargo for Montreal. Both the *Ellington* and steamer *Osprey* had a narrow escape from being consumed by the fire." Capt. F.B. Hackett was very much surprised when he heard of Capt. Varner's death, as he had been in regular communication with the superintendent of the Ohio Masonic Home of Springfield, where Capt. Varner spent his declining days. When seen by an *Echo* representative on Tuesday, he gave a fund of information about the life of deceased which if published would read like a romance. However, the following facts will prove of interest to those who knew the bluff old captain around Amherstburg. He was a half-brother of Capt. Charles Gale, who died in the County House at Sarnia a year or two ago. As children they lived on the Duff farm, now the N.A. Coste place, where their parents died. When a lad, young Varner was employed as clerk at the store of the late J.R. Park at Colchester. He took to the water at an early age and after sailing for some time became harbor master at Cleveland, a position he held for fifteen or twenty years, but lost through his weakness for strong drink. He drifted from one thing to another after that, finally landing at Pelee Island, where he was cared for by the McCormicks. There he was picked up by Capt. F.B. Hackett and given a berth on the *Pilot*. At that time he was an infidel and most profane man, but managed to hold his position for a few years. The late Capt. Trotter interested himself in the man and one time while in Amherstburg the Salvation Army reached him; he turned over a new leaf, cut out all bad habits and became a respectable and industrious citizen. Many in Amherstburg yet remember his eloquent and fluent discourses in the barracks and the great revival in interest after his conversion. He was married in Cleveland and had a son and two daughters, the latter of whom survive him.

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December 13, 1907

The str. *Joliet* is ashore on the South East Shoal.

The little wooden steamer *Desmond*, owned by the Detroit River Transit Co., while trying to avoid the *Reis* in the St. Clair Ship Canal Friday bunted into the revetment and punched a hole in herself. She sank before getting out of the canal.

Wrecking Master Baker has raised the steel steamer *Reis* and thus completed one of the most difficult jobs of his career. After pumping several hours, the boat was lifted from the bottom and kept afloat by the powerful pumps on board, reaching Detroit Sunday forenoon. The *Reis* was sunk in collision with the steamer *Monroe C. Smith* Friday night, November 1, the *Smith* being bound up with coal. The latter was badly damaged forward on the port side, but after receiving temporary repairs was able to go to South Chicago to unload. The *Reis* had a great hole on her port bow and was otherwise injured. After she sank she began to settle in the sand and gravel and went down eleven or twelve feet with a decided list to starboard. Good progress is being made by Wrecker Thomas Reid in raising the steamer *Moore* near Mamajuda Light, lower Detroit River. The stern is well out of water and the bow is coming up slowly. Another large pump was brought down and placed in commission Tuesday. Misfortune overtook the wreckers on Tuesday. The temporary bulkhead built across the front of the vessel gave way and she sank again to the bottom of the river.

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December 20, 1907

With an explosion that shook the dock and was audible for blocks, a valve in the engine room of the Michigan Central car ferry *Detroit* burst Thursday afternoon while the boat was lying at the foot of Third Street [Detroit]. From an inferno of hissing steam and scalding water, four men were dragged to the deck,

luckily not seriously burned. They are: William Louzon, aged 17, a painter, 299 Twenty-second Street; Edward Stimson, engineer, 363 High Street West; Wm. A. Lara, 301 Nineteenth Street; H. Mero of Windsor. The injured men were taken to the Emergency Hospital and although it was given out that none of them were in a dangerous condition, no one was allowed to see them. It is said that the valve has been cracked for some time.

Reports from Port Arthur say that the Northern Navigation Co. will place a new passenger steamer in commission next year, of the same dimensions as the steamer *Huronic*.

Dredge *Detroit No. 2* of the Detroit Dredging Co., bound from Ashtabula to winter quarters in Detroit, sank suddenly and mysteriously near Kelly's Island on Friday night. She was valued at \$55,000. Simon Simpson of Cleveland was drowned.

The steamer *Douglas* was sold at auction last week by the United States Marshal to Harris W. Baker, wrecking master, for \$650. Capt. Baker raised the boat when she was beached on Windmill Point, Lake St. Clair, to prevent her from sinking. There was little bidding and the boat went cheaply.

A fierce gale, accompanied by a heavy snow and rain, swept over Lake Erie on Saturday. The storm proved most disastrous to telegraphic communication. The heavy, wet snow clung to the wires and poles and resulted in so much leakage that in many instances communication was maintained only with the greatest difficulty. As navigation has practically closed on the lakes, the storm, so far as reported, has not resulted in any damage to vessel property.

The 605-foot steel steamer *Legrand S. DeGraff* of the Western Transit Company of North Tonawanda went into Buffalo from Superior with 421,000 bushels of wheat, the largest cargo ever loaded on the Great Lakes. It smashed the record held by the steamer *William M. Mills* of the same line since Nov. 27, when she arrived in Buffalo with 416,000 bushels of wheat. The value of the *DeGraff's* cargo is \$500,000 and her owners got 2½ cents a bushel for carrying it from Superior to Buffalo.

A Marine Department Blue Book shows the total number of vessels of all kinds on the register books of Canada on December 31, 1906, was 7512, with an increase of 187 vessels and a decrease of 15,646 tons register as compared with 1905. Assuming the average value to be \$30 per ton, the value of the registered tonnage of Canada would be \$19,625,370. The number of vessels built and registered in Canada last year was 397, with a tonnage of 21,741 and worth approximately \$978,000.

During the season of navigation on the lakes just closed, thirty-eight vessels, with a tonnage of 27,010, passed out of existence. With the exception of one steamer, all the boats lost were freighters. The aggregate loss in value was \$1,692,000. This does not, of course, include the very large sums which were paid out by the underwriters for partial losses. This latter item doubtless exceeds the sum of the total losses. The season was particularly marked by the large number of disastrous collisions in the narrow channels connecting Lake Huron and Lake Erie.

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## 1908

January 3, 1908

This year's bulk cargo record goes to the steamer *Henry H. Rogers* of the Pittsburgh Steamship Co. fleet. The big 600-foot vessel carried 323,567 gross tons of iron ore and travelled nearly 44,000 miles in doing it. She probably moved more freight than ever has been carried by one vessel in the same length of time in the world. The performance of the *Rogers* wrests the laurels from the big steamer *William E. Corey*, which in 1906 carried 302,547 tons of ore. Twenty-nine cargoes have been delivered by the *Rogers*, the average load being 11,157 tons. Her largest cargo was 13,333 tons, transported from Escanaba to South Chicago. One less trip was made by the *Rogers* than by the *Corey* last year but the *Rogers* carried 21,020 more tons of ore. The amount of ore carried by the *Rogers* would furnish cargoes for the largest fleet on

the lakes for the season twenty years ago. The steamer *Manola* of the Minnesota fleet was one of the largest carriers on the lakes in 1890. During that season the *Manola* made thirty trips and she carried only 66,300 tons of ore. The records of the two ships show that the carrying capacity of the *Rogers* is nearly five times as great as the largest carriers on the lakes in 1890.

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January 10, 1908

The tug *Aldrich* is in the hands of expert machinists. Her engines are being lined up and improvements made with a view to increasing her speed and efficiency so she can handle the business next season.

The U.S. Engineers' offices in the Hough Block¹² have expanded in keeping with the increase in work on the lower Detroit River and now the office staff occupies the whole flat south of the stairway. The additional dredging next season will likely mean an addition to the force of inspectors employed here.

A large force of men - sixty, at least - would hail the advent of weather cold enough to block the river. There is a month's work sounding for the U.S. Government in sight as soon as ice forms. Butchers and other ice men are growing anxious as the days go by without a snow for ice-making. It is only two winters since the river didn't freeze up until late in the season and there was an ice famine the summer following.

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January 17, 1908

"We wouldn't run our boats to Harsen's Island if we could." With these words, Walter E. Campbell, president and general manager of the Detroit, Belle Isle & Windsor Ferry Co., Friday disposed of the yarn that the company had secured an option on a portion of the upriver island for the purpose of utilizing it as one of the terminal points of its boats. About fifteen years ago Mr. Campbell and three other Detroit men purchased Russell Island, near to Harsen's Island, and Mr. Campbell says it is planned to run their boats there some time in the future. "We will establish a service to Russell Island if we can make satisfactory arrangements," said Mr. Campbell. It is known that Mr. Campbell thinks very highly of the island as a location for a pleasure resort. It is a valuable piece of property and is assessed at \$30,000. In the not distant future the Detroit, Belle Isle & Windsor Ferry Co. will construct more ships. One of them will be for the Pêche Island route. It is the ambition of the company, however, to have the largest excursion steamer in the United States. Mr. Campbell says she ought to carry about 6000 people. "A boat like the *Columbia* but with ten feet more beam and seventy-five or 100 feet longer would just about fit the bill," declared Mr. Campbell. The steamer *Columbia*, flagship of the D.B.I. & W. fleet, is 200 feet long on the keel and forty-five beam. It is not possible at present to predict when the monster steamer will be built. It will depend entirely on the growth of the city and the expansion of river traffic. She will run to Bois Blanc Park.

That the Detroit, Belle Isle & Windsor Ferry Company in the operation of its line to Bois Blanc Island is not a public carrier and cannot be forced to transport persons it considers objectionable was the substance of a decision handed down by Judge Hosmer Wednesday in the suit brought by Samuel Meisner, who on two occasions was barred from the steamer *Columbia*. Incidentally, the court directed a verdict of \$1.75 for Meisner based on what he paid for tickets and a liberal allowance for interest. The case established a precedent. It may possibly be carried to the Supreme Court. Meisner, on one of the D.B.I. & W. moonlight excursions, had trouble with officers of the boat and was warned that he never again could ride on the *Columbia*. Once in 1905 and once in 1906 he tried to board the boat for Bois Blanc but was ordered off. He sued for \$500 damages. Attorneys for the company said the officers acted within their rights in refusing passage to Meisner. Judge Hosmer held that the company's line between Detroit and Windsor or Detroit and Belle Isle might be considered a public carrier, but not on the Bois Blanc run. He pointed out that the island at the mouth of the river is owned or controlled by the company as are also the docks at this end. The company said it has always stood ready to return the 70 cents it owed Meisner, but that he had never made

<sup>12</sup> The Hough Block is the brick building now occupied by 258-262 Dalhousie Street in Amherstburg.

application for it. The jury allowed \$1 interest.

William Allen fell headfirst into an open hatch on the dredge *Gladiator* at Detroit Thursday of last week and was laid up for a few days as a result of the bumping he received.

The tug *C.A. Lorman* of Detroit stopped in at this port on her way to Detroit from Lake Erie, where she was trying to locate the Detroit Dredging Co. dredge *No. 2*, which sank last fall. She was unable to remain out on account of too much ice.

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January 24, 1908

The Reid Wrecking Co. has placed six steam pumps on board of the sunken steamer *Pabst*, in the river off Port Huron, and these [had] lowered the water four feet when the bulkhead started to leak and the pumps were stopped and divers sent down to strengthen them. Capt. Reid expects to have her at Sarnia this week. Capt. J.T. Hutton sailed the *Pabst* when she sank last fall.

While testing the engine on Hackett Bros.' tug *Aldrich* Monday the cylinder head blew out, giving Charles Hackett, who was in charge, a close call and the biggest scare he has had during his marine life. No serious damage was done, however, and repairs to the machinery are going on as usual.

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January 31, 1908

It is probable that if anything further is done toward raising the steamer *C.B. Packard*, sunk in Pigeon Bay, Lake Erie, it will be by one of the wrecking companies located in the vicinity of the wreck, and the owners are in correspondence with the Reid Wrecking Company with this end in view. It has been fully decided that the only manner in which the vessel can be raised is with pontoons, as the pressure of water over her decks is too great to make it possible to lift the hull out of the mud in which it is imbedded. Capt. Reid has a wrecking job for next spring on a dredge that sunk near Sandusky and as he intends raising this craft with pontoons it is likely he can be induced to go after the *Packard*, which is across the lake from where the dredge went down. If he does not take the job it is doubtful whether any further effort will be made to get the boat.

A shipbuilding amalgamation embracing all of the large Canadian plants is in the air as a result of the recent shutdown of the Collingwood yards and the threats of like action by some other big corporations because they say they cannot compete with American and Scotch shipbuilders under present industrial conditions in the Dominion. The factors in the merger are said to be the Canadian Shipbuilding Co., with yards at Bridgeburg and Toronto; the Collingwood Shipbuilding Co. of Collingwood; the Polson Iron Works; and possibly the big new company with \$1,000,000 capital, to be established in the near future at Fort William.<sup>13</sup> It is understood that the MacKenzie-Mann<sup>14</sup> interests are in reality behind the projected merger. They, together with the Nicholls-Pellatt<sup>15</sup>, are interested in both the Canadian Shipbuilding Company and the Collingwood concern.

<sup>13</sup> A shipyard was eventually built at Port Arthur, a subsidiary to AMSHIP, an American company. Western Dry-dock and Shipbuilding Company went into operation in 1911. The yard became known as PASCOL - Port Arthur Shipbuilding Co. - and ceased operation in 1993.

<sup>14</sup> In 1886 William Mackenzie and Donald Mann, railway contractors on the Canadian Pacific Railway, formed a partnership called Mackenzie Mann & Co. Ltd. and developed and/or constructed a series of railways which formed the Canadian Northern Railway Co. in 1899. These railway magnates had many other business ventures as well, including gas, electric and telephone utilities, mining, whaling and timber.

<sup>15</sup> Frederic Nicholls was the president of the Canadian General Electric Co. Henry Pellatt, a successful businessman, by the 1890s had interests in the Canadian Pacific Railway, mining, land and electricity, building the first Canadian hydro-electric generating plant in Niagara Falls in 1902. (Pellatt built Casa Loma in Toronto in 1911.)

February 7, 1908

About February 15 a steel tug will be launched at the yard of Benjamin L. Cowles of Buffalo. She is 81 feet and equipped with a Chase automatic towing machine and other modern appliances. If the tug is not sold she will be chartered for the season.

The steamer *Pabst*, loaded with coal and sunk at Point Edward in October, was raised by the Reid Wrecking Co. of Sarnia Saturday last after a hard wrecking job. The boat is seemingly in good condition and was towed to a dock in Sarnia for the present.

More vessel appointments:- Steamer *Thomas Adams*, Capt. Walter Mahon; steamer *George L. Craig*, Capt. D.J. Duncanson. These are unchanged from last season. Jack Brown of this town will sail as mate on the str. *Adams*.

The tug *Harding* of the Great Lakes Towing Co., which was launched last fall and leased by the Pere Marquette [Railroad] Co. for the purpose of breaking the ice in St. Clair River for the car ferry, is declared to be one of the best ice crushers on the Great Lakes for its size and power. The boat is in charge of Capt. Thos. Hagen, formerly of Anderdon, while Charles Webb of Amherstburg is chief engineer. The car ferry is now running on her regular trips across the river. In the spring the lighter *Newman* will be taken to the Soo and the new lighter *Rescue*, which is at that place, will be stationed at Amherstburg to work with the tug *Harding*.

Vessels navigating the Detroit River are obliged to make five turns in passing the stretch between Wyandotte and Fighting Island, though the river is of good width. Several collisions have occurred in that portion of the channel, the last being the sinking of the steamer *Moore* by the steamer *Queen City* last October. There was about 300 feet of channel on each side, but if both boats had gone down a bad blockade would have been inevitable. Local U.S. office has prepared a plan for straightening the channel, giving a straight course five miles long, 300 feet wide and 22 feet deep. The estimated cost of the work is \$420,000. The sanction of Congress will be sought for the improvement.

The United States Court of Appeals in Cincinnati has reversed the decision of Judge Swan on the famous case of Edwin Henderson against the Dunbar & Sullivan Dredging Co. It will be remembered that when the dynamite explosion occurred in the river on June 29th, 1906<sup>16</sup>, the Henderson home on Grosse Île was the worst sufferer, though considerable damage was done in Amherstburg and two young men swimming in the vicinity of the place where dynamite was stored were nearly killed. Mr. Henderson at once asked an injunction to prevent the company from storing any more dynamite there, but Judge Swan refused to grant the permanent injunction. In the meantime, a new island was thrown up by dredges and a concrete building erected there last season to receive explosives. Now the Court of Appeals has made permanent the injunction restraining Dunbar & Sullivan from storing more dynamite at that location. The dynamite business is receiving a black eye from every quarter since the Essex explosion<sup>17</sup> in August last. The M.C.R. has refused to carry it and the Dredging Company is restrained from storing it in a place specially fitted up for that purpose. It is quite likely that the stuff will be manufactured on the spot the coming season, but up to date what spot doesn't appear.

United States Lake Survey Office, Detroit, has issued a new edition of the chart of Detroit River from Windmill Point Light on Lake St. Clair to Detroit River Lighthouse in Lake Erie. In addition to the regular chart there is an inset from the north red gas buoy of Ballard's Reef channel to the Detroit River Light, showing on a larger scale the improved channels of the lower river and the aids to navigation, marking them as they will appear on the opening of navigation in 1908. The inset shows also the lines of the new alternating channel to be constructed, passing to the west of Bois Blanc Island.

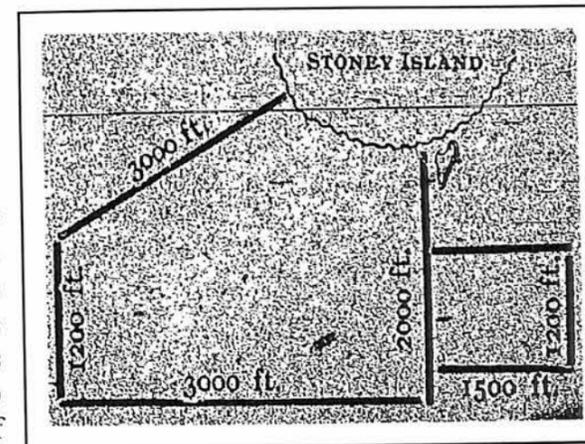
<sup>16</sup> The explosion took place June 27th and was reported in the *Amherstburg Echo* of June 29, 1906. See Vol. VI, pp. 100-103.

<sup>17</sup> On August 10, 1907, a disastrous explosion occurred at the railway station in Essex. Explosives being shipped to Amherstburg for dredging operations leaked nitroglycerine onto the tracks, which exploded as the train rode over them.

February 7, 1908

**A REMARKABLE UNDERTAKING.**-Considerable activity already is in evidence among the Dredging Companies which will be employed on the new channel in the lower Detroit River next season, and it is probable that work will commence in earnest as soon as the ice breaks. The Dunbar & Sullivan fleet, both at Gordon and Detroit, are underdoing extensive repairs, while Mr. Locher of Grant Smith Co. & Locher of Chicago, the firm that has the contract for Section 2, which included the dry work, has been here several times lately arranging for offices and men. It is understood that this firm has rented Stony Island from the M.C.R. and will make that their headquarters. Building material is already being brought there for the erection of two offices, storehouses and ice houses. The "dry work" constitutes over half the section, which provides for a cut of 7350 feet long, 300 feet wide and 22 feet deep. The lower half, which is mud and rock work, will be dredged out during the summer and the material removed from that used to build a huge dam shaped as below.

This dam will be 3000 feet on the upper side running south from Stony Island, 1200 feet across the south end, 3000 feet on the east side to a point north of the Stony Island [illegible] and 2000 feet across the north end. It is calculated that this will be completed by October when in fifteen days it will be pumped out and real work of quarrying out the channel will begin, operations to be carried on day and night, winter and summer, until it is completed. Another smaller enclosure is proposed above this, running up the river some 1500 feet, which is not considered a difficult undertaking. The dump ground will be west of the dam and south of Stony Island. Single upright derricks stayed by huge cables will be erected and on these cars will be hoisted from the cutting and run overhead to the dump ground 65 feet high. As this method of channel digging is entirely new in these parts, the idea excites much speculation and surprise.



From *Amherstburg Echo* February 7, 1908.

February 21, 1908

Captain Thomas Hanley, who has charge of the drillboats at Alpena all winter, is working to great disadvantage, as the cold weather is interfering with the work. He expects to have the job completed by April 1st and then will bring the drill here to work on the new channel. He will have a larger fleet of drillboats to look after this summer than last. A number of men from town have been employed on the drills at Alpena all winter.

The Hackett Tug Co. are pushing work on the engines of the big ice-breaking tug *Francis B. Hackett*, and as soon as navigation opens the new hull will arrive from Montreal, when they will install the engine so as to have her ready next summer. Howard Hackett and Lewis Matthews are in charge of the work.

Tuesday morning, after a seven days' conference in Detroit, formal agreements were entered into for the season by dredge owners on the one hand and the Dredge Engineers and Cranesmen, the Licensed Tugmen's Protective Association, the Tug Firemen and Linesmen and the Dredge Workers. Several times it seemed that the conference would terminate in a deadlock, but good judgment and common sense prevailed. Both owners and workers seem satisfied with the outcome. Practically there is no change in the wages of any of the organizations. The owners desired a concession in the matter of overtime, which the men have heretofore refused, declaring that their usual working day was long enough for any man. This year the owners may ask for sixteen hours of overtime during a month, to be distributed as they see fit.

They must "pay up" for this, however, as the overtime wage in some cases is time and a half, added to the regular day's pay. The "closed shop" is absolute and the unions have a strong clause covering this point. If they are unable to furnish a union man, the man who is employed must prove acceptable to the union in fifteen days or he can be displaced by a member of the union directly concerned. In general, the wage scale is as follows:- Dredge engineers, \$100 a month to \$2500 a year; cranesmen, \$88 to \$99 a month; licensed tugmen, from \$110 to \$165 a month - their firemen and linesmen, from \$55 to \$65 a month, or an average of \$60 monthly; the dredge workers, embracing the deckhands and scowmen, from \$56 to \$66 a month. There is an additional allowance for board of workers, amounting to about \$20 a month for each man. The dredge engineers may board at home if they so elect, and draw their board money in cash, in addition to their regular pay. Pay for Sunday work is two-and-a-half times the regular wages. In the case of the tugmen, if they work a fraction of an hour they are paid for a full hour. Members of the L.T.P.A. receive \$1 an hour for overtime, while the Tug Firemen and Linesmen get 60 cents an hour for overtime.

February 28, 1908

Operations have already begun looking to the big "dry" digging contract in Detroit River next season. The company which will undertake the work will provide all modern conveniences for the comfort and health of employees, even to the erection of a hospital. Dr. R.K. Johnson of Detroit, who will have charge of this institution, was in town this week arranging for a location for the proposed building. It may be on Stony Island or the old Gordon House<sup>18</sup> at Gordon may be remodelled and fitted up for that purpose. C.H. Locher is also here this week looking after the filling of their ice houses on Stony Island. The recent warmup has set men offering pools on when the first dredge will commence digging. Work on the river has opened as early as March 12th, but present conditions do not look favorable for a very early opening this year.

J.G. Mullen, manager of the Pittsburgh Coal Co., has arranged to place a steel coal lighter at this port the coming season, which will coal the numerous dredges and drills while at their work. Coaling will be done night and day.

March 6, 1908

Since the explosion of dynamite on "Powderhouse Island" in the lower Detroit River in the summer of 1906, some of the downriver residents have been nervous over the storing of explosives by the dredging contractors who have occupied considerable portions of the river during the season of navigation for many years. This apprehension resulted in action by the residents of Grosse Île and adjacent island and Edwin Henderson succeeded in procuring an injunction against Contractor M. Sullivan which restrained him from storing any considerable quantity of dynamite in proximity to Grosse Île. "Powderhouse Island" is between Stony Island and Bois Blanc Island and not far from Grosse Île. Mr. Henderson is said not to be now a resident of Grosse Île, but in order that the matter be adjusted to the satisfaction of the downriver dwellers and the dredging contractors, a hearing was held in the offices of Lieut.-Col. C. McD. Townsend, United States District Engineer, Thursday morning. The hearing dealt with the subject of storing dynamite for use in channel improvements in the lower Detroit River.

Persons having claims against the steamer *Byron Whitaker* will soon have them liquidated at nearly face value. The claims amount to more than \$20,000. It will be remembered that last spring the steamer *J.C. Gault* and the *Whitaker* were in collision near Bois Blanc Island and the wrecker H.W. Baker got a hurry call to come and raise the *Whitaker*, which sank in the channel. He did so with his customary promptness and asked \$5619 for recovering the boat. Then the Great Lakes Engineering Works was given the job of repairing the wreck. Quite a bit of work was required and the bill came to \$14,855. Four other smaller

<sup>18</sup> This refers to Lewis Gordon's home on the riverfront just north of Amherstburg, not the existing "Gordon House" on Dalhousie Street, which was occupied by his brother James.

claims also accrued against the unfortunate boat. Within a few hours of the sinking of his vessel, Byron Whitaker, the owner, passed away at his Detroit home. The estate was unable to liquidate the claims against the steamer and she was sold more than six months ago for \$20,000 to the Thomas Furnace Company of Milwaukee. Since the sale, the check for \$20,000 has not been "distributed" among the claimants but has remained in the control of the United States Court at Detroit. Judge Swan now has authorized this distribution to be made. The check has earned \$400 interest during the six months, for it was deposited with the Security Trust Co. This \$400 will about defray the claims of the proctors.

March 13, 1908

Two channels in the Detroit River all the way from Lake Erie nearly up to Sandwich will be obtained if a movement now underway is successful. In addition to the new Livingstone Channel starting in Lake Erie and coming up the river to westward of Bois Blanc Island, it is desired to dredge the channel on the Canadian side of Fighting Island, so that upbound vessels will use this channel entirely. Prominent Canadian vessel owners and others connected with lake marine traffic have interested themselves in the matter and petitions signed by influential Canadians will in a short time be presented to the Dominion Parliament at Ottawa. The Lake Carriers' Association also has been asked to participate in the effort to secure the improvement. President Livingstone accordingly is enlisting the active cooperation of members of the Association. It will not be a difficult job to prepare the Fighting Island Channel for general use. There is plenty of water most of the way and only at the lower end of the island is there a bar where the depth of water is about sixteen feet. The bottom is all sand or mud and there is absolutely no rock to retard the work of the dredges. If the work is ordered by the Canadian Government it is probable that the channel would be widened at some points and something done in the way of straightening it, as there are a number of turns in it. It would have to be buoyed and lighted also. With the completion of the Livingstone Channel in 1911, a double course will be provided from Lake Erie as far as Ballard's Reef. If the Canadian authorities fall in with the plan to improve the Fighting Island course, the double channel at that point could be in commission this year. Then upbound vessels would pass on the Canadian side of the island and downbound ships on the United States side and in the present channel, which now is used almost entirely by traffic in both directions.

Following are appointments of local masters for the coming season, 1908:- Capt. Alex Callam, str. *R.P. Fitzgerald*; Capt. A.J. Mahon, str. *Milinkett*; Capt. W.W. Mahon, str. *Tom Adams*; Capt. John Burns, str. *Princeton*; Capt. M.H. Mahon, str. *Penobscott*; Capt. Forrest Maloney, str. *City of Bangor*; Capt. Jacques Laframboise Jr., str. *Maunaloa*; Capt. J.E. Mahon, str. *E.F. Holmes*; Capt. Henry Kelly, str. *Wawatam*; Capt. Walter Lawler, str. *E.M. Peck*; Capt. Don Duncanson, str. *Geo. L. Craig*; Capt. John Duncanson, str. *Frank H. Peavey*; Capt. John Jones, str. *Castalia*; Capt. D. Girardin Sr., str. *Harvey H. Brown*; Capt. D. Girardin Jr., str. *Fayette Brown*; Capt. Tom Carney, str. *Langham*; Capt. Walter Girardin, str. *S.R. Kirby*.

The freighter *Chas. W. Kotcher* has finished taking her first cargo at Lorain. The boat has loaded 8500 tons of coal and now is holding it for the opening of navigation. The *Kotcher* was built at the Lorain shipyard and was ready for a trip or two last fall, but the change in traffic conditions caused her owners to wait placing the new vessel in commission until this year.

Although there has been talk of abolishing the centre ranges, which are used by vessels in navigating the Detroit, St. Clair, Soo and Maumee Rivers, no master can be found here who will give the proposition of side ranges favorable consideration.

Charles Hackett's experience riding waves during a storm off Pelee Island in 1907 was completely eclipsed by himself Wednesday afternoon when he broke through the ice near Fraser's dock and went down like a sinker in 20 feet of water. He was walking from their tug *Aldrich* to the Fraser dock pushing a sleigh to get his boat, previous to leaving for Bois Blanc, when just back of J.G. Mullen's residence he went through. He was wearing hip boots which carried him down like lead, but while under the water he managed to kick himself free and, coming up, grasped the sleigh he had been pushing and called lustily for help. A. Keane, Herb Coyle and others who were working on dredges nearby hurried to his assistance and

he was about all in when he got out. First aids to the injured were administered to him on the tug *Aldrich* and later he was taken home.

Charles Hackett is painting and getting the spar buoys in shape for setting out. He is also having his tug's cabins re-roofed and rebuilt.

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March 20, 1908

George H. Jones has engaged as second engineer on the tug *Shaun Rhue* the coming season.

While working on tug *Aldrich* last Saturday, Jack Conway let a heavy piece of machinery fall on his foot and smashed it quite badly.

The Goodchild tug *Dalton McCarthy* sank in her slip Friday last. The tug *Palister* is also resting on the bottom back of Bois Blanc Island dock.

The D.B.I. & W. Ferry Co.'s str. *Pleasure* brought down a load of horses for the merry-go-round and other stuff for the island Saturday of last week. Commodore Nicholson was looking after the cargo.

Capt. Frank Hackett left on Monday to fit out the lightship *Keewaunee* at Cleveland. He will again have charge of that craft this season.

Capt. Harry E. Cook, who sailed the big tug *Winnie* at Sault Ste. Marie last summer, will go sailing on some outside str. as watchman or wheelsman the coming season.

Capt. James McCarthy has gone to Boston, Mass., to bring the big passenger str. *Eastland* from that port to Cleveland. He will sail her this season.

Following an extended illness, Chas. B. Crawford, a retired Michigan Central car ferry captain, died Sunday morning at his residence, 314 West Grand Boulevard. Mr. Crawford, who was 60 years of age, was born in Muncey, Lycoming County, Pennsylvania, and when a lad he moved with his parents to Woodstock, Illinois. At the close of the war Mr. Crawford came to Detroit, obtaining employment on the boats along the riverfront. He was soon promoted to the post of mate of a large boat and afterwards became a captain. While cruising on the Great Lakes he was in command of the lake tug *Champion*. About 25 years ago he entered the service of the Michigan [Central] Railroad Company, sailing at different periods the car ferries *Transfer* and *Transport* and other boats of the fleet. About six years ago he was obliged to retire from active work on account of bad health and since then spent most of the time at home. He was a member of the Detroit Shipmasters' Association and several other organizations. Mr. Crawford is survived by his widow, a daughter, Miss Florence Crawford, and two sons, Norman and Raymond Crawford.

Jimmy Branbridge of Troy, N.Y., got his tug papers at Detroit last week and will be in charge of an engine on one of the river tugs this season. He is well-known in town.

The steamer *Premier*, which has been running on the Pelee Island route for the past three years, was sold this week to W.D. Tremlin of St. Joseph and will be taken to the Soo as soon as navigation opens, to be put on the Soo-St. Joseph run. Capt. Stockwell left on Monday for the upper lakes to pick up another boat for this route. He expected to purchase the str. *Ossifrage*, which is not only a newer but also a larger steamer of the same type as the *Premier*. We understand that the price paid for the latter boat was ten thousand dollars. She was purchased from the same parties who now own her by Capt. McCormick and brought here.

Robert Hancock and Gilbert Morin have gone to Detroit to fit out and get the drillboat *Dynamiter* to bring down the river. They will have charge of her this season.

The Pittsburgh Coal Company will spend a large amount of money on their coal docks this season. The timber for the work will arrive in a few days.

Edward Woods & Son are busy getting out two buckets for the dredging company and have a large gang working on them. They are seven and eight yards and will be used to work in rock. They have also completed their steam ditcher and have a large amount of repair work on hand.

The tug *Shaun Rhue*, Capt. Mains, brought down the river on Wednesday the dredges *Tipperary Boy* and *Brian Boru*; the tugs *Spalpeen* and *Shaughraun* brought a drillboat, the floating machine shop and a number of scows. This will put about one hundred men to work. Wm. Shewfelt is in charge of the engines of the *Shaun Rhue*.

Capt. Thomas Hanley, superintendent of the Sullivan drill fleet, is expected in town from Alpena this week to arrange for crews on the drillboats this season.

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March 27, 1908

Herbert Craig, who is employed as scowman in connection with the dredge *Old Glory*, was the victim of the first accident on the river this season Tuesday afternoon. When attempting to dislodge a rock which had become fast in the dipper, it loosened and he slipped into the bucket with it. His right foot was badly crushed. He was hurried to shore on the tug *Smith* and removed to his father's, Maple Avenue, where Dr. Abbott attended the young man's injured limb. It was found that the foot was very badly bruised from toes to heel, the flesh being scraped and torn from the bone, the ankle joint is injured and the probability is he will walk lame for a long time. It required some twenty-five stitches to close the gaping wound. It adds to the misfortune to know that Mr. Craig was supplying only for a few days for F. (Tony) Boufford.

The Great Lakes Towing Company, which operates tugs at Cleveland and all the other leading ports on the lakes except Milwaukee, has made an agreement with its employees for two years. The contract was signed Tuesday morning. The wages will be the same as they have been for the past two seasons and no important changes were made in the working conditions.

**AMHERSTBURG AWAKENS.-Dredges at Work.**-Dredging operations on the lower Detroit River opened up last Friday, which on the average is earlier than usual, but there are such large contracts on hand dredging contractors were anxious to get at it at the earliest possible moment. Amherstburg is bound to have the call for years to come and, as a result of the number of workmen which will be necessary to carry on this great work, a direct benefit is already felt in a property boom wider in extent than the town has experienced for many years. Vacant property is being bought up and subdivided and contracts are being let for residences on every hand; in fact, local builders already have more on hand than they can put through this season and are refusing further offers. The result is Windsor contracting firms are invading the town and only on Monday one man picked up three choice locations on which he expects to begin the erection of houses within ten days. Dunbar & Sullivan's fleet was the first on the ground with the dredge *Tipperary Boy* Friday, while the *Old Glory* and *Gladiator* made a start Monday. The latter works a shift of 20 men 16 hours a day; she is looked after by tug *Smith* and a crew of eight men. The *Old Glory* carries 16 men, working 12 hours and attended by the tug *Pauline Heckler*, with a crew of 4 men. The "*Tip*" [carries] 16 men, attended by the tug *Shaun Rhue* with 4 of a crew. The *Brian Boru* will have 16 men and be attended by the *Shaughraun* with 4 men. Gordon docks (Dunbar's ship and repair yards) are an exceedingly busy place. A gang of men are installing machinery on the new steel derrick scow "*Cailene Rhue*" (Red-headed Girl) which will have a big steel Mondy derrick engine controlling a steel crane that will outlift anything on the river. The derrick scow "*Faugh-a-Ballagh*" is being fitted out, while a smaller derrick scow will also go into commission. Then also a large gang is employed fitting out the drills *Cyclone*, *Tornado* and *Earthquake* and the tug *Spalpeen*. The U.S. derrick scow pulled out Tuesday with a gang of men to drive stakes on the new channel; the sweeping raft is ready and will also be put to work. This, in addition to a lot of repair work, painting the numerous river crafts there, etc., requires all the help that can be employed and the riverfront in this vicinity literally swarms with men. When the rest of the big fleet to be employed on the new channel, including the Great Lakes Dredge & Dock Co., Buffalo Dredging Co., Starke's Dredging Co., Breymann Bros. and the big fleet which Grant, Smith & Locher Co. are expected to bring, gets busy, upwards of 2000 men will be under pay on the river and the great undertaking should make the lower Detroit River one of the points of interest for tourists from all parts of the world.

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April 3, 1908

THE ICE CONDITIONS.-Reports of ice conditions indicate there are large fields of ice, broken up and moving with the wind, over the western, central and eastern portions of Lake Superior. The ice in Whitefish Bay remains solid and extends beyond vision. The ice in St. Mary's River remains solid along the

shore but has been weakened and in some places opened by the current in the channel. Hay Lake remains solid and heavy loads are crossing from Sugar Island to the mainland. The ferries began crossing at Sault Ste. Marie on the 26th. The ice in Green Bay remains firm. In Lake Michigan the ice is confined to the northern portions, from the Manitou Islands to the Straits. The ice at the Straits has been strengthened during the past week by the continued cold weather and a solid field extends eastward from Mackinac Island about five miles. In Lake Huron the ice fields are broken up, moving with the wind and confined to the northern portion. The ice in Saginaw Bay is broken and open water is reported. In Lake Erie ice fields are reported from off Conneaut harbor eastward to Buffalo. They are broken and moving with the wind. Some field ice is reported along the north shore, east and west of Point Pelee, but is not thought to be of sufficient size to seriously impede navigation. The ice has about disappeared from Lake Ontario and the harbors are reported clear except at Sackett's Harbor. In comparison with the same period last season, there is less ice in western Superior but slightly more, though not so heavy, over the central and eastern portions. The conditions in St. Mary's River are much the same as last season. They are not as favorable at Green Bay nor at the Straits and are much the same as last season in Lakes Huron, St. Clair, Erie and Ontario.

THE NEW CHANNEL.-Work began Monday on Section 2 of the new Livingstone Channel in the lower Detroit River. The first load of stone to be used in constructing the dam which will enable work to be done "in the dry" was dumped in the river near Stony Island. Grant Smith & Co. & Locher hold the contract for this section and it will take three years or more to complete it at a cost to the Government of \$1,600,000. The contract covers a distance of 8000 feet down the river, beginning at the old Canadian Southern bridge to Stony Island. Half of the contract will be done "in the dry" and half "in the wet" or by dredging. The Dunbar & Sullivan Dredging Company will perform the sub-aqueous work. C.H. Locher of the firm holding the contract will have personal charge of the big job and after this week he will make his headquarters at Stony Island. Mr. Locher comes from Glasgow, Va., and has had much experience in railroad and tunnel work and dam construction. It is the purpose of the firm to employ from 250 to 300 men on the big contract and to accommodate them a village will be erected on Stony Island. Upwards of two-score dwellings for families and other structures for single laborers will be built. Included in the village will be a school building, a store, a structure to be used as a church and a big power house in connection with the compressor plant. This plant will have 1000 horsepower. The physician of the little village is Dr. R.K. Johnson. Mr. Locher's firm has just completed the big contract at West Neebish, St. Mary's River, and quite a number of his employees will remain with him and remove to Stony Island. As soon as ice conditions permit, the outfit used at West Neebish will be moved on steam barges to the new location. Five dump scows have been built at the yard of W.H. Oades, Detroit, and are ready for delivery. In building the big dam which will be required to do the work "in the dry," Stony Island will form one side, while two sides will run out in the river, one upstream and the other downstream. The fourth side will run nearly parallel with the present channel in use by lake vessels. The new channel when done will be 300 feet wide and 22 feet deep. In doing the work, however, it will be necessary to provide a dry space more than 1000 feet long and 1200 feet wide.

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April 3, 1908

At a session of the Admiralty Court held before Judge Hodgins of Sarnia, the Reid Wrecking Co. applied for a judgment against the steamer *Fred Pabst*, which was recently raised at the entrance to Lake Huron, where it was sunk last season in collision with the steamer *Lake Shore*. Judge Hodgins issued an order directing judgment in favor of the plaintiff for 65 per cent of the proceeds of the sale of the vessel, after deducting costs and expenses. The claim of the Reid Company was for the contract price of raising the vessel, according to their agreement with the Underwriters' Association, to whom the owners had abandoned the steamer. Direction was made by the court for the sale of the vessel, time and place of sale to be arranged between the Reid Company and Underwriters.

The rumored merger of several large Canadian navigation companies has been confirmed and a charter

has been applied for. The new company will be called the Inland Navigation Company and will be capitalized at \$1,000,000 with an issue of \$500,000 in a bond. The shareholders of the companies that have merged will be given the option of exchanging their old stock share for share for the new stock or of retaining their old holdings. The various companies interested are as follows:-The Hamilton & Fort William Navigation Company, Limited, S.S. *Strathcona*, *Donncona* (building); New Ontario Steamship Company, Limited, S.S. *Neepawah*, *Wahcondah*; Union Steamship Company, Limited, S.S. *Gleneliah*; Winona Steamship Company, Limited, S.S. *Winona*; Dundee Steamship Company, Limited, S.S. *Dundee*; Dunelin, Limited, S.S. *Dunelin*; Rosedale, Limited, S.S. *Rosedale*; R.O. & A.B. Mackay, S.S. *Dundurn*; including wharf, sheds, cartage and coal business at Hamilton; shed and wharf privilege at Montreal; New Ontario Dock & Fuel Company, Limited, wharf, freight and coal business at Sault Ste. Marie.

Hackett Bros. have purchased the tug *John Monk* from Mr. Zollinger of Sandusky for \$2000. She is to be used on the U.S. Government job here this season in place of the tug *Pallister*. The *Monk* was formerly used as a fish tug out of Sandusky. Capt. Dave Hackett will sail her this season.

Capt. H.W. Baker purchased the barge *Chauncey M. Hurlbut* at U.S. Marshall's sale Tuesday for \$1700. Libels on the *Hurlbut* amounted to \$8422. Her troubles began when she ran ashore in Lake Erie last fall to prevent her sinking. F.B. Hackett of this town released her from the Colchester shore and put in a bill for \$4408.

An order has been issued by the D. & C. and D. & B.<sup>19</sup> lines that no boys who smoke cigarettes will be employed on company boats this season. The officials thereby hope to do away with the youthful smoking of the "coffin nails" and all boys applying for positions are forced to have the tips of their fingers examined for the telltale discoloration. The rule applies both on and off ship. "Cigarette users are absolutely useless aboard a boat," says Manager Schantz, and Capt. Lightbody added an assent. "They cause fires and can't do the work a clear-headed boy can. We don't want any cigarette fiends working for us."

Capt. Thomas Hanley, superintendent of the Sullivan fleet, is busy this week putting the new five-frame drillboat into commission. Capt. Tom has just completed the drilling at Alpena and will come here immediately and will start operations as soon as dynamite can be secured. It will be a month or six weeks yet before the powder factory is ready for business.

The big dredge *Brian Boru*, Capt. W.G. Raines, is undergoing repairs at Gordon and is being fitted out right to the minute. The interior has been re-painted and every part of her slicked up like new. On Saturday a new steel plate was being placed on her bow and in order to do this the big craft was lifted clear out of water by means of her spuds. The latest addition to her equipment is a large refrigerator, which spells comfort for the cook and good meals for the crew, besides economy for the owners.

The port of Amherstburg is getting busier every day. The following additions to the fleet which will be employed on the new channel arrived this week and are receiving repairs before going to work: C.H. Starke's dredge *No. 9*, tug *Milwaukee* and double crew; Great Lakes Dredging Co. dredges *No. 3* and *No. 8*, tugs *McCarthy* and *Sullivan*, with double crew; Breymann Bros'. dredge *No. 3*, tug *G.H. Breymann* and double crew; the tug *Pauline Heckler*, drillboat *Dynamiter* and derrick scow.

Herbert Craig, whose painful injury was noted last week, is improving rapidly and will soon be out again, though he will walk with a limp for some time to come. His side partner on the same dredge, Beverley Westaway, was the victim of a scalding accident the same week but did not have to lay off.

The steamer *Pabst*, which was sunk in the rapids of St. Clair River last fall and raised by Capt. James Reid of Sarnia, was sold by public auction on Wednesday at Sarnia by the Canadian Government. The boat was bid in for \$1200 by Capt. Reid, who is entitled to 65 per cent of the amount. The boat was valued at \$50,000 when sunk.

Capt. Thos. Cooper has gone to Detroit to fit out the tug *G.H. Breymann*, on which he will sail as mate this season. Capt. Thos. Patterson will command her.

<sup>19</sup> Detroit & Cleveland and Detroit & Buffalo

The U.S. yacht *Donald D.* was launched after a thorough overhauling and re-painting. Engineer Borland has her looking like a new clock. The sweep scow was also put to work Monday.

Capt. J.E. Mahon, who was the first sailor out this spring, is back in town after being in Milwaukee having repairs put on the steamer *Edwin F. Holmes*, which he will sail this season. He says that the boats will start out about the first of June.

Navigation is practically open at Port Arthur. The ice-breaker *James Whalen* made a trip out as far as Thunder Cape. Vessels may come into Port Arthur at any time.

A session of the Admiralty Court was held by Judge Hodgins of Toronto at Sandwich on Tuesday and Wednesday to try the case of the Dunbar & Sullivan Dredging Company and M. Sullivan against the ship "*Milwaukee*" of the Western Transit Company of Buffalo, damages for the sinking of the former's derrick scow "*No. 7*" on December 14th, 1906.<sup>20</sup> At the conclusion of the evidence, the judge found the facts in favor of the plaintiffs and the amount of damages, which the plaintiffs place at \$3663.29, will be determined by a reference in the event of same not being settled in the meantime by the parties. F.A. Hough appeared for the plaintiffs. A full report will appear in our next issue.

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April 10, 1908

A session of the Admiralty Court was held by Judge Hodgins of Toronto at Sandwich on Tuesday and Wednesday to try the case of the Dunbar & Sullivan Dredging Company and M. Sullivan against the ship *Milwaukee* of the Western Transit Company of Buffalo, for damages for the sinking of the former's derrick scow *No. 7* on December 14th, 1906. The *Milwaukee* was on her way from Chicago to Buffalo on the latter date and, meeting with foggy weather, came to an anchor at the lower end of the Lime-Kiln Crossing on the Canadian side of the Detroit River; and in endeavoring to release herself when the fog cleared away, an anchor chain, supposed to have been lost off the wreck of the *Roby*²¹, got foul of her wheel. The plaintiff's derrick scow was called to her assistance and, while working on her, endeavoring to release the chain, the *Milwaukee*'s engines were said to have been started suddenly, either throwing the *Milwaukee*'s stern over against the scow or pulling the scow into the *Milwaukee*, totally wrecking the former. The action was brought in the Canadian courts by F.A. Hough on behalf of the plaintiffs and the *Milwaukee* was seized while passing Amherstburg in August last, when her owners gave bonds for the amount of the claim and applied to have the proceedings set aside on the ground that the Canadian courts had no jurisdiction, both boats being American bottoms and owned by Americans. After hearing the arguments on this application, Judge Hodgins decided that the fact that the collision took place in Canadian waters and that the ship was seized in Canadian waters gave the Canadian courts jurisdiction, and the case was brought down for trial on Wednesday, A.R. Bartlet acting for the defendants. The plaintiffs contended that the *Milwaukee* was negligent in starting her engines rapidly while the derrick scow was at work endeavoring to release the chain and that this was the cause of the accident, while the defendants, on the other hand, stated that the wheel had only been moved once or twice, slowly, and that the accident was caused by the current forcing the *Milwaukee* against the derrick scow, for which they disclaimed liability. At the conclusion of the evidence, the judge found the facts in favor of the plaintiffs and the amount of damages, which the plaintiffs place at \$3663.29, will be determined by a reference in the event of same not being settled in the meantime by the parties.

Vessels are holding about 300,000 tons of coal at Lake Erie ports and capacity to load about that much more has been lined up for the first trip. Some of the coal was dumped into boats early in the winter and they were paid for storage. Tonnage for early loading is in good demand and cargoes for Canadian ports

²⁰ See Vol. VI, pp. 150-151.

²¹ The barge *George W. Roby* went aground on the east bank of the Lime-Kiln Crossing in September, 1905, and two days later caught fire while still aground and was burned to the water's edge. See Vol. VI, pp. 48, 49 and 50.

are offered pretty freely. Arrangements have been made to bring several steel steamers that wintered at Detroit to Ohio ports to take on cargoes and a number of big carriers will come up from Buffalo about the middle of the month to load. The local shippers are of the opinion that the coal miners' strike will not be of long duration. All the boats that wintered at Ashtabula have been chartered for the first trip and the work of loading was to start at that port Saturday. It is not likely that the movement of coal by lake will be as heavy as it was in 1907. It is figured that the shipments will show a loss of about 1,000,000 tons compared with last year. With a short season, which is certain, there will be a greater demand for tonnage in the coal trade than there was in 1907. Last year there was considerable coal delivered at upper lake ports in April. With the exception of small cargoes for points on the rivers, very little coal will be delivered in April this year and the movement in May will be very small compared with last year. No season chartering has been done in the coal trade during the past two weeks. A local shipper tied up about 500,000 tons of capacity about the middle of last month at last year's rates. The hard coal shippers at Buffalo have made season contracts to move 1,150,000 tons of coal and that is about all the season chartering that has been done.

Capt. James Tobin; Albert Westaway, engineer; Harry Fleming and Tom Cook, stokers, comprise the crew of the tug *Pauline Heckler* this season.

A heavy fog enveloped everything on Monday morning, making navigation extremely hazardous. The D. & C. steamer *City of St. Ignace* anchored outside of Bar Point and did not venture up till noon. The owners were very nervous about her, as she carried a heavy list of passengers.

Wrecking Master H.W. Baker left on Monday of last week with the steamer *T.W. Snook* on his first job of the 1908 season. He went to Lake Erie to recover dredge *No. 2*, owned by the Detroit Dredging Co., which went down in a gale last fall. Machinery on board is valued at \$50,000. The dredge lies in forty-five feet of water and has been buoyed against since the ice left the south shore of the lake. Capt. Baker has a crew of sixteen or eighteen men, among them two divers, and has a supply of big timbers, chains and hydraulic jacks aboard the *Snook*. Included in the outfit are two dump scows belonging to the dredging company and these will be used to aid in lifting the dredge. They will be placed on either side of the sunken craft and heavy chains will be placed underneath it and fastened securely to the dump scows. Then the hydraulic jacks will be brought into play to lift the dredge. As it comes toward the surface, supported between the two scows, the *Snook* will tow the scows and their burden toward shore and into shallow water. When this is reached, the job of placing the dredge in shape for navigation will be completed. The dredge will probably be first taken to Sandusky harbor.

The tug *John L. Monk* has arrived at this port from Toledo and will be used in connection with the U.S. survey work. Capt. David Hackett will sail her while A.L. Bennett and Bert Maguire will look after the motor end. Ed. Kemp is linesman.

Navigation is opening slowly this year; the big freighter *Wm. P. Snyder* was the first steamer of any consequence to pass up on Tuesday morning. Nearly all the shore lights are burning. On Friday Capt. John Manson went to his post at the Colchester Lighthouse, while Lewis Langlois and E.J. Goulin of Malden and Fred Malott of Ruthven left on Saturday to man the Pelee Passage Lighthouse. Hackett Bros. are lighting the ranges and this week all spars and buoys, including the gas buoys, will be placed in commission at the Lime-Kiln. The lighthouse steamer *Crocus* placed the Bar Point [lightship] and the river has assumed its navigation appearance. Work on the improvements is broadening out every day. Great Lakes dredge *No. 3* is digging at the upper end of the new channel. Dunbar & Sullivan's three dredges are at work, two on the Hackett range and one at the Lime-Kiln. Two drills pulled out Monday at the Lime-Kiln and finishing up the contract there will occupy them nearly all season.

The Hackett Tug Line are building a new office on their property down the bank. Capt. Fred. Trotter has gone to Sarnia to get the tug *Owen*, which he recently purchased from the Reid Wrecking Co.

Capt. F.B. Hackett has purchased part of the Walker property on the riverfront between C. Wigle's mill and J. Fraser's dock. It will be used as a port for the Hackett Wrecking Co.'s tug line. The purchase price was \$1000.

Milton Hutton has been appointed representative of the Great Lakes Dredge & Dock Co. to look after the interests of their dredges and drills at this port.

John G. Mullen is starting a gang of men piling and cribbing the Murray Street dock. It will be finished up and will be a good landing place.

Capt. Frank (Gale) Hackett left for the Southeast Shoal on Wednesday. He will be in command of the *Keewaunee*, to be stationed there for the season.

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April 17, 1908

**TERRIBLE ACCIDENT ON THE RIVER.-Henry Sellars Carried Through a Discharge Pocket of a Dump Scow at the Lime-Kiln Crossing-Body Buried-Not Yet Recovered.-**Tuesday afternoon death took its first toll from among the men employed on river work when Henry Sellars, scowman with Dunbar & Sullivan's dredge *Brian Boru*, was drowned. Mr. Sellars and his co-worker, Charles Anderson, accompanied the scow, loaded with material dredged up at the Crossing, to the dump ground off Stoney Island about 4:15. The scow had been placed and the chains holding the door of the hopper were just being unloosed when Mr. Sellars endeavored to take a shortcut across the bulkhead between the pockets, which at that moment began to discharge its contents. The sudden lurch overbalanced him and he fell into the mouth of the opening and went down with the mass of rock. He made a heroic struggle to catch a projection but couldn't make it and sank through the scow and was buried in the fifty-ton load in the bottom. Those in charge of the tug and scow were horror-stricken and remained around in hopes he would come up, but without result. Capt. Mains then hurried back to Gordon and reported the fatality and diver Robert Kett was taken over to search for the body, but was unsuccessful. He made another attempt Tuesday morning but his efforts proved unavailing, though the stone was all turned up, and it is now thought the man was injured while going down and floated away with the current. Deceased was a son of John M. Sellars, Malden, where he was born 38 years ago. He was one of a family of eight, 4 of whom are living - Mrs. H.B. Quick, Harrow; Mrs. Hartson Bratt, Malden; Mrs. John Kelch, Walkerville; and Alfred of Malden. He was married to Miss Jennie Dufour in Malden and they have one son, Erwin, a lad of school age. A few years ago they moved to Amherstburg, where he secured employment with river contractors and by industry and thrift was getting along nicely. Last year he built a new house on William Street and their future was bright with promise. The tragic manner of his death has prostrated Mrs. Sellars and her condition is serious. A year ago he joined Branch 3, C.M.B.A., and took out a beneficiary certificate for \$2000 in that order. To the relatives everywhere great sympathy is extended.

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April 17, 1908

At a meeting of the Lake Carriers' Association in Cleveland Thursday of last week, at which 91 per cent of the tonnage was voted, the open shop policy was adopted. There was not a dissenting voice and every member present was called on. There is enrolled in the Association more than 80 per cent of the tonnage on the lakes and all the leading fleets from Duluth to Buffalo, including the package freight lines, were represented.

An open seacock on the big steel freighter *Harvey H. Brown*, owned by L.C. Waldo of Detroit, came near sinking the vessel with her load of coal while lying at the Hanna car dump at Ashtabula Wednesday night. The vessel settled considerably aft but her decks are above water. The *Brown* is in 20 feet of water. The seacock has been closed and the vessel will not sink farther. Capt. D.J. Girardin of Amherstburg is master of the *Brown*.

Mr. Van Horne of Cleveland arrived this week to look after the Great Lakes Dredging fleet here.

The tug *Spalpeen*, Capt. Seely Fowler and Engineer James Bainbridge, went into commission on Tuesday.

Walter Mero is the new chef on Starke's dredge *No. 8*. A number of tugs want cooks but they cannot be found in these parts. A good steward can ship any day.

The tug *Pauline Heckler*, Capt. James Tobin, struck an obstruction in the Trenton channel, breaking her rudder, and she had to be taken to Detroit for repairs.

The dredge *Brian Boru* is tearing the old C.S.R. bridge to pieces and large numbers of people from town in small boats are reaping a harvest of good timber and firewood against next winter's cold.

Driggs & Dixon of Port Huron were in town Saturday night to settle trouble in connection with a non-union fireman on the tug *Milwaukee* of the Starke fleet. He was put off and a union man put on.

John Fraser is having his lumber dock rebuilt and put in first-class shape.

Hackett Bros. have built a storeroom for their range lights on Wigle's dock.

Herbert Coyle, who had his foot injured on the dredge *Old Glory*, is able to be out on crutches.

Hackett Bros. have fitted out their light tender tug and are putting range lights in position.

The tug *D'Alton McCarthy* is busy this week hauling freight and produce from Pelee Island to Kingsville.

The steam sandsucker *C.H. Little* and a number of small sail sand scows are busy hauling sand from Elliott's Point.

The D.B.I. & W. Ferry Co.'s str. *Papoose* is engaged in hauling bricks from Detroit for the new souvenir building on Bois Blanc.

Capt. James McGuire left Tuesday morning for Port Burwell to fit out the tug *Sir John*. Alex. Barron, steward, who has not been well, will not go until Monday.

Capt. T.J. Stockwell has purchased the steamer *Ossifrage* from the Algoma Steamship Co. for the Pelee Island trade. The *Ossifrage* is thirty feet longer than the *Premier* and correspondingly larger in every way.

She is equipped with modern machinery and will be able to go through any kind of weather. She wintered at the Soo and Capt. Stockwell leaves Monday to fit her out and bring her to Lake Erie.

The Lime-Kiln Crossing will be well looked after this season as regards the wrecking business. The Hackett Bros. will have the tugs *John Monk* and *Aldrich*; the Hackett Wrecking Co. will have the big tugs *Francis B. Hackett* and *Home Rule*; Goodchilds will have the tug *McCarthy*; the Great Lakes Towing Co. will have the lighter *Reliance* and tugs *Brockway* and *Excelsior*; Fred. Trotter will have a wrecking outfit in connection with the tug *Owen* and *J.E. Mills*. Reid will likely come down this fall with the tugs *Sarnia* and *Reid*.

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April 24, 1908

The tug *Home Rule* went to Pelee Island Thursday night to release the steamer *Juno*, which ran aground there last Wednesday on her way to Cleveland. This is the first wreck of the season and the *Juno* was released without being injured. Jack Woods of Windsor had charge of the job.

Local No. 7, Dredgeworkers' Union, are offering a reward of \$50 for the recovery of the body of Henry Sellars, who was drowned from a scow near Stoney Island on the 13th of April. Last Saturday experiments were made with a log of wood about the weight of the deceased with a view of ascertaining whether it would sink with the dump and be buried or would float away with the current before reaching the bottom. In every instance the log was carried to the bottom of the river and buried. This has satisfied the union, to which Mr. Sellars belonged, that the body is there and they will have a diver make further search in the vicinity in an endeavor to find it.

Capt. H.W. Baker returned Monday from Lake Erie on the wrecker *Snook*. Continuous rough weather has prevented the raising of the sunken dredge off Sandusky and Capt. Baker will wait for more settled conditions before resuming operations. The dredge is owned by the Detroit Dredging Co.

The dock managers at Lake Erie ports have followed the move made by the Lake Carriers' Association and have declared for the open shop. All the ore and coal docks at Lake Erie ports will be operated under that plan this season, and the labor conferences, which have been held since 1899, are off. There will be no change made in wages or hours. The ore shovellers will get 14 cents a ton, the rate paid for the last two years, and the men on all the docks will work ten hours a day.

Owners and managers of the big independent coarse freighters have entered into an agreement with

regard to the starting of their vessels. The coal and ore carriers will not be placed in commission before May 12th. A meeting of the vessel owners that are in the agreement will be held at Cleveland on that date and unless business conditions warrant the starting of the fleet at that time, another date will be fixed for placing the freighters in commission. A few boats of the Steel Trust fleet will probably be sent out early next month, but it is not likely that a general start of the wild vessels will be made until June.

The steamer *City of Toledo* will open her season on May 2 when she replaces the *Owana* on the White Star upshore run. The *Owana* will begin her regular trips to Toledo on that date.

Sugar is providing a principal commodity in the freight cargoes carried by the steamer *Frank E. Kirby* from Sandusky this season. The demand for sugar among Detroit wholesalers, in fact, has served to keep early spring freight traffic of the vessel up to a standard fully equal to former seasons.

Fred. J. Trotter's wrecking tug *Owen* arrived here Monday morning in tow of Reid's wrecking tug *Salvor* from Sarnia. The *Owen* is a good-looking tug, 68 feet overall, 17 feet beam and 8 feet deep. She has a 20-square high pressure engine and will have a new Detroit water tube boiler installed with 225 lbs. of steam. The upperworks, consisting of a pilothouse and cabins, will make her the bull moose of the tug fleet in these parts. The tug *Diver* will be stationed at this port for wrecking purposes until the *Owen* is fitted out.

The supply tug *Blazier* is the latest arrival to the Breymann dredging fleet.

Walter Henley is the new ship carpenter for the Great Lakes D. & D.<sup>22</sup> Co. at Gordon.

Capt. Walter L. Girardin, who will sail the *S.R. Kirby*, is in town nursing a sore hand.

Thos. Christian left Monday to take up his duties on the steamer *Robert Mills*, lying at the dock in Duluth.

Breymann Dredge No. 2 and tug *Saugatuck* are expected here this week. Fritz Gerard will be second [mate] on the tug this season.

The drill *Exploder* pulled out Tuesday morning with a day and night shift. Balfour Fortier is day foreman and James Bellcoure night foreman. This puts about 20 men to work.

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May 1, 1908

DEATH OF CAPT. F.B. HACKETT.-Capt. Francis B. Hackett passed away at his home on the riverfront at an early hour Monday morning after an illness of nearly two years, due to heart and lung trouble, and his death removes one of the best-known marine men on the chain of lakes. Up to two years ago he was unusually active in connection with his vessel interests here, when he caught a severe cold which settled on his lungs and fastened itself so firmly that it was impossible to shake off the malady. He grew weaker and last fall was compelled to take to his bed and from that time hope of his recovery was abandoned.

Capt. Francis Bondhead Hackett was of Scotch-Irish extraction. James Hackett, his grandfather, was born, lived and died in Scotland. There he married and reared a family, one of his sons being James Hackett, who became the father of the subject of this biography. James Hackett the Second was born in Aberdeen, Scotland, and for many years was a sailor on the Atlantic Ocean. He had many adventures and thrilling experiences, one of which was the wrecking of his lumber-laden brig. Those on board were exposed for fourteen days, were without food and were finally picked up by a French brig, but not before they had been driven to such straits of starvation that they were ready to eat the flesh of a comrade who had been drowned at the time of the wreck. Jas. Hackett fully recovered from this terrible experience. In 1830 he came to Ontario and served in the Rebellion of 1837 as lightkeeper on Bois Blanc. Before leaving for Canada he married Mary Riley, who was born in Ireland, and a family of ten children were born to them, namely: Robert, deceased; Dr. James, deceased; Henry and Alexander, twins, the former deceased, the latter a merchant at Colchester; Dr. Joseph, who practised in Toronto and Amherstburg, where he died; Eliza Jane,

²² Great Lakes Dredge & Dock Co.

deceased, wife of the late Capt. David Trotter; Christina, who died aged sixteen years; Thomas, deceased, a mariner; Capt. Francis B. of this sketch; and Andrew, deceased, who succeeded his father as lighthousekeeper on Bois Blanc. James Hackett sailed the lakes some years after coming to Ontario and had the misfortune to lose three vessels and almost his life. He finally abandoned the lakes and was appointed by Governor-General Francis Bondhead [as] lightkeeper on Bois Blanc, his appointment coming through the efforts of his faithful wife. Capt. Hackett had been subjected to so many buffetings of fortune that he was reduced in purse and courage. Mrs. Hackett, with her twin babes in her arms,²³ visited the Governor-General and applied for the position with such effect that it was given to the brave but unfortunate mariner,²⁴ and this light has been in the care of the family for over seventy years. As a token of appreciation our subject was named in honor of Governor-General Bondhead. Capt. Hackett was born April 10th, 1842, at the Bois Blanc Lighthouse. He attended school in Amherstburg and at the age of seventeen was ready to try his fortune on the water, beginning in 1859 as boy on the schooner *William G. Grant*, plying between Chicago and Montreal in the grain business. He then transferred to the schooner *D.R. Martin*, still serving as boy, but next becoming a seaman on the schooner *John G. Dashler*. He built the tug *Minnie Martin*, which he sailed for ten years, and then purchased the tug *John Noyes* and sailed that a year. He then built the passenger steamer *Robert Hackett*, which he sold after sailing two years, and then purchased the *Lake Breeze*, which he sailed for one year and then sold. During the following two years he sailed the *City of Dresden* and then took charge of the *Erie Belle*. After three years he bought the tug *International*, burned some years ago, and then purchased the tug *Home Rule*, which he operated as a wrecking tug. His long experience on the lakes made him familiar with all their moods and few mariners had a better record as safe and reliable sailors. On February 6th, 1886, Capt. Hackett married Jean Gordon, who was born in Scotland, daughter of John Gordon; her father was an uncle of John McLeod, ex-member of Parliament, and one of his sisters is the wife of J. Howard Hunter, inspector of assurance at Toronto. To Capt. and Mrs. Hackett have been born the following children: Minnie, wife of Dr. M.E. Stafford of Detroit; Gordon, a dentist in practise in Detroit; Howard, Amherstburg; Miss Annie, at home. The funeral took place from the family residence Wednesday afternoon under the auspices of Thistle Lodge, A.F. & A.M., Rev. Thomas Nattress, B.A., officiating. There was a large attendance of relatives and friends of the family, many coming from Toronto, Detroit and other points. The pallbearers were W.S. Falls, C.Y. Dixon, Angus Kevill, John Cousins, A.C. Callam and David Bailey.

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May 1, 1908

Reid's big wrecking tug *Salvor* has returned from Detroit and is stationed at this port until the *Owen* comes out.

Capt. Thomas Hanley arrived from Alpena last Saturday and is busy getting the drills *Dynamiter* and the big new one which has been brought down from Detroit ready for work on the new channel. The new drill is a beauty. She has the latest machinery, is a four-frame boat, steel hull and is fitted up with all modern appliances. Captain Hanley will be in charge here for the rest of the season.

The dredge *Gladiator*, Capt. Peter Laird, lost her smokestack in the heavy wind this week and had to pull into the dock until a new one was put on.

Woods & Son are building a 7-yard dipper for the Starke Dredge & Dock Co. Their machine shops are working overtime to turn out the orders for river work.

Capt. Cy. St. Clair of Port Huron; Capt. D. Nicholson and Capt. John Wilkinson of the D.B.I. & W.

<sup>23</sup> no small feat, as these "twin babes" were then five years of age!

<sup>24</sup> Another story is that in 1836 Governor Bondhead visited Amherstburg and happened to pass the Hackett home, where Mrs. Hackett was seated outside with the family dog, a Newfoundland. According to family legend, Bondhead asked if the dog were for sale, to which Mrs. Hackett replied that he could have the dog if her husband received the appointment as lightkeeper of the new lighthouse on Bois Blanc.

Ferry Co.; Capt. Isaac Watt of the C.P.R.; and Capt. Joseph King of Detroit attended the funeral of Capt. F.B. Hackett on Wednesday.

The steamer *Howard M. Hanna* was successfully launched in Cleveland on Tuesday. W.C. Richardson is managing owner and the steamer will be managed by the Hanna Transit Co. J.H. Kirtley will go as steward of this steamer.

Joseph Campbell and a force of men from Dredgemen's Local No. 7 went over to Stoney Island and put in a day turning over rock and mud on the dumping ground in an endeavor to find the body of Henry Sellars, but without success. Angus Borland with the yacht *Donald D.* also made a special trip Sunday for the dredgemen around Lake Erie to Point Mouille, Big Creek, and up through the islands in the hope that the body might have arisen and floated that way, but they were also disappointed. A close watch is being kept along the shore as far as Colchester. There was nothing in the rumor that a floater came ashore at the latter place on Monday.

John H. Secord, secretary of the Marine Cooks and Stewards' Union, and Mr. Jenkins of the Seamen's Union paid a visit to town on Friday. They held a meeting of the marine cooks, seamen and firemen that afternoon. J.H. Kirtley, agent of this branch, succeeded in gathering 30 on an hour's notice. The meeting discussed the labor trouble.

Grant, Smith & Co. and Locher have completed their big boarding house at Locherville (Stoney Island) and the gang of men who have been staying in town moved over on Monday. An additional force arrived from the Soo same night and have gone to work on the "dry" contract, working night and day shifts. Some two hundred men are now in the employ of that company at this point.

Capt. Alex. Callam, First Mate Kelly, wheelmen Lawrence and Gurvin Bertrand, watchmen Justin McCarthy and Tom Shay left for Milwaukee on Friday last to fit out the steamer *Fitzgerald*.

Mr. Sullivan, the well-known dredge owner, is making things pleasant for sick and injured employees. Herbert Craig, who was hurt on a dump scow while taking a rock out of the *Old Glory's* bucket last month, receives a monthly payment and has his doctor bills paid.

Boats may safely load to a depth of 20 feet for the Lime-Kiln Crossing, Detroit River. This is a foot more than was advised at the opening in 1907. Carriers which trade between Lake Erie and Lake Michigan may take advantage of the greater depth at the "Hell-gate of the Lakes," but ships which go to Lake Superior will, of course, not be able to load to a greater draft than 18 feet four inches.

The rush of marine traffic at Port Arthur at the present time is unprecedented. Thirty-seven vessels are now there for cargoes, nearly all of them owned in Canada. Shipments by lake on Thursday totalled 1,500,000 bushels of wheat. Eight million bushels are now in store there awaiting shipment. The dock presented an appearance closely resembling the rush at the closing hours of navigation several years ago. The fleet stretches from the Empire elevator to the Consolidated, a distance of one mile, and upward of 300 were engaged in loading the ships with grain. All the elevators are filled to almost their full capacity and the rush is expected to keep up for some time.

The steamer *Dunford* discharged a cargo of building material from Cleveland for the Pittsburgh Coal Co. for repairing the docks along the front.

Starke Dredging Co.'s dredge *No. 9*, the biggest dredge on the river, which is working on the new Livingstone Channel, broke her main engine Thursday and had to be taken to Detroit for repairs.

The steamer *Eastern States*, Capt. Duncan McLachlan, left Detroit Monday afternoon for Buffalo with a full load of freight and a good-sized passenger list. She will make three trips a week.

Capt. J.B. Forest of Walkerville will command the new Ontario Government fisheries cruiser *Edna Ivan*, now going into commission. She will cruise about Gore Bay, Ont. Capt. Forest was master of the *Lurline* when she ran on the Goderich pier and was wrecked.

Capt. Livingstone of the Lake Carriers' Association, in regard to the date when the lake fleet will start, said: "Whatever may be said about the time of starting, June 1 is the earliest date which should be considered." It will not surprise some if fitting out begins June 1 while the start is deferred until June 10 or 15.

Starke Dredge *No. 9* arrived back on Sunday after being in dry-dock, Detroit, for a few days. Among the sailors who left this week for their steamers are Philip Thomas and Grant Smith. F.P. Wenzel, dredge inspector, Detroit, has moved into the Borrowman house, vacated by George Brett. The tug *D'Alton McCarthy* made several trips last week between Pelee Island and the mainland, hauling tobacco.

Breymann's fuel lighter has arrived from Alpena. N.P. Nelson, their ship carpenter, has also come to look after repair work.

Interment took place Monday at St. Clair, Mich., of Captain Charles B. Huse, who formerly ran a boat between Detroit and Amherstburg.

The tug *John E. Monk* towed Capt. Trotter's new tug *Owen* to Detroit on Wednesday, where she will have a new boiler and steam steering gear put in.

Norman Pouget returned from Alpena, Mich., where he was steward on the dredge *Gladiator*, he having accepted a stewardship on Breymann's dredge *No. 1*. Jos. Robidoux is second.

The tug *Marjorie* of the Harris fleet is employed hauling "Detroit River whitefish" from the carp farm, Big Creek, to Richmond St. dock for shipment to New York.

Capt. David Girardin has returned home after putting the steamer *H.H. Brown* in shape for loading at Ashtabula. He is amusing himself on daily fishing tours and large strings are caught by him.

J.H. Meade of Prescott charged the Lime-Kilns, Grubb Reef and Bar Point gas buoys lying at the foot of Richmond Street last week and the tug *W.B. Aldrich* is busy putting them in position.

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May 15, 1908

Goderich Signal-The steamer *City of Mount Clemens* succeeded in raising the engine and boiler of the wrecked steamer *Lurline* from the submerged breakwater where they had remained since the wreck and breaking up of the boat last fall. The *City of Mount Clemens* had been in port for some time, but only put three days on the work of locating and raising the engine and boiler, and the captain found them in much better condition than he expected. His boat was to leave today, weather permitting.

Four men are dead as the result of the bursting of a defective pipe in the boiler of the steamer *Brockville* at Toronto Saturday, while another member of the crew was seriously scalded but will recover. The two firemen, Adolph Chavageau and Octave Cote of Champlain, Q., were killed on the spot, while the chief engineer, Burneau Panten of Champlain, and oiler William Gouin of Sorel, Q., died at Grace Hospital a few hours after the accident. Fred Charboneau, aged 30, second engineer, will recover.

The steamer *Clyde* broke her air pump opposite Bar Point Thursday of last week and went hard aground. It required the tugs *Home Rule* and *Harding* to release her. First mate Louis Bellecoure, second mate Walter Manson and watchman Walter Henley left Tuesday to fit out the steamer *Castalia*. Capt. John Jones will again sail her this season, while Clarence Smith will act as chef.

The Reid Wrecking Co. has secured the contract to remove the wreck of the schooner *Houghton*, sunk at the lightship at Bar Point. Price of contract is said to be about \$2000. The wrecking company will probably lift the hull with pontoons, which are being brought up from Toronto.

The tug *John E. Monk* has had a new steam steering gear installed and she handles as easily as a toy ship. When she returned on Saturday she towed down the tug *Owen*.

The Great Lakes D. & D. Co.'s big four-frame drillboat *Superior* arrived here in tow of the tug *Stickney* from Chicago and will start on the new contract next week. Capt. Jack Farmer, an old Amherstburg boy, is in charge. A crew of men came with her.

June 1st is the earliest date looked forward to for the starting of the lake fleet, and many believe [an] even later day will be set for bringing out the big ships. The grain movement at Duluth is over and some of the big boats will lay up. Under the conditions, boats that are sent up with coal in May will have to wait at the upper lake ports or come down light. That will mean a loss and a cut in carrying charges as well. There is not enough business for the vessels that are now in commission and some of the big carriers that

have started will have to be laid up before the end of the week.

The Buffalo Dredging Co.'s dredge *Pan-American* is on her way from the Soo to work on the new channel. She is a dandy.

The body of Henry Sellars, who was drowned by going through one of Dunbar & Sullivan's scows April 13th, was picked up Wednesday, May 13th, just after dinner about two hundred feet below where the fatality occurred. The body had evidently been lying near the bottom of the river and was stirred up by the tug *Shaun Rhue*, Capt. Mains, which passed over that course, and on being sighted the tug *Spalpeen*, which was close by, towed it over to Gordon and it was removed to Kemp's undertaking establishment. The remains were easily identified. Yesterday (Thursday) they were removed to the home, William Street, and the funeral will take place this (Friday) morning at 9 o'clock to the R.C. church and R.C. cemetery.

The members of Local No. 504 Drillmen's Union are requested to meet at Fox & Fox's store, Murray Street, Friday morning, May 15th, at 8 o'clock to attend the funeral of their late brother, Henry Sellars.

H.C. Hodgman broke through the Texas Landing dock on Wednesday and dropped to the bottom of the river before stopping. Coming up, he grasped a projecting timber and pulled himself to safety. A swift walk home and change of clothing prevented any bad effects.

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May 22, 1908

The str. *Faustin* of the Mullen Coal Co., Windsor, is discharging a cargo of coal for the Pittsburgh Coal Co. here.

The steamer *Sappho* was down last Friday with more of the material for the building of the souvenir building on Bois Blanc.

The tug *Columbia*, dredge *Hercules* and a drill are expected down from Alpena to go on the new channel next week. They will carry a double crew.

The dredge *Gladiator* (Captain Laird) was moved from the old channel to the new channel and is working night and day. The dredge *Old Glory* (Capt. Coyle) will also be put on the new channel soon.

Capt. McQueen moved the machinery of the *Lurline* from the *Mt. Clemens* to his residence on Simcoe Street Saturday, where it will be put in first-class shape and will be installed in same next winter.

George Ward of the Bar Point Lightship was severely burned about the face and neck Monday morning by the explosion of an alcohol lamp. The tug *Aldrich* brought him to this place and a physician looked after his injuries. Mr. Ward has been transferred to the St. Lawrence River.

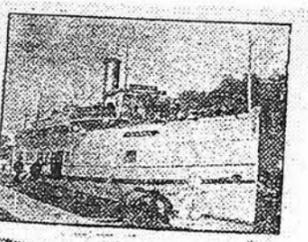
The New York Central and Hudson River steamer *Troy* broke a couple of pins in her engine and had to lay to at Amherstburg all day Sunday to have them repaired at the Amherstburg Iron Works.

M. Sullivan's big new four-frame drillboat *Destroyer* started on the new channel Tuesday and Superintendent Hanley, with a double crew, reports that everything went off fine. His dredge, the *Gladiator*, started to work on the same job on the 8th.

The *City of Mt. Clemens* left last Saturday for Pelee Island to start work repairing the cable, which has been out of commission for some time.

John T. Smith, first mate on the big steel steamer *William B. Kerr* and the first boat out this season, which is lying at Detroit with 12,000 tons of coal, is spending the evenings with his family in town.

The steamer *Ossifrage*, Capt. Stockwell, is expected down the river this week to go on the Pelee route, and when the steamer arrives the people of Pelee Island and others on her route will have reason to feel proud of their boat. She is 160 feet long and has 28-foot beam, is fitted



**STEAMER OSSIFRAGE**  
TIME TABLE 1908.  
EASTERN STANDARD TIME.  
TUESDAY - Pelee Island, Leamington, Kingsville and Return.  
Leaves West dock, Pelee, 9:00 A.M.  
Reaches Pelee 9:45 A.M.  
Leaves Pelee 10:00 A.M.  
Reaches Leamington 11:00 A.M.  
Leaves Leamington 11:30 A.M.  
Reaches Kingsville 12:30 P.M.  
Leaves Kingsville 1:00 P.M.  
Reaches Pelee 2:00 P.M.  
Reaches West dock, Pelee, 2:45 P.M.  
WEDNESDAY - Return Thursday, Pelee Island, Amherstburg and Windsor.  
Leaves Pelee, Pelee, 9:00 A.M.  
Reaches Amherstburg 9:45 A.M.  
Leaves Amherstburg 10:00 A.M.  
Reaches Windsor 11:00 A.M.  
Leaves Windsor 11:30 A.M.  
Reaches Pelee 12:30 P.M.  
Leaves Pelee 1:00 P.M.  
Reaches Leamington 2:00 P.M.  
Leaves Leamington 2:30 P.M.  
Reaches Kingsville 3:30 P.M.  
Leaves Kingsville 4:00 P.M.  
Reaches Pelee 5:00 P.M.  
Reaches West dock, Pelee, 5:45 P.M.  
THURSDAY - Pelee Island, Leamington, Kingsville and Return.  
Leaves West dock, Pelee, 9:00 A.M.  
Reaches Pelee 9:45 A.M.  
Leaves Pelee 10:00 A.M.  
Reaches Leamington 11:00 A.M.  
Leaves Leamington 11:30 A.M.  
Reaches Kingsville 12:30 P.M.  
Leaves Kingsville 1:00 P.M.  
Reaches Pelee 2:00 P.M.  
Reaches West dock, Pelee, 2:45 P.M.  
FRIDAY - Pelee Island, Leamington, Kingsville and Return.  
Leaves West dock, Pelee, 9:00 A.M.  
Reaches Pelee 9:45 A.M.  
Leaves Pelee 10:00 A.M.  
Reaches Leamington 11:00 A.M.  
Leaves Leamington 11:30 A.M.  
Reaches Kingsville 12:30 P.M.  
Leaves Kingsville 1:00 P.M.  
Reaches Pelee 2:00 P.M.  
Reaches West dock, Pelee, 2:45 P.M.  
T. J. STOCKWELL, Captain.  
ALEX. COVANS, Engineer.

From Amherstburg Echo, May 22, 1908.

with large Scotch boilers, triple expansion engine, which are said by those who know to be among the finest on the lakes. She has an extensive electric light plant, a beautiful cabin and will carry comfortably 700 passengers. She went into dry-dock at Port Huron on Wednesday afternoon of last week to get her season's certificate that she was all right for running. She arrived here yesterday afternoon and left for Pelee to go on her route, the timetable of which appears elsewhere in this paper.

The Detroit River was higher on Wednesday than it has been in many years - 20 years, say some of the marine men. It is believed that the prevailing easterly winds are responsible for the condition. The lake survey officer reports that water is an inch lower on Lake Superior and higher on Lake Huron than last year.

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May 29, 1908

Among the dredging contracts let for the coming season by the Canadian Government are the following:-C.S. Boone - Little Current, Wingfield Basin, Blind River; and Collingwood Windsor Dredging Company - Toronto and Picton.

The Great Lakes Towing Co.'s new lighter *Reliance* stopped here Friday on her way from Cleveland to the Soo, where she will be stationed. A smaller lighter, the *Rescue*, will be stationed at this port, along with the tug *Harding*.

The tug *Sioux* brought Starke's dredge from Milwaukee Wednesday and dredge No. 7 is on her way. This will make a total of thirteen dredges at work on the lower Detroit River improvements.

When the steamer *Columbia* of the Detroit, Belle Isle & Windsor Ferry Co. makes her first trip of the season Saturday afternoon, taking a Memorial Day crowd for a ride to Lake Erie and return, the patrons of the excursion str., looking just like new [sic]. The boat has been built only five years but excursion crowds have told on her decorations and woodwork and for several months men have been at work putting her in splendid condition. The woodwork has been re-polished and the decorations put in new. There are new electric light fixtures and the cabins have been treated to a special overhauling.

The Great Lakes D. & D. Co.'s drill No. 3 started a night gang with George McGuire, foreman. Mr. Fred J. Smith of the *Echo* staff has engaged on her for the summer in order to recharge his system with a sufficient quantity of "ozone" to run him through the cold months.

The Hackett Wrecking Co. have driven a row of piles at their office to make a good landing for their tug *Home Rule*. The *Home Rule* brought a cargo of dynamite down Wednesday for the dredging companies and also towed the pile driver to Sandwich this week.

Bert McGuire, fireman on the tug *Monk*, has secured a position on the drill. James Cook has taken his place as fireman and Leo Barry is now linesman.

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June 5, 1908

Peter Boyd, aged 80 years [sic], the oldest diver on the chain of lakes and a man who ran many hazards in his dangerous vocation, earning money on a large scale and spending it freely, has gone to the poor farm at Eloise, Mich. His wife, with whom he had lived seventy years, died about a year ago; since then he has aged rapidly. Almost in poverty, he had no alternative but to go to the poorhouse. Boyd worked for the Canadian Government from 1837 until 1870, when an injury to his ribs, sustained while he was diving, compelled him to retire. Two sons, also divers, lost their lives in the employment of the Canadian Government. He had lived in Detroit about twenty years and for some time has been very feeble.

A very fierce electrical storm passed over this section Friday evening last and for an hour it looked as if much damage was done. The flashes of lightning were incessant, while peal after peal of thunder rent the air, almost deafening the crowds which were on the streets at the hour. Rain fell in torrents and, during the height of the storm, electric lights went out, adding darkness to the unpleasant situation. Lightning shattered a number of telegraph poles. During the storm the str. *Joliet* lost her bearings and the tug *A.C. Harding* had to help her down over the crossing. At about the same time the drillboat *Dynamiter* (Robert Handcock), working back of Bois Blanc Island on the new channel, broke her spuds and started to drift helplessly down the lake in the heavy seas. The crew, who were very much frightened by the storm,

whistled for a tug so continuously that a large crowd of citizens soon gathered at the ferry dock, when a bolt of lightning struck a tree near the waiting room, scaring the crowd out of a year's growth. The tug *Smith* (Capt. Henry Cook) and Thos. Haley went out and after a great deal of difficulty picked her up and brought her into dock for the night. No other damage was done, outside of a few trees broken down around town. The weather cleared up about eleven o'clock same night and good weather has followed since.

Albert Turton, who has charge of a drillboat for the Great Lakes D. & D. Co. at Sandusky, Walter Warrow, Mark McGuire and Chas. Kemp, machine runners on same boat, spent Saturday and Sunday in town. Mr. Turton had a bad time of it out in Friday night's storm; seas were washing clear over the drillboat for two hours before they got into shelter. Mrs. Turton and child accompanied Mr. Turton back to Sandusky, where they will spend the summer.

The manufactory for dynamite which Dunbar & Sullivan are having built west of Bois Blanc is well underway. It is being built under the direction of W.H. Jones and he expects to have it ready in a few weeks now. In order to obtain cold water, which is necessary in the process of manufacture, a well will have to be drilled 100 feet into the rock, and this will take some time.

The tug *James Whalen* of ice-breaking fame has been taken into the Superior shipbuilding yards from Port Arthur, where she will undergo repairs to damage incurred in smashing ice this spring. It is expected she will be in dry-dock 10 days. It will be necessary to put stronger plates in the sides so as to overcome the slight weakness displayed this spring. A new towing machine will be installed.

The immigration officer at Detroit has been getting in his nefarious work again, turning back sailors. John Foster left Friday to resume work on his boat for the summer, taking with him his second cooks, Messrs. Adams and McDowell. On their arrival at Detroit the authorities stopped both Adams and McDowell and turned them back to the Canadian border. But the boys knew more than to be bluffed. Leaving their baggage in Windsor, they again boarded the ferry and walked by the Detroit Customs without a word, which goes to show that petty officialism doesn't recognize when it's being "stung".

Last Saturday being Decoration Day, work on the lower Detroit River was suspended and the men enjoyed a holiday. Amherstburg doesn't realize what a port she is until such an occasion, and when all the dredges, drills, tugs, scows etc. connected with the various undertakings come into port they present quite an array. Even citizens hardly realize what a fleet gathers here occasionally. Saturday along the docks might be seen M. Sullivan's three dredges, *Gladiator*, *Old Glory* and *Hercules*; Dunbar & Sullivan's *Tipperary Boy* and *Brian Boru*; Starke's Nos. 9, 5 and 8; Breymann Bros.' Nos. 1, 2 and 3; and the Great Lakes Dredge and Dock Co.'s Nos. 3 and 8. In addition to these were M. Sullivan's big new drill and the *Dynamiter*; Dunbar & Sullivan's two drills; and the Great Lakes' drill, which operates at Ballard's Reef. To manipulate the above, the following tugs are employed here:- *Sydney Smith*, *Pauline Heckler*, *John B. Breymann*, *George H. Breymann*, *Saugatuck*, *Blazier*, *Waubun*, *Milwaukee*, *Knapp*, *Sioux*, *Sullivan* and *McCarthy*. The above classification does not include the plant maintained by the United States Government.

Starke D. & D. Co.'s big steel dredge, one of the biggest on the lakes, sprang a leak and sank last Thursday night in 24 feet of water at Bar Point. The crew was brought in here on the tug *M.A. Knapp*. Friday morning a number of wreckers arrived here and on Saturday the following bids were made: W.H. Baker of Detroit, \$14,950; the Reid Wrecking Co., \$14,000; and the Great Lakes Towing Co., \$12,000. The latter, being the lowest, was awarded the contract and the tug *Favorite* was on the job Monday morning with six divers who are cofferdamming her and expect to have her up in 8 days. Besides the crew there were a number of visitors on the dredge when it began to settle.

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June 12, 1908

Starke's No. 7 and tug *Calumet* of Detroit came down on Wednesday and will start work in a few days. Capt. Trotter has exchanged the tug *Diver* of Sarnia for the tug *Salvor*, which has been here for a month or so.

Mr. Woods, machinist for E. Woods & Son, was watching a dredge land Friday when a chain broke and, flying back, struck him on the head, cutting it quite badly.

A new record in rapid wrecking was established by the tug *Favorite* of the Great Lakes Wrecking & Towing Co. in getting up the C.H. Starke Dredge & Dock Co.'s dredge No. 9 at Bar Point. Work was begun Wednesday afternoon, June 3, and the dredge was afloat at noon Saturday and was brought to this port. It was understood at the time of making the contract the company would endeavor to make a record job of it. The Starke people wanted to get the big fellow back into service again as soon as possible. She was taken to Detroit dry-dock for repairs.

The wrecking tug *Pittsburgh*, built at Erie last winter for the Pittsburgh Steamship Co., arrived from that port and will be stationed at Detroit for the season in charge of Capt. J.W. Westcott, local agent for the company. The *Pittsburgh* is 41 feet long and is operated by a 25-horse-power gasoline engine. Last year several of the Steel Trust boats were in need of assistance in the Detroit and St. Clair Rivers and at the Lime-Kilns and Bar Point. It is believed that anticipation of such recurrences is the cause of the boat being placed at Detroit.

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June 19, 1908

It is claimed that the drillboat just launched at the yard of the Empire Shipbuilding Co. for the Buffalo Dredging Co. is the largest in the world. It is 140 feet long, 32 feet beam and 6½ feet deep. It is constructed entirely of steel and is equipped with all modern devices.

Geo. Genevey, keeper of the north light on Grand Island, Mich., and his assistant were brutally murdered and their bodies set afloat in one of the lighthouse sailboats. Both Genevey and his assistant received their pay June 6th and the fear is general that they were the victims of a planned robbery and murder.

The only daily paper in the world printed on a fresh water steamer will be one of the unique features in the equipment of the excursion steamer *Theodore Roosevelt* this season. The boat, which runs out of Chicago, will have a wireless telegraph system installed on her, giving her constant communication with land, and a small daily paper giving the notable happenings as received by telegraph will be printed and distributed among the passengers.

The M. Sullivan dredge *Gladiator*, Starke Dredge & Dock Co.'s No. 8 and Breymann's dredge No. 3 were all in Wednesday with broken spuds for repairs. Sullivan's derrick scow No. 3, in tow of the tug *Columbia*, with a steel spud for the *Old Glory*, sprang a leak Saturday while on her way from Detroit to this port and had to be beached at Harmon's. She was raised Monday.

The tow barge *Alleghany*, in tow of the steamer *Shores*, bound up, parted her line opposite the Bois Blanc ferry dock Friday night and would have gone aground had the patrol tug not hustled to her assistance and towed her into dock.

The fuel scow *Snowdown*, in tow of the tug *Martin*, arrived here from Detroit Sunday to be used in coaling dredges in connection with the Pittsburgh Coal Co.'s coal dock. Andrew Darragh will handle the derrick, while Hackett Bros. will look after towing her around the river.

While coming up the river early Wednesday morning, the steamer *Niko* went one side of the C.H. Starke Company's dredge No. 8, lying near Bar Point, and the schooner *Peterson*, consort of the *Niko*, sheered and went on the other side. The *Peterson* struck the dredge and both were considerably damaged. The *Niko* and *Peterson* stopped at the Wolverine Dry-dock, Port Huron, where it was found that her stem was broken and some plank and anchor railing gone. The steel structural work on the upper part of the dredge was battered and she is now being repaired at the Wyandotte shipyard.

Capt. David Girardin Jr. has left for Cleveland to fit out the str. *Fayette Brown* after two weeks (fulltime) rustivating in town and Bois Blanc Island. William Pizer, who has also put in good vacation rustivating at the same, will leave in a few days to fit out the str. *E.M. Peck*. Capt. Walter Lawlor will sail the *Peck* this season. There are still a large number of sailors summering in town.

The little str. *Scotia*, which plied a few years ago as a ferry between town and Bois Blanc, while bound from Goderich to Port Stanley to be used in the fishing business came to grief when rounding to here Saturday night with a scow. She struck the dock bow on and the scow struck her, knocking the scow's bow

in and damaging the *Scotia's* stern. The scow was hauled up behind the mill and patched up and on Wednesday left for Port Stanley with L. Goodchild in command of her.

The tug *Owen's* boiler is being examined this week at Detroit by James Dodds, Canadian inspector, and the tug will leave Saturday to have it installed. She is already nicely painted and when she comes out next week will be a credit to the river. She will also be inspected for passenger license. The wrecking str. *J.E. Mills*, which started raising the schr. *Houghton*, which sank at Bar Point last fall, has also been given a coat of paint. Reid's tug *James Reid* passed down on Wednesday with Waddell dredging outfit in tow, bound for Toronto, where they have a contract.

Colin Wigle has fallen in line with the rest of the dock owners and has a gang of men at work building a new dock at the mill for handling wheat and flour. Material is on the ground for a new dock at the foot of Gore St. John G. Mullen has put the docks at the foot of Murray Street in first-class condition and his name is often on the lips of citizens when the big str. *Columbia* arrives and departs. He will also put the coal docks and Richmond St. dock in shape as soon as the timber arrives, which is on the way. John Fraser has his dock in a satisfactory condition for a number of years to come. The only dock property now in bad shape is that at Falls Bros. coal sheds, and this will also be overhauled this summer.

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July 3, 1908

The Detroit River is the greatest water thoroughfare in the world. From Windmill Point to Amherstburg, connecting Lake St. Clair with Lake Erie is a beautiful run of twenty-four miles, unsurpassed anywhere in natural scenery, and to this the great volume of traffic of the Great Lakes adds a never-ending panorama. There is no comparison between the Detroit River and other waterways in the matter of commerce. Government officials who make a hobby of statistics say that in 1907, 23,721 vessels passed through the river, an average of one boat every seven minutes day and night. This naturally adds something to the attraction of the summer resorts and to the pleasure of boat trip either northward to the shores of Mackinac Island or southward to Lake Erie.

The fishing tug *D.T. Roy* of Alpena, which was seized last Thursday by Canadian Fisheries Officer E.S. Duncan of Filton, Ont., while alleged to be fishing in Canadian waters, made a thrilling escape from the Canadian officials. The tug, after the seizure, was first taken to South Bay, Manitoulin Island, and the crew was placed under arrest. Monday Officer Duncan started for Sault Ste. Marie, Ont., with the tug *Endress* towing the *Roy*. Late that night the *Roy* went aground on Fox Island Reef. The Canadians could not release her with the *Endress* and left for Filton to secure a larger tug. Capt. George Whitten and the American crew of the *Roy* immediately went to work shifting ballast, succeeded in working the tug off the reef and started for American waters. Officer Duncan left all his papers and effects on the *Roy* and they are now in charge of the Customs officers at Alpena.

The steamer *John W. Moore*, sunk in Detroit River last October by the steamer *Queen City*, is again in commission. She left the Ecorse yard, where she was rebuilt, loaded coal at Cleveland and passed up Tuesday morning. A new bow, new steel cabins and other repairs were given the vessel and she is probably stronger than when the fatal collision occurred near Mamajuda Light. The cost

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In Amherstburg Echo, July 3, 1908.

of repair will go beyond \$45,000. The *Moore* is owned by F.M. & M.O. Osborne of Cleveland and was raised by the Reid Wrecking Co. late last year. The whole bow was gone, back to the pilothouse, which also was shoved backwards.

The tug *Abner C. Harding* left Saturday morning for Chicago with the lighter *T.F. Newman*, and she will then return to Port Huron for the remainder of the season. The tug *Excelsior*, Capt. Stannard, is taking her place here for the remainder of the year.

The str. *Lake Michigan* discharged a cargo of shingles at Dalhousie Street dock from Sarnia for John Fraser and Mrs. J.R. Park this week.

Hickler Bros. left Monday for the Soo with their drill, in tow of the tug *Marion*, to put in Peavil's anchors, which are required for the work in the mouth of Detroit River.

The steamer *Ossifrage*, which has been running between Pelee Island and the mainland, has been chartered by the Lake Erie Excursion Co. to run on the Buffalo-Crystal Beach route during the summer. It is not yet known what boat will take her place.

The tug *Owen* is now being used as Government patrol boat at the Lime-Kilns, and Reid Wrecking Co.'s tug *Diver*, which was taking her place, went to Sarnia for another steam pump to put on the wrecked barge *Houghton*, which was brought in from Bar Point to Callam's Bay Sunday.

At a meeting of the Drillmen's Union Sunday, M.D. Fox was elected delegate to attend the International Longshoremen's convention at Erie from July 13th to 20th.

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July 10, 1908

Running on an unexpected shoal on the Canadian side of the St. Clair River, the 540-foot steamer *McIntosh* of the Gilchrist Transportation Co. was sent to the bottom and severely damaged at 2:30 o'clock Tuesday morning by the steamer *M.A. Hanna* of the Mitchell Transportation Co. of Cleveland. The *Hanna*, too, rests on the bottom of St. Clair River opposite Miller's coal dock. At the time of the accident the *H.P. McIntosh* was bound down with a load of ore. When opposite the plant of the Standard Chain Works, the big steamer struck and was fast on the river's bottom. Full steam was put on in an effort to make her release herself, but across the channel the steamer *Hanna*, just at the time she swung broadside, which was coming up, also heavily laden, struck the *McIntosh* abreast of the boiler house on the port side. She lies in about 30 feet of water and is decks to, with one rail under water. Capt. Baker will raise the *McIntosh*. Beyond a twisted stem and two or three broken plates, the *Hanna* is not believed to have suffered much injury. Her anchors were driven through her and the forepeak is probably full of water. She was taken to Detroit for repairs. The masters of both boats are unable to account for the presence of this new shoal.

The passenger steamer *International* from Sault Ste. Marie has been put on the Stoney Island (Locherville)-Detroit run and general excursion and freight business around Amherstburg and lower Detroit River. This will give the dredge- and drillmen a way to get their repairs down in quick order, as well as for Amherstburg people to spend the day in Detroit. Grant, Smith & Locher are responsible for bringing her to the Detroit River. But where will she land here, as no public dock is clear?

A regrettable drowning occurred near Muir's Dry-dock in the old Welland Canal, Port Dalhousie, Saturday evening. Captain Louis Allan, who sails a liner on the upper lakes, had taken Collette, his nine-year-old daughter, out bathing. He was teaching her to swim when she slipped off his back, disappearing. The water is rather dirty at the spot and the efforts of the father to locate her body were unavailing. Aid was summoned and in forty minutes the body was recovered. Dr. Thompson, Port Dalhousie, and Dr. Sheahan of St. Catharines were on the spot when the child was found and worked on the body for a couple of hours, but failed to resuscitate life. Capt. Allan is a son of the late Capt. C.C. Allan. He lived in Amherstburg for years, being ship carpenter for Dunbar. Mrs. Allan was a Miss Ella Campbell, sister of Fred Campbell, Sandwich Street. They have one other daughter.

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July 17, 1908

The Trust tug *Excelsior* is laid up at this port, owing to the lack of wrecking this season. The crew has

gone to Cleveland to take charge of the tug *Cheboygan*. The tug *Harding* is looking after Trust vessels and any work that may turn up.

Good work is being done by the Canadian Government patrol boat *Owen* at the Lime-Kiln Crossing. Since the patrol boat has been on the job, not a single accident has occurred in the dangerous channel. Large boats are stopped by the patrol boat while tows are coming down through. This makes it almost impossible for any mix-ups to occur. All passenger steamers also have to slow down between Bar Point and the Lime-Kiln, as the banks on both sides of the channel are washing away. The *Owen* recently had a large water tube boiler installed in Detroit and her upperworks have been reconstructed.

Dunbar & Sullivan's dynamite manufactory at Dynamite Island has been completed and work of making "powder" has commenced. W.H. Jones is in charge as superintendent and he has as first assistant Thomas Middleton, who was associated with him years ago in the same dangerous enterprise, both at the Soo and at Maise. George Dease and Hilland Pettypiece are employed on the staff. Seventeen hundred pounds are made daily and, as it requires no curing process, what is made one day is used the next. This amount is just what is required for Dunbar & Sullivan and though at present there is no mention of extending the plant, the inconvenience other Detroit River contractors are experiencing in getting dynamite may result in their going in on the deal in some way. It is eighteen years since dynamite was made in the same vicinity.

The wrecking tug *Reid* will leave Sarnia soon for the Atlantic coast, where Capt. James Reid will attempt to recover two ships which have been wrecked and abandoned by their owners. The vessels are the steamer *Turret Belle* and the steamer *Lady Aileen*, both steel ships. The wrecks are near Prince Edward Island. The wrecking str. *J.E. Mills*, Capt. James Lanaway, may also go with the *Reid*.

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July 24, 1908

Dynamite making, which is now well underway on the little island reserved for this purpose near Grosse Île, isn't drawing many visitors, though nearly everyone who knows about the work is interested. The plant is being worked to its full capacity and the grade of "powder" turned out is said to be as good as can be. Before those who are employed at the work become hardened to the place they have to go through a seasoning process which is anything but pleasant, as they become very sick at home. Fumes from the acids are said to cause the nausea and extreme headache and, like sea-sickness, very few are immune. All the employees got through their first day all right and were congratulating themselves that they were to escape the initiating illness, but before they arrived home every one of them to a man was struck, and W.H. Jones, the superintendent, became so bad that a physician had to be called in. The others suffered the usual nausea and headache and are now old-timers.

The steamer *M.A. Hanna*, damaged in collision with the steamer *McIntosh*, is in dry-dock at Toledo. She has 20 damaged plates and will be out of commission until August 1.

The report sent out by the Canadian Marine Department that the shoal which has been making below the Standard Oil Company dock at Sarnia has been removed is without foundation. On Sunday the gas buoy was removed on instructions from the Department at Ottawa and two hours later the steamer *Maricopa*, towing the *Bryn Mawr*, bound down, pitched upon the shoal. The *Maricopa* succeeded in releasing herself, but when the current caught the stern of the *Bryn Mawr* she was carried down the river broadside and collided with the sunken steamer *McIntosh*, doing considerable damage. The *Bryn Mawr*'s stern is badly damaged and she was towed to Lorain for repairs.

The tug *Harding* and lighter went over to Sandusky Sunday night and released the str. *Colonel* after 100 tons had been lightered.

The tug *Sydney T. Smith* shipped a stone in her rudder and had to go to dry-dock. The tug *Shaun Rhue* was also laid up with a broken pin.

Capt. A.A. Stannard has arrived from Cleveland to look after the Trust tug *Excelsior*, which is in ordinary at this port.

A big pontoon belonging to the Reid Wrecking Co. broke away from the Fraser dock Sunday night and caused a flurry among the steamers at Bar Point. She was captured by the tug *Owen* and towed to her

mooring.

The little steamer *International*, plying between Detroit and Stoney Island, resumed her run Saturday morning after a day's interruption. The Canadian authorities said the boat was lying in Canadian waters near the island and the captain suspended operations long enough to look over some charts of the lower river district. The matter involved a pretty fine point, as the international boundary is supposed to pass through the dock at the island. A new dock will be built for the boat.

The str. *Moore* blew out some packing of her engine abreast of Grassy Island, but before the tug *Harding* got to her she was out of danger.

Edward Bros.' dredge and tug *Blues* from the Soo have been put to work on Livingstone Channel. She met with her first mishap Friday, having broken the shaft of her stern anchor. A diver made repairs Saturday.

The dredge *I.X.L.*, from Port Arthur to Toronto in tow of the tug *Columbia*, pulled in here on Friday after being turned back eight miles out by a heavy sea. She lay here until the weather calmed down.

The *Toronto Globe*'s editorial column said, in all earnestness, last Saturday:—"It is satisfactory to learn that the industry of dynamite making is to be established on an island in the Detroit River. It is better to make the dynamite cartridges there than to transport them from some other place by rail. If the nitroglycerine also were manufactured on the spot, all the danger would be concentrated where an explosion would cause the least possible danger." It may allay the *Globe*'s nervousness to learn that dynamite is merely nitroglycerine absorbed. The cartridges are paper wrappers placed around the sticks of dynamite. Local manufacturers use wood pulp as an absorbent and after they make the nitroglycerine it is absorbed in wood pulp and the mixture fashioned into sticks of a convenient size. That's dynamite, or as it is known locally, "powder". The *Globe* has another guess coming.

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July 31, 1908

A big 600 yds. dump scow belonging to the Great Lakes Dredge & Dock Co.'s big dredge *Columbia* was sunk on the dumping ground below Bar Point on the Livingstone Channel Monday afternoon; a big boulder was stove through her bottom. It was thought that the whole bottom was torn out. The Trotter Wrecking str. *J.E. Mills* was dispatched to the scene with a diver and steam pumps Tuesday to raise her and had it in dock same evening, and the hole, which was about three feet square, was repaired here.

An early morning marine mix-up on the river opposite the Fraser dock yesterday (Thursday) caused a great deal of excitement. The barge *Lyman Casey*, bound down from Sarnia to Toledo in tow of the steamer *City of Mt. Clemens*, was rounding to when a big steamer, also bound down, took a sheer and struck the *Casey* on the bow, breaking in a number of planks and knocking her signal light off. At the same time the barge *K.K. Clint* was coming up the river in tow of the tug *McCarthy* and it looked like a serious mix-up for a time. The Trust tug *Harding* went out to their assistance but was not needed. The damaged boat was repaired here before proceeding on her way.

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August 7, 1908

The old *Erie Belle* was burned to the water's edge at Chippewa Creek last week, ending in flames the last chapter of a life full of vicissitudes.<sup>25</sup> The *Erie Belle* had been an object of interest to visitors for years, artists painting her as a representative of the best sailing vessel of the old type. The story of her last trip has been a subject for novelists. She was a three-masted, square-rigged forward with double topsail and top gallant sail, was built at Port Burwell in the early seventies, and was the belle of the Great Lakes. Her last trip was made 12 years ago. She was unloading at LaSalle St. when the crew went on strike for wages. The captain, single-handed, ran her from the dock and with the aid of a tug brought her to Chippewa. Upon her arrival she was seized at the instance of a Toronto bank that held a mortgage and has remained at

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<sup>25</sup> ups and downs

Chippewa ever since. A month ago a firm of Toronto contractors bought and dismantled her, intending to use her as a scow, but it was impossible to move her and the task was abandoned.

The Dominion Government cruiser *Vigilant* called here Thursday night of last week, having on board Dr. David Starr Jordan, president of the Leland Stanford University at Palo Alto, Cal., and United States member of the International Fisheries Commission, and S.T. Bastedo, the British member of the same, who are inspecting all the fisheries between the Atlantic and Pacific Oceans.

Local dredge employees have petitioned Parker Bros., Detroit, to put on a boat between Amherstburg and Detroit to accommodate them at the weekend. Capt. Joseph King was in town on Friday making arrangements for the service. The big gasoline launch *Ocomee* will be put on the route. She will also be used as a ferry between here and Sugar Island on big days.

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August 14, 1908

A huge commercial project of great interest to the Niagara district is said to be contemplated by the Dominion Government. It involves the making of Niagara Falls, Ont., a lake port, free of access of any vessel capable of navigating the Welland Canal, which, as has already been announced, is to be enlarged to a depth of 22 feet. The plan includes the construction of a lock at Port Robinson and the deepening of the waterway on the Welland River²⁶ between Chippewa and the Welland Canal. The preliminary surveys have been made and the feasibility and practicability of the proposal have been reported to the Dominion Cabinet. The work will involve the expenditure of a considerable amount of money. It will give a large section of the Niagara River to the Welland Canal and will give a large section of the Niagara District all the advantages of a lake port.

The new West Neebish Channel will be opened to navigation on Sunday next. It will not be used at nights until it is properly lighted, which will be about September 1st.

The Canadian statistics for the season of navigation of 1907 have just been issued. They show that the waterborne traffic of the Dominion for the year 1907 was the largest on record. The total volume aggregated 20,543,639 tons, as compared with 10,528,185 in 1906, representing an increase of 95.2 per cent. The traffic increased from 9,000,000 tons in 1903 to 20,500,000 tons last year. For comparative purposes it may be mentioned that the traffic of Canadian railways increased from 47,000,000 tons in 1903 to 63,750,000 tons in 1907. The principal expansion in canal traffic last year was in the business of the Sault Ste. Marie Canal, which showed an increase of 5,601,943 tons over 1906. During the past decade United States tonnage through the Sault Ste. Marie Canal increased 315 per cent, while the increase of Canadian tonnage was 467 per cent. The betterment in total traffic was 341 per cent and since the number of passages grew by but 66 per cent, Payne says it is obvious that the carrying business of the upper lakes is rapidly developing a much larger type of steam vessel than has hitherto been in use.

If contractors on the Livingstone Channel continue setting off such heavy blasts every morning, brick and stone houses in Amherstburg will soon not have one block left upon another. It is said as high as one hundred and forty holes are set off at one time and the shock shakes the whole countryside. This constant jarring cannot but have a bad effect on buildings and property owners may be compelled to take action against the companies responsible for damages.

John G. Mullen, manager of the Pittsburgh Coal Co., has just completed one of the best stretches of docks ever laid along the front, from the ferry dock to Richmond Street. It has a stone foundation filled in with boulders and levelled off, stringers on the bed and 2½-inch plank on top, so there is a dock under the coal that will last a lifetime. Cinders are spread in the holes leading to the plank. Mr. Mullen may also repair Richmond Street dock, which is in very bad shape at the water's edge, and the dock frontage outside of Falls Bros' coal sheds, which also should be attended to at once before someone breaks a limb and brings a damage suit.

²⁶ also known as Chippewa Creek

A 40-foot gasoline power boat will arrive in a few days to look after the lights in the lake. She will be under the U.S. Lighthouse District and will be stationed at the Bar Point Lightship. Capt. John Anderson will have charge of her, while Walter Hunt will run the engine.

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August 21, 1908

**Terrific Explosion.-Drillboat "Destroyer" Blown Up.-Several Men Injured.-All Doing as Well as Could be Expected.**-About 9 a.m. on Wednesday the tug *Columbia* arrived at the ferry dock with her deck crowded with men rolled in blankets from Sullivan's big steel drillboat *Destroyer*, all seriously wounded.

The drill was working on the new Livingstone Channel west of Bois Blanc Island when shortly after the day crew relieved the night gang an explosion occurred, injuring nearly every member of the crew.

Those most injured were:

Gilbert Morenci, foreman in charge of the drill, had his left shoulder dislocated, three ribs broken, back sprained, more or less bruised all over the body, left leg wrenched, body and head cut. Is in a serious condition.

Stephen Autin was thought to be the most injured. He has three cuts on the skull and right ear, bleeding from the ear and it is feared shoulder fractured. He recovered rapidly and was able to sit up Thursday morning.

Gus Bellcours is hurt inwardly, especially about the stomach, and bruised on all parts of the body; bad cut on head.

Alex. Amelle, left ankle broken and bruised all over body.

John Bellcours, cut about the head, shoulder strained and badly shaken up.

Oscar Triolet is badly injured about the ankles and injured in breast. He put in a restless night.

Ernest McGee, Elmer Carpenter, John Morey, Joseph Merrifield, Ed. Dornan, David Long and Inspector Paul Trusdale were more or less shaken up, but are not supposed to be seriously injured.

Physicians were called and the injured men were placed on cots and conveyed to their different homes and given every attention.

The day crew, as usual, relieved the night crew at six o'clock and had put about 6 holes down. Had started to load hole with dynamite and four sticks had been put in hole when some gravel got in. Men were cleaning it out when drill got down too far or caused a spark and the whole charge went off - about 2½ tons. It went off like in three waves. There was no battery used, as they were not ready to shoot. In firing a blast the drill is always moved back. Morey was thrown into the powder boat; the powder in the boat did not go off. There were 25 boxes of 50 lbs. to a box. If that had gone off there would not have been anyone left to tell the tale.

The whole drill was wrecked; the house was blown to pieces; the frames are leaning on the girders; the boiler is knocked ten feet out of place.

Oscar Triolet was thrown into the water but was rescued by Paul Trusdale.

Capt. Hobin of the dredge *Hercules* blew for a tug and dropped a scow down with men to give assistance. The tug *Columbia*, Capt. Jos. Marks, was the first tug to arrive and cots and blankets were taken for the injured.

When it became known in Amherstburg Wednesday morning that a premature explosion of dynamite had practically wrecked the big drillboat *Destroyer* and wounded the crew, great excitement prevailed. The explosion was not noted here except by its occurring at three intervals. The shock from it was no greater than has been felt every morning about the same time.

It has since transpired that the damage done resulted from the dynamite going off while the drillboat was still over the holes containing the explosives. It appears that the drills are set to bore deep enough to allow eight sticks of dynamite to be inserted, but only four can be put down without withdrawing the shield. After tamping down the first four, and before the next lot could be put in, some gravel washed in the hole and it was to clean this out the drill was inserted the second time, and the explosive set off. One hundred and

forty-four holes had been drilled and charged, each with eight sticks of dynamite, aggregating 32 pounds in weight, so in all 5608 pounds of dynamite were prematurely exploded when the drill struck. That more damage and loss of life did not result is a miracle.

All the wounded men received immediate medical attention on landing at Amherstburg, Drs. Abbott, Teeter, W.F. Park and T.J. Park dividing the work. Messrs. Autin and Morenci, who were in a state of collapse and whom it was feared couldn't recover, rallied during the afternoon and are in no immediate danger. Alex. Amelle is suffering considerably and Joseph Merrifield, whose tongue was cut through by his teeth, suffered greatly from pain and shock. Oscar Triolet will likely be laid up for some time, but the others are making rapid recovery.

The ill-fated drill was towed to Wigle's dock on Wednesday afternoon and was visited by hundreds of sightseers. It presented a badly dilapidated appearance and after viewing it one could with difficulty understand how the crew escaped death. The machinery was all displaced, the boiler twisted, every pipe broken and bent and thrown on the deck, the four drills and frames went by the board, the upperworks were almost completely destroyed, a hole was punched in the starboard side and one compartment was filled with water.

The boat was built in Detroit last winter at a cost of \$60,000. She went to work on the Livingstone Channel May 13th last. Superintendent John Sullivan estimated the damage at about \$10,000. A force of men have been put to work making repairs and it is hoped that she will be in shape for work at the end of three weeks.

August 21, 1908

A big steel spud of the Great Lakes D. & D. Co. dredge *Columbia* broke Saturday morning and a full crew was put to work night and day getting ready an oak spud composed of four square timbers. A large number of town people watched the work go on, having been drawn to it by the big searchlight which enabled the work to be carried on nights at the foot of Richmond Street. She pulled out again Thursday morning. The Starke dredge No. 9 was towed to Detroit with a broken drum Saturday.

W.H. Jones, superintendent of the Dunbar & Sullivan dynamite manufactory, had an unpleasant experience Friday night. He left the "powder house" in the evening with the gasoline launch to go to Trenton, when behind Sugar Island the engine "bucked" and he couldn't induce it to go. Darkness came on and, as no sail appeared, he had to remain out all night. Saturday morning he sculled to one of the dredges, got breakfast and repairs and arrived home after dinner. His absence caused considerable alarm and a relief party was just being made up to search for him when he appeared on the scene.

August 28, 1908

The big dredge *Columbia* was pulled in Friday night for repairs to her engines. Starke's No. 7 was also in a few days for repairs.

Capt. Joseph Mahon came from Milwaukee Sunday to visit his family, the str. *Holmes* having laid up for repairs. He left again Sunday evening as mate on the str. *Salt Lake City*.

The tug *John Monk* was out of commission for a couple of days this week for boiler repairs. The tug *McCarthy* took

her place, looking after the Government work.

A list of all the lights and fog signals on the inland waters of the Dominion of Canada, corrected to April 1, 1908, has just been published by the Department of Marine and Fisheries. Copies will be supplied to mariners free on application.

The str. *Ossifrage* resumes her trips on the Pelee Island route on Tuesday, September 1st.

A big steel dump scow belonging to the Great Lakes D. & D. Co. was sunk by hitting a rock on the dump ground below Sugar Island. Jos. Campbell, diver, with the str. *J.E. Mills*, went to her Tuesday morning with a steam pump and raised it.

A force of men are busy repairing the drill *Destroyer*, which was wrecked Wednesday of last week by a premature explosion of dynamite. Mr. Sullivan expects to have her in commission again in two weeks. All those who were injured are doing well and will not be disabled in any way.

The Great Lakes Co. dredge No. 3 pulled in with a broken anchor for repairs.

Wm. Kett, engineer on tug *Owen*, has moved his family to town to the Hunt house, Sandwich St.

The new \$200,000 dock built for the Pittsburgh Coal Co. at Pittsburgh Landing, the schutes and a large amount of coal caved in and went into the river last week. J. Herbert Florey of this town is manager at that point.

While trying to make the dredge *Hercules* with a party of ladies, children and gentlemen aboard Friday evening, Capt. Jacques Laframboise struck a submerged rock back of Bois Blanc, which punched a hole in the bottom of his yacht, and had they not been near the dredge, a tragedy might have resulted. He managed to run up alongside the dredge, where the passengers were taken off, temporary repairs were made and the yacht towed to Amherstburg by the tug *Smith*. On Saturday she was lifted out on the Murray Street dock by the Pittsburgh Coal Co.'s hoist and repaired.

The str. *John C. Pringle* lay at the waterworks dock on Saturday, receiving repairs to a broken air pipe. When she picked up her barges, the *Rhodes*, *Melbourne* and *Quayle*, that evening, a stiff west wind was blowing, the harbor was full of dredges, drills and tugs and it was quite a problem to get underway. The *Rhodes* made a beeline for the craft lying at the coal dock and a mix-up would have occurred had not the tug *Aldrich*, with Charles Hackett at the wheel, been on the spot. She put a line on the *Rhodes* and straightened her up just in time to prevent a collision.

There is a prospect of a tugboat war at the lower end of the river if the expected boom in lake traffic comes this fall. There has always been keen rivalry for business among the tugs stationed at this port and the addition of several new boats to the fleet will keep them all rushing for business as soon as the heavy movement starts. The Great Lakes Towing Co. have the tugs *Abner C. Harding* and *Excelsior* at Amherstburg, in charge of Capt. Thomas Hagan of Port Huron. The *Harding*, which was brought down from Port Huron, is one of the most powerful tugs on the lakes and will help the *Excelsior*, which has been stationed at the Lime-Kiln Crossing for two seasons. The independent tugs at Amherstburg are the Hackett Wrecking Co.'s *Home Rule*, which is taking care of the Pittsburgh Coal Co.'s lighter; Hackett Bros.' tug *Aldrich*; the Trotter Wrecking and Towing Co.'s wrecker *J.E. Mills* and tug; and Lewis Goodchild's *D.A. McCarthy*.

September 4, 1908

The passenger steamer *Telegram* stranded on Jackson Shoal early Monday morning. The passengers and crew were taken from the wreck by the tug *Saucy Jim* and landed at Lyon's Head. The steamer is fully exposed to easterly winds and is likely to go to pieces. The *Telegram* is a little wooden vessel 108 feet long, owned by the Dominion Fish Co. of Collingwood, Ont. Jackson Shoal is near the south shore of Georgian Bay. The *Telegram* was on the Pelee Island route at one time and was a most satisfactory boat.

**Pelee Island**-A steamboat meeting was held at the town hall on Saturday night. There were about 200 present. Wm. Fleming was appointed chairman and everybody had an opportunity to express an opinion and they all gave the manager of the *Ossifrage* a thorough overhauling for the way the islanders had been

### THE GREATEST TRIP OF THE GREAT LAKES

#### The Large D. & B. Line Steamers Cross Lake Erie Daily.

The journey between Detroit and Buffalo on the luxurious D. & B. Line steamers, is the most delightful fresh-water trip in America. The cabins of these boats are furnished elegantly, the staterooms are comfortable and the service is the best. Then remember, the fare is three dollars less than the all-rail fare. Send two cent stamp for folder and Great Lakes Map.

Address  
DETROIT & BUFFALO STEAMBOAT COMPANY,  
2 Wayne St., Detroit, Mich.

From the *Amherstburg Echo*, August 21, 1908.

neglected during the summer months. For once the opinion of the islanders was unanimous. A document was drawn up and signed by all present to give the *City of Chatham* all their patronage. The *Chatham* is to go on the route next Monday and will make trips according to the old timetable - two round trips to the mainland and one to Detroit River and one to Sandusky each week.

The Great Lakes Dredge and Dock Co. have rented the storeroom at their repair yard at the foot of Richmond Street from E. Berube and will fit it up as a main office.

The steamer *Iron King* drifted on a big boulder opposite the Gore Street dock at Amherstburg about 4 o'clock Saturday morning, but was released four hours later by the tug *A.C. Harding*. The *Iron King* was coming up the channel with a barge in tow and was stopped by the patrol boat because a number of boats were passing down at the time. The patrol boat took the barge in tow and the *Iron King* drifted downstream. The steamer was out of the channel when she struck the boulder. The boat was not badly damaged and proceeded up the river with the tow after she was released.

The project of a canal from Chicago to Toledo, cutting 500 miles from the present lake route, has been taken up by the Chicago Association of Commerce. E.S. Conway, chairman of the Association's Deep Waterway Commission, who is in charge of the movement, announced last week in a letter to Mayor Brand Witlock of Toledo that "as soon as the Great Lakes to the Gulf plan is well in hand the energies of the Association will be devoted to this proposed waterway." The canal as proposed would be 244 miles long and twenty feet deep. It would start below South Chicago, cut across Michigan and strike the lake about the entrance to the Maumee River, ten miles below Toledo. From this point, traffic could be diverted up the river to great elevators above Toledo or a straightaway run for Buffalo and Lake Ontario would be open.

Capt. Thomas Donnelly, the well-known vessel man of Kingston, who had been ill for some time, died Monday morning. Death was the result of cancer of the stomach, which disease developed as the result of an injury at the skating rink three years ago, when Captain Donnelly fell upon a stone. Captain Donnelly was fifty-two years of age and was born on Garden Island, a son of the late Capt. John Donnelly. He had been inspector of hulls, examiner of masters and mates, inspector of Lloyd's and bureau veritas and head of the Donnelly Salvage and Wrecking Company. He was an alderman of Kingston for seven years, a trustee on the Board of Education, a Mason, an Oddfellow and a member of the Royal Arcanum. He was a Presbyterian, a Conservative, governor of Kingston General Hospital and a director of the Oddfellows' Relief Association. A widow and four children survive. Capt. Donnelly was known from end to end of the Great Lakes as a vessel master, owner and wrecker.

The White Star Line has arranged with the Customs to run the ferry *White Star* between Amherstburg and Sugar Island Wednesday and Saturday nights for the convenience of Amherstburg terpsichoreans.<sup>27</sup>

Capt. Charles Hackett took the tug *Aldrich* and a full wrecking outfit to Walkerville last week to float a large scow. The craft was raised and was being brought down the river when the bottom fell out and she sank in 40 feet of water. The scow was abandoned to the underwriters.

The victims of the dynamite explosion which wrecked Dunbar & Sullivan's drill *Destroyer* are all recovering nicely. Gil Morenci, Alex. Amelle and Steve Autin are the only ones now remaining indoors. Of these, Mr. Autin is able to go around the house, Mr. Amelle will not be able to walk for a month but Mr. Morenci ought to be out in a week's time.

The *Goderich Signal* says: "When Earl Grey passed up the lake yesterday, remembering Ulysses and the Sirens, he gave orders that his yacht should not be allowed to come nearer to Goderich than one mile, lest he should be so enraptured with the beauties of the town that he should be unable to tear himself away and proceed further on his trip. Or was it that he had heard that if he landed at Goderich he would run a fair chance of dropping his leg in a hole in the wharf or falling over a coal heap? Hurrah for Earl Grey, anyway!" The Earl could not pass Amherstburg, rich in historical events, the busiest port of the Great International Waterway - which means in the world. He worked his way safely to dock here, through the

<sup>27</sup> dancers

twenty-odd dredges, dozens of tugs, steamers, scows, drills and barges and took a look over the historical points of interest where Canadian history was made during the seventeenth and eighteenth centuries.

The big passenger lines running out of Detroit are gradually bringing the season to a close. Without doubt it has been the most successful excursion season the lakes have ever known. Warm weather early in June gave the boats a good start. Not a single week in all the usual busy season of July and August has been spoiled by wind or rain, and the fair if slightly chilly weather of the past ten days has held the traffic up to the maximum till Sept. 1. The White Star Line did the largest business in their history. Only in the Toledo, Sugar Island, Detroit route was there a falling off. "Our business is much better than last year," said Walter E. Campbell, general manager of the D.B.I. & W. Ferry Co. On the Cleveland and Buffalo divisions of the D. & C. line, business exceeded the capacity of the ships. Freight business was poor throughout the whole season.

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September 11, 1908

The *Marine Review*-The Great Lakes Dredge & Dock Co. has just completed at its Cleveland yard drillboat No. 4, designed for work on the new Livingstone Channel at the mouth of the Detroit River. This is the first drillboat to be completed on the Great Lakes which is built entirely of steel. It is of especially substantial construction in all parts with a view to withstand the long and continuous hard service to which such vessels are usually subjected. The dimensions of the boat are:-Length, 132 feet; breadth, 32 feet 8 in.; depth, 7 ft. The hull of the vessel is divided into five separate watertight compartments with communications to these from the deck only, so that the vessel is practically unsinkable by any probable damage which she might receive in service. The deckhouse encloses a pump room, blacksmith shop, boiler, coal bunks, storeroom and office and is constructed of steel framing and plating throughout. In the pump room are two hydraulic pumps for operating the drill and travelling cylinder. There are five drill frames arranged along one side which travel longitudinally on a track. The cylinder controlling the vertical motion of the drill stands upon angles forming the guide for the drills and is operated by hydraulic power. The drills used are of the latest design of the Ingersoll Rand Drill Co. The boat is lighted throughout by 150 incandescent lamps. The boat was launched on June 25, 1908, and was christened by Miss Bernadette Keane. She left Cleveland on July 19, 1908, and was put in operation at Sandusky, O., for several weeks on a contract of the Great Lakes Dredge & Dock Co. at that place, where all her machinery was thoroughly tested out and proved entirely satisfactory." James Handcock is foreman on this drill, which is at present on Ballard's Reef, and of the new contract. A hole is blown as soon as it is drilled and they use from 8 to 15 pounds of dynamite to a hole.

The Metcalfe wrecking barge has just finished taking out the cargo of the steam barge *Armenia*, which was wrecked about three and a half miles west of the Middle Ground light a few years ago.²⁸ She was lying in about forty feet of water and proved to be a source of danger to the large freighters, several of them having struck the wreck. The Government finally had the top blown off the boat, lowering the sides out of danger mark. The cargo consisted of 2000 tons of Ajax iron ore. The wreckers have taken out the whole amount. They will now proceed to a point about three and a half miles east of Middle Ground light to the wreck of the steam barge "*Specular*" which was sunk by the steam barge "*Seattle*" about seven years ago. The *Specular* was owned by the Republic Iron Co. and was loaded with sixteen or eighteen hundred tons of magnetic iron ore.

William Pizer has accepted a position as electric engineer on the Great Lakes Dredge & Dock Co.'s big steel submarine drillboat No. 3 on Ballard's Reef on the new channel.

The U.S. Government Lighthouse launch came down last week to look after the lights in the lake. She is 30 feet long and is driven by an eight horsepower engine. Capt. John Anderson is in charge of her while Walter (Rocky) Hunt looks after the engine. The tug *Aldrich* has had this job but on account of other work

²⁸ The *Armenia* foundered in Lake Erie in May, 1906. See Vol. VI, p. 92.

had to give it up.

About four o'clock Friday morning the steamer *King Edward* of the Algoma Central Steamship Line, northbound from Sandusky to the Soo, while trying to make Southampton in a fog ran on the reef at the south end of Chantry Island. No lives were lost. The vessel will probably be a total loss.

If the Welland Canal were deepened or a new one constructed so that 10,000-ton grain carriers could get through, the total cost of hauling from Port Colborne to the sea, including $\frac{1}{4}$ of a cent for insurance by reason of the extra hazard entailed by the river route, would be $2\frac{5}{8}$ cents compared with $4\frac{1}{2}$ to 5 cents to New York. Such is a statement made by Francis King, secretary of the Dominion Marine Association. A new Erie Canal, he said, with a depth of 22 feet is of utmost importance and action should not be long delayed, as the new Erie Canal was underway and it was important that the bulk of grain traffic should find an outlet to the sea by way of the Canadian route. Referring to increase in the amount of grain transhipped at Kingston, Mr. King said within the past few years the business had doubled. Last year 13 million bushels were carried to that port by one company; with 10,000-ton grain carriers transshipping at Kingston or Prescott there would be a great increase in the business of those ports.

The cofferdam which has been built to enclose the second section of the new Livingstone Channel at the Lime-Kiln Crossing has been nearly completed and it is announced by the contractors that the work of pumping out the water within it will be started about Oct. 1. The section extends from abreast of Stoney Island to the southward, a distance of about 7500 feet, of which about 4000 feet is enclosed in the new dam. The work on the section was started this spring and is scheduled to be completed within a time limit of 750 good working days.

The season now nearly over has been one of the slowest in years for the tug companies. Year after year, hard times or no, the tug companies have always been busy, until this year. There is not one who seems to care to engage them and they are tied up to the docks most of the time. All the tugs at the head of the lakes are in ordinary, a number of them being laid up in the different slips where they have laid since last fall. According to the tugmen, even the large freighters, which until this year never thought of coming into the harbor without a tug, now get along the best they can without one, and it is only a case of accidents and positive need that tugs are called.

The big steel str. *Hoover & Mason*, downbound with ore, ran aground in the fog Monday night at Stag Island, St. Clair River. The tug *Harding* went with the lighter *Rescue* to release her.

The Trotter Towing Co.'s str. *J.E. Mills* will leave Monday for West Neebish, Soo River, to get a cargo of heavy machinery for Grant, Smith & Locher.

The Dominion Government yacht *Speedy* which carried Earl Grey and his party to the Soo, called at Amherstburg Wednesday afternoon on her way back. The Governor General cut his visit short and went overland to Ottawa from the Soo.

Charles Anderson of the Pittsburgh Coal Co. at this port, while running his launch "*Beppsy*" up the river Saturday night came to grief at the Lime-Kilns, the cylinder of the engine blowing out. He had to paddle to shore and walk home. He had his head nearly blown off, as he was oiling the engine at the time the accident occurred.

Manager B.W. Parker of the White Star Line has awarded the contract for the construction of the new "early-and-late" boat to the Toledo Shipbuilding Co. The hull, engine and boilers will be built by the shipyard and the cabins and upperworks will be constructed at the White Star shops here. The new passenger steamer will come out early next season and she will be especially fitted for the needs of the route between Detroit and Port Huron. She will be 185 feet 6 inches in length and 32 feet beam at the waterline. She is designed to carry about 1200 passengers and about 300 or 350 tons of freight on her main deck. The new boat will replace the *City of Holland*, which has been under charter the past season.

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September 18, 1908

Mrs. Capt. David Girardin and the Misses Callam took a trip to Buffalo with Capt. Alex. Callam on the steamer *Fitzgerald* this week.

Chas. Fleming, who has been second engineer on the tug *Milwaukee* of the Starke fleet and lived in the Bezaire house part of the summer, has left for Toronto to take charge of an automobile factory.

Capt. Dunn of the Fisheries Protection cruiser *Vigilant* has been given a month's leave of absence. He will then be retired from the service. He is succeeded as commander of the *Vigilant* by Capt. Robertson, who has for some years been first officer of the *Curlew*, stationed in the Bay of Fundy.

Capt. Chas. D. Hackett is having a dock built at the foot of Bois Blanc for his wrecking tug *W.B. Aldrich*.

The str. *J.E. Mills* left for the Soo Monday to bring down some steam pumps and other heavy machinery for C.H. Locher of the dry work job.

The Great Lakes D. & D. Co.'s drill No. 2 arrived Sunday from Sandusky to work on the new Livingstone Channel. She is in charge of William McTaggart of this town.

While lying at her dock in Windsor Thursday morning the excursion steamer *Pleasure* was damaged by the steamer *D.C. Whitney* and is at the Detroit Shipbuilding Co. for repairs to her starboard side above the waterline. The *Whitney* was attempting to land just below the *Pleasure* and the dock, smashing on the dead center, and she became unmanageable. She ran in between the *Pleasure* and the dock, smashing into the starboard side of the ferry steamer and sending her adrift. A good-sized chunk of woodwork was torn away and a number of stanchions and a section of railing are gone. Repairs are being rushed and she will be out soon.

The str. *E.B. Osler* ran aground at Bar Point Sunday and the Trust tug *Harding* worked on her all night before she was released. The *Harding* also released the str. *Goodyear* at Grassy Island after her fuel cargo was lightered to the lighter *Rescue*; she also released the *Hoover & Mason* from Stag Island last week after a large quantity of her cargo had been lightered.

The str. *A.H. Hawgood*, bound down with coal, ran aground at Bar Point Tuesday morning and had to be lightered by the lighter *Rescue* before the Trust tug *Harding* released her.

Capt. A.J. Fox of the steamer *Frank E. Kirby*, says that Monday's gale was the worst that has struck Sandusky and Put-in-Bay during the last 30 years, according to the memory of the oldest inhabitant. For fully four or five hours before the wind struck the western end of the lake, huge waves were rolling and breaking clear over the highest docks. For the first time in 15 years at this time of the year the *Kirby* failed to make her trip and her passengers were sent to Detroit by rail.

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September 25, 1908

The "dry work" at the new Livingstone Channel at Stoney Island was visited by a representative of the *Echo* last Saturday and will form the basis of an interesting write-up in next week's *Echo*. The dam has been completed and the company expects to begin pumping by October 1st.

Hamonic is the name selected for the new steamer of the Northern Navigation Co. fleet by the special committee appointed in the name competition by the company. This word [was] suggested by James R. Moore of Richard's Landing, Ont., and he accordingly has the honor of naming the new ship.

When the steamer *Tashmoo* reached her dock from Port Huron Sunday evening she closed the most successful season she has had since she came out. She has carried more passengers than in any previous season and has not had an accident of any kind.

The passenger steamer *King Edward* of the Algoma Central Steamship Co. was released from the rocks of Chantry Island off Southampton Saturday morning and was taken to Collingwood for repairs. The *King Edward* went on Chantry Island in the smoke early in the morning of September 5. The Reid Wrecking Co. was given the contract for her release last week.

The first test of the new device for raising sunken steamers was made the other day in White Lake off Muskegon when Dr. Fernando Stand's canalons were sunk under the 52-foot steamer *Petrel*, lying at the bottom of the lake in many feet of mud, and so strong was the lifting power of the gas buoys that the boiler of the small boat was pulled out of the hull to the surface. It was intended to make the test on the steamer

State of Michigan, sunk five years ago²⁹, but the boat cannot be found where it was supposed to have been sunk and marine men believe that the craft, about which there was some mystery when she sank, has gone to pieces.

Well-informed vessel owners are of the opinion that not much ore will come down during the month of November and that the close of navigation will come unusually early. There is very little dock space left at Lake Erie ports and as shipping orders are not coming in very freely the outlook for a good movement during the remainder of the season is not very bright. The leading shippers are planning to clean up early and that means that shipments will be cut all round as soon as cold weather sets in.

The Dunbar dredge *Brian Boru* has been out of commission for a few days and is at Gordon undergoing repairs.

John Brown had to give up his position on the str. *Harvey Brown* and is at his home, Seymore Street, in a precarious condition with Bright's disease.

The Great Lakes Dredge & Dock Co. is having a storeroom and office built on the Walker property north of Wigle's mill. They will also dredge out the debris at this point and construct a slip to run their dredges in for repairs.

The str. *City of Chatham* made a trip to Windsor from Pelee Island, stopping in at Amherstburg on her way up with fruit Tuesday evening.

The fast yacht *We C.U.* has been launched at Gordon for the Dunbar & Sullivan Dredging Co. A number of small wooden scows are being rebuilt there.

M. Sullivan is rushing the work on his new fuel scow at the Sullivan repair yard. She will carry about 50 tons of coal and will be used in coaling the drills, a new method in these parts.

The D.B.I. & W. ferry *Papoose*, which has been employed since the close of the season hauling stone from the dredges for the protection of the west shore of Bois Blanc, lost her wheel near the bathhouse Wednesday morning. She was picked up by the tug *W.B. Aldrich* and towed to Amherstburg. She has gone to Detroit for repairs.

Dunbar & Sullivan have just received a large gasoline powerboat from a Detroit maker, to be used in and around their dredging and drilling plants at work on the new Livingstone Channel and for carrying men to and from the drills at Bar Point. She has a seating capacity of 75 and is built for fair or foul weather. She has an 18-horsepower engine; is 45 feet overall; 9 foot beam and 5 feet in depth; is fitted with electric lights. A glass house covers her engines and she is the finest type of a powerboat around these parts.

The *Detroit News*:—"Capt. Joseph Mahon of Amherstburg earned an unusual distinction at Ashtabula Friday and Saturday of last week when he successfully navigated above the swing bridge with the 569-foot steamer *Arthur H. Hawgood*. He took her up to the Pittsburgh Coal Co.'s car dump for a load of coal. In the history of Ashtabula no boat as big as the *Hawgood* ever came down the river through the bridge with a cargo. Until last season it was considered impossible to even take up light a boat of that size, but the steamer *Charles Weston*, another 569-foot ship, was towed up light last fall to lay up. Now that Capt. Mahon's ship made the round trip in such good shape, Capt. Whitney Carr, tug manager for the Great Lakes Towing Co. at Ashtabula, declares that he can take up a 600-foot boat without trouble. Capt. Mahon was assigned to the str. *E.F. Holmes* this season, but she did not come out. He took charge of the *Hawgood* September 17th, succeeding Capt. Shackett. He is one of the youngest captains on the lakes."³⁰

Marine Traffic Slumps-Traffic through the St. Mary's ship canals shows a big falling off this season. The slump is due almost entirely to the comparatively light shipments of iron ore and grain. It is much doubted that the commerce will total 45,000,000 net tons. This would be approximately the same as that

²⁹ The *State of Michigan* foundered in Lake Michigan off White Lake, MI, October 18, 1901. Unfortunately the wreck was not reported in the *Echo*.

³⁰ Capt. Mahon was 34 years old.

of 1905, but a great decrease from 1906 to 1907, when the freight movement amounted to 51,751,080 and 58,217,214 tons, respectively. Compared with last season, the traffic through the canals in net tons has been as follows this year:

	1908.	1907.
April.....	107,058	1,078,613
May.....	1,561,084	7,844,264
June.....	4,334,183	8,865,442
July.....	7,088,149	7,193,236
August.....	7,181,430	8,544,833
Totals.....	20,271,904	33,544,388

Since the opening of the American canal 53 years ago, there have been transported through the St. Mary's waterways, the present season's traffic included, approximately 530,000,000 net tons of freight. For each decade the total tonnage has been as follows:

Year.	Net Tons.
1855-1864.....	1,203,358
1865-1874.....	4,829,247
1875-1884.....	14,868,639
1885-1894.....	80,343,218
1895-1904.....	253,002,697
1905.....	44,270,680
1906.....	51,751,080
1907.....	58,217,214
1908.....	20,271,904
Total.....	528,758,037

Of the 58,000,000 tons of freight carried through the canal last season, 45,000,000 tons went east and the balance, largely made of coal, was westbound. The value of the total freight reached the enormous sum of \$569,330,188, of which coal constituted 6 per cent; flour, wheat and grain, 29 per cent; iron ore, 26 per cent; manufactured and pig iron, 4 per cent; copper, 5 per cent; lumber, 3 per cent; and salt, building stone and merchandise, 27 per cent. There was paid for the transportation of the freight a total of \$48,457,345. This year, while the freight traffic shows a decided falling off, the passenger traffic shows a considerable increase. In fact, there had never been a season of so much travel on the Great Lakes.

October 2, 1908

Capt. Harry Cook has charge of Dunbar & Sullivan's new gasoline launch.

The tug *Wm. Rollard* and the drillboat *Foster No. 4* stopped here last week on their way to the Soo. G. Ferris of Harrow struck a good job aboard of her. She will work for the Stannard Contracting Co. at the Soo. They reported a rough time coming across Lake Erie.

The Dunbar Stone Co. has started operations on its new \$100,000 stone crushing plant, which will be located at River Rouge on the property formerly owned by the Salliotte estate. This firm will utilize the products of the Dunbar & Sullivan Co., which is engaged in bringing the stone blasted from their contract on the lower Detroit River to River Rouge. The stone is partly crushed and then turned over to the Dunbar Stone Co. The latter firm will crush the stone for commercial and road purposes. The exterior work on the plant has been completed and the work of installing \$80,000 worth of machinery started. The company will cover several acres of ground. It will employ about 50 men when running full force.

The str. *Langdon*, an Ogdensburg Line freighter, bound up, broke her steering gear on Ballard's Reef and ran in behind the drills. The tug *Aldrich* went to her assistance, but she had anchored and was out of danger. Repairs were made and she proceeded up the river.

A single steamship with three hulls, long and narrow, upon which the decks and upperworks of the ship will be mounted, is the newest plan to produce increased rapidity in water travel. The three narrow hulls, it is claimed, will decrease the resistance caused by displacement of the water. Some years ago a genius invented a plan to roll a ship over the surface instead of ploughing the briny.³¹ It was a captivating idea, but not feasible. A triplicate hull looks well, too, but it hasn't been tried yet.

With the exception of one stop of two hours, the fog whistle at Mackinac had been blowing steadily for 200 hours up to Wednesday night of last week.

What is said to be the largest single order for steel plate ever received by the Carnegie Steel Co. came Wednesday from the Pittsburgh Steamship Co., the general offices of which are in Cleveland, when that firm ordered 80,000 tons of steel plates to be used in building ore vessels at the Lorain docks. To fill the order, work in the plate mills, previously closed, was begun again.

A.A. Schantz, general manager of the D. & C.-D. & B. Lines, announces the steamer on the Detroit and Mackinac run will call at Goderich, Ont., next season. The itinerary will be from Detroit across Lake Huron to the Canadian port and then to the Straits of Mackinac, making a zigzag course. This will be the first attempt that the McMillan steamship interests will make to invade the Canadian passenger and freight field.

The Great Lakes D. & D. Co.'s tug *Natt Stickney* got a big towline in her wheel at Bar Point Thursday of last week and diver Jos. Campbell with Trotter's diving rig was required to cut it out.

Ed. Jones, who has been head ship carpenter with Weddell Dredging Co. at Port Arthur and Fort William and Trenton for the past two years, is engaged with M. Sullivan Dredging Co. at this port.

The Great Lakes Dredge & Dock Co. have leased a large piece of the Walker property below John Fraser's lumber yard and the big dredge *Columbia* has been digging all week on a 23-foot slip which will run nearly halfway to the Amherstburg Iron Works. This cutting will be used to run their dredges into for repairs. A large storeroom and office has already been built.

Fanned by a howling southwest wind, M. Sullivan's big dredge *Gladiator*, which has been engaged on the Livingstone Channel at the lower end of Bois Blanc Island, was totally consumed by fire at an early hour Tuesday morning, and the crew, most of whom were sleeping on her, had a narrow escape, many of them losing whatever clothing and valuables they had aboard. According to the watchman, Frank Seguin, the fire was caused by the upsetting of a lantern which he was using while making some repairs at 1:10 a.m. He states a bale fell from above and knocked the lantern globe off and upset the blazing oil over a pile of oily rope near the smokestack. The fire caught the upperworks in an instant and before he had the men all aroused the whole place was sheathed in flames and the men had to scurry from their quarters to safety without having time to save personal belongings. The tug *Columbia*, which lay alongside, gave the alarm and turned on her hose. The tugs *Breymann*, *Saugatuck*, *Natt Stickney* and *Smith* came to the rescue and though four streams were poured on the burning vessel, no headway could be made against fire fed by oil-soaked timber and fanned by a heavy wind. The dredge burned to the water's edge and sank at six o'clock Tuesday morning. Captain Peter Laird, who was in charge of the *Gladiator*, was ashore that night, as were also Gordon Ferriss, the chef, H. Pierce and Joseph Ryan. In addition to the watchman mentioned above, those aboard were as follows: -William Quinlan, Arthur Healey, Thomas Boyle, Thomas Barry Jr., William Chance, Eli Martin and George Grenville, all of Amherstburg; Jack Kellar and Frank Davis of Detroit; and Inspectors Walsh and Colton. The *Gladiator* was considered one of the best dredges in the Sullivan fleet. This was her ninth season. Inspector Colton lost his clothes on board and came ashore wearing a suit of underclothes and a smile. In the meantime, the crew on the dredges *Old Glory* and *Hercules* have been

³¹ Frederick Knapp of Prescott, Ontario, invented the "roller boat" in 1897. For more information, see Vol. V(2), pp. 103 and 116.

doubled by means of the *Gladiator* crew and they will work 24 hours a day. Along about the same time the *Gladiator* was going up in smoke, Dunbar & Sullivan's steel dredge *Brian Boru*, working in the channel below the north lightship at the Lime-Kiln Crossing, was struck by the big barge *Montezuma*, in tow of the steamer *Amazonas*, both boats being bound down light. The smash broke three spud anchors of the dredge. The boats continued on their way into Lake Erie. The *Brian Boru* went to work nights the night she was struck. She is now at Gordon being repaired. A wrecking plant is raising the *Gladiator*, which will be taken to Detroit and rebuilt.

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October 9, 1908

The new steamer *Kinmount* of the Montreal Transportation Co. passed Kingston on her way from Sydney, Cape Breton, with a cargo of rails for Port Arthur, to be used on one section of the Transcontinental Railway. This is the maiden lake voyage of the *Kinmount*, which recently arrived from Glasgow. She is in charge of Capt. Alexander Milligan.

During the past fifteen days there has passed through the Welland Canal in Canadian tonnage upwards of 3,000,000 bushels of grain for export from Fort William and Port Arthur via the Montreal route. Of this amount, about a half million bushels were carried by American tonnage. The Canadian vesselmen have sufficient tonnage to handle all the business offering; in fact, owing to the slow receipts at Port Arthur and Fort William, the Canadian boats are forced to return with coal cargoes on their upward trips. In this way their time is employed instead of returning light when there is not a great volume of grain available for immediate shipment.

The str. *John Duncan*, with the *Aberdeen* in tow, went aground at Bar Point Thursday forenoon of last week. The *Aberdeen* butted into the *Duncan*, knocking her own bow off and wrecking the *Duncan*'s stern. The tug *Aldrich* pulled them off and put on a siphon, when they were taken to Detroit for repairs.

The big cofferdam, which Grant, Smith & Co. and Locher have been constructing on their portion of the Livingstone Channel since April last, was completed on Monday and work of pumping out the huge basin commenced same afternoon. As soon as the place is emptied, that portion of the channel will be quarried out, work proceeding night and day until completed. A great number are visiting the place to see the water dumped over the bank.

Dredge and tug hands are becoming scarce, as men employed here during the summer are leaving for their hometowns to look for steady work during the winter.

The crane and frame have been removed from the *Gladiator* wreck and Diver Campbell is busy patching the hull prior to cofferdamming. It is expected that she will be raised some time next week.

The tug *Dreadnaught* has arrived here to take the tug *Cooper*'s place with Great Lakes D. & D. Co.'s fleet. The *Cooper* has returned to Cleveland.

Capt. Stockwell will start the *Ossifrage* on the Chatham run next week. She will leave Chatham on Monday, go to Detroit and return. On Wednesday she will make the same trip. On Thursday she will leave Chatham, call at Windsor and Kingsville, thence Friday to Pelee Island and Sandusky. Saturday she will return to Windsor and proceed to Chatham again.

The engine and boiler of the derelict tug *Christian* have been removed from the old hull and were placed on the rocks below the mill.

The drillboat *Dynamiter* was in dock for a few days for repairs to her boiler. The tugs *Smith* and *Heckler* went to dry-dock this week.

The str. *J.E. Mills* struck a scow in the heavy current while going into the channel at the dry work with a load of machinery last week. It was necessary to make some repairs.

Capt. Joseph Mahon, who was appointed "skipper" for the str. *E.F. Holmes* this season and did not fit out, is home to visit his family. Jos. made the vesselmen open their eyes when he took the big str. *A.H. Hawgood* up the creek where no other steamer ever went, with or without a tug.

A thick blanket of fog settled down on the river Saturday midnight, causing a deal of trouble to the shipping interests caught in this portion of the long lane. A number of big freighters dropped anchors

whenever the fog overtook them and made night hideous with the three honks of their whistles. The Pittsburgh Steamship Co.'s steamer *Briton* dragged anchor and came up [against] a rock at the edge of the channel off the ferry co.'s dock. One of her compartments filled and she was in a bad way. Sunday morning, when the mist began to lift, the procession of steamers large and small which proceeded to pick their way up the river was a magnificent sight. The tug *Shaughraun* butted into the head of Bois Blanc while coming over, but released herself. The tug *D'Alton McCarthy* also struck a big stone pile off Bois Blanc but didn't require assistance to get out of trouble. Capt. W.W. Smith, superintendent of the Pittsburgh Steamship Co., arrived here Monday to arrange for the release of the *Briton*. The lighter *Rescue* lightered about 400 tons of her coal cargo and was released Wednesday morning by the wrecking str. *Favorite* and *James Watts* with the aid of four tugs. She was taken to the Orleans Street yard of the Detroit Shipbuilding Company. The hole in her bottom is said to be small and a diver has made temporary repairs on the outside; when further repairs are made inside she will continue her trip to Lake Michigan. The coal the *Rescue* took out was re-loaded at the shipyard.

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October 16, 1908

The new steel steamer *J.A. McKee*, owned by W.J. Bassett of Collingwood, has reached the lakes on her maiden trip. She was loaded with pig iron for Port Arthur, having taken on her cargo at Sydney, Cape Breton.

The lower end of the new 800-foot wide Canadian channel at Bar Point, which is used by upbound vessels, is completed and the Canadian Marine Department has arranged for the installation of two acetylene gas buoys at the lower end, where the ships enter the channel from Lake Erie. A line of black buoys mark the channel on the port side of upbound boats and on this side will be placed an acetylene buoy showing a fixed red light. On the starboard side, where there is a line of red buoys, will be found an acetylene buoy showing a white flash about every four or five seconds. Navigators will greatly appreciate the acetylene buoys, the ones placed at the Lime-Kiln Crossing last year having proved highly efficient.

During the thick fog of early Tuesday morning, the ferry steamer *Ariel*, plying between Detroit and Walkerville, was rammed on the port side by the little steam barge *Energy* just as the *Ariel* had left Walkerville on her first trip of the day. The *Energy* struck the *Ariel* at the women's cabin and there was a panic among the large number of girls and women who were crossing to begin their day's work at Parke, Davis & Co. and other factories. One girl, Cora Fortin of Walkerville, was painfully cut about the face by flying glass. The crew succeeded in quelling the panic and an examination showed that the *Ariel* was not damaged below the waterline. It is claimed there was a misunderstanding of signals. The captain of the ferry has made a sworn statement to the United States steamboat inspectors. It is estimated that it will take about \$500 to repair the woodwork on the *Ariel*. The *Energy* was not seriously damaged.

The steamer *Mataafa* of the Pittsburgh Steamship Co. and the steamer *Sacramento* of the Davidson Steamship Co. were in collision in Duluth harbor early Wednesday morning and the latter was sunk in the channel abreast of Elevator H. The *Mataafa* was outbound with ore and the *Sacramento* was arriving with coal. The wreck reports have not been made, or at least have not been made public. Misunderstanding of signals and the current are supposed to have contributed to the accident. Participation of the *Mataafa* in the collision at Duluth recalls her wreck on Duluth piers in the great gale of 1905.³² Eight of her crew were unable to pass from the stern to the forward portion of the boat and lost their lives. Among them were J. Henry Wright and Walter Bush of Amherstburg. The *Mataafa* was released next year and rebuilt. The collision Wednesday was about a quarter of a mile from the scene of the 1905 wreck.

Pumping the big cofferdam below Stoney Island still continues, and the water is lowered about five feet. As the deeper portion of the enclosed area is at the north end, the southern part will naturally be laid bare first and work of quarrying out the channel will commence from that end. The contractors have everything

³² The *Mataafa* went down in late November, 1905. See Vol. VI, pp. 62-63.

ready to put their men in the channel as soon as the bottom shows up, which they hope will not be later than Saturday. The cofferdam is proving quite effective, only a few insignificant leaks having developed. This undertaking has created much interest and large parties visit the place every day. On Tuesday Col. Townsend of Detroit, with a party of Government engineers, came down on a yacht and went over the work. Grant, Smith & Co. & Locher, who have charge of this work, came here from the Soo, where they were engaged for three years putting through a similar contract. All the machinery used at the Soo was brought here and installed, work having commenced last April 15th. In undertaking a work of this magnitude, they had to provide three things: a town in which to house their employees, a power plant for compressed air to run their machinery, and a dam containing 200,000 yards of material to keep back the river from the area to be quarried. Under the supervision of C.H. and G.P. Locher, these different undertakings were brought forward and completed within a week of each other. Every part of the works has been installed with an eye to economy, even to washing the waste and straining the refuse oil repeatedly so that when it is done with, to quote Mr. Locher, "Nothing is left but a fizzle."³³ The power plant consists of three 200-horsepower boilers to run air compressors aggregating 1000 horsepower, which are the heart of the machine. Three 70-ton steam shovels on traction wheels will be lowered into the cut to fill the buckets, which are swung from the cable ways, the towers for which are on wheels and can be moved along the dam as the work progresses.

Ray Morrison is engaged as engineer on the wrecker str. *J.E. Mills*.

The tug *Marguerite* arrived from Cleveland to be employed with the Great Lakes Dredge & Dock Co.

The str. *Leland*, disabled with a broken steam pipe, halted at this port long enough on Wednesday to have repairs made at the Amherstburg Iron Works.

The Steel Trust tug *Pittsburgh* and the *John E. Mills* were at this port this week picking up the anchor lost by the str. *Briton* off Fraser's dock a week ago Sunday. Fifteen tons of chain were attached to the anchor.

C.H. Starke D. & D. Co.'s dredge No. 9 is at the dock being refitted for rock digging. Simuel McDowell Jr., one of the passenger cooks on the str. *T.F. Cole*, was home on a visit, leaving Tuesday afternoon. He goes on the str. *Princeton* for the balance of the season.

The tug *Marion* has been purchased by the Great Lakes D. & D. Co. and has been sent to Chicago. Walter Mero went along with her as chef. She will be stationed there the rest of the fall. While backing out of Sandusky Harbor Friday afternoon of last week, the str. *Ossifrage* struck a submerged rock, which broke two buckets off her wheel and bent the shaft. She was taken to Toledo for repairs and the *Dresden* took her route. Fortunately the *Ossifrage* had a reserve wheel on the Kingsville wharf and this was brought to Toledo Saturday night.

Divers Hamilton and Campbell have completed the cofferdam around the burned dredge *Gladiator* and pumping began yesterday (Thursday). It is expected the hull will be brought in to the Sullivan yard below Wible's mill tonight and rebuilt there. Rebuilding will be rushed in an endeavor to place her at work again by the first of December. Thomas Healey, who is employed with the wrecking crew, had a close call for his life on Wednesday. He fell into the lake between the dredge and scow and only for the prompt assistance of John Sullivan would not have lived to tell how it happened. The tug *Columbia* of the Sullivan fleet has been laid up at the Sullivan yard.

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October 23, 1908

Starke Dredging Co.'s dredge No. 8 will go on the Breymann contract at the mouth of the river this week.

Jacques Laframboise's launch leaves the waterworks for Stoney Island every hour to view the great cofferdam and pumping plant.

<sup>33</sup> remnant

The tug *Williams* of the Buffalo Dredging Co. is here to tow Great Lakes dredge *No. 4* to Buffalo as soon as weather permits. She will work on a contract there the balance of the season.

John Brault, employed in the night crew of the dredge *Brian Boru*, had a narrow escape from a watery grave at midnight Tuesday. Before washing up for lunch he went out on the crane to oil up, unknown to the runner. Work was suspended for midnight lunch and as the crane swung round, the runner turned the lever over to bring it back to centre. The sudden motion unbalanced Jack and he fell twenty feet into the river. Luckily his companions heard the splash and Felix Neff jumped into the small boat and gave chase, but he had floated nearly two hundred yards downstream before being picked up. Warm blankets, hot applications and a night's sleep put him on his feet again.

It is estimated that five hundred visitors viewed the great engineering feat of pumping the big cofferdam at Stoney Island on Sunday and every day since people have come from the north, south, east and west to see this wonderful undertaking.<sup>34</sup> In addition to the quarrying out of a great ship channel in the "dry" a channel through which will float the largest fresh water vessels in the world, there is much to be seen and wondered at on Stoney Island, which has undergone a complete metamorphosis since last spring when Grant Smith & Co. and Locher decided to make that place the base of their operations and the home for their men during the years they will be employed on this portion of the new Livingstone Channel. This construction company made a record on a similar piece of work at the Canadian Soo, completing it a year ahead of contract time, being a world's record for the amount of work accomplished. System and sobriety are the dual watchwords around their plant. Mr. Locher, the genial superintendent, has pronounced views on Temperance and is not slow to declare that whiskey is at the bottom of most of the accidents on great works and is responsible for nearly all wrecks, whether in the human or mechanical families. It is not surprising therefore to learn that liquor is strictly barred from their little Utopia and men addicted to its use are not found among their workmen. Strict system extends through every department from the lowest to the highest. Even an ounce of material is weighed out with as much care as a ton and charged up to the foreman for whose gang it is intended. Though simple, their bookkeeping methods cover every detail and a child can understand them. The machine shop is equipped with every machine needed in the work and to such a science is economy reduced that even the boxes in which the different parts came are piled up for use again when the machinery has to be transhipped. Not the least interesting of many never-to-be-forgotten scenes in this miniature city is the business street running back from the main plant.

The tug *Alert*, employed on the new Livingstone Channel, ran on a rock last night and lost her shoe and was otherwise damaged.

The str. *J.N. Jenks* went on the east bank of Bar Point early Friday morning last, but was released by the tug *W.B. Aldrich* without lightering.

An expert from the Department of Marine was here last Friday installing a new vapor lamp in the Bois Blanc Lighthouse. The Government has now equipped all the lights in their Detroit River system with new lights, including Colchester, Pelee Island and the Middle Ground.

The dredge *Gladiator*, which was burned west of Bois Blanc, was brought to this port Saturday afternoon and the work of stripping her started immediately. When she is stripped she will be taken to a Detroit dry-dock for rebuilding.

The patrol tug *Owen*, which has been stationed below Lime-Kiln Crossing since early spring by the Canadian Marine and Fisheries Department, has been a big help to the big steamers. There has been no trouble at the crossing, with the single exception of the accident to the big barge that hit the dredge a few

<sup>34</sup> In her diary, Amherstburg resident Flora Hodgman (1900-1993) refers to such excursions: "Sept. 28th-30th [1909]...Uncle Jim and Aunt Dell here to visit us...We all went over to Stoney Id. on the yacht and spent the forenoon in the pit and had dinner at the Camp." "June 12th [1911]...The Essex folks came out in their auto today and we took them to Stony Island on the *Don*..." Flora's father, Harry Hodgman, was with the U.S. Army Corps of Engineers and was involved in the channel work at Amherstburg from 1894 to 1912, when he was transferred to the Missouri River. (Diary of Flora Hodgman, Marsh Collection Society)

weeks ago, and that was due entirely to the wind. The *Owen* is holding the boats in check and keeping the channel clear to avoid mishaps. Frequently boats are held back until a tow or a steamer is safely out of the way.

The str. *Clements*, bound down with ore, ran aground in Lake St. Clair Saturday night. The tug *Harding* left this port and released her Sunday night.

Repairs to the steamer *John Duncan* have been completed and the boat proceeded to Buffalo to discharge her cargo of barley. The *Duncan's* stern was smashed in by the barge *Baltic* near Bar Point several days ago.<sup>35</sup>

The Great Lakes Dredge & Dock Co.'s drillboat *No. 2* left Saturday night in charge of Capt. Wm. McTaggart for Sandusky, where it will be employed the rest of the season. The big steel drillboat *No. 4* of the same fleet, in charge of Capt. Hancock, which has been employed on the new Livingstone Channel, left Tuesday for Buffalo, where that company has a large contract. Drillboat *No. 3* will remain for the rest of the fall.

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October 30, 1908

With the waves breaking over her weather rail and her stout decks drenched with flying spray, the Government tug *Sir John*, in charge of Captain E.A. Booth of the R. & O.³⁶ steamer *Toronto*, staggered into the shelter of Toronto Bay Wednesday morning and tied up in the R. & O. slip. The gale from the east that has been blowing "great guns" on the lake for the past few days had not abated when the *Sir John*, bound from Pelee Island in Lake Erie to Ottawa, stuck its nose out of Port Dalhousie into the weather. Captain Booth left Kingston in the tug *St. Paul* a week ago last Saturday and left her with the dredge *Ontario* at Pelee Island to take the place of the *Sir John*, which stands in need of new engines. Despite this latter fact, the skipper put out from Port Dalhousie, hoping to run down to Kingston and so into the St. Lawrence. The seas grew more boisterous as the small craft kept on her course and it was decided to put into Toronto to save loss of time and inconvenience. She left as soon as the gale went down.

The steamer *Orion*, bound up with coal, broke a part of her engine Sunday and the Reid Wrecking Co. tug *Ottawa* towed her to Detroit for repairs.

Some unknown steamer carried away the gas buoy which marked Bar Point channel, just below the Bar Point Light. The tug *Aldrich* went out and located the missing marker.

The tug *McCormick* struck a snag below Ecorse Monday evening and was leaking badly when the *A.C. Harding* passing at the time saw the disabled tug and after putting a siphon aboard took her to a Detroit dry-dock.

Capt. John Robinson of the barge *Cutter* was killed at Kelley's Island last week. The boat was docking when a pet dog fell overboard. Capt. Robinson jumped into the water to save the dog and was caught between the vessel and the dock. He was crushed so badly that he died on the way to the hospital. Robinson was a veteran navigator, well-known on the lakes.

Bar Point cut red gas buoy, which recently went adrift from its station on the east side of the south end of the dredged channel off Bar Point, mouth of Detroit River, was found stranded in shallow water at a point about three miles south, 70 degrees west from Detroit River Lighthouse, with the light still burning. Charles Hackett recovered and replaced the buoy.

Capt. John Beebe, aged 80, expired suddenly in Marine City about 5 o'clock on Saturday evening. He was one of the old-time sailors and spent most of his life on the Great Lakes, retiring about four years ago. He was in the ship-building business with his sons, who built the famous sailing yacht *Spray*. The mail steamer *Iroquois*, from Little Current to Cutler Saturday morning, went onto a rock near

³⁵ Note that the October 9th issue stated that the barge *Aberdeen* smashed into the *Duncan*.

³⁶ Richelieu & Ontario Navigation Co.

Spanish Mills, running at nearly full speed in fog and smoke. She listed over until the promenade deck was under water; the cook stove and lanterns were upset and set fire to the boat. J. & S. Charlton's tug *Fraser*, working on a boom nearby, heard the signals of distress and came and picked up the passengers and crew, who had taken to the lifeboats; three bags of mail were all that were saved. The passengers lost their baggage and the crew lost everything they had on board. The steamer was a strong, worthy boat and belonged to T.C. Simms, Little Current.

The steamer *D.M. Clemson* of the Peavey Line ran aground at Pelee Island between the old Dummy light and life-saving station Friday night. The Reid Wrecking Co. tug *Ottawa* went to her assistance.

Joseph King left Detroit Monday night to represent the underwriters on the work on the steamers *Crowe*, *Peshtigo* and *Vail* and the barge *Connelly Brothers*. The *Crowe* is receiving temporary repairs at Detroit. The steamer *Peshtigo* is aground on Round Island and the other boats are on at Mackinac Island.

Daniel Dibble, engineer on D. & S.'s *Cuilene Rhue*, has been laid up for a week or two.

The blowing out of a hand hole plate on the boiler of the drill *Destroyer* on Sunday caused considerable excitement.

The tug *Zenith* of the Trust fleet stopped here Monday morning on her way to Cleveland in charge of Capt. Stannard. Capt. Stannard returned here and took the tug *Excelsior*, which has been laid up at this port, to Cleveland to lay up for the winter.

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November 6, 1908

The steamer *Telegram*, a small ship about 125 feet long, engaged principally in fishing traffic on Georgian Bay and Lake Huron, caught fire and burned to the water's edge one mile off Rattlesnake Harbor on Monday. The crew, numbering 12 men, and one passenger took to the boats and were safely landed. The *Telegram* is owned by the Dominion Navigation Co. and is said to carry insurance of \$15,000, but no marine insurance. The 13 men aboard put in at Fitzwilliam Island, a port between Georgian Bay and Lake Huron. At the time of the accident the *Telegram* was en route to the Manitoulin Islands. About 15 or 16 years ago the *Telegram* was on the Pelee route and an effort was made to form a company and purchase her.<sup>37</sup>

The str. *Elba* of the Pickands, Mather & Co. fleet ran hard aground at the Dummy Friday morning, but was released by the tug *Harding* after the lighter *Rescue* lighted part of her cargo of coal.

Under a ruling made by the Minister of Marine regarding Canadian bottoms, the steamer *Canadian*, which went on the rocks at Detour about a week ago, could not be taken to Duluth for repairs. She will go to the yard at Collingwood.

When the little barge *Faustin* was coming out of Sandusky harbor Sunday afternoon, she picked up a plank in her wheel, and twist and turn as she might, the engine wouldn't turn over. The *Home Rule* was phoned for and went to her assistance. She had towed the *Faustin* to Kelly's Island when the motion of the boat dislodged the plank and she was able to come from there under her own steam.

Lewis Matthews, engineer of the Hackett Wrecking Co.'s fleet, has gone to Duluth to bring down the tug *D.W. Runnels* to this port. She was formerly a Great Lakes Towing Co. tug.

The Detroit Dredging Co.'s dredge *No. 1* is digging a slip back of John Fraser's residence for a dredge to lay up in this winter.

A Kingsville company, in which L.B. Cronk of that place is interested, is now considering building a small riverboat to make the Detroit-Chatham run. Mr. Cronk has been in Sandusky looking over the *Arrow* and the *Lakeside* of the island run.

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³⁷ The *Telegram* was running between Pelee Island and Sandusky in April, 1891 (Vol. III(3), p. 31) and was put on the Pelee Island, Amherstburg and Windsor route one year later (see Vol. III(4), pp. 15-17). In April, 1893 she was transferred to the Whitefish Point-Duluth route (see Vol IV (1), p.4).

November 13, 1908

The little steamer *Temiscaming* blew up near Temiscaming Landing Tuesday, killing seven and injuring six others.

The steamer *Rosemount*, downbound and grain-laden, stranded while making the entrance to the new channel at West Neebish. Tugs were unable to release her and she had to be lightered.

The Marine Department has notified Capt. Fred Trotter that as there are two tugs named *Owen*, his tug will have to be re-named and he is busy receiving suggestions.

The dredge *Gladiator*, which burned a short time ago, is being cleaned up and rebuilt. A new floor is already laid, her machinery is being repaired, her smokestack and boiler have also been repaired and she is almost ready to steam up. A large gang of men are at work on her. She is lying at the Sullivan shipyard.

One of Starke Dredging Co.'s scows went adrift from Bar Point Saturday and piled up on the shore at Colchester. Capt. Charles Hackett rescued the truant with the tug *Aldrich*.

Under the direction of A.V. Kent, Public Works Engineer, three of the big boulders on the edge of the channel bank opposite Gore Street were removed last week. This lump has been a menace to navigation, the Pittsburgh Co.'s steamer *Briton* being the last to come to grief there. H.J. Lamb, C.E., of Dominion Public Works Department was here on Wednesday looking over this work and the Malden breakwater. An additional appropriation has been made to have the boulders located, removed and that portion of the river bottom swept.

People of Amherstburg were awakened about midnight Wednesday by the great amount of blowing on the river. It turned out to be a general scare caused by the str. *Rosedale* trying to make the Lime-Kiln Crossing in the face of orders from the patrol boat to stop and holding up a long string of downbound steamers. She was overtaken by the *Owen* before reaching the Lime-Kiln, halted and the other steamers allowed through. A heavy west wind was blowing at the time and there was danger of a general mix-up. At the same time, an unknown steamer got into trouble at the foot of Bois Blanc and a general tangle ensued, but before assisting tugs reached her she got underway again and the fleet there proceeded up.

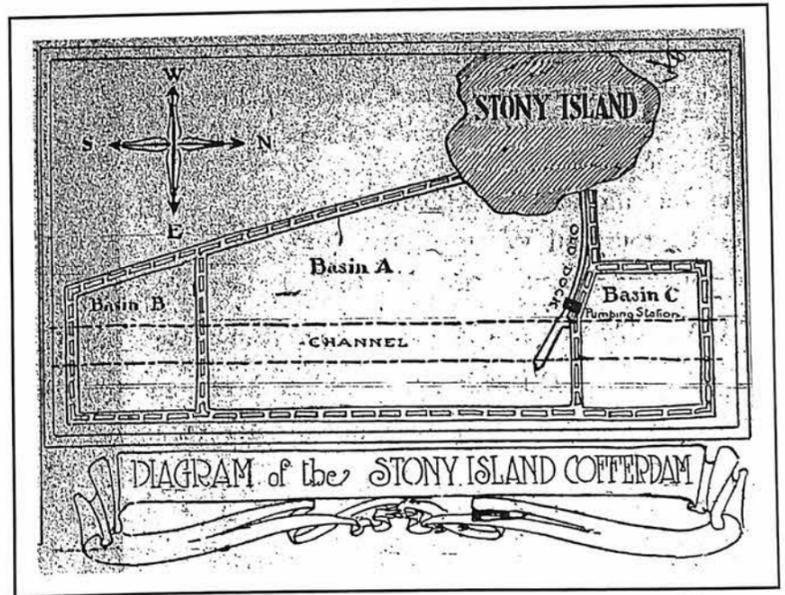
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November 20, 1908

Sale of Steam Interest.-A few days since Capt. Reynolds of the steamer *Bob Hackett* sold his two-thirds interest in her to Alexander Hackett & Brother of Colchester for the sum of \$5400. She continues on the Windsor, Amherstburg and Leamington route as formerly and is commanded by Capt. Frank Hackett of this town. The other shares in her are owned by Mr. Felix Jones of this town and the Hedley Bros.

Amherstburg and Detroit.-Capt. Nicholson of the steamer *Dove*, plying between this port and Detroit, will after she is laid up again take command of the G.W.R.<sup>38</sup> ferryboat *Union* of Windsor. In this connection we hear that it is proposed to build another steamer for the Amherstburg and Detroit route, which will be

<sup>38</sup> Great Western Railway



Great Contract of Grant Smith & Locher on Lower Detroit River  
Amherstburg Echo November 13, 1908

smaller and faster than the *Dove*. If this is done it is proposed to remove the upper cabins from the latter and use her for an excursion boat.

The str. *J.E. Mills* is having her boiler repaired.

The str. *City of Mt. Clemens* discharged a cargo of soft coal for John Fraser this week.

Capt. Charles Hackett is dismantling his small buoy boat and a derrick will raise her on the dock, where she will be rebuilt this winter.

The last trip of the D. & B. steamers out of Detroit this season was made by the steamer *Eastern States* Tuesday afternoon. She may spend a day or two loading freight at Buffalo for the return voyage. The steamer *City of Mackinac* will make her last trip out of Detroit November 23.

A big pump scow belonging to Breymann Bros. sank sometime last week by hitting a rock when the water was low, sinking to the bottom in a short time near where the dredges are working below Bois Blanc. Joe Campbell is patching up the hole. Capt. Trotter will put a steam pump aboard as soon as she is patched.

Capt. James Maguire of the tug *Sir John* was here from Pelee Island and arranged for a cargo of coal which was taken over Monday night. The recent storm blew up a sand bar blocking the entrance to the cut which the dredge made at the north end of the island and the tug was made a prisoner. It was impossible to remove the bar as fast as it gathered.

The big steamer *William M. Mills* grounded at Bar Point Friday of last week, bound down with ore. The tug *Abner C. Harding* attempted to pull her off without success and the lighter *Rescue* had to be called to lighter 1000 tons of her cargo before she was released Tuesday morning. The low stage of the water was responsible for her settling low into the blue clay bottom.

The steamers *Buell* and consort *A. Stewart*, owned by Charles Weston of Tonawanda, were caught on Lake Erie in Saturday night's storm and went aground at the old Dummy, Southeast Shoal. Owing to the heavy sea running, it was impossible for assistance to reach them until Tuesday, when the tug *Home Rule* and Reid's wrecker *Manistique* from Sarnia went out and, after lightering from 40 to 50 thousand feet of lumber from the *Buell*, succeeded in pulling her off and brought her to Amherstburg early yesterday (Thursday) morning. The *Buell* had a line in her wheel but was not damaged from the pounding she received in the heavy Lake Erie gales. Gathering forty or fifty men in Amherstburg, the wreckers left again yesterday forenoon for the same place to release the *Stewart*. It is their intention to lighter her entire deckload of lumber, some 400 thousand feet, and bring her to this port also.

All Canadian lights and fog signals in Lake Superior will be kept in operation until Dec. 10, with the exception of Caribou Island, which may not be kept in operation later than December 5, subject to weather conditions or early closing of navigation. All Canadian lights and fog alarms in Lake Huron, Georgian Bay, Lake St. Clair, Lake Erie, Lake Ontario and connecting waters will be kept in operation until Dec. 15, excepting Lonely Island, Western Island and Red Rock lights in Georgian Bay, which may be closed on Dec. 10 if navigation closes early.

On Monday the big steamers *Adriatic* and *James P. Walsh*, loaded with ore, struck an obstruction in the channel near Bar Point about 1000 feet below where the steamer *Mills* was aground several days. The *Adriatic* punched a hole in her bottom and is badly damaged. She is at Buffalo with Nos. 2 and 3 tanks leaking and her forepeak full of water. The *Walsh* was also damaged and is now unloading at Cleveland. It is practically certain that the obstruction is the anchor lost by the steamer *Weston* in the channel while trying to pull the steamer *Mills* off the bottom. The U.S. Engineers will have the channel at Bar Point swept in an effort to locate the obstruction.

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November 27, 1908

A rumor gained considerable currency last Saturday morning that the Great Lakes tug *Nelles* had rolled over during the night near Stoney Island. However, when the truth became known, it turned out that the only incident of the night which could be construed into anything like that was that Albert Meloche, an employee on the drillboat *Destroyer*, was overcome by gas while in the hold of the drill *Destroyer*, looking [to see] if she were leaking. Fortunately the driller happened to see him fall over and, removing him from

the hold, a tug was called, but before she reached Amherstburg Meloche came to and returned to work. Later it was learned that the *Nelles* really did come to grief, an account of which appears elsewhere.

Capt. William H. Furtain, an old-time lake navigator who has been retired since 1892, died Saturday night at the residence of his daughter, Mrs. Mary T. Bassett, 341 Mullett Street, Detroit, aged 81. Born in Malden in 1827, Capt. Furtain in 1855 helped build and sail the *Thomas J. Parks*, one of the largest vessels on the lakes at that time. Successively he sailed on the passenger steamer *Ottawa*, *City of Toronto*, schooner *Radical*, brig *Marigold* and steamers *Mineral Rock*, *Chauncey Hurlbut* and steamer *Drake*. Four children survive: Capt. Israel Furtain; Mrs. Charles Gagnier; Henry Furtain of Alberta, Canadian Northwest; and Mrs. Bassett, from whose home the funeral took place Tuesday morning to St. Joachim's Church. Capt. Furtain's wife was a Boucher, sister of Mrs. Alex. Reaume of Amherstburg. The late Mrs. J.B. Girardin was his sister.

The tug *McCarthy* went out to the Southeast Shoal and picked up about three thousand feet of lumber abandoned by the barge *Stewart*.

The steamer *Saginaw* discharged a cargo of cedar posts for John Fraser this week.

The dredge *Old Glory* broke her crankpin Tuesday and had to have it repaired in Detroit. Dunbar & Sullivan's steel dump scow *Gold Standard* broke away from one of the dredges in heavy west wind yesterday (Thursday) noon and caused quite an excitement among local craft until captured by the tug *Owen* in the middle of the stream. The *Owen* had much difficulty dragging her back to her mooring again.

The fuelling lighter *Dunford* is loading all the machinery and dock repairs which have been on the Richmond St. dock and will take them to Cleveland. The Great Lakes D. & D. Co. have also moved the spuds and repairs from this dock to their own repair yard, pretty well cleaning up the dock.

The sinking of a dump scow belonging to the Great Lakes D. & D. Co. below Bois Blanc Wednesday afternoon caused great excitement. It required the services of four tugs, the *Harding*, *Aldrich*, *Gillen* and *Stickney*, to beach her at Elliott's Point. A steam pump emptied her of water and she was taken to Gordon for repairs.

The Great Lakes tug *Nelles* ran high and dry on the Canadian bank above Duff & Gatfield's at 4 o'clock on Friday morning during the fog. The crew on her at the time was Capt. Thomas Kerry, mate Enos White, engineer George Wilkinson and firemen Karney and Dewey. They had just put out from the dock when the fog confused the man at the wheel and he headed for shore, bringing up suddenly near the bank, where she rolled over on her starboard side. The same afternoon, the Great Lakes dredge *No. 3* dug a channel in to her and she floated off.

The little tug *Alert*, which saw service under the American Government for a long term and lately was purchased by E.E. Harris and used on the river work, has at last gone to the boneyard and will be seen no more forever. During the thick fog early Saturday morning, Mr. Harris, who has been employed with Grant, Smith & Co. and Locher at Stoney Island, put his boat on a pier, but after some effort she was released uninjured. The same afternoon, Capt. Hardy Brush was towing a large scow in the vicinity of the dam when, halting, the scow ran up on the little tug, pinching her so hard that her bottom planking was sprung and she sank at the pier. Sunday morning Jos. Campbell, diver, made an examination and placed chains under too far forward and aft to raise her and she broke in two. The machinery has since been taken out and Mr. Harris is now looking for another tug to finish the season with.

A collision between the freighter *Neilson* and Capt. J.S. McQueen's little str. *City of Mt. Clemens* in Lake St. Clair Saturday evening resulted in the latter going to the bottom about four miles below the gas buoys, directly in the ship channel. The *Mt. Clemens* was bound up light for Sarnia to load timber for the Pelee dock and Russell, son of Capt. McQueen, was at the wheel. Capt. McQueen says that he blew 2 whistles, which signal was answered by the *Neilson*, but just as they were passing the *Neilson* swung on them and hit the *Mt. Clemens* on her starboard quarter. Her engines stopped at once and the boat settled so quickly the crew, consisting of himself, his two sons Earl and Russell and fireman, had only time to get out the yawl boat without securing any of their effects. The *Neilson* did not stop to see what damage she had done and the shipwrecked crew was picked up by the str. *Rogers* and brought to Detroit. Monday

Capt. McQueen gave contract to the Reid Wrecking Co. to recover his boat and the work of raising her is now underway.

Something has gone wrong with the buoy at Grubb's Reef near Colchester light and on account of the lateness of the season it will not be repaired, but instead a spar buoy with two white lights was put in its place on Saturday.

The steamer *D.R. Hanna* went aground at Bar Point early Sunday morning and the tug *Harding* and lighter *Rescue* from Amherstburg went to her assistance. The lighter took off some of her cargo before she was released.

The Collingwood Shipbuilding Co. is preparing for the construction of two new dry-docks. The first to be constructed will take two large boats abreast and will be in operation by June 1st, 1909. The other will be begun as soon as the first is completed and will be over 600 feet in length.

The steel package freighter *North Star* of the Mutual Transit Co. lies in 16 fathoms of water off Port Sanilac, Lake Huron. She was sunk Wednesday morning during a thick fog by the steamer *Northern Queen* of the same line. The *North Star* sank so quickly that the crew barely had time to escape to the small boats.

Capt. Thomas Cooper has been engaged for the balance of the season as pilot of the tug *Shaun Rhue*, working nights, the Breymann Bros. fleet having laid up for the winter. Dredge *No. 1* left for Toledo on Sunday, being the last of the fleet to go into winter quarters. A great deal of repair work will be done on the different dredges the coming winter. All the other diggers working in the lower Detroit River will keep at it as long as the river remains open.

The United States Engineers Department reports that the channel near Bar Point has been swept clear into Lake Erie and that it is clean and free of obstructions. At the same time, the anchor lost by the steamer *Charles Weston* about ten days ago, and which is believed to have been the obstruction which damaged the steamers *Adriatic* and *James Walsh*, has not been found. There is a theory that the *Adriatic* struck the anchor so hard that it was driven deeply in the mud bottom of the channel and now is not in the way of passing boats.

The barge *A. Stewart*, which with the steamer *Buell* went ashore off the Southeast Shoal, Lake Erie, a week ago last Friday, was released Friday night about 9 o'clock. Heavy seas delayed the work of the wreckers. The *Stewart's* deckload of lumber was taken off and placed on the wrecker *Manistique*. Even then it was impossible to pull her off and between 25,000 and 30,000 feet of lumber were thrown overboard. It was not necessary to remove any timber from the hold of the barge. After lightening her, the tugs *Home Rule*, the *Mills* and the *Manistique* pulled on the barge for three hours before she came off. The fleet then started for Amherstburg but was held up at Bar Point all Friday night, owing to the dense fog that hung over the river and lake. It was late in the forenoon Saturday when they reached this port. The *Stewart* was badly damaged about the bow and was leaking so badly that it required two eight-inch siphons to keep down the water in her hold. She left on Sunday afternoon in tow of the *Manistique* for Tonawanda and the *Buell* left same afternoon under her own steam for the same place. While assisting in the work of removing the lumber from the *Stewart* Friday afternoon, Lawrence Allen let a heavy timber fall on his left foot, crushing his little toe, and was unable to work the rest of the day.

December 4, 1908

Dunbar & Sullivan, widely-known dredging firm, have placed an order with the Great Lakes Engineering Works, Detroit, for a fleet of four steel dump scows for spring delivery. The scows will have a capacity of about 700 tons each. They will be used to bring rock from the Livingstone Channel to the new rock-crushing plant of the firm in the River Rouge. The scows will be towed through a branch of the Rouge, which enters the Detroit River not far from Smith's coal dock. The principal crusher of the new plant will have a capacity of 2500 tons daily. The product will be sold through the state of Michigan for making good roads for railway ballast and for paving. The firm expects also to do a large water trade.

The C.P.R. steamships *Manitoba* and *Alberta*, which, it was rumored, were wrecked on the lake, have arrived at their destinations safely.

The Northern Navigation Company's new and palatial steamer *Hamonic* was successfully launched at Collingwood in the yards of the Collingwood Shipbuilding Company at 2:30 o'clock Thursday afternoon in the presence of a large number of men prominent in transportation circles and a crowd of at least 10,000 cheering spectators.

Two old-time schooners have passed out of existence, both having been claimed by the dangerous "Death Door" Passage.³⁹ The schooner *Berwyn*, in tow of the steamer *Walter Vail*, stranded on Plum Island in a fog and has pounded to pieces on the rocks. The steamer also stranded, but released herself. The lost vessel was owned by J.B. Battes, Chicago. The *Seaman*, one of the oldest vessels on the lakes, also stranded on a shoal in the Door and went to pieces. Her deckload of slabs and three thousand bushels of potatoes were also lost. She was built in 1848.

Just six lives were lost in accidents on the freight and passenger vessels on the lakes during the year 1908 - all during the past thirty days. For six months straight the year attained a record previously unparalleled; not a single life was lost in collision or other accident to large vessels during the period until October 1st. The recent losses came when the bursting of a steam pipe on the steamer *Lizzie Marshall* cost four lives, and two more were charged to the capsizing of a scow in Whitefish Bay. Not any loss of life, but just one serious accident has been recorded among the passenger fleet since the season opened April 1st. The steamer *King Edward* stranded on the Canadian shore of Lake Huron with heavy damage. Freights were dull in the early spring and fear of labor trouble helped also to hold the boats back. Barring seven vessels placed in the accident column before the season really began, just 52 accidents were reported between April 7th, when the tug *Lorena* sank at her dock at Sturgeon Bay, and June 8th, when there were recorded three disasters: the burning of the fishing tug *Deer* on Saginaw Bay, the sinking of the tug *Tom Dowling* at her dock at Ashland; and the stranding of the steamer *Mataafa* at the entrance of Indiana Harbor. The seven early accidents were the burning of the tug *Hand* at Ecorse shipyards January 4th; car ferry *Manistique*, sunk on the rocks at Manistique a day later; the steamers *New York* and *Reds*, damaged by fire at their docks; the barge *Lester*, sunk in the Detroit River; and the car ferry *M. and B.*, rammed by a sister ship in Lake Erie March 25th. The sinking of the big freighter *McIntosh* off Sarnia and her accompanying string of lesser disasters also appears in the last days of July. Three bad collisions were reported in August. The steamer *Tuscarora* and the *Maryland* collided in the St. Clair River, and the *Joseph Selwood* and the *Sinaloa* came together in the Detroit River. A slight collision between the steamer *Flora Whitney*, stranded at the mouth of Buffalo harbor during August because of the submerged shoal just outside the breakwater. In this month also the forest fires upshore began to show their effect. Eighty accidents, large and small, were reported during the month. Among the most serious was the collision between the steamers *Oliver* and *Ericsson* and the barge *Manila* in the Detroit River and the collision of the steamers *Ellwood* and *Brower* off Bar Point in Lake Erie, which resulted in the sinking of the latter in shallow water and the sending of the *Ellwood* for a long stay in Toledo dry-docks. In September and October fog and smoke got in their work in real earnest. Ninety-five accidents were reported during the time and in all but 15 cases the trouble was grounding or collision due to the haze which gripped all the lakes. The *North Star-Pollock* and *Republic-Atmosphere* collisions, the total loss of the steamer *Neshoto* of the Gilchrist fleet on the Lake Superior shore and the burning of the fine new dredge *Gladiator* at Lime-Kiln Crossing were among the serious accidents of September. Four collisions were reported in October: between the steamer *Ariel* and barge *Energy*, steamers *Mataafa* and *Sacramento*; *Lyman C. Smith* and barge *McWilliams*; and the steamers *Venezuela* and *Peters*.

The gas buoy at Bar Point broke loose Sunday and the tug *Aldrich* had to scour the lake for it. The light

³⁹ The "Porte des Morts" or "Death Passage" lies between the Door Peninsula of Wisconsin and Washington Island (Lake Michigan).

was found near Big Creek and was brought into port by the tug *McCarthy*.

The steamer *William B. Kerr* went aground near the old Dummy light Sunday morning, but released herself before noon the same day. John T. Smith of Amherstburg is first mate on this big liner.

Drillboat No. 3 of the Great Lakes D. & D. Co. is being laid up at the Great Lakes repair yard. The dredge *Columbia* of the same fleet has been taken to River Rouge to go into winter quarters.

Capt. Shafer, who sailed the str. *Wyandotte* for two years between this port and Detroit, is shaking hands with old friends and acquaintances this week. He is in charge of the str. *Kongo* which is discharging coal for Falls Bros.

The schooner *Isabella Sands* from Sarnia in tow of the tug *Diver* has been in Amherstburg all week with 300,000 feet of square timber for the Pelee Island wharf. They are waiting for the wind to go down before crossing the lake.

On behalf of Capt. J.S. McQueen, Clarke, Bartlet & Bartlet have entered suit against the Steel Trust str. *Neilson* for running down and sinking the str. *City of Mt. Clemens* in Lake St. Clair Saturday night, November 21st. The onus is out on the big steamer owing to his being at the wheel and making every effort to keep out of the way.

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December 4, 1908

**THE HACKETT FAMILY.-For 21 Years in Charge of Bois Blanc Lighthouse.**-The Hackett family has a penchant for Government service. It is an hereditary tendency. Although one looks for reversions and departures in at least the third generation, in this instance he looks for them in vain.

The Bois Blanc Island lighthouse is less an institution of the Canadian Government than it is a geological manifestation. Its warning rays to the lake mariner spell "Hackett," and have spelled the name for the last 71 years. This aid to navigation has become a veritable limb of the Hackett tree. Its history is the story of the Hackett family from a few years subsequent to the coming of the first of the [North] American line of Hacketts out of Scotland. Under the shadow of this tower Hacketts have been born and bred; have been swaddled and shrouded.

First of Hackett Keepers.-Capt. James Hackett was the first of his line to be keeper of the Bois Blanc light and he began his service when the light was established in 1837. James Hackett was born at Peterhead, Scotland, in 1787. In April, 1806, he left the plow and bound himself to the sea for three years, sailing on the brig *Queen Charlotte*, headed for Prince Edward Island for timber. After his first voyage he pressed on board a man-of-war and after serving a short time returned to the brig. In 1812 the *Queen Charlotte* became waterlogged and, after the crew had been steadily reduced in diet to almost nothing for about twelve days, they were rescued by another vessel and the brig was abandoned. He had several more years in the timber trade between the provinces and England and in 1816 came to the lakes with three others with a commission to fit out the brig *Duke of Wellington* at Moy, what is now Walkerville. The next spring he sailed in the brig and in 1819 got the schooner *Champion* to sail. He was with her four years and then he bought her for \$700; he did very well for one season, after which his business was spoiled by the act prohibiting American vessels from doing coasting in Canadian waters.

In Several Wrecks.-In partnership with Walter Chase and Charles Towser he built the *Perseverance* at Catfish Creek and the *Champion's* outfit went into her. Capt. Hackett sailed this boat nine years and lost her in 1832 in Georgian Bay. Later he chartered the schooner *Tecumseh* and then bought the schooner *Brothers*, losing her the next season, 1833, at Port Burwell. The *Brothers* was lying at anchor for good weather to take on freight. The chain parted and the schooner went against the cliff, which was so high and steep that the people on shore had to lower ladders to the boat for the crew to climb up. In November the same year, Captain Hackett shipped as pilot on the schooner *Sterling*. At Goderich, while at anchor, a storm blew up and the boat went ashore, a total loss. In the spring of 1835 Captain Hackett bought the *Tecumseh* and November 11th the same year she ran on the piers at Buffalo and was a total loss.

Couldn't Find Cleveland.-A curious incident of his career on the lakes was in 1819. The *Champion* took

on salt at Erie for Cleveland and Captain Hackett, unfamiliar with the American shore, spent two weeks trying to find Cleveland. When he did find the town, he found no place to enter. There were sandbars that even the yawl boat would not go over. They had to take the barrels of salt into the yawl, dump them out on the beach near the Cuyahoga River, roll them over a bar and take them aboard the yawl again and up the river to a storehouse.

After all the shipwrecks and thrilling adventures on salt and fresh water, it wasn't strange that the captain settled down to peace and quiet at Bois Blanc when the lighthouse was built and he had the chance to become the keeper.

Born and Bred Beside the Light.-In 1870, owing to his advanced years, he had the keepership transferred to his youngest son, Andrew. Andrew Hackett was keeper of the light for 30 years, until his death in 1900. He was born at the house beside the lighthouse and he died there. After his long years of service he became known to all the captains on the lakes and many never passed his island home without blowing a salute.

Then, when Andrew Hackett died, his widow, Mrs. Agnes Hackett, took charge of the light and is virtually still the keeper of the light, although her sons, of course, have much of the labor and responsibility.

Harry Hackett, the oldest son, lives at Amherstburg. Charles Hackett lives at the island home and Capt. David Hackett lives in Amherstburg. The latter operated the tug *John Monk* and, strange to say, here is that the Government service tendency again crops out in the third generation. The *Monk* is now in the service of the United States Government under Engineer Dixon, in charge of the Livingstone Channel operations.

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December 11, 1908

The slipping of a big casting on M. Sullivan's dredge *Old Glory* Tuesday morning allowed the "A" frame to drop into the river and put the dredge out of business for the rest of the season. The frame was picked up later the same day by the *Hercules*. The *Old Glory* was taken to Detroit for repairs. Contractor Sullivan has had a run of hard luck during the season. The drillboat *Destroyer* blew up and injured several men and wrecked all the upperworks of the craft. Then the dredge *Gladiator* burned and drillboat *Dynamiter* was taken to a Detroit dry-dock a few days ago for repairs, but he still has one dredge and two drills at work.

Capt. Ernest Harris, owner of the tug *Alert*, which broke in two recently and was a total loss, has purchased the tug *Martha H.* from Mrs. Wood of Mt. Clemens and will use her on the "dry" work at the Livingstone Channel.

The steamer *Harlem*, bound up, ran aground about a half mile southeast of the Bar Point Lighthouse, Lake Erie, Monday. She released herself same night when the water in the lake rose about fourteen inches. The tugs *Aldrich* and *Harding* were forced to give up work on her, owing to the high seas running that day. The water was four feet lower than normal nearly all day.

The Canadian cruiser *Vigilant* arrived in Toronto on Monday for the winter's rest after a long season spent in guarding the fisheries on Lake Erie. She came from Port Stanley, in obedience to orders from Admiral Kingsmill, who, it is expected, will inspect the boat and some needed repairs will be attended to. The *Vigilant* reports a very quiet season with little excitement with United States, no Canadian fishermen having given any trouble.

The lights on the westerly channel at Bar Point, which were discontinued by the lighthouse inspector at Buffalo without notification to the Lake Carriers' Association, were re-lighted Monday night and will be maintained by the Lake Carriers until navigation closes, which will be very soon. The Detroit River Lighthouse at the mouth of the river will burn until the last vessel passes into Lake Erie. It is believed that nearly all vessels will have gone down by the end of the week.

The record wheat cargo of the season was taken out of Fort William by the steamer *Daniel B. Meacham* for Buffalo on Tuesday. It consisted of 421,000 bushels.

On Tuesday morning a 50-mile blizzard with blinding snow was raging over Lake Superior and St. Mary's River. Navigation was at a standstill. All down boats were tied up at the pier awaiting better

weather. The storm was the worst of the season.

The steamer *D.M. Clemson* of the Provident Steamship Line, bound up from Lake Erie, is several days overdue at Duluth and grave fears are entertained for her safety. She was loaded with coal for Duluth and passed the Soo November 30th, since which time nothing has been heard from her. Belief is expressed in some quarters that wreckage found on Lake Superior belongs to the *Clemson*. The *Clemson* is considered one of the staunchest boats on the lakes. She is 468 feet long and 52 feet beam. She was due to arrive in Duluth December 1st. S.R. Chamberlain of Duluth is captain of the vessel. W.E. McLeod is mate and J.J. McCoy chief engineer. All of the officers and most of the crew are from Duluth. The steamer *Tampa*, about which there was much anxiety, arrived safely at her destination.

The Inland Navigation Company of Hamilton, Ont., has placed an order with the Great Lakes Engineering Co. of Detroit for a big freighter to be ready for delivery June 1st of next year. She will be 500 feet long, 56 feet beam, 40 feet deep and will carry 9000 to 9500 tons. She will carry ore from the upper lakes to Point Edward, Ont., for the Hamilton Iron and Steel Company, which will also carry grain from Fort William to Buffalo. Though built by Canadian capital, the new vessel will fly the American flag. As far as known, this is the only vessel on the Great Lakes owned by foreign capital flying the United States flag. While she cannot transport cargoes from one Canadian port to another while under a foreign flag, she can carry from an American port to a Canadian port and vice versa.

From wreckage picked up near Cape Bay, Newfoundland, it appears that the steamer *Soo City*, bound from Chicago to New York, may be lost. The steamer was last reported at Ogdensburg on November 11th. The *Soo City* was of 438 net tons, 171 feet long, 33 feet beam. She was built in 1888 at West Bay City, Mich., and hailed from Chicago. She was recorded as being in passenger service and usually carried a crew of 28 men. Thousands of people will remember her, for she had been in the excursion business the greater part of 20 years. When she left Chicago, Captain Dority of Milwaukee was in command for the lake portion of the trip. At Ogdensburg he turned the command over to Captain Dillon and returned to his home. The names of the crew, in addition to Captain Dillon, are as follows: Second mate Angus McIntyre, Chicago; first engineer Chas. Warwick, Michigan City, Ind.; second engineer N.J. Duncan, Chicago; purser James Anderson, Montague, Mich.; oilers Frank Kelly, Alpena, Mich., and George Brown, Chicago; fireman Frank Schwimm, Michigan City, Ind., and Samuel Olebsky, Chicago; coal passers E.L. Weaver, Dowagiac, Mich., and another man, name unknown, who shipped at Ogdensburg; chef Max Sanders, Chicago; second cook Charles Warnock, Chicago.

The Great Lakes Towing Company's tug *Abner C. Harding*, bound down with the lighter *Rescue* in tow, collided with Lime-Kiln Crossing lightship No. 74 early Saturday morning. The tug passed on one side of the lightship and the lighter on the other. The lightship was considerably damaged and Assistant Keeper Richard Tobin had his head thrust through a partition by the force of the collision. He was brought to Amherstburg. His injuries, though painful, are not serious. The tug *W.C. Aldrich* will replace the lightship temporarily. The *Harding* and the *Rescue* were on their way to release the steamer *Sinaloa*, which is aground at Bar Point. Neither was injured and they continued on their way after the accident.

The str. *Faustin*, Capt. Jos. Mahon, is being laid up for the winter in the slip below the mill.

The lighthouse tender *Crocus* is picking up the gas buoys and lightships in the lower Detroit River and will place them in winter quarters.

The water was so low Monday that the engine, boiler and fixtures in the old str. *Henry Cottrell*, sunk in Callam's Bay⁴⁰ twelve years ago, were located and removed.

The tug *McCarthy* went into dry-dock at Detroit last week for repairs to her wheel. The *Columbia*, *Pauline Heckler* and drill *Dynamiter* were also in dock for repairs part of the week.

The str. *Harvey H. Brown*, Capt. D. Girardin Sr., ran aground on the east bank at Bar Point Wednesday while downbound with ore. The tugs *Owen* and *W.C. Aldrich* succeeded in releasing her at 7 o'clock same

⁴⁰ just below Amherstburg

evening and she proceeded on her way.

Norman Pouget, who has been employed with Breymann Bros. as chef all season, arrived home after laying up the dredge at Toledo. He shipped on Wednesday as chef on the str. *Kongo* for the balance of the season.

The tug *Sydney Smith*, Capt. Cook, hit a boulder back of Bois Blanc Thursday morning of last week, putting herself out of commission by breaking her wheel and bending her shaft. She is being laid up for the winter.

Among the sailors who have arrived home the past week we noticed Walter Manson of the *Castalia*; Robert Kirk of the *James Hoyt*; Walter Gibb of the *Fred Pabst*; Dud McCarthy, James Kelly and Lorne Bertrand of the *Fitzgerald*; and Gordon Hunt of the *Faustin*.

Capt. Peter Laird, who has been with M. Sullivan Dredging Co. for the last 24 years, has been offered a good position with a handsome salary to go to Boston Harbor and take charge of the big new dredge for the Breymann Bros. He has not decided whether he will leave his old firm or not, as he says this section is good enough for him. If he goes, he will take with him a crew of oilers, deckhands, firemen and runners. The dredges and drills work all winter in the Boston harbor.

The passenger str. *Carrie B.*, which was in commission all season carrying passengers from Amherstburg to the "dry" work, has gone into dry-dock at Stoney Island after a very prosperous season. She will be lengthened 8 feet during the winter.

Joseph King, manager of the Great Lakes Towing Co., Detroit, was here Sunday summing up the damage done to the lower Lime-Kiln lightship by the lighter *Rescue*. Assistant Lightkeeper Tobin, who was the hero of the board-breaking episode, is again on deck.

Capt. W.M. McTaggart and Earl Gott have arrived home from Sandusky, Ohio, after laying up the Great Lakes fleet there in winter quarters.

The U.S. Government derricks and sweepscows at this port are being laid up for the winter. The recent cold snap has caused considerable ice to form and if this extreme weather continues, all the dredges and drills will pull in.

The water struck the lowest stage Monday that it had for many years. Engineers at the waterworks had their troubles getting a supply of water. Relic hunters got in their work along the beach. It was possible to walk out to the channel bank for nearly a mile.

December 18, 1908

The steamer *James Davidson* of the Tomlinson Line, bound down with grain from Fort William to Buffalo, ran ashore in a snowstorm early Sunday morning 14 miles above Point Edward on the Canadian shore. The crew is safe. The tug *Favorite*, lighter *Wayne*, tug *Ottawa* and wrecker *Manistique* released her.

After a twenty-four hours' battle with ice sixteen miles out in Lake Erie, Captain Andrew Hageney, his wife and two men aboard the barge *Charles Wall* were rescued by the tug *Sheboygan*, Capt. Nathan Sullivan in charge. The *Wall* was abandoned in the ice by the tug *George Nelson*.

The mystery surrounding the disappearance of the steamer *Clemson* was cleared when a water barrel and cork jacket were thrown on the shores of Lake Superior and found by a searching party near Crisp Point. The water barrel bore the name "*D.M. Clemson*." There remains, therefore, no doubt that the *Clemson* was lost in the storm of December 1st, not long after parting company with the steamer *J.J.H. Brown*. The graveyard of the lakes, however, has not cast up its dead and it is not expected that any bodies will be found. The opinion now is borne out that the *Clemson* must have sunk soon after striking the squall, the crew possibly all being inside away from the cold and storm. Supt. Hayes of the Provident Steamship Co., owner of the ill-fated vessel, who is in charge of the searching parties along the south shore, identified the wreckage.

Bois Blanc Light was lit for the last time for 1908 on Monday night, Dec. 14th.

Capt. James Jarmin arrived home Saturday from Little Current for the winter.

The tug *Home Rule* went out to the Middle Ground Monday night to bring in the gas buoys for the winter.

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1909

January 1, 1909

During the past season sixteen vessels, comprising ten steamers and six schooners, passed out of existence on the lakes. The boats that were total losses were valued at \$631,090. They had a carrying capacity of 6250 tons a trip. Eight of the vessels stranded and were pounded to pieces, five steamers were destroyed by fire, two were lost in collisions and one steamer foundered. Only two were of steel. The greatest loss of the season was the steamer *D.M. Clemson*, which foundered in Lake Superior. Twenty-four lives were lost on her. She was valued at \$300,000 and with her coal cargo was insured for \$12,000. The package freight steamer *North Star*, which was sunk in collision with the steamer *Northern Queen* on Lake Huron, was insured for \$120,000 and she had a valuable cargo, which also was insured.

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January 8, 1909

In response to a letter from H.A. Conant, American Consul at Windsor, asking for data regarding the work being done at the Lime-Kiln Crossing, to be embodied in his annual report of the Commerce and Industries of this district, C.Y. Dixon, engineer in charge of the Lower Detroit River improvements, sent the following information relative to the 1908 work: About 3,800,000 cubic yards of material were excavated, 10 per cent of which was limestone bedrock; the amount expended was \$1,500,000, \$480,000 of which was for labor, a large portion of the balance being for fuel, supplies, repairs, their profit and some \$46,000 was for salaries of U.S. employees in connection with the superintendence and inspection of the work. The plant consisted of 17 dredges, 9 drillboats, 21 tugs, 5 derrick scows and 5 launches. The number of men employed was 860. About 20 per cent of the employees were inspectors of dredging, captains of tugs, dredge runners and drill foremen with pay ranging from \$100 to \$150 per month; 50 per cent were firemen, drillmen, etc., receiving from \$60 to \$100 per month; and 30 per cent were deckhands and laborers at \$45 to \$60 per month. Regarding the new Livingstone Channel, the extent of which is 13 miles and the estimated cost \$6,500,000, about two miles in length at the Lake Erie end is completed and about 25 per cent of the entire work is done. The cofferdammed portion, already unwatered, and the further part underway makes a section 1.1 miles in length, which will be excavated by dry methods. During 1909 work will mainly be confined to the Livingstone Channel and it is expected that the amount of work performed, plant used and money expended will be about as for the year 1908. The commerce passing through the Detroit River during the season of 1908 is roughly estimated at 50,000,000 tons.

Lake shipbuilders have orders for 16 vessels for delivery in 1909. In the list there are 11 bulk freight steamers, two package freighters and three passenger steamers. At this time last year the shipbuilders had contracts for 26 bulk freighters, two passenger boats and two package freight steamers. The boats that have been ordered for next season will have a carrying capacity of 110,300 tons a trip, or about 2,000,000 tons for a full season, figuring 20 trips.

The river is running full of heavy ice and a few more nights will close it up. The iceman has no grouch against this weather.

The tug *Owen*, with a steam pump, succeeded in raising the big mud scow which sank on the Livingstone Channel last week and was run on the sandy bank at Gordon to be repaired.

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January 15, 1909

Detroit capitalists are interested in the formation of a navigation company for the operation of a passenger and freight service between Port Stanley, Ont., and Cleveland. A Dominion charter will be

obtained as soon as the organization of the company is completed.

Pike's big dredge is sticking to the job of dredging out a pond for the Lake Erie & Detroit River Fish Co. at Big Creek and, though she laid up a week for repairs, has gone at it again, providing jobs for a day and night crew and work for several farmers in the vicinity who have the contract to haul coal from Amherstburg to keep the digger going.

Jimmy Bainbridge, chief engineer of the tug *Spalpeen* - the smallest man in the smallest tug on the Detroit River - has gone to Troy, N.Y., to spend the winter.

The manufacture of dynamite has become an important industrial factor in connection with the river improvements on the lower Detroit River and next season promises an expansion in this generally considered dangerous work. During the past season, under the supervision of W.H. Jones, \$35,000 worth of the explosive was made up at the Dunbar & Sullivan manufactory between Bob-Lo Island and Grosse Île. Nine men were employed. The demand was so great that it is now on the cards to greatly enlarge the plant. The island which is a dump ground has been built there for filling as soon as weather permits. A large pulp storehouse and fuel shed will be erected in the spring and a private office for the superintendent, and the whole place will be lighted with electricity.

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January 29, 1909

William Livingstone was re-elected President of the Lake Carriers' Association in Detroit last week. Capt. Wm. Leonard presented a petition asking the endorsement of the Lake Carriers' Association to the movement to have the Canadian Government dredge cut the Fighting Island channel so that upbound and downbound craft would be separated in the lower Detroit River. On motion the desired endorsement was given. Resolutions favoring the following matters were passed: Widening the new Livingstone Channel at the rock cut to 600 feet; straightening the Wyandotte channel and doing away with five turns; vapor oil lamps for the lights around the lakes, whereby the power of the lamps is increased seven to fifteen times over present lamps; for acetylene buoys instead of the common gas buoys now in use by the United States; urging Congress to pension lifesavers and to provide retirement annuity after certain age is reached. A committee from the Lake Carriers will attend the meeting of the Dominion Marine Association in Ottawa February 11, where they expect to get valuable pointers on waterways improvements and aids to navigation. The Dominion Marine Department has made the Lake Carriers sit up and take notice. It is two years since Canada placed acetylene gas buoys at the Lime-Kiln and last year all local lighthouses were equipped with vapor lamps.

Acheson Johnson, who is spending the winter with Joseph Johnson, Richmond Street, is confined to bed with a very bad attack of sciatica. He contracted this on the str. *Pringle* last fall. It will be remembered that during a big gale the steamer became waterlogged and would have foundered and gone down in deep water but for the efforts of Mr. Johnson, who as stoker stood at his post waist-deep in water, shovelling coal into the furnace, keeping on steam until they beached her. Had he failed in his duty there is no doubt that another marine disaster would have been reported. He has never recovered from the cold he contracted at the time.

The final report of the Georgian Bay canal survey has been issued. It states that a 24-foot waterway for the largest lake boats, 600 feet by 60 feet by 20 feet draft, can be established for \$100,000,000 in 10 years and that the annual maintenance of the same will be approximately \$900,000, including the operation of storage reservoirs for the better distribution of the flood waters of the Ottawa River. It will require 27 locks and 18 main dams, 28 miles of canal excavation and 66 miles of channel dredging. It is asserted that the probable time taken by a lake freight boat of 12-mile maximum speed from French River to Montreal would be 70 hours, and that the season of navigation will average 210 days from May to November.

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February 5, 1909

The steamer *Ossifrage*, owned by the Algoma Central Steamship Co., Sault Ste. Marie, Ont., and

operated by Capt. T.J. Stockwell last season between Windsor, Pelee Island and Essex County resorts, has been purchased by J.E. Rebstock of Ridgeway, owner of Crystal Beach Park, a summer resort near Buffalo. During the summer season the steamer will be used between Crystal Beach and Buffalo, but during the spring and fall she will run between Windsor and Pelee Island. When she is taken off, a small excursion steamer will be put on the run.

The marine unions have issued a new statement declaring that union men have been deliberately locked out because they refused to surrender their cards to agents of the Lake Carriers' Association. The statement was issued at the close of a recent conference of representatives of the Lake Seamen's Union, Marine Firemen, Oilers' and Watertenders' Association and the Marine Cooks' and Stewards' Association. The statement reads that it is the belief of the unions that the Lake Carriers have joined forces with the International Shipping Association with headquarters in London, England.

Dunbar & Sullivan have all their men at Detroit ready to go to work repairing the fleet which has been docked and will be thoroughly overhauled by the time spring opens. Their two small drills were spliced together into a large one at the Great Lakes Engineering Works and four big scows have been built for carrying stone to their River Rouge crusher. It will keep them busy getting ready for an early start on the lower Detroit River.

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February 19, 1909

A deep water channel from Chicago to Buffalo via "the Soo" is in contemplation. In a few days a measure will be introduced in Congress providing, in brief, for the complete survey and perhaps for the construction of such a waterway. Behind the project are practically all the shipping, manufacturing and laboring interests on the Great Lakes. That the plan is entirely feasible is indicated by the fact that already there is a Chicago to Buffalo channel 21 feet deep. This waterway is the growth of many years and although the depth has been increased from time to time, it has not kept pace with the growth of commerce on the lakes. Contracts already have been let for the construction of a lock at the "Soo" which will accommodate three of the largest vessels on the lakes at one time. The depth of water over the sills of the new lock will be twenty-six feet and the cost of the project will be approximately \$7,000,000. A channel 600 feet wide and 26 feet deep would solve many great problems, it is thought.

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February 26, 1909

The Chatham Navigation Co. will dispose of their old boat, the "City of Chatham," and build a new one, to cost over \$60,000, to carry 1000 passengers. The new vessel will be a steel hull ship and the "finest ever" so far as the Thames is concerned.

Capt. Trotter will have a larger boiler installed in the patrol tug *Owen* before navigation opens.

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March 5, 1909

Capt. William McTaggart of the Great Lakes Co.'s drillboat at Sandusky was in town this week, picking up a crew for a derrick scow at that port.

The Dunbar & Sullivan big steel drill *Earthquake* is being fitted out at the M.C.R. dock. She will go to work as soon as possible below the "dry" work. The dam protects her from the ice.

William Cook, chief engineer of M. Sullivan's big tug *Columbia*, is installing a new feed and fire pump in the tug and is also putting her other pump in first-class repair so as to be ready when fitting-out time comes.

The solicitors for Capt. J.S. McQueen and the solicitors of the Steel Trust - one of the latter's steamers sunk the *City of Mt. Clemens* in Lake St. Clair last fall - have come together and are likely to make a settlement. The *Mount Clemens* may be a total loss.

The reports from the regular and display stations of the weather bureau indicate that there is less ice in the Great Lakes than was reported last season. The western end of Lake Superior is covered with a field extending out about 20 miles. Small fields are reported over the central and eastern portions. The ice in

Whitefish Bay is solid. Solid ice is also reported the entire length of St. Mary's River. In Green Bay the ice averages from 10 to 12 inches and is solid. In Lake Michigan the fields are small and much broken up. There are not as many fields reported over the northern portion. At the straits the ice is heavily windrowed in places and where smooth is about 20 inches in thickness. In Lake Huron the fields are reported to the north and east of Thunder Bay Island. The ice is not heavy. No fields are reported over the southern portion. Lake St. Clair is reported covered with about seven-inch ice with probably some open water. The Detroit River is open. In [Lake] Erie the fields cover the western and eastern portions, but these fields are not heavy or extensive. In Ontario the ice fields have not been visible to any extent during the winter. Many harbors are reported open on all lakes.

Capt. Jos. Marks will again sail the big tug *Columbia* the coming season.

Men from all parts are arriving in town and are now looking up places on the river.

Acheson Johnson, the hero of the steamer *Pringle*, which was wrecked last fall in Lake Erie, who has been laid up for the last six weeks, is able to be out and around again.

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March 12, 1909

Capt. James Jarmin of the C.S. Boone Dredging Co. spent a few days in town looking up men for his drills at Midland.

Capt. Chas. Hackett is getting timber on the ground for a new dock at the foot of Bois Blanc Island for the convenience of his wrecking tug *W.B. Aldrich*.

It is said we will hardly know the str. *Ossifrage* when she again comes into our harbor. About \$3000 is being placed upon her improvements. Among the changes is a new steam steering gear. She will, in general, have the appearance of a summer passenger steamer, having a five-foot upper deck.

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March 12, 1909

The big steel drillboat building at the yard of the Empire Shipbuilding Co. for the Empire Engineering Corporation at Buffalo was launched on Tuesday afternoon.

James Stewart, who will be chief engineer on the big steel str. *Eugene Zimmerman* again this season, is fitting and refitting all the piping and engine and electric light plant on the steamer *Faustin* so that she will be ready to start out in first-class condition as soon as the lake is clear of ice. J.N. Mullen, her owner, is busy picking a crew for the staunch little craft.

Milton E. Sicksteel, an old Amherstburg boy, has been appointed chief engineer on the big D. & B. passenger steamer *Eastern States* and is busy fitting her out.

Capt. Nelson R. Empey of Point Edward lost the sight of one of his eyes through a singular accident. He was superintending the building of a scow for the company which has a dredging contract at Point Edward and was lining up some auger holes that a workman was boring. He was on one side of the scow and the man with the auger on the opposite side. Just as Capt. Empey put his eye to the hole, the workman, who had just completed boring it, shoved the auger through, striking Mr. Empey in the left eye, bursting the optic.

Captain Thomas Hanley, superintendent of the M. Sullivan Dredging Co. drill fleet, has arrived in town and has a large gang of men at work fitting out the drillboat *Dynamiter*. This drillboat will undergo extensive repairs to her boiler and machinery and will have a first-class electric light plant installed. The captain says the drills will likely pull out sometime next week. John Maloney will have charge of the *Dynamiter* this season.

Clyde Tobin will sail as mate on the steel steamer *James Reid* this season.

The Detroit & Cleveland Navigation Company, if the present mild weather continues, will start its first boat to Cleveland on March 25. Work on the steamers in preparation for the opening started on Monday and will be rushed.

The boiler out of the tug *D'Alton McCarthy*, which has been on a scow in the slip below the Great Lakes slip all winter, broke loose Tuesday morning and drifted to the foot of Bois Blanc Island before it was

caught. It was towed to the island dock and made fast.

The tug *Columbia* is having new fender rails put on. Craig & Son are furnishing the oak timber.

The tug *W.B. Aldrich* opened navigation Wednesday, having coaled up and steamed round the port, trying herself out to see if she is in shape to tow the patrol boat *Owen* to Detroit.

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March 19, 1909

**The Livingstone Channel Progresses.**-The Great Engineering Work in the Detroit River at Stony Island is Being Pushed Forward With Astonishing Rate.-(*Detroit Free Press*.)-"Good blast, that," remarked G.P. Locher, superintendent in charge of work on the new Livingstone Channel in the lower Detroit River, with as little concern as one would call attention to its being a fine day. Setting off a ton of dynamite that tore loose thousands of cubic yards of rock was nothing out of the ordinary, apparently.

It was a good blast, too. Irregular crevices running through the rock showed where the dynamite had got in its work. Upturned piles of great chunks weighing tons each revealed the force of the explosion ten feet below the surface. Down there the Niagara limestone has been reduced to particles scarcely larger than gravel and no harder to handle with a steam shovel once it had been laid bare.

A Tremendous Task.-It is being laid bare, too, with a rapidity that is astounding. Although only four months has elapsed since the last of the water disappeared from the giant cofferdam at Stony Island, a hole 1000 feet long, three hundred feet wide and averaging twelve feet in depth has been gouged out of the solid rock forming the river bottom. Approximately 100,000 cubic yards of stone have been taken out and piled mountain high along the east side of what, when completed, will be the Livingstone Channel, and the amount is being increased daily. Even the contractors, Grant, Smith & Co. and Locher, who secured this portion of the work under conditions that wise marine men said meant only failure to them, are surprised at the progress they are making. Incidentally, the same interests that predicted defeat for the undertaking are viewing with delight the speed with which the work is being pushed, for the sooner the new course is thrown open the quicker they will be freed from conditions that are each year becoming more serious.

Time was required in making all the preparations for the task confronting the contractors. The work was on a larger scale than ever before attempted and new problems confronted them at every turn. They were all mastered, however, for the Locher brothers are possessed of marvellous ingenuity, unlimited executive ability and a determination that knows not defeat.

The idea of building a cofferdam, pumping out the water and working in the dry was unique. Not a few scoffed at the suggestion, but they lived to learn better. Now they are receiving another object lesson, for while drillboats and dredges and scows have been tied up awaiting the advent of spring, each day sees a material addition to the course that is being blasted and scooped through the river bottom.

Pneumatic drills clatter noisily night and day, for there is no cessation of activities here, save on Sunday. Down into the rock the drills burrow for a distance of ten or twelve feet, two 150-foot rows of holes ten feet apart and with six feet between them in the rows being drilled. Into these the dynamite is lowered, from 1500 to 2000 pounds being used for a blast. Then the rock is scooped out by powerful steam shovels, dumped on lifts, and by means of an aerial cableway carried away and deposited on the great mountain that rises into the air for a height of fifty or sixty feet and when completed will forever cut off any view of the Canadian shore.

It isn't beauty with which vessel interests are concerned, however, nor is this question worrying the contractors to any great extent. They are interested in getting the rock that has forever proved a barrier to vessels of heavy draft out of the way and providing a channel that will prove adequate for all time. When completed it will be 300 feet wide and have a minimum depth of twenty-two feet, thus accommodating the largest vessels now plying the Great Lakes.

The time limit for the completion of the contract expires in the summer of 1911. Every time a blast is set off, 2500 cubic yards of rock is torn loose, and every time the giant steam shovels open their maws, cubic yards of this rock are removed. Last month 32,000 cubic yards of stone were taken out. This month

it is planned to exceed that record and from now on the increase will be marked, making it necessary for those who have the aqueous parts of the channel to dredge to get busy if their task is [to be] completed by the time the last of the rock in the dry section has disappeared, the cofferdams have been destroyed and the ugly gash that is now laid bare for a half mile is once more swallowed up by the blue waters of the river that swirl angrily against the heavy earthen walls now cutting it off from its own.

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March 19, 1909

Lewis Goodchild has gone to Lake Erie ports to locate a steel hull in which he will install the *McCarthy* machinery. It is said that he has an option on the passenger steamer *Brooks* at Sandusky, which was seized by the cruiser *Petrel* and laid at this port about 15 years ago.⁴¹ She is certainly a fine craft and he may put her on the Pelee Island and Amherstburg route.

The Pike Dredging Co. is fitting out the dredge that wintered at Big Creek and soon will complete their contract for a fish pond for the Detroit River and Lake Erie Fish Co. As soon as the season opens the Fish Co. will resume operations. Between 400 and 500 tons of excellent ice were stored for the season's work and had they known of a shortage, twice as much might have been cut.

Leading owners of lumber carrying vessels on the Great Lakes are actively engaged in forming a corporation to own and operate enough of the boats to control the movement by water of lumber and timber products. Already the owners and managers of 50 of the largest and staunchest ships, including steamers and barges, have agreed to sell their tonnage to the new corporation. These ships are valued by their owners at \$850,000. Among the steamers ready to be placed in the corporation are the *L. Edward Hines, I.L. Barth, Trude R. Wiche, W.H. Sawyer, Oscoda, C.H. Bradley, Zillah, Myron, Walter Vail, J.H. Prentice, P.J. Ralph, Oscar I. Flint, Simon Langell* and as many more. The barges are equal in number of the steamers. Among the advantages of operating the lumber vessels as planned will be a larger saving of insurance, a vastly greater economy in managing and operating the boats and a better control of carrying rates. The name of the new corporation and its capitalization have not been determined. On the present basis the capitalization is likely to be close to \$1,000,000.

The Government derrick scow, sweepscow and yacht *Don* have all been fitted out and the *Don* has been repainted. A large deckhouse has been built to put aboard the sweepscow to be used as an office and a shelter for the men.

The tug *Martha H.* has been launched after a general overhauling during the winter and will go to work as soon as dredging opens.

The big car ferry *Ashtabula* passed up the river Wednesday morning from Ashtabula to the Great Lakes Engineering Works for repairs. She opened lake navigation.

It is expected that some of the drills will go to work on the lower Detroit River next week. Charles Hackett has his derrick scow pulled up on the Great Lakes shipyard and is rebuilding her bottom and also caulking it.

Roy Westaway of Detroit is spending a few days with his mother before taking up his duties as electrician on the steamer *Eastern States*.

The tug *W.B. Aldrich* went to Detroit Monday and brought down the U.S. Government derrick scow. The *Aldrich* will work for the U.S. Government until the tenders are received for a tug for the present year.

The tug *Pauline Heckler* brought down a cargo of dynamite Tuesday from Detroit for Dunbar & Sullivan. It was stored at the "powder" house. They expect to start their own plant when F.E. Dunbar returns from Cobalt.

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<sup>41</sup> The *Leroy Brooks* was seized by the *Petrel* for violating fishery regulations in May, 1894. A detailed account can be found in Vol. IV(2).

March 26, 1909

Robert Hopkin, the great marine painter, died about 3 o'clock Sunday morning at his home, 247 First Street, Detroit, from bronchial pneumonia. He had been confined to his home for some time but his illness first took a serious turn ten days ago and since that time he has been confined to his bed. He was born in Glasgow, Scotland, January 3rd, 1832. Eleven years later he came to Detroit with his parents and he had lived in that city almost uninterruptedly until his death.

The steamer *City of Chatham* has been sold and will run between the Soo and Thesalon, Ont., next season. No boat has yet been selected to take the *City of Chatham's* place on the Detroit-Chatham run.

The Richelieu & Ontario Navigation Co. will have a canal-size twin-screw steamer built in the Wyandotte yards of the Detroit Shipbuilding Co. The contract has been signed in Montreal. The ship is to be ready in 1910.

A revised edition of the chart of Detroit River has just been published by the United States Lake Survey office, old Custom house, Detroit. The chart is sold at cost of paper and presswork, in this case 15 cents per copy (postage stamps not accepted). The chart is an engraving lithographed in five colors and shows the entire river from Windmill Point Lighthouse in Lake St. Clair to Detroit River Lighthouse in Lake Erie, with soundings, shoreline topography and the lights, buoys and daymarks of the channels. In addition to the main chart of the whole river, an inset on enlarged scale (about two-fifths miles to the inch) shows the improved channels of lower Detroit River from the head of Ballard's Reef channel to and including the recently completed up- and downbound channels below Detroit River Lighthouse, with conditions as they will exist on the opening of navigation, 1909. The lines of the new Livingstone Channel now being dredged in a straight line from the middle of Ballard's Reef channel to Lake Erie, passing to westward of Bois Blanc Island, are also given.

Meetings are being held in all of the ports around the lakes to discuss the proposed "welfare" plan which the Lake Carriers' Association proposes to inaugurate. The Chicago locals met last week to map out a plan of campaign. The so-called welfare plan proposed by the vessel owners is opposed by practically all of the seamen and they will refuse to ship under it. The union officials declare it is in substance a blacklist. The plan requires each seaman to carry a continuous discharge book in which every captain under whom he serves enters his opinions regarding the capabilities of the seaman. If the captain so desires he may retain the book, and the seamen declare that in such a case they would be forced to seek other employment, as no vessel owner belonging to the Lake Carriers' Association can hire a man who does not carry a discharge book with a complete record of his seafaring life.

The tug *Carrie Martin*, otherwise known as "the Folly," under Captain Jack McCormick, after bucking the ice for over a week succeeded in reaching open water Monday at 10 o'clock and carried over quite a bunch of passengers and a lot of freight. She took a quantity of freight, express and two wagon loads of mail on her return trip. She was the first boat from Pelee to the shore since January 4th.

Next Monday morning the D. & C. steamer *City of Detroit* will cast off her winter mooring lines and open up navigation between Detroit and Cleveland.

Charles Kemp, Ray Handcock, James Handcock and Albert Turton left Tuesday morning for Buffalo, where they will be employed dredging again this summer.

M. Sullivan, contractor, has completed his fuelling scow and will likely go out and coal the dredges and drills next week. The fuel lighter *Snowden*, which has been laid up back of Bois Blanc all winter, will be fitted out in a few days. She will be managed by the Pittsburgh Coal Co. again this season.

Ed. Woods & Son built a smokestack for the steamer *Faustin* last week.

Mr. McLaren, cranesman on Pike's dredge, is very ill with pneumonia at the Lake View. A trained nurse arrived on Friday night to take care of him.

Ernest Harris has the *Martha H.* at work on the "dry work" on the new Livingstone Channel, towing mud scows from dredges to the cofferdam. Capt. Frank Bernard is in charge of her.

Leonard Nattress left on Saturday to go aboard the steamer *Eastern States* with Engineer Sicklesteel. River work is gradually opening up. The dredge and drill fleet arrived at Gordon Tuesday night and are

being got in readiness. The *Excelsior* began digging back of Bois Blanc on Monday and some of the drills pulled out Tuesday, but had to come in owing to running ice.

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April 2, 1909

Dunbar Dredging Co. are fitting their large icehouse on Dynamite Island with machine-made ice from Detroit and will use it for their dredges and dynamite-making this summer.

The drills *Dynamiter* and *Exploder* pulled out Friday and the rest of the fleet are nearly all on the work now. M. Sullivan arrived from Buffalo Friday and Duftin appeared on the scene Monday, so that now the dredging season may fairly be said to be under a full head of steam.

Capt. James Jarmin left Monday for Little Current to resume dredging operations for the season. W.H. Cousins is not able to go yet.

Earl Gott has gone to Sandusky to assist Capt. McTaggart to fit out the Great Lakes D. & D. Co.'s fleet at that port. A crew of drillboat workers will leave here in a few days to work on drills at that port.

Garry Reaume, the crack rollo polo player who is a machine runner on the drillboat *Dynamiter*, met with the first accident since that boat has been out. A heavy bar fell on his left foot, smashing his toes. He still walks with a limp, but is back on the job again.

Adolph Bezaire is engaged as chef on the Great Lakes D. & D. Co.'s tug *Gillen*.

The str. *J.E. Mills* has gone to Pelee Island to bring over a cargo of hogs and produce to Amherstburg.

The str. *Faustin* is having her upperworks repainted. She will go into commission next week.

The str. *Carter* brought down a cargo of 450 tons of ice from Alpena Wednesday. Two hundred tons of this was purchased by Esrias Fox and stored in J.W. Stokes' icehouse and the remainder was for Dunbar & Sullivan's dynamite manufactory.

Capt. Alex. Callam left Wednesday night for Milwaukee to fit out the str. *Fitzgerald*.

The tug *Columbia* struck her wheel on a sunken rock back of Bois Blanc Thursday of last week and broke a bucket off.

Capt. J.S. McQueen and H. Coulby of Cleveland scoured Lake St. Clair Saturday on the tug *J.L. Miner* to locate the wreck of the str. *Mt. Clemens*, but all trace of her had disappeared. It is likely the captain will now get a settlement with the Steel Trust.

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April 9, 1909

The tug *Pallister*, Capt. Thomas Patterson, arrived from Toledo on Saturday and will be engaged looking after the U.S. Government work at this port this season. While the robin is the first indication of spring, Capt. Tom's arrival is usually the official declaration that spring is really here and navigation is open. His welcome is none the less hearty and sincere as the years go by.

President William Livingstone of the Lake Carriers' Association says last year was a poor one on the lakes; just now the outlook is not any better than it was last year at this time.

A heavy fog settled over the river Tuesday evening and the Bar Point foghorn was heard for the first time. No accidents were reported during the thick weather, which prevailed most of the day as the tugs kept up a string of three-blast whistles.

A combination machine and blacksmith shop which will float is being constructed by Hickler Bros. of the Soo and as soon as completed will be brought to the Detroit River for work on the new Livingstone Channel. The complete outfit will cost about \$15,000 and will have on board three lathes, a steam hammer, a nut and bolt cutter, a shaper, etc. It will be finished about the middle of summer. The work the craft will do is for Grant, Smith & Co. and Locher at the channel. Dunbar & Sullivan have also a floating machine shop. The Vulcan Iron Works had a launch here all last summer picking up work for their plant at Toledo, while Edward Woods and Son of the Amherstburg Iron Works had all the work they could handle last season, and the outlook this season is still brighter.

Nearly all the dredges and drills have gone to work for the season on the lower Detroit River. Among the crafts are the Great Lakes Dredge & Dock Co.'s dredges *Columbia, No. 8, No. 3*, drillboat *No. 8* and



Winterhalen, Frank Gutch and Augustus Palmer. The *Ward* was bound from Milwaukee to Port Huron with corn, clearing for the first trip of the season on Monday. The boat, which is owned by Hecla Portland Cement Co., was insured with the cargo. With the drowning of the five on the *Ward* and the loss of the tug *Floss* and her crew of seven on Lake Erie last week, the Grim Reaper is gathering an early harvest on the Great Lakes.

**The Niagara Ice Blockade.**—The ice pack in the Niagara River continues to be a serious menace to the life and property along the banks of the river. Millions of tons go over the falls daily and for a long stretch above the Whirlpool rapids a pack fully 60 feet thick is unable to free itself. Guys on the Suspension Bridge broke Tuesday and this structure is threatened. At the same time huge piles of ice are anchored across the mouth of the river, damming back the stream which is threatening the villages of Queenston and Lewiston. All the residents along the river have moved their belongings from their dwellings, fearing a flood. Conditions can be best understood by the fact that Queenston Suspension Bridge, which ordinarily stands sixty feet above the water, could be reached from the ice structure below it by a man stretching his hands up. It is only ten feet above the invading ice below it, and water is still raising. From Queenston down, the ice is piled up level with the shore in stretches of a hundred yards.

Sailing for the first time under the colors of the D. & C. Line, the steamer *Eastern States*, formerly of the D. & B. Line, left Detroit for Buffalo on Wednesday afternoon at 5 o'clock. The *Eastern States* will leave Detroit on Mondays, Wednesdays and Fridays and Buffalo on Tuesdays, Thursdays and Saturdays until May 1st. The boat will leave Buffalo at 6 p.m. eastern time.

Fred J. Smith, Charles Ong and Charles Paddington, employed on the night gang of the drillboat *Dynamiter*, had a narrow escape from being drowned at 4:30 o'clock Saturday morning. Shortly before the change of crews it was found that one of the drill bars needed repairs and a board was placed over the water so the men could work at it. The three men got on the board, when it suddenly broke, throwing all into the water. Ong managed to swim, but Paddington grasped Smith, carrying him down. Fortunately the crew heard their cries. A rope was thrown to Smith, who grasped it, and both he and Paddington were pulled on board the boat. Luckily no charges were set off while the men were in the water, or this might have proved a most serious accident. As it was, Fred received a bunt over the eye, but the others were unhurt.

Saturday noon, while Aylmer Carpenter and Ernest McGee were doing some repair work in the hold of the drillboat *Destroyer*, they were nearly overcome by gas. Their cries for help brought David Long to their assistance. Mr. Long dragged them on deck, where with the help of the rest of the crew they were revived. The men both returned to work Monday, little the worse for their experience, which so nearly proved a fatality. This is the same drillboat on which two men were almost asphyxiated last fall. Carpenter and McGee were both on the *Destroyer* when she blew up last summer.

Edwards Bros.' dredge was out of commission for a few days to repair a dipper arm. The *Brian Boru* was also knocked out last week from the same cause.

George Perkins, engineer on the tug *Knapp*, with his family has arrived in Amherstburg from Toledo for the season. Thursday following the big wind, Mr. Perkins was unfortunate in losing their young son George from the tug in Toledo harbor. The child, who was 5 years of age, disappeared and as his hat was found on the water, drowning was feared. All efforts to locate the body failed until the aid of superstitious methods was called into play. It is believed by seafaring people that if a drowned person's undershirt is thrown into the water it will float to the place where the body lies. This was tried. The shirt floated upon the surface of the river for a short time, then took a sudden whirl and stopped finally close to the dock. The current would draw it away a few inches, but back it went each time to the same spot. Mr. Perkins and Patrolman O'Leary then got a pike pole and struck the body the first time the pole went down, directly under the spot where the shirt floated.

L.S. Sullivan of Toledo, the big vesselman, owner of the tug *Pallister* of this port, died there on Tuesday morning of typhoid fever. The funeral took place yesterday (Thursday) afternoon.

John G. Mullen is having the coal docks put in ship-shape. The dock in front of Falls Bros.' coal sheds has been all repaired and a derrick runway of heavy timbers has been built. Supt. Hoyt of Cleveland is looking after the repairs.

The ferry boat *Niagara*, running between Buffalo and Fort Erie, was caught in the ice Monday morning and was carried down the Niagara River to the International Bridge, where its top deck and pilothouse were carried off when it came into contact with the bridge. There were but few passengers on the ferry and while there was a panic on the boat, no person was injured. The tug *International* finally got a line to the *Niagara* and towed her to the Canadian side of the river just below the bridge, where she is now tied up. The passengers were landed.

The dredge *Tipperary Boy* went to work on the Livingstone Channel on Monday night. Martin Comerford has charge of the day crew and Albemi Ouellette the night crew. The tug *Shaughraun*, Capt. Frank Laframboise, is with her in daylight and the *Shaun Rhue*, Capt. Thomas Cooper, in the dark.

A rakish-looking craft named the *Vanieta* of Lexington, Mich., called at this port Tuesday on her way to Sandusky. She was the strangest outfit seen on local waters during the present century. The boat nearly turned turtle in Lake Erie Monday night but after a thrilling experience made Amherstburg at 3 a.m. Tuesday.

The Lake Carriers' Association have issued a letter of instructions as to sailing the lower Detroit River this season. Downbound vessels take the west cut and upbound the east cut. That part of the channel between Bar Point Shoal Lightship and Detroit River Lighthouse will be under improvement during a part of the season of 1909 and care should be exercised by all vessels when passing the dredges. Also, at about one-half mile south of Bois Blanc Island along Hackett range, all vessels should keep west of a line 150 feet east of the Amherstburg range.

The Detroit City Council is still laboring with the D.B.I. & W. Ferry Co. regarding the proposition to let the company charge a flat rate of 10 cents to Belle Isle, on which the company stands pat. That the majority of the committee was willing to compromise with the franchise ferry company was indicated by the fact that they had a franchise drafted by Corporation Hally calling for the straight ten-cent fare, provided purchasers of tickets who want to ride only one way can get a return of five cents by presenting them at any of the company's ticket offices within an hour of the date of the sale. But this will not do. It's whole plunge or nothing with President Campbell.

April 30, 1909

The steamer *Ossifrage* has gone on the Pelee [Island]-mainland route regularly and is carrying large quantities of freight and a fair list of passengers both ways. The Pelee Navigation Co., organized as a protest against what they claim is inefficient service, sent Frank Harris to Quebec to look over the steamer *City of London* with a view to purchasing her. Mr. Harris returned on Monday, but his report is not yet available. However, the Company has an option on the *Ossifrage* after July 1st and may purchase her and keep her on this route all the time. The steamer's sailing dates will be found in another place in the paper. Mr. Rebstock of Buffalo, who lately purchased the steamer *Ossifrage*, came up Wednesday to continue negotiations with the people of the island regarding the purchase of the boat by the Pelee Navigation Co. It is hoped that all parties will get together and settle the dispute as to steamboat service for the benefit of the island in

| PELEE ISLAND ROUTE                                                                                                                |              |
|-----------------------------------------------------------------------------------------------------------------------------------|--------------|
| STEAMER OSSIFRAGE                                                                                                                 |              |
| TIME TABLE 1909.                                                                                                                  |              |
| NORTH STANDARD TIME.                                                                                                              |              |
| <b>TUESDAY</b> —Pelee Island, Leamington, Kingsville and Return:                                                                  |              |
| Leaves West Dock, Pelee                                                                                                           | 6:00 A. M.   |
| Scudder's Dock, Pelee                                                                                                             | 6:45 A. M.   |
| Leamington                                                                                                                        | 8:00 A. M.   |
| Arrives at Kingsville                                                                                                             | 8:45 A. M.   |
| Leaves Kingsville                                                                                                                 | 9:30 P. M.   |
| Leaving Pelee                                                                                                                     | 6:45 P. M.   |
| Scudder's Dock                                                                                                                    | 8:00 P. M.   |
| Arriving West Dock, Pelee                                                                                                         | 8:45 P. M.   |
| <b>WEDNESDAY</b> —Return Thursday, Pelee Island, Amherstburg and Windsor.                                                         |              |
| Leaves Scudder's Dock                                                                                                             | 6:00 A. M.   |
| West Dock Pelee                                                                                                                   | 6:45 A. M.   |
| Amherstburg                                                                                                                       | 10:00 A. M.  |
| Arrives at Windsor                                                                                                                | 11:45 A. M.  |
| Leaves Windsor, Thursday                                                                                                          | 9:00 A. M.   |
| Amherstburg                                                                                                                       | 10:15 A. M.  |
| Arriving West Dock                                                                                                                | 1:15 P. M.   |
| Leaving West Dock                                                                                                                 | 2:30 P. M.   |
| Scudder's Dock                                                                                                                    | 2:45 P. M.   |
| Leamington                                                                                                                        | 4:00 P. M.   |
| Arriving at Kingsville                                                                                                            | 4:45 P. M.   |
| <b>FRIDAYS</b> —Kingsville, Leamington, Pelee Island, Sandusky and Return.                                                        |              |
| Leaving Kingsville                                                                                                                | 7:00 A. M.   |
| Leamington                                                                                                                        | 7:45 A. M.   |
| Scudder's Dock                                                                                                                    | 8:30 A. M.   |
| West Dock                                                                                                                         | 9:45 A. M.   |
| Arriving at Sandusky                                                                                                              | 11:45 A. M.  |
| Return leaving Sandusky                                                                                                           | 3:00 P. M.   |
| West Dock                                                                                                                         | 3:30 P. M.   |
| Scudder's Dock                                                                                                                    | 4:45 P. M.   |
| Leamington                                                                                                                        | 5:30 P. M.   |
| Arriving at Kingsville                                                                                                            | 6:45 P. M.   |
| Subject to change without notice. Open for charter Saturdays, Sundays and Mondays. Address all communications to Kingsville, Ont. |              |
| T. J. STOCKWELL,                                                                                                                  | ALEX. COWAN, |
| MASTER.                                                                                                                           | PURSER.      |

Amherstburg Echo, April 30, 1909.

general.

There is marked dissatisfaction on the island over a notice sent out by the Department of Marine and Fisheries to Thomas Lidwill, keeper of the north end lighthouse, that on and after May 15th the light will be discontinued because it is no longer necessary for the large vessels. As soon as the fact became known, a petition was circulated and signed by every man on the island asking the Government to retain the lighthouse service for the sake of vessels coming to the island and as an aid to the mail service in the late fall and winter, which can hardly be maintained without it. As it is now, many times during the ice run or in stormy weather the mail carriers could not make the island except for the friendly beam cast by this well-kept light, and for the little yearly cost of maintenance the islanders easily retain their light. The petition was forwarded to A.H. Clarke, K.C., M.P., on Tuesday for presentation to the proper authorities.

**Stmr. Ossifrage and Pelee Island.**-To the Editor of the *Echo*:—Owners of the str. *Ossifrage* made a special trip to Pelee Wednesday to meet a Pelee Committee, who have been negotiating for a boat to replace the str. *Ossifrage*, owing to that boat having been withdrawn from the route July and August of last year, the owners being unable to procure a suitable boat to take her place, although they made every possible effort to do so. On this account a feeling of dissatisfaction arose among those who advocate a daily service and a boat owned by the island people. This trip was made to meet this committee and place a proposition before them, offering them the services of the str. *Ossifrage*, spring and fall, and a suitable boat during the months of July and August, giving the committee the option of turning the subsidy to the *Ossifrage* chartering her, neither of which has been accepted as yet.

The *Ossifrage* served the Pelee Island people for over three months last season and was with them the 1st day of September to the end of the season, but they saw fit to give a much inferior boat \$1500 for 2 months' service, which was not needed, but turned down three months' service of the str. *Ossifrage*; hence this proposition, which appears to be a very fair and liberal one, as the subsidy cost the island nothing and the charter being made less than they would have an inferior boat, even during July and August when the traffic is very light and the danger of navigation nothing. After having been treated as they were last season, the island people ought to see that the owners of the *Ossifrage* have made them a very generous offer and one which ought to be appreciated by the committee. The people of Pelee should be a unit in their desire to promote the interests and advancement of the island; unless the committee has some substantial proposition for the people of the island, this should be accepted or they will be left without steamboat service, as we were left last year. Some decision must be arrived at right away or the boat will be pulled off the route entirely. Yours truly, PELEE. April 20th, 1909.

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April 30, 1909

A serious marine accident occurred in the river Friday when the Canadian Pacific car ferry *Michigan* with fourteen freight cars aboard was run into by the steel steamer *J.P. Walsh*, owned by Charles O. Jenkins, Cleveland. The force of it tore a great hole in the upperworks of the car ferry just abaft the paddlewheel box. The blow also caused a rupture of the main steam exhaust pipe of the port engine of the *Michigan*, filling the forehold and engine room with steam. No one was injured.

The Detroit Seamen voted almost unanimously to strike.

The Lake Carriers are bringing in engineers from the coast to man their fleet. Seven came in one batch.

The first boat to pass down the Detroit River with a load of ore this season was the *Martin Mullen*, which passed at 3:30 Sunday morning. She was bound for lower lake ports.

To the Canadian steamer *Carleton* belongs the distinction of breaking a passage through the ice at Iroquois Point and being the first boat to reach the Soo this season from Lake Superior. She arrived Monday afternoon, followed by the *Northern Queen*. Seventy-six upbound boats were detained at the Soo.

As he was helping to heave up the anchor, the capstan bar slipped out and Vincent Webb, second mate of the steamer *North Wind* of the Mutual Transit Line, slipped overboard into the icy waters of Little Rapids, near the Soo, Thursday. He was drowned. The steamer was running at a 16-mile per hour clip and

Webb was so numbed by the water that he could not keep afloat until a boat was lowered. His home was in Seeley, Ont.

The sunken hulk of the fishing tug *George A. Floss*, which disappeared with a crew of seven men aboard during a storm on Lake Erie April 7th, was located on Sunday. It was in 50 feet of water, about seven miles directly north of the Cleveland harbor. None of the bodies of the crew has been located. The boat was located on information furnished by George McLaughlin, keeper of a crib near the place. He says he saw the boat go down. Relatives of the crew will employ divers to search for the bodies of the missing men.

Dunbar & Sullivan's new drillboat *Hurricane* is almost completed and will likely pull out next week. Working with a double crew, this ought to pick up nearly all the rest of the unemployed about town.

Woods & Son of the Amherstburg Iron Works are working overtime turning out work for the dredges and drills. Their plant has been greatly improved by the installation of the boiler they purchased from the town and an Ideal steam engine of 75 h.p. capacity which provided power for not only all their machinery but also for a 60-light dynamo lately installed to enable them to run continuously. Messrs. Woods & Son have now a splendidly equipped machine shop.

The Canadian Marine Department has decided to maintain the Southeast Shoal lightship, now maintained by the Lake Carriers' Association. In this issue the Department is asking for bids for a suitable craft.

The crew of the drillboat *Earthquake* received a slight shock Friday morning last when a free stick of dynamite exploded on the bottom of the river under the drill. The dynamite boat was injured but didn't sink. Wilfred Smith slipped on the deck when the shock came and badly sprained his ankle, which laid him up for a day.

The Great Lakes Co.'s dredge No. 3 and tugs *Nelles* and *Stickney* have gone to Erie.

The fuelling barge *Fred. Dunford* ran aground on a dump near Bar Point while on her way to Sandwich from Cleveland and was released by the tug *John Monk*.

Breyman Bros.' dredge No. 3 and tug *George E. Breyman* have arrived and started to work on the Livingstone Channel. George Forester is in charge and nearly all the old crew is again on deck.

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May 7, 1909

**MARINE MISHAPS.**—Friday's gale was productive of several marine disasters which are just coming to light.

The barge *George Nester* struck a reef off the Huron Island, northwest of Marquette, Mich., and was lost with all hands. There were seven men on board. Their names are not known. In tow of the *Schoolcraft*, the vessel was bound for Baraga to load. The steamer and barge were caught in the terrific storm and shortly after noon the vessel was driven onto the rocks. The lighthouse tender *Marigold* was directly behind her. Small boats could not live in the heavy seas and the *Marigold* attempted to rescue the *Nestor's* crew by means of life lines. This attempt was unsuccessful.

During the heavy gale the steamer *Russia* went down 12 miles south of Detour in 65 fathoms of water. The cause of the wreck was the shifting of her cargo. Her crew was saved. The steamer *Russia* was one of the old style iron hull boats and was built in 1872. Her gross tonnage was 1501. Her length was 232 feet with a 36-foot beam. The boat of recent years had been under the management of C.O. Duncan of Port Huron.

The Corrigan steamer *Aurania* was crushed in by an ice floe in Whitefish Bay, Lake Michigan, Thursday of last week and sank in deep water. The crew, consisting of Capt. R.C. Pringle Sr. and nineteen men, escaped over the ice to the steamer *J.H. Barlow*, three and one-half miles off, after a particularly perilous trip. The *Aurania* was loaded with coal from Buffalo to Superior. Capt. Pringle says the masters of a Canadian and two American steamers ignored his distress signals, although he claims they must have seen them, and also that his boat was listed. "Had the *Barlow* acted as these three steamers did, we would be eating pigeons on Parisian Island just now," is the way Capt. Pringle expressed himself.

May 7, 1909

Over ten thousand tons of ice went from Kingston and adjacent ports to Lake Erie ports since navigation opened. The Calvin Company of Garden Island sent 500 tons. The ice costs \$1.50 per ton delivered at Erie, Lorain, Sandusky and Cleveland and the up cargoes will net the vessel owners good freight.

The tug *John H. Breymann*, which was tending Breymann's dredge *No. 2* at River Rouge, burned to the water's edge there yesterday (Thursday) morning. She went there Sunday from Toledo.

The steel steamer *Edwin F. Holmes*, owned by A. Hawgood & Co. of Cleveland, bound from Milwaukee to Lake Erie ports, collided with Dunbar & Sullivan's dredge *Handy Andy*, used in the construction of the Michigan Central tunnel on the Canadian side of the Detroit River, Monday night. The dredge was badly damaged, having a big hole stove in its bow, but the *Edwin F. Holmes* was practically uninjured and was able to proceed on her way.

Half dead from exposure brought on by an all-night battle on one of the worst gales that has swept over Lake Erie this year, Robert Carnegie, keeper of the Middle Island light, nine miles east of Put-in-Bay, and his assistant were found lying unconscious on the shore at Put-in-Bay, where they had been tossed by the waves. Late Wednesday afternoon when the storm came up, a small skiff was torn loose from her moorings at the light and swept out into the lake. Discovering the loss, the keeper and his assistant put out in a small naphtha launch to overtake the boat. Shortly after leaving the island the rudder of the launch was lost. Two of the blades of the propeller were also torn away in the fierce storm. Tearing loose one of the seats inside the launch, the two men sought to guide the launch to safety. So fierce were the waves that they were obliged to abandon the fight and drift helplessly at the mercy of the sea. When they were found on the beach Thursday it was discovered that the hands of both men had been frozen. They were taken to a nearby summer cottage and cared for.

U.S. Lake Survey boat *No. 1* has arrived from Detroit and will be used as assistant to the tug *Pallister* and yacht *Don*, looking after the surveying and sweeping in the lower Detroit River.

Breymann's dredge *No. 2*, in tow of the tug *John D. Breymann*, stopped here on Saturday on their way to the River Rouge to give the crew a chance to shake hands with old friends.

The Whalen Wrecking Company of Port Arthur have purchased the tugs *Sarnia* and *Salvo* of the Reid fleet, and the former cleared for that city on Monday.

The powerful tug *F.B. Hackett* arrived this week from Ferrysburg and will have the engine and boiler at the foot of Richmond Street installed in her. The removal of the engine from this point will, after the town has graded the street, provide an efficient place for the *Ossifrage* to land passengers from Pelee.

**SNOW STORM APRIL 30, '09.**-The storm which swept the middle West States and Canada Wednesday night and Thursday of last week was one of the most widespread in recent years and was accompanied by one of the heaviest late April snowstorms recorded....The steamer *Bennington* ran back to Port Dalhousie for shelter. The steward, Jos. Bernier, had his leg jammed badly. The large meat block pinned him to the side of the boat.

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May 14, 1909

Six steamers have been lost on the lakes this year - the tug *Floss*, steamers *Eber Ward*, *Geo. C. Nester*, *Aurania*, *Adella Shores* and *Russia*. 37 lives have been lost.

Marine disasters continue. The wooden steamer *Shores*, bound for Duluth, went down off Whitefish Point in Lake Superior with all on board. The ship was under command of Capt. S. Holmes. The engineer was R.S. Knott.

Traffic on the Great Lakes has increased so rapidly during the past 20 years that it has reached a point where a fleet of nearly 3000 boats are required to haul the 100,000,000 tons of freight that pass up and down the Detroit River almost every year in the eight months of the navigable season. It is estimated that this amount will make enough freight to encircle the world and have about 2000 miles of cars left over.

Mattresses and pillows were used to patch up an ugly hole in the bottom of the big 500-yard dump scow

belonging to the Great Lakes Dredging Company, which struck a rock in the new Livingstone Channel Friday night and sank below Bois Blanc Island, not far from the Bar Point Lightship. Capt. Fred Trotter, wrecking master of the Trotter Wrecking Company of this town, went to the scene of trouble with the steamer *J.E. Mills*. After divers had patched up the scow with the bedding from dredge *No. 8* and the steamer *Mills*, the pumps were set at work. The scow was raised after about two hours. She was brought to this port Saturday and later towed up to a Detroit dry-dock for repairs by the tug *Dreadnaught* of the Great Lakes Dredging & Dock Company's fleet.

The Marine Department of Canada has just received two new steel lighthouse supply steamers, the "*Lambton*" and the "*Simcoe*," built in Great Britain. This is not very encouraging to the shipyards of Canada, which are building as staunch crafts as float on the Great Lakes. If the Government of Canada refuse to patronize the Canadian ship-building plants with public funds, there is little encouragement for making ship-building a success in Canada, which, so far, has been an uphill task. Of course the Government can get the boats cheaper in Great Britain and pays no duty, but it is a poor way to build up the marine of this country and encourage ship-building. There has been too much of this kind of thing. Business is business, and the day is past when such acts are necessary to prove Canada's loyalty. The Marine Department should show its loyalty to the residents of Canada. The Department has always been the slowest and most unsatisfactory in the Government and does not seem to have improved.

George Ludlow of this town was among the crew taken off the wrecked schooner *St. Louis* near Hanlan's Island, Toronto harbor, last week. She was bound from Oswego to Bronte with a cargo of 500 tons of coal. They had a narrow escape, as rescue was well-nigh impossible in the storm which drove the ship ashore.

Two young men from Edwards Bros.' dredge, returning to the dredge in a rowboat from Amherstburg late Saturday night, ran on a shoal which was not marked on their chart and they were dumped into the river. They had a close call for their lives before being rescued.

Homer Brantford received a bad fright on Monday and nearly collapsed from heart failure. In response to a telegram from Simuel McDowell Jr. of the steamer *Princeton*, he rowed out and met the boat as she was passing Amherstburg, but refused to go aboard to take the position of porter, giving as his reason that he didn't wish to start "scabbing." At this, the cry of "scab" was hurled at the *Princeton* from several in the vicinity when McDowell, it is alleged, rushed into his room, secured his revolver and began a series of gunplays, which was the cue for Brantford to duck and put for shore with all possible speed. Those who were witnesses to the drama enjoyed a good laugh, as there was no harm done.

When there's anything strenuous doing in any part of the country it's safe betting that an Amherstburg boy gets in the limelight. The police at Erie Saturday received a riot call to the docks at the foot of German Street, where non-union seamen from the steamer *Castalia* of the Brown Steamship Company of Cleveland were being beaten by pickets stationed by union strikers. The men got away and when the officers arrived no one could be found who knew anything beyond the fact that several shots had been fired. The report became current in Amherstburg that Capt. Lewis Bellcoure had been injured, but a telegram Monday afternoon assured his relatives that all the local lads, of whom there are five on the *Castalia*, were well and enjoyed the scrimmage.

Mrs. C.Y. Dixon and son Donald left Tuesday on the steamer *Harvard* for a two weeks' visit at the Soo. The Great Lakes drill laid up at Sandusky Saturday night and Earl Gott, who has been in charge, has returned home.

The tug *George Nelson*, Capt. Bonner, arrived from Port Huron on Monday to assist the *Runnels* pulling dump scows to the upper dam. Wm. Hammers has shipped as first mate on her.

A.M. Bell has arrived home from Cleveland, having refused to abandon the union and take a non-union boat. He distributed bills calling upon all loyal sailors of whatever class to keep away from the lakes. The dredge *Ontario* and tug *St. Paul*, Capt. James McGuire, was ordered to Kingsville from Pelee Island and arrived there yesterday (Thursday) morning. It is not yet known where they will be put to work. When the cabin door of the raised fishing tug *Floss* was opened, the bodies of two of the seven men who

went down with the vessel in the gale of April 7th on Lake Erie were recovered.

The exhibition of a light from the lighthouse on Lighthouse Point, northeast point of Pelee Island, Lake Erie, will, without further notice, be permanently discontinued on May 15th, 1909. The new Pelee Passage light, only a few miles off, has proved to be sufficient.

The ill feeling between union and non-union men on the lakes is becoming more intense every hour. The strike situation has become exceedingly grave and from nearly every important lake port come stories of collisions between the disaffected men and their opponents. One man was killed and six injured at Superior when opposing forces clashed on the dock where a coal-laden steamer was tying up.

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May 21, 1909

What may possibly be a tragedy of the lake marine strike was revealed by the finding of the body of a cook, locked in an empty Wabash boxcar, No. 67,194, which was about to be run on the Grand Trunk ferry at Windsor Tuesday night. The discovery was made by United States Customs Officer Stringer, when he inspected the car. The man evidently had been dead five or six days, for the body was in an advanced state of decomposition. On the side of the head was a contusion which pointed to foul play. The body was dressed in a dark suit of clothes with a black derby hat. In a package was a cook's outfit of white cap, coat and apron and an additional dark apron. In the car were the initials A.P., which were the only personal identification marks on the body. In the pocket was a copy of the Hoboken, N.J., *Observer*, dated May 11th. Police Officer Geo. Livingston and Coroner J.S. Labelle of Windsor investigated as far as possible Tuesday night and the body was sent to Odell's morgue. An inquest was held Wednesday morning. One theory was that the man was a cook coming to take a place on one of the non-union boats and that he met foul play on the way. The car in which the body was found went east from a Michigan point, loaded with hay, passing through Windsor on May 1st to Niagara Falls. From there it went east over the Lehigh Valley Railway. It was returning empty. The railway officials have not yet learned its eastern stopping places.

The U.S. Lake Survey boat *No. 1* discovered the body of a man floating at Ballard's Reef on Saturday afternoon and towed it to Mamajuda light, where it was taken charge of by a Wyandotte undertaker. It proved to be the remains of Joseph Kadich, drowned on April 7th, during a heavy windstorm. Kadich, it will be remembered, bet Anthony Kaup, a saloonkeeper, \$5 that he dare not venture out in the river while the wind was blowing. A small boat was secured and the two men, accompanied by Adam Felin as stakeholder, went out into the river. In attempting to turn about and return to Wyandotte, the boat was upset and the three men were drowned. Kadich's body was found only a short distance from where the boat upset. The bodies of the other two are still in the river. It was thought the body found on Bois Blanc last week was one, but it doesn't seem so.

Capt. Livingstone says the Lake Carriers have 200 boats in commission. He says: "There is no object in putting many more boats out until the freight situation is better." "No more of our boats will be sent out," said President Coulby of the Steel Trust, "until there is a very decided improvement in business."

The new steamer *Hamonic*, built for the Northern Navigation Co., will receive her first tryout in about ten days, when she will carry members of the Ohio Banking Association to Georgian Bay and the Soo.

The package freighter *Rome*, which for thirty years has been operated by the Western Transit Company, has been sold to the Consolidated Steamship Company and will hereafter be sailed as a Port Arthur vessel. She will trade to Port Colborne.

The Canadian Government has given the steamer *Rube Richards* to the Bay City Wrecking Company of Bay City for moving it. The owners were given notice to remove the boat, which was sunk in Sarnia Bay and had lain there for three years, and they failed to do this.

The steamer *Gargantua*, formerly the *D.C. Whitney*, carried away both head and one of the lower gates of Lock 21 of the Welland Canal at nine o'clock Sunday morning, causing damage to the canal and to the surrounding farmlands estimated at about \$4000. Navigation, as a result, was suspended, but Superintendent Weller kept his men at work all Sunday night and locking was resumed at 5 o'clock Monday morning - 20 hours, a record.

There promises to be a lively competition this year between the Canadian and American vessel owners for the grain-carrying trade from the upper lakes to the seaboard. Last season for the first time grain was carried from Fort William to Montreal as low as 3½ c. a bushel, while the American route via Buffalo to New York was 7c., with the result that Montreal secured nearly all the grain exported to England. The Americans became thoroughly alarmed at losing their trade and have now lowered the rate from Buffalo to New York to 4c., thus making their rate from the head of the lakes to New York about 5½ c., instead of 7c., as it was last year. The 3½ c. is a starvation rate for Canadian vessels. Canadian vessels previously received little benefit from the Manitoba grain coming to Fort William, as the American vessels took from 75 per cent to 90 per cent to Buffalo, and Canadians asked the question, "Was it to feed American vessels and the Erie Canal that we spent \$100,000,000 in developing Manitoba?" Grain was going to England by way of Buffalo and New York instead of by the St. Lawrence route and Canadian vessels were disappearing from the lakes. Navigation was delayed for lack of storage facilities at Montreal and the grain had to go to Buffalo. These deficiencies have to a large extent been overcome. Large steel sheds have been erected, capable of handling 150,000 tons a week, with railway tracks on each side and freight is being handled direct into the sheds of the vessels at half the former cost. Elevators have been built and grain can be conveyed to any of a dozen ships.

The *Echo* called the turn editorially on "made in Canada" vessels for the Canadian Government and it has evidently borne fruit. In Committee of Supply on the fisheries estimates on an item of \$220,550 to provide for the construction of a Fisheries Protection cruiser for the Pacific coast, Mr. Crosby urged the minister to give Canadian shipbuilders an opportunity to tender for the work. Hon. Mr. Brodeur said it was the desire of the Department to have the vessel built in Canada if at all possible and advertisements inviting tenders had been published in the newspapers. The Provincial Government is also passing through the Red Sea of experience in the matter of buying junk in an effort to get the nucleus of an Ontario fleet. The yacht *Sea of Experience* rode more on the cars than on water. She's fit for the boneyard. The fate of the *Lurline*, "I'll See" rode more on the cars than on water. She's fit for the boneyard. The fate of the *Lurline*, purchased from the Walkers of Walkerville at \$10,000 and wrecked at Goderich a few weeks later, is still fresh on the public mind. Lately the Department of Public Works purchased another of a similar kind - the handsome pleasure yacht *Navaransh* - for \$3000 and she bids fair to outrival her predecessors. Her accomplishments so far suggest that hers is a misnomer and should have been "*Never Reach*." Two weeks ago Inspector Hunter of Belleville received orders through the Public Works Department to go over the boat and had her placed in charge of Capt. Gaspin who would take her to the Bay of Quinte. Arriving in Lake Erie her pumps refused to work and she was run into Kingsville. There two or three mechanics from Walkerville have been fitting up her machinery, but up to present she refuses to budge and it looks as if the Provincial Department has another white elephant on its hands. Governments should build new crafts in Canada designed for their work. The *Vigilant* has proved a great success and was the product of an Ontario shipyard.

The dredging fleet in the lower Detroit River was augmented Wednesday evening by Breymann's dredge *No. 2*, in tow of the tug *Breymann*.

Starke Dredge & Dock Co.'s *No. 8* received a new spud Thursday and Friday. The boiler and engines at the foot of Murray Street have been removed and half of this dock will be cleaned up for passenger boats to land while the Great Lakes will have the other half for a repair yard.

The Hackett Tug Line office has re-opened for the season with Miss Stella Henley in charge. Capt. Robert Mains of the tug *Shaun Rhue* was called to Buffalo owing to the illness of his wife. What is probably the largest single load of grain ever taken out of a Canadian lake port was taken out of Fort William on Friday aboard the steamer *E.B. Osler*. The entire cargo totalled 428,000 bushels of wheat and oats and was loaded for Buffalo. The *Osler* belongs to the St. Lawrence and Chicago Steam Navigation Company.

The dredge *Tipperary Boy* broke down Monday and had to lay up for repairs. The Trust tug *Abner Harding*, Capt. Hagan, arrived here on Tuesday for the season. She is stationed at John Fraser's dock.

M. Sullivan has his patent fuel lighter out and is coaling the drills with it. She gets her coal from the Pittsburgh Coal Co.

The Dunbar crusher is running full blast at Detroit and their four big steel dump scows are taken with loads daily by their own tugs.

The little steamer *International*, which plied between Stoney Island and Detroit all last season, has been taken back to the Soo by her owners.

William Menzies has purchased the little freight and passenger boat *Jean* from Port Burwell parties and arrived here with her Wednesday. He intends using her in the freight and passenger business here and during the summer season will run moonlight excursions out of here three evenings each week. Mr. Menzies is now fitted up to handle any passenger or freight business that may come to him, having one steamboat, two gasoline boats and a number of fine row boats. The *Jean* is 55 feet long, 12 feet beam, with Scotch boilers with high pressure engines. This puts Amherstburg right on the map for local excursions and will no doubt provide a great deal of pleasure for many people who have been deprived of water trips because of there being no boat available.

The tug *Owen* has given place to the *Marion E. Trotter* and she is now one of the tidiest little tugs on the river. A new boiler has been installed, which means more power and more speed.

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May 28, 1909

In connection with the Interstate Arbitration Board now in session in Detroit, seeking a settlement of the marine strike on the Great Lakes, interest centred in speculation as to whether Capt. William Livingstone, president of the Lake Carriers' Association, would appear before the board. Mr. Livingstone's position is understood to be that the only issue he knows of is the open shop and that that question could not be arbitrated. The members of the conference, however, emphasize the assertion that the leaders of the employees have not insisted upon "closed shop," and the phrase "collective bargaining" was used repeatedly in referring to the demands of the employees' leaders.

A scow belonging to Breyman Bros.' fleet sank back of Bois Blanc Thursday of last week. The Trotter Wrecking outfit raised her.

Great Lakes dredge No. 8 left Monday morning for Cleveland, having completed her contract on the Livingstone Channel.

Capt. Jas. Meyers is now in command of the tug *Martha H.* She has had a new boiler installed and can now go as fast as most tugs on the river.

Capt. Jacques Laframboise has strung a wire from his ferry to his house and parties wishing to take this speedy little launch need only press a button to start the captain hustling down.

The Great Lakes D. & D. Co.'s tug *Dreadnaught* is laid up at the Great Lakes slip.

A number of dredge tugs were inspected at this port on Saturday by the U.S. inspectors.

J.N. Mullen is having a two-hundred-ton schute built at Stoney Island to store coal from the steamer *Faustin*.

Candler's pile driver was towed down to this port from Sandwich by the tug *Jean* and is repairing the ferry dock. Piles will also be driven for J.G. Mullen and William Menzies.

The engineers' baseball team has been organized and are practising daily on the town park. They are cleaning up everything in sight and are preparing to play the fast Dunbar and Sullivan drillmen team on Monday.

Capt. F. Hackett has resigned his position as captain of the lightship *Kewaunee* at Pelee Passage and will sail the little steamer *Jean* the coming season.

President W.E. Campbell of the D.B.I. & W. Ferry Co. has refused the three propositions submitted by Detroit council with reference to the Belle Isle service, and says: "The company wishes to furnish service to Belle Isle Park if it can do so in a manner acceptable to the public in general, and it believes that it is impossible to do this under any of the propositions submitted. We will be pleased to confer further on this matter at your convenience." Mayor Breitmeyer stands by the company in this dispute. The propositions

which the city put up to the ferry company were: 10-cent ticket with a time stamp, the stub redeemable at 5 cents; 10-cent tickets for pleasure riding at the will of the purchaser, and also 5-cent single trip tickets; the third providing the straight 10-cent tickets as proposed by the company on condition that the purchaser be extended the privilege of having the return stub honored for return passage any time during the season. A truce has been called for Saturday, Sunday and Monday, when the boats will run on last year's term.

Breyman's dredge No. 3 was in for repair to an anchor last week.

Dalton McCarthy has gone to Cleveland, where he has secured a position as diver tender on a scow.

Capt. Ed. Burns left Saturday for Buffalo, where he has shipped as mate on the big steel steamer *W.B.*

Kerr.

The Great Lakes D. & D. Co.'s dredge No. 3, tugs *L.P. Smith* and *Geo. Nelles* arrived at this port from Erie on Monday to work on the new Livingstone Channel.

Capt. F. Trotter left this week for Georgian Bay with the steamer *Mills* to clean up the wreck of the schooner *Ariel* and a scow at Owen Sound and the *Benson* at Wiarton.

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June 4, 1909

The new steamer *Stadacona*, owned by R.O. & A.B. Mackay interests at Hamilton, was launched at Ecorse on Saturday. This firm has 11 steamers now and this is the first boat built in America. The *Detroit Free Press* says: "The feature of the *Stadacona* is the fact that she will fly the United States flag and will also be enrolled in the Lake Carriers' Association. She is 500 feet long and will carry about 9000 tons." Here is a Canadian firm supposed to be building up the Canadian marine, goes to Great Britain, has their boats built, enrolls them in Canada and pay no duty. When this is stopped, they go to the U.S. and have their boats built by U.S. workmen and the steamer is to carry iron ore to Sarnia for the Hamilton Iron Works, in competition with Canadian-built steamers, and no doubt will be found in the Port Arthur-Welland Canal (via Erie Canal) to New York grain route next fall, in competition with the Port Arthur-Welland Canal-Montreal route. All this going on and three Ontario shipyards struggling for an existence. Suppose that these dozen steamers were built in Canada - Hamilton, for instance - what a benefit it would have been not only to that city but to the whole of Canada. Instead the capital goes to the United States. These are the men who are asking the Government to spend millions in the improvement of our waterways and have the nerve to say they are building up the Canadian marine. Who couldn't get rich if allowed to go out and buy millions of dollars' worth of property in low wage countries, bring it in duty-free and go into competition with Canadian workmen. Watch if the *Stadacona* is not found bucking the Canadian route in grain-carrying - or in other words, Canadian capital fighting Canadian capital.

The cruiser *Simcoe*, a Canadian warship for the upper lakes, arrived at Montreal on Tuesday and was handed over to the Minister of Marine and Fisheries. The *Simcoe* is specially adapted to carry heavy guns and has several inches of armor plate on her foreparts. If needful the *Simcoe* could be transferred in three days from a peaceful vessel of the buoy service to a formidable fighting ship, modern in every detail. She will be used as a lighthouse supply vessel. The *Simcoe* may be all right, but why was she not built at a Canadian shipyard?

An agreement has been signed on behalf of the city of Port Arthur and a new company known as the Western Dry-dock and Ship-building Company, composed principally of Cleveland capitalists and including A.F. Bowman of Southampton, whereby a new dry-dock and ship-building plant will be constructed for the handling and building of the largest vessels on the Great Lakes. Work will start as soon as the by-law is ratified by the rate-payers.

The United States gunboat *Nashville*, to be used as a training ship at Chicago, has reached Montreal. The gunboat is only 14 years old, with modern armament and quarters for 150 men. A telegram from Montreal says the *Nashville's* armament is beyond prescribed limitations, as sanctioned by the treaty. There was great excitement in Montreal. When the *Nashville* attempted to poke her nose into the first lock on the Lachine Canal, the lockmaster refused to open the gates, as no instructions had been received from Ottawa to allow the vessel to pass through. Finally, through the intervention of Mr. Bradley, the United States

Consul at Montreal, and an exchange of telegrams with Ottawa, the misunderstanding was straightened out and the *Nashville* proceeded on her way. The arrangement existing between the United States and Great Britain as to armed vessels on the Great Lakes dates back to 1817 and says that no armed vessel of more than 100 tons burden and armed with no weapon more powerful than an eighteen cannon shall pass. This agreement has been rigidly carried out by the Canadians so far, who have nothing but small fishery protection cruisers on the Great Lakes. Since the close of the Spanish-American War<sup>43</sup>, the United States has sent no less than four comparatively modern and powerful war vessels to the Great Lakes, the *Nashville* being the fifth. The *Nashville* will call at Toronto and Buffalo. The *Nashville* fired the first shot in the U.S. and Spanish War and captured a Spanish vessel loaded with staves owned by the Sutherland-Innes Co. of Chatham, off Mobile.

Capt. J.S. McQueen has purchased Hackett Bros.' yacht *Lotus*.

The Dunbar dredge *Tipperary Boy* was in for repairs to a crankpin a couple of days last week.

A scow belonging to Breymann Bros. punched a hole in herself by striking a rock back of Bois Blanc Island and was raised Sunday.

The big steel yacht *Zara* ran hard aground on Turkey Island while entering the Canadian channel Tuesday night and ran out 16 inches forward. The Trotter Wrecking Co.'s tug *Marion E. Trotter* went to her assistance but failed to release her. The Great Lakes tug *Harding* pulled her off.

The drillmen's baseball team slaughtered the engineers' at the town park Monday last to the tune of 13 to 1. George and Bert Maguire were the winning battery while Sample and Lee did the work for the engineers. Quite a crowd of fans gathered to witness the event.

Capt. William Livingstone, president of the Lake Carriers' Association, after whom the new Livingstone Channel in the Detroit River is named, confessed that he is a Canadian by birth, being born at Dundas, and went to the U.S. to start building up his fortune when 8 years of age.

The tug *Ottawa* passed down on Friday with Starke dredge No. 5 in tow, and on Saturday the tug *John Leatham* called here on her way from Bay City with Starke dredge No. 1, both of which have been sold to the Central Dredging Co. for a big contract at Buffalo. Starke dredge No. 8 left Saturday in tow of the tugs *Knapp* and *Waubun* for Muskegon.

Mr. Somerset, deckhand on the dredge *Old Glory*, had his right foot severely crushed when attempting to dislodge a stone from the dipper Tuesday afternoon. He was removed to Dr. Teeter's office, where it was found that the toes were smashed and bones broken. He will be laid up for some time.

John G. Mullen was a guest at the launching of the new steamer *Stadacona* at Ecorse on Saturday. This is the first American-built boat with Canadian capital.

Three lives were lost in a collision between the steamer *Western States* of the Detroit & Buffalo Navigation Company and the tug *Princeton* on Monday morning of last week in the Buffalo harbor off the United States life-saving station. The drowned were William McClure, aged 23, fireman, Buffalo; Frank Thraufler, aged 34, engineer, Buffalo; and Raymond Norburg, aged 19, a fireman, who had come to the dock to see McClure. Captain James Sullivan and Thomas McMahon, fireman, saved themselves by swimming to the life-saving dock. The *Princeton* was engaged in assisting the *Western States* to her dock. She swung across the bow of the *States*, when the big steamer struck the tug amidships, overturning her and precipitating her crew into the water.

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June 11, 1909

The Pelee Island Navigation Co. has purchased the str. *Saugatuck* from the Chicago, Saugatuck & Douglas Transportation Co. of Saugatuck, Lake Michigan, and she will be put on the Pelee-mainland route. The new boat is 288 gross tons, is 110 feet overall, 22 feet beam and was built in 1887. She is said to be a tidy little passenger boat and very suitable for the route. The price paid is said to be \$6000.

⁴³ 1898

The tug *Quickstep* was towed to Detroit this week for a general overhauling. She will be repainted and will be employed on the river.

A new boiler for the dredge *Ontario* has arrived at Kingsville and as soon as the dredge finishes the turning basin in the Kingsville harbor it will be installed.

The M. Sullivan tug *Columbia* broke her wheel Friday night and had to be taken to a Detroit dry-dock for a new wheel. The tug *Marion E. Trotter* replaces her on the work.

A dump scow belonging to the Great Lakes Dredge & Dock Co.'s dredge No. 3 had a stone jammed through her bottom at Ballard's Reef one day last week. It required the dredges No. 3 and *Columbia* a whole day to raise it. The steamer *John E. Mills* patched her up, after which a steam pump was put aboard and it was towed to Detroit dry-dock by the *Marion E. Trotter*.

The steamer *Prince Rupert* lost a patent anchor Thursday morning near the upper red buoy on the easterly side of Lime-Kiln Crossing about 500 feet below the Texas dock and near the north lightship. The United States engineer in charge is sweeping for the anchor. It is not thought that the anchor is an obstruction to navigation on account of the depth of the water at that point.

After a trial lasting over a week, one day of which was spent on a trip to Bois Blanc, Miss Florence Lyman was awarded a verdict of \$2500 against the ferry company for injuries received at the St. Andrew's picnic last year. She had crossed to Amherstburg by the steamer *Papoose* and on the return trip her foot was caught between the boat and the wharf. She sued for \$5000 and after being out for seven hours the jury in a Detroit court gave her half of the sum demanded.

Whether the Dominion Government is to build a new Welland Canal or carry out the proposed Georgian Bay route is a matter just now causing much interest in the minds of Canadian vessel owners and seamen generally. The Government has both projects before it and is giving them due consideration before making a decision. Either undertaking is to cost millions, it being estimated that the Georgian Bay route will necessitate an outlay of \$180,000,000, while the Welland Canal can be duplicated for \$30,000,000, the engineers say. Representatives of an English syndicate are now in Canada for the purpose of inducing the Government to let the English capitalists finance the Georgian Bay scheme. Robert Redford, prominent vessel owner of Montreal, is the latest to come out in favor of the Georgian Bay Canal.

The unsettled condition of the tariff question has seriously affected lake trade. Tonnage has been scarce all season and at present the market is very dull. "Lake trade is very slack just now," said Pres. Wm. Livingstone of the Lake Carriers' Association, "and I do not look for any material improvement in trade until the tariff question is settled. In fact, the condition of the market is causing the vessel owners more worry at present than the lake strike is, because there is little for our vessels to move." A leading shipper is quoted as saying that there are more vessels in commission than there is business for. The boats were sent out too early and too many outside ships have been started for the business that is in sight. There are more vessels in commission than there would be if there was no strike, as many of the freighters were started for the purpose of feeling out the labor situation. The coal trade is very dull and some of the big carriers that have season contracts are unable to get Lake Superior cargoes. The Pittsburgh Coal Co., the largest of the lake shippers, is not loading any coal for the head of the lakes. The movement of ore is not heavy enough to take care of the boats going up light and some of the wild carriers will have to wait for coal cargoes. It is expected that the trade will be in better shape about the latter part of July and vesselmen are looking for a good season's finish.

According to one member of the arbitration board which attempted to adjust the marine troubles at Cleveland, it developed that Seth Low, president of the National Civic Federation, questioned Pres. Harry Coulby of the Pittsburgh Steamship Co. closely with reference to the "welfare plan" and on being given the desired information regarding it, said that the plan has some very good features, particularly that which provides for the families of men killed while employed on the Lake Carriers' boats. But he said the method of employing men and discharging them did not look so good to him. Another arbitrator said that Pres. Harry Coulby told them that under no circumstances would he, as long as he lived, consent to meet a labor delegation or a representative of any labor union. "In conclusion," said he, "Mr. Coulby said that he wished

he could impress that emphatically upon our minds. He gave us to understand that he would not consent to arbitration or conference with reference to the lake controversy, saying that there was nothing to arbitrate. This being the case, there was nothing left for us to do but give up trying to bring about any conciliation between the parties involved. And there is nothing that we can do."

The locks at the Canadian Soo were wrecked, one boat sunk, two narrowly escaped sinking and the lives of more than 50 people endangered Wednesday afternoon when one of the leaves of the upper gate gave way and the water swept from the higher level rushed in, sweeping the steamers *Assiniboia* and *Crescent City* and the lower gates before it. The accident is unparalleled in the history of the locks. It is estimated unofficially that the damage to both the canal and the vessels will reach between \$350,000 and \$500,000.

BURNING OF STR. IRON AGE.-The wooden steamer *Iron Age* was totally destroyed by fire four miles [from] the Detroit River light Friday afternoon. She is owned by her captain, W.J. Willoughby of Windsor, and her engineer, Richard Baxter of Sandwich. They value the boat at approximately \$32,000 with about \$5000 insurance. Friday morning the boat left Sandwich with a crew, consisting of two deckhands, two engineers, wheelsman, watchman, woman cook and the captain, for Cleveland to take on a load of coal for the Pittsburgh Coal Co., to be delivered at the company's dock in Sandwich. When the flames were discovered a desperate fight was started by the crew, but it was of no avail and the fire spread along the old wooden timbers faster than the men could cope with it. But not until the craft was a mass of flames were the life-boats resorted to, and in lowering one of them Wheelsman George Brophy was painfully burned about the head and hands. The life-boat itself was badly burned on one side. When the crew, exhausted by the battle with the flames, was leaving the burning ship, the steamer *Warner* hove in view and a tow [of the life-boat] was secured to Sandwich. They reached the Pittsburgh Coal Co.'s dock at 5 o'clock. The members of the crew did not save a thing. Engineer Baxter went down into the fire hold and returned with the fireman, Jas. Young of Sandwich. The steamer *Iron Age* was built in 1880 by the Detroit Dry-dock Company, now merged into the Detroit Ship-building Company. She is 226 feet long, 34 foot beam and carried 1114 gross tons. The steamer was built as the first of a fleet of six boats for the late Senator James McMillan. The other boats that comprised the fleet were the *Iron Duke*, *Iron Chief*, *Iron King*, *Iron Queen* and *Iron Cliff*. The members of the crew were Capt. W.J. Willoughby, Windsor; engineer Richard Baxter, Windsor; fireman James Young of Sandwich; mate Henry Willoughby of Sandwich; wheelsman Geo. Brophy of Detroit; watchman Frank Brophy of Detroit; cook Miss McKay of Detroit. As soon as the fire was reported in Amherstburg, the tugs *Monk* and *Aldrich* went out to the scene of the disaster, but were too late to render any assistance and the hull was too badly burned to be worth saving. On Sunday Capt. Sinclair of the Underwriters' Association went out on the wrecker *John E. Mills* and salvaged the steering gear, valued at \$500.

The Lake Carriers' Association consider the charred hull a menace to navigation and have sent out the following notice: "The Government engineers have located the position of the steamer *Iron Age* as follows:- South eight degrees, 9 minutes east; nineteen thousand eight hundred and fifty feet from the Detroit River lighthouse; about two miles below the can buoys halfway between the east channel. She is considered in a dangerous position, as boats coming from Toledo pass quite closely to her. Her spars and forward deck are out of water. At present there are three white lights placed on her at night."

The Trust tug *Harding* has gone to the wreck of the Steel Trust steamer *Roman* at Detour.

The tug *Spalpeen* got a log in her wheel Saturday night and had to be towed to Gordon from this port by the *Shaughraun*.

Capt. J.S. McQueen is rebuilding the *Lotus* and converting her into a tug. He will use her in raising the engine and boiler of the str. *City of Mt. Clemens*.

Inspector Sharpsteen of the dredge *Tipperary Boy* observed a hole in the southwest corner of the big cofferdam at Stoney Island Friday night and reported the matter to Superintendent Locher, who took prompt action to repair the break, which in a few hours would have become large enough to flood the work and do incalculable damage and cause great loss. It was a practical application of the lesson taught by little

Dutch Peter, who, the storybooks relate, sat all night with his hand against a hole in the Holland dyke which threatened to inundate the country. Work on the Livingstone Channel is going on faster than the contractors dreamed it would, and accidents have been few and far between. The upper cofferdam is almost completed. It is expected the east side will be closed in this week and pumping it out will be next in order. Coal will hereafter be delivered in the new schute at the northwest corner, where it will be put into the boxes on cars and run over the new railway track to the powerhouse. Large numbers of visitors from all parts of the country visit the works every week.

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June 18, 1909

It is believed that another attempt to blow up the Welland Canal is threatened in a letter received by Captain Patrick Dacey, tender at lock seven, by certain lock tenders, and discipline in their ranks is badly disrupted as a result. The letter purports to come from the Black Hand Society and was postmarked at Buffalo. It was written in true Black Hand style and the letter declares that the Society is determined to kill the recipient and that a horrible death awaits him. Dacey displayed the letter to his fellow lock tenders and he was much disturbed. The level between locks seven and eight is over a mile long and should the lock on which the captain is employed be blown up, as was a lock near Thorold ten years ago, many miles of fertile farmland would be inundated and hundreds of lives endangered.

Carrying a full complement of passengers, the new steamer *Hamonic* of the Northern Navigation Company made her trial trip on Saturday and Sunday from Collingwood to Sarnia. The *Hamonic's* regular run will be from Sarnia to Duluth. The *Hamonic* from keel to trucks<sup>44</sup> is a Canadian product, having been built at the Collingwood ship-building yards. The feeling of national pride to which this must appeal is justified in the knowledge that the result is the last word in ship-building for the lakes. If no other proof were necessary, this ought to demonstrate the fact that Canadians need not go out of their own country to get the best there is in boat-building. This is the twenty-second ship turned out by the Collingwood ship-building yards.

Capt. Eugene McCormick was taken ill at the powderhouse, where he is night watchman, Friday night of last week and fell, inflicting a severe scalp wound on his head, and appears to have been unconscious several hours. When he came to he was lying on the floor, but remembers nothing about the matter. Since that he has remained at home, recovering from the wound and the shock, and will be able to take charge of the new Pelee boat on its arrival.

The request from Toledo Naval Reserves to bring another old warship to the Great Lakes has been refused at Washington. It is the opinion at the U.S. capital that the country has gone too far already in furnishing training ships on the lakes and they expect that Canada will be in a position to ask concessions from U.S. to add to her naval fleet and thus virtually abrogate the treaty. The old *Essex*, now at Toledo, will be repaired for the summer manoeuvres.

The engine of the tug *Shaughraun* went through itself on Tuesday afternoon, nearly causing a serious accident. Engineer Geo. H. Jones narrowly missed being struck by the broken parts and scalded by escaping steam.

The full U.S. Engineers' team have not yet met the Drillmen's aggregation, but are negotiating for a game which is likely to be played this week, when the fur will fly on the diamond.

Motor boats belonging to J.N. Mullen, H. Kirby and George H. Jones all came to grief at the same time off Murray Street dock Sunday afternoon and got the laugh from those in sail or rowboats. Capt. Jacques Laframboise had to lend assistance by way of rescue and it wasn't long before the three were in commission again.

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⁴⁴ from bottom to top

American canals, it would compel the doubling of the canal facilities to promptly handle the present traffic.

A big flat scow, which was being loaded with rock by the dredge *Old Glory* back of Bois Blanc on Tuesday morning, sprang a leak and sank rapidly. The tug *Pauline Heckler* (Capt. H. Cook), which was alongside, had barely time to let the lines go. The scow sank to the bottom, dumped the load and came up again; one end stuck on the bow of the tug and started sinking again, taking the tug's bow down with her. When the top of the bow was within a few inches of the water, the plucky young skipper of the tug, after several attempts to free it, managed to get the iron which was holding it cleared and the tug backed out of the way. The crew raised the scow without much trouble.

A steamer passing up the river on Sunday morning reported that a steamer and consort were aground in the lake and required a tug. The tug *Marion E. Trotter*, belonging to the Trotter Wrecking Co., and the tug *Abner C. Harding* of the Great Lakes Towing Co. left port about the same time and started for the lake full speed. With clouds of black smoke rolling from their stacks, past the Bar Point Lightship they raced and down to Bar Point Lighthouse and no sign of any steamer aground. Both tugs kept on at full speed, throwing out clouds of smoke which obscured the sun, past Colchester Light, down to the Southeast Shoal and then to the old Dummy, the tug *Trotter* leading all the way. There the tugs sighted the *Harvey H. Brown* and *Geo. Hartnell* aground. Both made a dash for the steamer, but the *Trotter* won out by half a mile and was tied up to the *Brown* when her rival, the *Harding*, landed. A large crowd of drillmen and dredgemen watched the tugs leave the dock and were much interested in the race. The *Trotter* had a large water-tube boiler installed this spring and it was the first try-out she had had since. It is 50 miles to where the *Brown* grounded. A lighter was necessary to take off part of the *Brown's* cargo and she and her consort passed up Tuesday morning.⁴⁵

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July 9, 1909

The International Waterways Commission, which has been investigating the practicability of constructing a dam across the Niagara River to raise the water level of the Great Lakes, has about completed its work, and the report, it is said, will be in the hands of the United States and Canadian Government next month. Although the decision of the Commission cannot be made public, it is understood that a majority of both the Canadian and American commissioners are in favor of the project and will recommend the building of the dam.

The Great Lakes Towing Co.'s agents had been negotiating for a piece of the Jones riverfront property, just above the waterworks dock, and had a number of piles driven for the tug *Harding* to tie to. Some of the piles were driven on the Pirie property and when Alex. Pirie was acquainted of the fact he soon had them removed. He evidently does not propose to allow marine business to overlap on his residential property.

The big steamer *Milinkett* of the Tomlinson Line was forced back into port a few days ago just after clearing the piers at the Superior entry on account of a minor accident to one of her crew. An Italian deckhand got his fingers caught in a mechanically operated hatch and the tips of three of them were taken off. Capt. Forrest Maloney of Amherstburg was afraid that blood poisoning might set in before they reached another port, so the big boat put back with the man.

The new steel tug *Francis B. Hackett*, built at Ferrysburg for the Hackett Towing & Wrecking Co., has been inspected by the inspectors and made a trial trip out of Amherstburg yesterday (Thursday).

Dredge No. 1 of the Pike Dredging Co. absorbed too much of the Detroit River Sunday night and sank at her moorings below Stoney Island cofferdam. The Trotter Wrecking Co. has contracted to raise her and a cofferdam is being built around her. The nightwatchman, who has disappeared, is said to have fallen asleep, neglecting the pumps. The dredge's decks are five feet underwater.

The pile driver of the Government fleet sprang a leak or was washed under by a passenger steamer at

<sup>45</sup> See Appendix A for transcript of entry relating this incident from Ship's Log of the *Harvey H. Brown* (Marsh Collection Society 993.72).

Ballard's Reef Saturday and started to fill. The tug *Trotter* was sent to her and found that she was not sinking but only water-logged.

Arthur Breymann's new yacht stopped here on her way to Toledo last week. She is one of the biggest powerboats on the river and as soon as fitted up she will be brought here for his private use among the dredges. She is 52 feet long and has a 4-cylinder Dorman marine motor 30-horsepower engine.

Ed. Jones is building a 16-foot sail sidewalk boat for his own use at his home, riverfront. She is 16 feet long and 6 feet wide. Allen Wright, having turned out Ernest McGee's crack motorboat, is re-building a sailboat. The north end of Dalhousie Street is getting to be a regular ship-building yard, as these men are experts at these stunts.

The steamer *Saugatuck*, which was purchased by the Pelee Island and Lake Erie Navigation Co. for the Pelee Island trade, arrived at Windsor Saturday night and is undergoing repairs and inspection there. She expects to go on the route this week. The boat is a neat little craft, 125 feet overall, 22 feet beam, is splendidly fitted out and ought to prove very satisfactory for the services required of her. The company is officered as follows: Pres. Ralph Harris; Vice-Pres. Henry Henderson; Sec.-Treas. Ralph Piper; directors Henry Henderson, R. Harris, Wm. Pierce, E. Dieffenbach, R. Piper and Frank Harris. An application has been made to change the name of the boat to "*Alfred Clarke*".

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July 16, 1909

Bois Blanc is to have a unique monument to sailors erected this fall on the grade at the island just west of the *Papoose* dock. A mammoth old-fashioned anchor was brought there last week by Capt. Pete Baker, who salvaged it from an old schooner wreck. The anchor will be placed on a huge concrete base, appropriately designed for the purpose, and it is the intention of the manager of the Ferry Co. to have it in keeping with other noticeable features on the island.

While snubbing⁴⁶ his gasoline launch, the *Cora B.*, at the waterworks dock Monday forenoon after returning from Stoney Island, Capt. Jacques Laframboise had the tip of the third finger of his left hand so badly mangled between the rope and snubbing post that it had to be amputated at the first joint. Drs. Teeter and Abbott performed the operation and Capt. Laframboise, though suffering considerable pain, will be able to be about his accustomed duties in a few days.

The mangled body taken from the river above Walkerville Thursday of last week was fully identified as that of Thomas P. McDonald, first mate of the steamer *Douglass*, who fell overboard at St. Clair Flats June 29th. Roy C. Gilbert, clerk of Algonac, made the identification by means of a gold tooth and removed the body to Algonac for burial.

ANOTHER MARINE DISASTER.-At 5:30 o'clock Monday morning the new steamer *Isaac M. Scott*, about a mile northeast by north of Whitefish Point, Lake Superior, crashed into the *John B. Cowle*, fairly cutting her in two. The *Cowle* was downbound with 8000 tons of iron ore and in a dense fog was not aware of the approaching vessel until the crash came. She sank three minutes after the collision in about 30 fathoms of water. Fourteen of the *Cowle's* crew were lost and those saved arrived on the *Scott* Monday noon at Sault Ste. Marie. The *Scott* was bound up light. She had just passed the Whitefish Light and had laid her course up the lake. The weather was very thick and the *Scott* was blowing warning signals. The whistles of a number of craft could be heard, both ahead and astern. Suddenly, without warning, directly ahead of the *Scott* loomed a vessel broadside on. In an instant the two boats came together, the *Scott* hitting the *Cowle* bow on, the blow falling about the middle of the ship. So great was the impetus of the blow that the *Scott* jammed her way actually half across the decks of the *Cowle*. The latter began to fill instantly and sank within three minutes. A line from the *Scott* reached the deck of the stricken boat and three members of the crew grabbed it, but before they could be hauled aboard the *Scott*, the *Cowle* had sunk beneath their feet and they were thrown into the water.

⁴⁶ tying up to a post

THE DROWNED.-John McKernan, chief engineer, of Brooklyn, N.Y.; Morian, second engineer, of Buffalo; Wilford Emerson, wheelsman, of Superior, Wis.; Patten, oiler, Adams, N.Y.; Boder, deckhand, of Two Harbors; Johnson, porter, of Two Harbors; Seymour Higgs, fireman, of Belleville, N.Y.; Woodward, fireman, Adams, N.Y.; Franklin, fireman, Adams, N.Y.; John Lane, deckhand, Adams, N.Y.; unknown fireman, shipped from Hancock, Mich.; three deckhands, names unknown.

The *Scott* received serious injuries in the collision, which would probably have sent her to the bottom had she been loaded. The *John B. Cowle* was 445 feet long, 50 feet beam and owned by the Cowle Transit Company of Cleveland. The *Cowle* went into commission in 1902. The *Cowle* sank the steamer *Erin* at the St. Clair Flats three years ago in almost the same way she herself was wrecked, and four men lost their lives.⁴⁷

The wrecker *J.E. Mills* of the Trotter Wrecking Co. made a record raising dredge *No. 1* of the Detroit Dredge & Dock Co., which sank off Stoney Island. In exactly five days from the time the work was undertaken, the dredge was up, pumped out and the cofferdam removed. Richard Fortier did the diving on the job.

Chief Engineer Charles Webb has returned to his boat after putting the Trust tugs and lighters in first-class shape at Port Huron.

Harry Hamilton and William Allen have returned home after blowing up and removing several wrecks on the lakes for the U.S. Government.

High water Sunday night caused the lighter *Gould* to drift onto the bank at Stoney Island. When the water went down it left her on the shore. The *J.E. Mills* raised her.

The lighthouse steamer *Lambton*, which is employed at Colchester Light during the progress of the work there, was in port on Tuesday returning the diving suit used there laying out the work and getting a supply of coal. The new cribs required to replace those destroyed by the ice are being built at Kingsville harbor.

The steamer *Maud* is discharging a cargo of coal for Wigle & Sons' grist mill.

William Logan, manager of the Buffalo Dredging Co. of Buffalo, is here looking after the drilling operations of that company.

John G. Mullen, manager of the Pittsburgh Coal Co., is having his coal dock here filled to its full capacity and will take no chances on the miners going out on strike.

The hull of the tug *D'Alton McCarthy* has been finished and was pulled in yesterday (Thursday) by the tug *Aldrich*. She was renamed for her designer and builder, J.A. Pardo of Wallaceburg. The old wrecks will be removed from the Wigle shipyard and this will make a fine landing place for yachts.

William Finlay's launch *Lucy* broke her shaftpin while delivering supplies to the dredges at Bar Point Monday. The tug *Milwaukee* picked her up in the heavy seas and towed her in. John Pineau's new launch, which took the *Lucy's* place, on Wednesday struck an unmarked shoal near Stoney Island and broke her wheel. The yacht *Annie*, which Wm. Finlay purchased recently, is also on the dry-dock for repairs.

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July 23, 1909

Capt. T.J. Hutton has gone to fit out the str. *Wolf*, which he will sail this season.

The str. *Faustin* was inspected at this port on Monday. She went on dry-dock at Detroit to stop a leak.

James Hanley, blaster on the drillboat *Dynamiter*, is back in town after two weeks' illness at his home in Detroit.

Mrs. Good of Buffalo is visiting in town. Mr. Good is superintendent of the Buffalo Dredging Co.'s drill fleet at this port.

Capt. and Mrs. William Logan have gone to Buffalo where the capt. will arrange to bring drills and dredges of the Buffalo Dredging Co.'s fleet to this port.

The steamer *Energy*, with the dredge *Ontario* and houseboat of the Ontario and Chatham Dredging Co.,

<sup>47</sup> This collision, in May of 1906, killed five crew members. See Vol. VI, p. 95.

stopped in here on their way to Pelee Island to work at the Big Marsh.

The Detroit Dredging Co.'s dredge *No. 1* is filling in William Menzies' dock, riverfront. This dredge was taken off the dry work job and will be taken to Detroit in a few days.

From 150 to 175 tons of carp are seined annually in the bays of Lake St. Clair and the fishermen who have been making good money at the business have just realized the fact that the Michigan Legislature at its last session enacted a law which will put them out of business after September. The State Game Warden's Department is responsible for the new law. It says that no kind of fish shall be taken with nets in the connecting waters of the Great Lakes. Lake St. Clair is specifically mentioned as one of the "connecting waters" of Lakes Huron and Erie. So that it will be unlawful to take carp except by hook and line in Lake St. Clair, they can be legally taken with nets in Lake Erie and there is no restriction on seining them in Canadian waters. Fishermen believe that it will mean a great increase in the carp in Lake St. Clair and a corresponding decrease in game fish. The only reason surmised why the law was enacted is that certain interests must have represented that carp fishermen dragged their nets over spawning beds, thus destroying a good deal of the spawn. Lake St. Clair carp is sold chiefly in New York City markets, where it commands around eight cents per pound.

Two Detroit marine officers lost their licenses on Saturday as a result of wrecks on the Great Lakes this year. Inspectors Eckliff and Reid of Grand Haven revoked Capt. Timese Lemay's license for disability, while on the same day Inspectors Gooding and York of Marquette took away the license of second engineer Andrew Nelson of the steamer *Perry C. Walker*, which recently wrecked the lock gate at the Soo. Capt. Lemay (among the oldest of the Detroit masters) was in command of the steamer *Eber Ward* when she bumped an ice floe in the Straits of Mackinac last April and sank, with a loss of five lives. Capt. Lemay's health is known to have been very bad for some time. Engineer Nelson is charged with unskillfulness and negligence. Chief Engineer Reeder of the *Walker* had stepped from the engine room after shutting off the steam leading to the reversing lever when the word came to back and avoid the collision with the lock. Nelson did not know this and when he pulled the reversing lever the engine began to work ahead. Engineers declare that if Nelson was competent he should have discovered the difficulty instantly, whereas he sent the vessel full speed ahead into the locks.

A large crowd witnessed the *J.A. Pardo* slip into the water with flying flags, while a bottle of champagne was broken over her by her sponsor and tugs tooted and bells rang when the lines from the tugs *W.B. Aldrich* and *Marion E. Trotter* opened out on their engines. The *Pardo* is the old tug *McCarthy*, rebuilt from the waterline up and generally overhauled. The engine and boiler out of the *McCarthy* are being put into the new hull.

The str. *John Harper* discharged a deckload of slack coal for the Electric Light Co. and for the stone quarry.

Arthur Breymann's big launch has arrived at this port from Toledo. A gang of carpenters, under the supervision of Peter Nelson, is rushing the fine work on the cabins, which are of oak. John Pineau is looking after the power end. She is lying at the waterworks dock and will be used as a private launch for their manager at this port.

Capt. Jacques Laframboise laid a complaint before His Worship S. McGee, P.M., charging Ed. Jones with assault Tuesday. The case was aired in police court yesterday (Thursday) forenoon and dismissed without costs. D.R. Davis for plaintiff and F.H.A. Davis for defendants. The trouble arose over the occupation by Capt. Laframboise of the Jones waterfront. Capt. Laframboise has appealed from the decision.

Mrs. Shanahan, wife of F.C. Shanahan of the Lake Survey Department, Detroit, is spending a few days with Mrs. C.Y. Dixon.

Four local river workers contributed \$14 and costs on Monday through P.M. McGee towards paying for the C.O.P.'s new suit. Cause - raising a rough house on Saturday.

James G. Purvis, a Detroit engineer, shot and killed two striking seamen when he was attacked on the streets of Cleveland Saturday night. He was arrested and on appearing Monday before the police and

coroner, was discharged. The officials decided he was acting in self defence.

The str. *Tyrene* went aground at Bar Point on Saturday night and was released Sunday morning by the tug *Harding* and continued up the lakes.

The lighter *Gould* sprang a leak Saturday night and sank. The wrecker *Mills* went over to the dam and placed a steam pump aboard and pumped her out.

A big flat scow sprang a leak Monday night and would have sunk but for the timely aid of the tug *Shaun Rhue* (Capt. Cooper), which was notified.

The yacht *Annie* sprang a leak Monday evening and filled rapidly and pounded a hole in her bottom. She was raised and pulled out high and dry for repairs.

M. Sullivan has the contract to remove the wreck of the steamer *Iron Age*, which burned two miles outside of Detroit River Light. The contract price is about \$5000. Her engine and boilers will be removed and the hull will be cut to pieces, blown up with dynamite and put into the dumping ground at Point Mouille. Capt. John Sullivan is the wrecking master and Harry Hamilton is doing the diving. The wreck is in Toledo Channel and the U.S. War Department has the supervision under C.Y. Dixon, engineer in charge.

After twenty days on the str. *Harvey H. Brown* with Capt. D. Girardin on Lakes Huron, Erie, Michigan and Superior, D.M. Kemp is looking hale and hearty. In one more season "Capt. Dave" will have been fifty years a sailorman and the greater part of that time a master.

While Ray Handcock was pulling up a sand bar with a tackle on the Great Lakes drillboat *No. 4* Saturday morning, the rope broke and the bar came down and cut off the end of his finger. About an hour after, Patrick Renaud of Anderdon was hit square on the head with a sounding pole, which was knocked off the top of the house by a jar. He fell into the river and hit his breast on the powder boat and cracked a couple of ribs. The tug *Major Kingman* brought in the injured men and Dr. Teeter dressed their wounds. Both boys are out and around, but their injuries are still very sore.

The cribs for the improvements at the Colchester Lighthouse have been completed at Kingsville. They are built of cedar plank and when towed out will be sunk with stone and cement top placed on same. The str. *Lambton* went to Georgian Bay for a derrick scow to handle the stone, returning on Monday. It is the big steel derrick scow "*Parry Sound*," with a capacity of a 30-ton lift, steel frame and boom, with large air pumps to charge gas buoys. She stopped here on her way to Colchester Monday and was inspected by a large number of marine men. It astonished the marine men, who had no idea of the Canadian Government's plant. No single derrick of this kind has ever been at this port before. The general opinion was that it is a shame to mix mortar on this craft.

Several passengers were badly frightened when the steamer *Wauketa* Sunday afternoon struck an obstruction in the Detroit River shortly after leaving her dock at Sugar Island Park. Two women fainted, but order was restored when the boat released herself and proceeded up the river undamaged.

Ollie Dustin of Ashley & Dustin, agents, Detroit, was in town Saturday and made arrangements to run the little steamer *Johnston* on the Grosse Île, Stoney Island and Amherstburg route three days a week during the season. This will be a great convenience to Amherstburg merchants who purchase groceries and green stuff in Detroit. The freight rates heretofore have been almost prohibitive.

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July 23, 1909

ROCKY BARRIERS ARE DISAPPEARING.-Picture in your mind's eye a train of forty-ton freight cars one hundred and forty miles in length, or seventy-five of the largest freight steamers on the Great Lakes loaded to capacity, moving along in a stately procession and you begin to understand what the long ridge of rock extending from just below Stoney Island well down toward Dynamite Island in the lower Detroit River means.

To the thousand of pleasure-seekers who each fair day pass through these waters on the steamers bound for nearby resorts or the travellers from afar, this ridge of rock that shuts out a view of what is taking place beyond is a never-ending source of wonderment. The great towers that rear their heads high in the air give

no inkling of the happenings just out of sight and the heavy buckets or skips that every couple of minutes come into view, dump a mass of rock with a dull roar and start back from whence they came, without pausing for an instant in the journey, give only a suggestion of the activity to be witnessed once you have surmounted that ridge, or, better yet, started from the other side.

Marine men know in a way what is being done, although they have little conception of what has already been accomplished. They are aware that some day in the not distant future, if all goes well, they will be guiding their vessels down the course now hidden from view by the mountain of rock and that the Livingstone Channel, giving relief from the present congestion of the Lime-Kiln Crossing for at least a time, will have become a reality.

From the deck of the passing steamer there isn't anything very impressive about the stretch of river to the westward of the Lime-Kiln Crossing just now, unless it be the rocky barrier that has been thrown up where once was clear water. The three gaunt towers keeping a silent vigil are lifeless save for the engineer in the little power station at the base of each and the rumbling cable at the top. But just across the pile that separates them from the beyond there is life and activity day and night.

When the first scow-load of dirt that was to form a portion of the giant cofferdam cutting one hundred and thirty acres of the river off from the west sank to the bottom and settled into place according to the calculations of the contractors, veteran marine men laughed long and loud. There was no two ways to it. The plan outlined was destined to be a failure. Since then they have been forced to revise their estimate of the plan and the men back of it.

For a distance of nearly three thousand feet, drillers and dynamiters and shovelmen are gouging a course through the solid Niagara limestone forming the riverbed. More than three hundred feet of the channel, three hundred feet wide and with a minimum depth of water of twenty-three feet, is completed and the rest of the course is well underway, although it is only ten months since the first drillers started to work.

The progress made has been little short of marvellous. Every time a blast is set off, great stretches of rock crumble like so much ashes. Every time one of the seventy-ton shovels pushes its nose into the pile of shattered rock it brings up a ton or more, which it deposits on a skip conveniently located. And every time that skip soars upward and glides along the massive cableway leading to the mountain at one side, it carries not less than five tons of rock that will no longer constitute a menace to navigation. When you remember that these trips take place on an average of three minutes apart, and that there is no cessation of activities sixteen out of the twenty-four hours except to change crews, there comes an appreciation, faint though it may be, of what is being done here for the benefit of commerce on the Great Lakes.

Almost in the same breath you marvel that the work was not carried further. It isn't so many years back when a fifteen-foot channel was considered adequate. Now they are loading to twenty feet, owing to the deepening of the courses where formerly such a draught was prohibitive. The Livingstone Channel will provide a twenty-two foot course and, while rejoicing over the improvement, marine men who have studied the situation and look to the future cannot but wonder why, with the river bottom laid bare in this manner, the Government did not go at least two or three feet deeper and guard against any possible contingencies in future by making a channel sufficient for all time.⁴⁸

But that is a problem with which engineers have to deal, and they are supposed to know what they are doing. Already there is a prospect of the original width of three hundred feet in the Livingstone Channel being doubled, and what the future may have in store in other respects is yet to be determined.

It is a novel sensation to walk along the river bottom twenty-three feet or so below the level of the flood but a few hundred feet distant. Unconsciously you marvel at the courage of the man who undertook such a task and carried it to a successful culmination, at the same time hoping with all your might that the cofferdam will continue to resist the terrific strain to which it is subjected, at least until you make your

⁴⁸ The Livingstone Channel was deepened in 1932-35 (*Amherstburg Echo*) and again as part of the 1956-57 Connecting Channels Project, to a depth of 27.7 feet (*Detroit News*, May 29, 1957).

escape. There is no danger on this score. When the frost came out of the ground last spring, leaving the cofferdam intact after the battering it had received from ice during the winter, all doubt as to its strength disappeared.

Down in the depths, hundreds of men toil day and night, except Sunday, forcing a path through the rock that has lain undisturbed since time immemorial. It is all in the open. From the top of the eighty-five-foot towers supporting the cableways, the toilers look like ants, and they are as busy, too. Scarcely are the channelers, who cut courses lengthwise through the rocky channel, out of the way than the drillers begin operation. And in this connection there is a good story of how Superintendent G.P. Locher shattered tradition and increased the efficiency of his drillers several fold by substituting drills that had always been regarded as impracticable for work of this nature, thus putting his supply of dynamite at the bottom of the hole, where it would do the most good, and jarring enough rock loose every time a blast was set off to keep the steam shovels busy with less than half the drillers formerly employed.

That is only one of the many things that has been accomplished on this job, but it serves to show why rock has been flying at an unprecedented rate and why three hundred feet of the channel has been completed - as smooth a course as though the sidewalks and bottom had been hewn out by hand by a stonecutter - with several times that amount begun, while the dredges working in the old method on other sections of the channel are just nicely getting underway.

To the north of the present cofferdam another section is rapidly nearing completion and within a fortnight the pumps will be started, if all goes well. When the last of the water has disappeared, the wall now separating the two sections will be removed and workmen will have an unobstructed stretch of four thousand five hundred feet. Meanwhile, the walls of another section, joining the lower end of the present dam, are beginning to appear above the surface of the river. When completed, the procedure here will be similar and in a couple of months it will be possible to start from a point well above the head of Stoney Island and walk dryshod on the river bottom for a mile and an eighth.

The worst part of the work is well over. The first quarrying was done at the crest of the rock which formed an impassable barrier and over which in spots not more than three feet of water flowed. This necessitated some twenty feet of excavating. From this point the rock sloped gradually in each direction, until at the ends of the section to be done in the dry there is a fair depth of water. Unlike the old method of working in the wet, it is possible to leave the bottom of the channel as smooth as a floor, thus insuring against accidents or groundings.

To date something over 300,000 cubic yards of rock have been removed, although excavating has been in progress only about ten months. In all about one million cubic yards will have to be taken from the three sections to be done in the dry. Another year will finish the task, according to Grant, Smith & Co. and C.H. Locher, the contractors in charge.

It seems almost impossible when you survey the stretch yet to be done, provided you can forget what has already been accomplished. But to a man who will leave the hospital with a limb still in a plaster cast as the result of a compound fracture and hobble about on crutches, as has C.H. Locher, and to one who sticks so close to his knitting that during the 18 months he has lived on Stoney Island he has not found time to visit Detroit, as has G.P. Locher, all things are possible.

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July 30, 1909

Capt. John T. Smith spent a few days with his family in town while his boat, the *W.B. Kerr*, was unloading her cargo at Zug Island, Detroit. John is mate on this steamer.

Baseball interest continues unabated and the diamond seldom grows cold. Tuesday evening the Engineers again trimmed a picked-up team from town and Malden and a large crowd enjoyed the game.

The anchors, chains and timber heads of the burned steamer *Iron Age* have been brought in by M. Sullivan, who is blowing her up. The engine and boiler will also be taken out of the hull.

Since the arrival of the Buffalo Dredging Co.'s fleet at this port there are hardly any men out of employment, as they have all been picked up. Dredgemen who can do carpenter work are quitting the

dredges and are working with local contractors.

Capt. Fred Trotter is getting the wrecker *Mills* in shape for his wrecking trip to Georgian Bay. Two big steam pumps arrived this week, giving him four in all. The tug *Trotter* will remain here for the present. The *Mills* is working one pump on the upper cofferdam, work of pumping which began Tuesday. It is already lowered considerably.

Ed. Jones and Charles Webb have completed a big sailboat and converted her into a gasoline boat and are installing an eight-horse-power engine in her. They will use her in the passenger trade on the river as soon as they can locate an engineer for her.

The Buffalo Dredging Co.'s fleet at this port has been augmented by the arrival of *No. 2* drill from Buffalo Monday, in tow of the tug *Chas. Williams*, Capt. Murray Mains. The captain is a son of Capt. Robert Mains, so well and favorably known at this port for a quarter century, and they say the son is a chip off the old block.

While the Mullen Coal Company's steamer *Faustin* was lying at the dock in Sandusky Monday afternoon, waiting for her load, fire suddenly broke out in the after part of the boat and in a few minutes the cabins were blazing fiercely. The firefighting appliances on the boat were quickly brought into play by Capt. J.E. Mahon and his crew and they received almost immediate assistance from the tug *George Nelson* and the local fire department, and the blaze was brought under control within a short time, but so fierce was the fire that it spread quickly in the upperworks, which burned like tinder, and the damage will run up to nearly \$2000. As soon as possible afterward, the boat was loaded and cleared for Amherstburg, arriving here Tuesday morning. A gang of carpenters were put aboard her and repairs will be made without taking her out of commission. Capt. Charles Moller of Toronto was here on Wednesday in the interests of the Underwriters and adjusted the loss at \$1500. Falls Bros. carried the insurance.

**BASEBALL.**-A small crowd witnessed a swift game of baseball at the town park, Amherstburg, Saturday afternoon between the Engineers and Drillmen, when the latter were defeated 11 to 9. Smarting under the defeat given them by the town team Thursday evening before, the Engineers placed their men to win whether or no. The tin horn band was there as usual in full force, and blew them on to victory. The Drillmen's rooters, though fewer in number, exceeded in lung power their opponents and also kept up a running fire of encouragement. Roy Sample, pitcher for the Engineers, surprised even his own side at the speed and curve he has developed, and will make a formidable man for the Citizens' team to go up against next time. William Tobin, the other pitcher, also showed up well. Laferte, centre field for the Engineers, made the only sensational play of the game, getting a home run on a low grounder. E. Gott umpired very satisfactorily for both sides, though there was the usual "booing" over strikes and balls. Detailed result:

| Engineers      |     | Drillmen 5 4 |                     |     |     |
|----------------|-----|--------------|---------------------|-----|-----|
|                | R   | O            | R                   | O   |     |
| Schrumm.....   | 1   | 4            | E. McGuire, c.....  | 1   | 4   |
| Neilson.....   | 3   | 1            | B. Flint, 1st.....  | 2   | 3   |
| LaFerte.....   | 1   | 4            | E. Harmon, 2nd..... | 3   | 3   |
| Sample, p..... | 1   | 4            | C. Clifford, s..... | 1   | 2   |
| Wheeler, 2b..  | 2   | 3            | M. McGuire, lf..... | 1   | 4   |
| Wenzell, lf... | 0   | 4            | W. Kelly, 2nd.....  | 6   | 3   |
| Heath, c.....  | 1   | 2            | J. Allen, cf.....   | 1   | 3   |
| Burmester, 3b. | 2   | 2            | G. Bertrand, r..... | 0   | 4   |
| Raymond, rf.   | 0   | 3            | W. Tobin, p.....    | 0   | 3   |
|                | --- | ---          |                     | --- | --- |
| Totals         | 11  | 27           |                     | 9   | 27  |

The Drillmen trimmed the Wellingtons in Sandwich West Sunday.  
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August 6, 1909

The engines of the str. *William H. Wolf*, upbound, Saturday night became hot while crossing the Lime-Kiln and caused a delay of a few hours, while the brasses were re-babbited⁴⁹ at Woods' machine shop.

The old tug *American Eagle*, which is known to vesselmen all over the Great Lakes, has changed hands again. Last winter the tug was damaged by fire at Toledo. The boiler and engine have since been removed and the hull sold. The remains have been towed to a Toledo shipyard and the owners may have the tug rebuilt.

The wooden steamer *Benton* was burned Sunday night while lying at the old Michigan Central dock in River Rouge. The origin of the flames is not known and it is not thought anyone was on the vessel when the flames broke out. The *Benton* has been carrying sand from Port Huron to Detroit. She was built in 1865, was 152 feet long and 28 feet beam. She was owned by Elmer C. Calvert of Detroit. The loss is estimated at not more than \$5000.

The steamer *Cadillac*, owned by the Cleveland Cliffs Iron Co. of Cleveland, was rammed by the steamer *George L. Craig* of Detroit, Capt. Don Duncanson, Sunday night about eight o'clock in the narrow channel at the St. Clair Flats and lies on her side abreast of Joe Bedore's landing. It is said the Steel Trust steamer *Mariposa* was passing the *Cadillac* at the time and bumped her forward as she passed. This threw the *Cadillac* across the bows of the *Craig*, coming down the river, which was unable to avoid striking her. The fact that the *Cadillac* was struck near the boiler house and by the anchor of the *Craig* is taken to show that every effort was made by the *Craig* to pass without a collision. The *Craig* left her starboard anchor in the *Cadillac*. The *Craig* stopped below Detroit Monday and later continued on her way to Lake Erie to unload. She was leaking a little forward, but is not believed to be extensively damaged. The crew of 15 men and a woman cook were in no danger. The woman, Mrs. E. W. Leonard of Schomberg, Ont., was taken off in a boat, but the rest of the crew remained on the steamer. The *Cadillac* was coal-laden, upbound from Fairport, O., to Two Rivers with Capt. H. A. Murphy of Ogdensburg in command. Capt. H. W. Baker was given the job of raising her and with a number of divers and complete wrecking outfit with the *Snook* left Monday to make a quick job of removing the wreck.

The tug *St. Paul*, Capt. James Maguire, came over from Kingsville Wednesday for coal and took back the new smokestack Woods & Son built for the dredge *Ontario*. A new boiler has been installed in the dredge and she resumed work this week after a month's lay-up.

Capt. F. Trotter had a call Wednesday to take his centrifugal pumps to Detroit and pump out the electric light reservoir, the pumps there not being capable of lifting the water. Capt. Trotter's contract with Grant, Smith & Co. and Locher will keep him busy for weeks to come, so he had to pass the job up.

Owing to the presence of several bad leaks, it is proving quite a task to pump out section B of the Livingstone Channel at Stoney Island. Capt. Trotter has three pumps going - an eight-inch and two sixes - while the company's 18-inch pump is also working. On Monday the water was lowered 8 inches, but Tuesday a gain of only 1 inch was shown.

Harry Martin and son Percy left Tuesday to take charge of the kitchen on the str. *Frick* for the balance of the season.

The solid rock blown up from the river bottom on contract work of Dunbar & Sullivan in deepening the lower channel passage is lightered and towed to a makeshift quarry at the Rouge, where the chunks too huge for the stone crusher are given another crocking thriller with the disruptive force of dynamite. These dynamite thrillers on the land surface are now a daily feature. The structure in which the exhibitions are given was once the most pretentious building of the Brownlee & Co. lumber concern. The dynamite sticks are covered with a gossan [sic] cap of wet clay and the electric fuse touched off makes the stones somersault with a breath-abating effect, and the reverberation is a hair-raiser. But the skill and hazard employed are not attractive to the more timid residents of the River Rouge and they will petition President Dan Barron

⁴⁹ lined or faced with Babbitt metal, an alloy of tin, copper and antimony used as an anti-friction agent

of the village council for a last performance.

Capt. J. S. McQueen left this week with his yacht *Lotus* and Goodchild's scow for Lake St. Clair to locate and raise the engine and boiler from the wreck of the str. *Mt. Clemens*. A full crew accompanied him on the expedition.

Mrs. A. C. Callam has gone for a trip up the lakes with her husband on the str. *Fitzgerald*.

August 13, 1909

The dredge tugs *Blazier* and *Gen. Cooper* are new arrivals at this port.

Capt. James Myers has had the yacht *Rosa Stewart* rebuilt and uses her for fishing parties out of this port.

The Duluth Marine Contracting Co.'s supply yacht arrived here this week, to be used in connection with their dredge.

J. A. Pardo, who has been rebuilding the tug named after him, bumped into a scaffold at the lower dock one day this week and was laid out for some time. Mr. Pardo will return to Wallaceburg next week after the tug has had a trial trip.

The str. *Frontenac*, bound up, came to grief on the Lime-Kiln Crossing Saturday afternoon by blowing a couple of bolts out of her boiler. She tied up at Gordon and on Sunday repairs were made at the Amherstburg Iron Works. She got away Monday morning.

Elijah Pedrick, one of the excursionists from [Essex], suffered an accident on the str. *City of Toledo* on Tuesday, which spoiled his pleasure and laid him up for the day. He was caught between a moving truckload of freight and the side of the boat and had one of his feet badly crushed. He was brought home same evening.

The yacht "*See Me*" has been strengthened, overhauled and repainted and will be put into the passenger trade from this port to Stoney Island.

The Duluth & Superior Dredge & Dock Co.'s dredge No. 2 and tug *Thomas Hood* arrived here from Toledo Thursday, to work on a large contract at Bar Point. She picked up all the idle dredgemen in town.

Aided by a shift in the wind, the steamer *Gilbert*, which grounded east of Bar Point Light Sunday night, released herself by the time the tug *Harding* and the lighter *Rescue* reached her Monday afternoon. She was bound down with ore and is not thought to be injured.

The wooden steamer *Louisiana* crashed into the Great Lakes D. & D. Co.'s dredge *Columbia* Friday morning near the Bar Point Lightship, badly damaging the dredge and twisting the steamer's stem. The dredge began leaking badly and was towed by the tug *Gillen* to the Detroit Dry-dock, where she will be repaired. It is believed the job will be an expensive one. The *Louisiana*, which was bound up, parted her wheel chains just as the dredge was being towed past to her station, and she smashed into the dredge with great force.

The steamer *Gilphie* is no more. She ran on the rocks off Lion's Head, having lost her bearings. Her old hull was so pierced that her master, Capt. Walter Eldridge, when he backed her off, had to beach her again and abandoned her. Just as the crew pulled away in a boat, flames burst out among the upper deck and the steamer was burned to the water's edge. The *Gilphie* was once in the Ontario Public Works service on Georgian Bay. Before her purchase by the Ontario Government she was owned by Charles Bowman, who ran her out of Southampton as an excursion steamer.

Fred. Monaghan, the Tigers regular pitcher, quit his job on the Trust tug and has taken a position on the tug *Milwaukee*. He will now pitch for the Firemen's fast team.

The Drillmen and the Engineers failed to play the baseball match scheduled for the town park Saturday afternoon last, as some of the Engineers did not show up. Some other Saturday will be set for this match.

Breymann's dredge No. 3, Capt. Forster, leaves in a week or ten days for Saginaw, where she will be employed the rest of the season on a new contract they have there.

Alfred J. Zafe of Superior, last season first officer of the steamer *Neilson* of the Steel Trust fleet, has been notified by the Detroit Steamboat Inspectors of the suspension of his license for six months. This

action follows investigation of the collision between the *Neilson* and the steamer *City of Mt. Clemens*, Capt. J.S. McQueen, which resulted in the sinking of the *Mt. Clemens*. The trial of the case disclosed that the *Neilson* blew an alarm whistle, but did not check her speed nor change her course. The inspectors are convinced that the *City of Mt. Clemens* contributed to the accident, but as she is a Canadian bottom they are unable to reach her officers with disciplinary measures.

Capt. Robert Mains, the well-known skipper, was the victim of a runaway on Tuesday and almost had to get his feet wet before he caught up. He had tied his tug, the *Shaun Rhue*, up alongside the dredge *Brian Boru* while the whole crew went aboard the dredge. An extra heavy blast released the lines and the *Rhue* made off downstream without the captain's guiding hand and became for a moment a derelict. Unfortunately the dredge's small boat was not there and the crew was for the time completely marooned. "C.Q.D." messages were sent out, which were picked up by the tug *Pallister*, which hurried over and, taking the captain and engineer aboard, gave stern chase after the runaway and succeeded in overhauling her before she was beached.

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August 20, 1909

Bert Maguire and John Middleditch have arrived home from Chicago, having got through work on the Great Lakes D. & D. drillboat. Drillman Local 504 baseball team will be strengthened with Bert.

With a resounding crash the str. *Gargantua*, with the barge *Barlum* in tow, rammed the sandsucker *McKerchey*, which was working on the middle ground opposite the mouth of Black River at Port Huron Monday evening at about 10:30. Both the *Gargantua* and the *McKerchey* were injured and the former boat is now being repaired at the Reid dry-dock.

The Trotter Wrecking Co. had the misfortune to put two of their steam pumps out of business last week by drawing up rocks through them at the Stoney Island cofferdam, but have had them repaired and are working night and day again. This company have their whole plant on the job. The tug *Marion E. Trotter* is towing mud scows with which to stop up the leaks. The water is nearly all pumped out of the shallow parts.

The tug *W.B. Aldrich* is having her summer coat of paint put on.

The drillboat *Dynamiter* was in dock for repairs to her boiler on Monday.

The Starke D. & D. dredge *No. 9* was in with a broken hoisting engine on Monday.

Returns of canal traffic for the months of the present shipping season ending June 30th show the following decreases and gains as compared with last year: Decreased - Soo, 1,182,102 tons; Welland, 63,953 tons; Ottawa River system, 77,869 tons. Gains - Rideau, 7500 tons; Trent, 10,500 tons. The decreases were probably due to the strike on the Great Lakes and the break in the Soo Canal. For the remaining months an increased traffic is expected.

The tug *John E. Monk* has been laid up and is anchored at the foot of Bois Blanc.

The Hackett Tug Line has now three tugs for wrecking at their riverfront dock. The *Home Rule* came down last week.

Wrecker Baker has patched up the wrecked schooner *St. Joseph* and she has gone to Monroe to unload her lumber cargo. She was not as much damaged as at first thought.

Excellent picture postcards illustrating the Livingstone Channel dry works are on sale at Stoney Island. And there has never been so good a set of Amherstburg postcards offered in town as this season.

Roy Caake, son of Wm. Caake, engineer on the *Marion E. Trotter*, had a close call on Saturday by being squeezed between the deck of that tug and the towline when the tug was pulling a dump scow up the river in the strong current at the cofferdam. The engineer saw him and reversed the engine and Ray Palmatier pulled him out of the tangle. This is a lesson to small boys to keep off tug boats.

Much interest is being taken in the trimming down of an immense spud for the Great Lakes D. & D. Co. on the Richmond Street dock. This big fir stick, which grew up in Oregon, squares 40 inches and is fifty feet in length. It must have been a monster tree in the rough. It was purchased from a Cleveland firm which makes a specialty of handling this class of goods, and the stick cost when delivered here approximately

\$800. By the time it is ironed off the spud will be worth some \$1500 and that is cheaper than steel spuds; one of these lying on the same dock cost \$3500.

Angus Borland's fine yacht was launched Tuesday evening and is one of the most complete crafts on the river. A large number of expert gasoline yachtsmen witnessed the launching and were surprised at the work done by Mr. Borland. He has not yet decided on what he will call her, but is receiving names from all his friends. She is at present lying at the Sullivan slip.

The work of blowing up the hull of the *Iron Age*, which burned a few months ago, has been completed. The boiler, engine, pumps, anchors and chains were brought in and are in the Sullivan repair yards. The boiler is in good shape but the engine is broken up to a great extent. Harry Hamilton, the local marine diver, did excellent work on the wreck. M. Sullivan had the contract for \$3350.

The Buffalo Dredging Co.'s drillboat *No. 1*, in charge of Capt. Geo. Bellcours, arrived here from Buffalo last week with a crew of 26 expert drillers and helpers, who had much trouble in finding boarding houses. Capt. Bellcours is an old Amherstburg boy who worked up to his present position in the Buffalo harbor. This co.'s big fuel lighter with a deckload of barrels of oil also came up in the same tow. Dredge *No. 7* will be here in about ten days.

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August 27, 1909

The steamer *George L. Craig*, bound down, collided with the Canadian steamer *Collingwood* off Fort Wayne on Tuesday evening last, sinking her in 35 feet of water. The *Collingwood* (Capt. F.A. Bassett of Collingwood) is a new steel steamer 406 feet long and came out in the spring of 1908, though she was completed at Collingwood the previous fall. She is owned by the Farrar Transportation Company of Collingwood. The *Craig* is a steel steamer about 390 feet long. She is owned by the Monroe Transportation Company and is managed by John Craig of Toledo. She is sailed by Capt. D.J. Duncanson, an old Amherstburg boy, while Wm. Harris, Pelee, is 1st engineer. About three weeks ago the *Craig* sunk the steamer *Cadillac* at St. Clair Flats. The sinking of the *Collingwood* is the third accident of the kind this month. The steamer *Cadillac* was sunk the night of August 1st at St. Clair Flats. The steamer *Senator* was sunk last Sunday by the steamer *Ream* near Detour.

Once again it is rumored that the steamer *Ossifrage* will be put on the Chatham-Detroit run. The str. *John Harper* discharged a load of slack coal for Falls Bros., [the] quarry and [the] Electric Light Co. last week.

Mrs. (Capt.) M. Mahon returned Thursday of last week from a trip up the lakes with her husband on the str. *Penobscot*.

The Duluth Marine Contracting Co.'s dredge *No. 3* was in port a few days last week for repairs to her anchors.

The tug *Columbia* of the M. Sullivan dredging fleet broke her rudder post Saturday afternoon and a new one was put in Monday.

The new Trust tug *W.A. Field* stopped at this port on her way from Cleveland to Chicago Sunday. Capt. Stannard is taking her through.

Capt. J.A. Pardo has returned home to Wallaceburg after rebuilding the tug *J.A. Pardo*, which made her first trip to Pelee Island on Saturday.

The barge *Plymouth*, which was in collision near Marine City Saturday, lay at this port leaking badly, waiting the arrival of the owners. She was towed to Cleveland for repairs.

The tug *Marion E. Trotter* stole a march on the other tugs in the river Sunday by going to the str. *Meaford*, which was aground at Bar Point, having got the word from the str. *S.R. Kirby*. The tug *Trotter* pulled two hours before the other tugs got wise to it. The big steamer was released at noon by the tugs *Trotter*, *Harding* and *Hackett*. She was out 18 inches forward.

The str. *Faustin* has come out of the machine shop at Detroit in first-class shape and is now better than ever. She has again started to haul coal to this port.

The big str. *Columbia* has a daily fire drill at Bois Blanc. A fire alarm is sent in when the crew is not

expecting it and yawl boats are lowered, fire hose and fire pumps started, life preservers are cut loose and it is said some fast records are made.

Investigation of the near collision between the steamers *Eastern States* and *Codorus* a few weeks ago has not been completed by the Detroit local inspectors, but action already has been taken in part. Capt. Duncan McLaughlin of the *Eastern States* has been suspended fifteen days. The master of the *Codorus* has been heard by the inspectors, but the decision has not yet been announced. At the time of mix-up the *Eastern States* was coming up to her dock at the foot of Shelby Street, Detroit, and the *Codorus* was putting out from her dock at the foot of Cass St. A collision was averted by a narrow margin.

The steamer *Senator* of Detroit was sunk on Sunday near Detour in collision with the steamer *Norman Ream* of Cleveland. No lives were lost. The accident occurred a half mile off the shore, the *Ream* hitting the *Senator* a little aft of amidships, breaking the *Senator* open both amidships and forward. When the crash came the crew stood ready to man the boats in case the vessel should go to pieces. Finding that there was no immediate danger, the *Ream*, which received very slight injuries, left the scene of the wreck and proceeded downstream. Word has been received that the *Senator* is completely submerged, with the exception of the forward part, on which the crew is camping. The wrecker *Favorite* has gone to raise the boat. Among the passengers on the *Senator* were Miss Norma Sutherland, daughter of Hon. R.F. Sutherland, Miss Elizabeth Bartlet, Miss Wilhemina Bartlet of Windsor and Miss Beith, the former teacher of Windsor. This party left Windsor on August 12th, going to Cleveland, where they engaged passage on the *Senator* for the round trip to Duluth and back. They were on their way home at the time the collision occurred. When built at Wyandotte in 1896 the *Senator* was the largest boat on the lakes. She is of steel construction. She is the property of Philip H. McMillan of Detroit. The *Ream* is owned by the Pittsburgh Steamship Co. and is 580 feet long. Both boats were loaded with ore.

Next Monday is the day set by Dr. Stand for towing the sunken steamer *Grecian* into Thunder Bay. The canals by which the sunken steamer is to be raised are about the size of and look like oil tank cars. Divers are placing chains under the *Grecian*, which lies in 96 feet of water. Two canals, one each side of the sunken boat, when filled with air are expected to float the *Grecian* so she can be towed into shallow water and patched up enough to bring to this port. Divers are also at work on the steamer *Pewabic*, sunk 42 years ago in 180 feet of water with a cargo of copper. On Tuesday a plank was brought up from the *Pewabic*.

Herbert Craig, fireman on Dunbar & Sullivan's derrick scow, had his head severely cut Monday afternoon.

The str. *Iroquois*, upbound with coal, ran aground at Bar Point Tuesday morning. The tugs *Home Rule* and *Harding* went to her, but she released herself.

The str. *Frontenac*, upbound with the barge *Judd* in tow, came to grief on the Boston shoal, abreast of Bois Blanc Café, early Tuesday morning and had to have the tugs *Harding* and *Aldrich* release her.

The Chicago yacht *Lydonia*, with a number of big dredge contractors aboard, including the Great Lakes, Buffalo and Dunbar & Sullivan, anchored in front of the Waterworks dock on Tuesday, when the presidents of the companies inspected their works. She left Tuesday morning for up the river points.

John R. Pineau and Alphonse Cote, divers on the *City of Mt. Clemens* wreck, are meeting with variable weather on Lake St. Clair and have been driven away from their work several times. However, they have succeeded in getting chains around the boiler and expect soon to raise the machinery and bring it to this port.

A survey was held on Tuesday at Marine City on the wrecked schooner *St. Joe*, which was struck and sunk by the Steel Trust steamer *Rockefeller* at the Lime-Kiln two weeks ago.

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September 3, 1909

The job of raising the sunken steamer *Senator*, lying at Pipe Island, off Detour, goes to the Reid Wrecking Co. of Port Huron. The bids were as follows: Reid Wrecking Co., \$5500; Harris W. Baker of Detroit, \$5900; Great Lakes Towing Co. of Cleveland, \$14,500. The contract will be on the "no cure, no pay" basis and it calls for the delivery of the damaged ship at Cleveland. The Reid Wrecking Co. was also

the lowest bidder on the job of raising the steamer *Collingwood*. This practically gives the firm two important operations at the same time.

The steamer *George L. Craig*, which rammed the *Collingwood*, effected temporary repairs at the Ecorse steamship yard. Capt. Bassett of the *Collingwood* gives it as his opinion that the collision was the result of a break in the *Craig's* steering gear. "I was running up the river and signalled for the starboard side," said Captain Bassett. "The *Craig* also signalled for starboard and I answered for the starboard again. I thought we would get past, when the *Craig* suddenly came obliquely at us and struck a glancing blow just abaft the middle. As soon as we struck I headed the boat for the American shore in an effort to beach her before she went down."

Cleveland parties have closed contracts with the Great Lakes Engineering Works of Detroit for three freight steamers to come out at the opening of next season. The deal was closed by President Pessano. The new ships, which will be up-to-date in every way, will each carry about 7500 tons and will be 464 feet overall, 444 feet keel, 56 feet beam and 30 feet deep.

The tug *St. Paul*, Capt. James McGuire, came over from Kingsville Friday to coal up and get some repairs for the dredge *Ontario*.

The wrecking steamer *J.E. Mills* has completed the work of pumping out the cofferdam and is back at her dock.

The Great Lakes D. & D. Co. has a large gang of men at work rebuilding the big steel spud at the foot of Richmond Street.

Fire broke out on Breyman's dredge No. 2 while she was lying at the dock at this port about noon on Sunday, but the quick action of the crew, who were on deck with the hose, put it out before any damage was done.

**Drowned in Livingstone Channel.**-Frank Kleene, an employee of drill No. 4 of the Great Lakes Dredge and Dock Co., which is working on the Buffalo Dredging Co.'s contract on the west side of Bois Blanc Island, was drowned on Wednesday morning. He was engaged with Rudolph Uterwick, Clifford Brown, Roy Richard and Walter Warrow, shifting an anchor of the drill. They were in a yawl boat with a line over the stern and stem of the yawl leading from the steam winch on the drill, which was heaving on the line. The line slipped off the bow of the boat, turning it over. They called to stop heaving and although stopped at once, it was too late. All were thrown into the water. They tried to get on the bottom of the yawl but the bottom was covered with moss and they could not hold on. One of the men grabbed for Kleene and just touched the heel of his boot. All got safely to the powder boat but Kleene, who sank. Al Turton and John Landerman dove where the bubbles came up, but could not find him. The body was recovered with a pike pole about an hour after, but life was extinct. The remains were brought to Kemp's undertaking rooms and prepared for burial. Deceased was one of four who came from Amsterdam, Holland. One was drowned at Cleveland, and the other two, Rudolph Uterwick and John Landerman, were members of the same crew. He has an uncle in Cleveland. ~~~~~

September 10, 1909  
William Henderson, fireman on dredge No. 3 of the Edwards Bros. Co., was drowned Monday at Sault Ste. Marie while making his way along the Port Royal coal dock, by falling into the slip.

While entering the upper Canadian canal at Sault Ste. Marie Sunday morning, the str. *Arthur W. Hawgood* struck the north pier, puncturing a hole in her port bow. Her forward compartment filled with water and she sank close to the pier. Traffic through the canal was not interfered with, however, the channel being wide enough to allow boats to pass with ease. Tugs and a lighter were put to work at once and she was raised Monday after 400 tons of ore had been lightered.

The tug *Harding* of Amherstburg had a busy time of it releasing boats that have grounded below the lower entrance to the St. Clair ship canal the first part of the week. Early Sunday morning no less than three of the largest lake freighters grounded below the canal, all of them upbound. The boats were the steamers

*Joseph G. Butler Jr., Frederick B. Wells* and the *B.F. Berry*. The bottom is soft and none were injured. The *Harding* released both [by] lightering, though the *Wells* was listed considerably. Both vessels were loaded with coal. The *Harding* worked on the *Berry* without result and Monday morning left Detroit with the lighter *Rescue*, and a good deal of coal had to be removed before she floated. None of the four independent tugs at Amherstburg went to the wreck harvest.

All the dredges and tugs pulled in Saturday night and the crews had a double holiday.

The tug *Shaughraun* went to Detroit last week for a few minor repairs. The *Trotter* took her place.

Mr. and Mrs. Joseph Whalen and daughter Winnifred of Buffalo, N.Y., spent from Saturday to Tuesday with Mrs. Pollock and Mrs. Gerard. Joe was engineer on the tug *Excelsior* for two seasons and came up to see his old friends. He is chief engineer on a big dredge tug in Buffalo harbor.

The big steamer *Western Star* ran aground at Bar Point Friday morning. The tug *Aldrich* released her.

The tug *St. Paul*, Capt. James McGuire, of Kingsville, was in port over Sunday and Labor Day. The dredge *Ontario* is suffering from a broken anchor and is laid up for repairs at Kingsville.

The str. *Myron* with three barges in tow came to grief by parting her towline and nearly running aground just opposite the Hackett tug dock, riverfront, Saturday night. A tug went to her and towed the barges over the crossing.

The steamer *Saugatuck* of the Pelee route has been registered as a Canadian bottom and her name changed to *Alfred Clarke*.

Some of the lads laid off by the temporary laying up of the sweeping raft on the Detroit River works have gone to work again on other parts of the works. Others of them have left town.

John McDougall, employed on the fuel lighter *Snowden*, had his hand badly jammed by letting a chunk of coal fall on it while working at Stoney Island one day last week.

Walter Manson of Colchester Lighthouse is home for a week.

The steamer *Ossifrage* has been placed on the Chatham-Detroit run for the balance of the season.

Breymann Bros.' dredge No. 3 (Capt. Robert Foster) left on Wednesday of last week in tow of the tug *C.H. Breymann* for Detroit to be repaired at Oades' dry-dock and will then go from there to Bay City to work the rest of the season. Dredge No. 2 is still on the big contract at Bar Point, which will take some time to complete.

The big steel wrecking tug *Francis B. Hackett* is having an electric light plant installed with a turbine engine. She will be a dandy when the work is completed. The Trotter Wrecking Co. are figuring on a similar plant for their wrecking steamer, *J.E. Mills*, and also turbine engines to run their steam pumps.

The funeral of the late Frank Kleene, who was drowned Wednesday of last week, took place from Kemp's undertaking rooms Friday morning. The river contractors laid up all their dredges and drills for the forenoon to give employees a chance to attend the obsequies. Nearly two hundred members of the Drillmen's Local No. 504, headed by three representatives from the Steam Shovel and Dredgemen's Union, carrying their banner,<sup>50</sup> marched in procession and escorted the remains to the R.C. church, where Mass was conducted. The pallbearers were Walter Warrow, Gary Reaume, T.A. Macdonald, Gus Deneau, Ed. Flint and Ed. Rabbati. It was a very imposing cortege. Interment was in the R.C. cemetery. During the services the town flag was half-mast.

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September 17, 1909

Maintaining that the removal of sand from the bed of Lake St. Clair is damaging their property on the lakeshore, a number of Maidstone Township men, headed by Alex. Reaume, a former reeve of the township, are attempting to restrain the owners of sandsuckers from operating anywhere in their neighborhood. City Solicitor A. St. George Ellis, who is acting for them, made a test case Friday by applying for an injunction to restrain Horace and Adolph Fleury of Belle River from taking sand out of the bed of the lake in the

⁵⁰ see photo in centrepiece

neighborhood to sell to Detroit contractors. The rights of property owners to the sand at the beach have already been fixed by lawsuits and the new suit is intended to carry the fight a step further. The property owners interested claim that when sand is removed from the bed of the lake, the sand on the bank slips down to take its place.

Capt. Fred. Trotter received last week an 8-inch hard coal steam pump. This makes him three 8-inch and two 6-inch steam pumps. He also received last week a couple of big canvas jackets and has had a half a cargo of lumber and timber placed in the hold of the wrecker *Mills*. He also ordered a few big steel plates for wrecking steel steamers. He now has one of the most complete wrecking outfits on the Great Lakes.

Between Grosse Île and Trenton, within a few miles of Amherstburg, a bit of seacraft busily plows the waters which is primitive enough to comfort such lovers of the past as watch with grief the unromantic encroachments made in our age by the newly-mastered forces of earth and sky. Transportation at this point is effected solely by an antiquated flat boat ferry, propelled by a tiny, puffing tug. The floor of the tug is planked, but it is big enough to permit only one vehicle to cross at a time. At sundown on summer evenings, processions of carriages, running all the way from 10 to 15, line the shore, their occupants good-humoredly waiting for a chance to cross. The quiet little island with its moss-grown traditions owed its comparative peace in which it has been left by the world around to its ferry, inserted like a page of the past in the strenuous history of today and allowed to remain through the vestige of respect that still clings to the days that are gone in the minds of those who mourn them. Perhaps Grosse Île owes its slow growth to this same cause. And it is hinted that summer residents who serve the ends of antiquity by a two hours' "stand and wait" do their share of mourning for the present. But the old ferry is about to pass. The public hearing to receive objections, if any were forthcoming, to the construction of a bridge from the mainland to Grosse Île across the west channel of the Detroit River at Wyandotte or Trenton was held Monday afternoon in the offices of Lieut.-Col. C. McD. Townsend, United States District Engineer. There was a good attendance and the sentiment seemed to be unanimous for the bridge, no one offering opposition.

The tug *Francis B. Hackett* left for Cleveland Sunday night to tow the Standard Contracting Co.'s dredge to the Soo.

Wm. Pizer of the str. *Hawgood* was home over Sunday while his boat lay at Detroit.

Allan Wright, the Dalhousie Street boat builder and civil engineer, has constructed a workshop at the north side of his residence and will turn out launch hulls this winter. His friends expect to give him some help in spare hours.

Geo. Bellcours of the Buffalo Dredging Co.'s drill fleet returned to town last week after a few days' visit with his family in Buffalo.

Mrs. D. Girardin Sr. is home again from an extended outing with her husband aboard the steamer *Harvey H. Brown* and in Chicago. This is the captain's 49th season on the water; next year his jubilee.

The big fish tug *Charles F.*, owned by John Nicholls of Port Bruce, Lake Erie, was seized for fishing without a license by the Ontario Fishery Inspector last week and was brought to Amherstburg. She will be sold at public auction at the lower slip dock on the 21st inst.⁵¹

Ernest Harris has purchased from Dr. McQueen of Detroit the passenger boat *Helen*, which was damaged by fire last fall and has brought her here for repairs. She is 65 feet overall, 12 feet beam, has a fore-and-aft compound engine and water tube boiler. The machinery was not injured by the fire. When ready for commission she will be put on the route between Detroit and Stoney Island, carrying freight for Grant, Smith & Co. & Locher. Some day we expect to see Capt. Harris navigating the Great Lakes bucking the Steel Trust with his line of steamers.

Pumps were put on the southernmost cofferdam early in the week and already the place is pumped bare. The work of quarrying out this channel is progressing faster than the contractors expected, even in their rosiest dreams. All the work which will be done in the "dry" is now exposed. If the contract to double

⁵¹ of this month

width the channel is let, it means some years yet before the cough of the steam pump, the clatter of the air drill and the explosion of dynamite in that quarter is stilled. Amherstburg can look forward to many more years of its present activity at least.

Thick fog which dropped suddenly over the Detroit and St. Clair Rivers about midnight Sunday caused the stranding of six boats. This series of mishaps furnished work for wrecking tugs all the way from Amherstburg to Port Huron. With one exception, all the trouble occurred near Amherstburg. Chief of the unfortunates here was the passenger steamer *City of Cleveland*, which went on the east bank abreast of Old Fort Malden while feeling her way down the river. She was released by the tug *Harding*, uninjured. The big steamer *Widler* nosed into the bank near the *Cleveland*, but swung down with the current and released herself. Both boats gave the crew of the patrol boat *Rooth* a bad fright. The Steel Trust barge *James Nasmyth*, bound down in tow of the steamer *Corona*, went on the rocks on the New York shoal, abreast of Sullivan's lower dock, and the tugs *Marion E. Trotter*, *Home Rule* and *Harding* and lighter *Rescue* [got her off] Thursday night, under the direction of Superintendent Smith of the Pittsburgh Steamship Co. of Cleveland. The little str. *Adiramled*⁵², with the barge *Dobbins* in tow, ran aground on Bois Blanc Island and were released by the tugs *Trotter* and *Home Rule* without being damaged. The big steamer *Henry W. Oliver* of the Wilson Transit Co. of Cleveland went on the head of Walpole Island near Algonac. She is bound down with ore. The Reid Wrecking Co.'s tugs *James Reid*, *Ottawa*, *Winslow* and wrecking steamer *Manistique* are working on her. The tug *Home Rule*, while pulling on the *Nasmyth*, got a big towline in her wheel and put her out of business until a diver cut it out. Her cabin was also sprained. Quite a number of steamers were held up in the dense fog and the blasts from their whistles kept half the town awake during the night.

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September 24, 1909

Some months ago the *Echo* predicted that before the cofferdam at Stoney Island was broken, the U.S. Government would let another contract to widen the present cut to 600 feet and by so doing there would be a saving of about a million dollars for a work that would have to be done within a few years anyway. This prediction is likely to come true, judging from the following item in the Detroit press Wednesday of last week: "During the last two days the Board of Government Engineers have been in session in the city. Sitting at the head of the board is Col. Chas. McD. Townsend, in charge of the local district. The question before the members is that of the feasibility of widening the Livingstone Channel from 300 to 600 feet, as advocated by many lake men. The report of the board will be sent to Washington and the matter will be submitted for the consideration of the next session of Congress. The engineers in attendance at the meeting are Col. Frisk of Buffalo, Col. John Mills of Cleveland, Major Rees of Chicago and Maj. Kelley of Detroit.

The tug *Aldrich* broke one of the blades from her wheel back of Bois Blanc Wednesday.

Col. Townsend of Detroit, chief engineer in charge of improvements to Detroit River, was in town Saturday inspecting the work being done here. In this connection half a dozen young graduates of West Point are spending a short time in this vicinity familiarizing themselves with the work of improving the waterways, as a kind of post-graduate course.

Captain Sullivan, the last surviving eyewitness of the Battle of Windsor, died Monday of last week in London, aged 84 years. He had been living there with his daughter, Mrs. Alex. Gillean. Capt. John Dean Sullivan was born on August 14th, 1825, at Cape Vincent, N.Y., and is of Irish-American extraction. Deceased lived but a short time at his birthplace, the family moving thence to Point Peninsula, N.Y., and thence to Sackett Harbor, in the public and private schools of which places he received his education. In September, 1837, his mother brought him to Detroit. At an early age he displayed a desire for marine life,

<sup>52</sup> The unusual name of this steamer, built in 1866 as the *City of Fremont*, was given in 1907 by W.H. Horn of the W.H. Horn Cedar & Lumber Co., who reversed his son and daughter-in-law's names - Delmar and Ida - to create *Adiramled*. (Greenwood, J.O. *Namesakes 1910-1919*. Cleveland: Freshwater Press Inc., 1986.)

to which he had since devoted his time and attention with little exception. When but twelve years of age he went on a small vessel called the *Swan*. He built the *Great Western* car ferry and sailed that boat until 1871, when he became superintendent of ferries. In 1881 he joined the D.B.I. & W. Ferry Co. and in 1884 went on the *Lansdowne*, acting as master until 1896, when he retired. Besides the daughter in London there are two sons, William Sullivan of Detroit and Charles of Windsor. With Masonic rites the body was buried here [in Windsor]. The services were conducted by Rev. F.W. Hollinrake, pastor of the Central Methodist Church, of which Capt. Sullivan was treasurer for years. Services at the grave were in charge of Great Western Lodge, A.F. & A.M., of which Capt. Sullivan was a member. Capt. Sullivan was a member of the Windsor council a quarter century ago and in consequence the flag at the city hall was placed at half-mast during the afternoon.

The steamer *Butler* released the barge *Abyssinia* from the head of Walpole Island Monday afternoon.

The steamer *Henry Oliver* was released from the head of Walpole Island after part of her cargo had been lightered by the wrecker *Manistique* of the Reid Wrecking Co. Friday of last week.

The steamer *William A. Paine*, which went hard aground below Amherstburg Friday night, was released Saturday after five hours' work by the tug *Marion Trotter*. She passed up the Detroit River early Saturday morning.

The steamer *Monteagle*, downbound, loaded with wheat from Duluth to Oswego, struck a submerged crib at the upper end of Mud Lake, puncturing a large hole in her port bow. The captain headed the steamer for shore as soon as possible. She sank in 16 feet of water. Wreckers are at work raising her.

The steamer *Maruba* was run into at Sault Ste. Marie by the barge *Sagamore* in tow of the steamer *Pathfinder* as she was entering the canal downbound. The *Pathfinder* and her tow were bound up and the *Sagamore* sheered off suddenly, crashed into the *Maruba*'s starboard bow bulkheads. The bulkheads were stove in, but neither vessel was detained, their injuries not being serious.

The steamer *John Pridgeon*, loaded with lumber, is waterlogged about eight miles off Cleveland and is in a pretty bad shape. All the members of the crew of the waterlogged steamer were taken off by the steamer *Maryland*, which was bound up the lakes. She transferred the sailors to the steamer *James G. Munro*, which landed them at Cleveland. The schooner *J.I. Case*, which the *Pridgeon* had in tow, is at anchor. The owners have abandoned the *Pridgeon* to the underwriters, who will try and save the lumber cargo.

The steamer *Lackawanna* of Buffalo sank in 24 feet of water in the St. Clair River near the Canadian shore at Sarnia on Saturday after a collision with the barge *Chieftain* of Bay City and the barge *Hall* of Port Huron. The *Lackawanna* was coming down through the upper rapids at the head of the river when her steering gear gave way. She ran against the *Hall*, which was tied to a dock, glanced out into the stream and struck the bow of the *Chieftain*, which was upbound in tow of the steamer *Shenandoah*. The collision with the *Hall* did little injury, but the *Chieftain* sustained considerable damage and the *Lackawanna* had a big hole torn in her starboard bow when she struck the *Chieftain*. No one was injured in the collisions. The Reid Wrecking Co. are raising the *Lackawanna*.

The steamer *Alfred Clarke* is proving a great find for Pelee Islanders. Under careful management she has met every need as it arose and has worked according to schedule and is firmly established in the public confidence. She is a good heavy weather boat, makes good time, and as a small freight carrier is equal to anything we ever had on the route. Islanders have reason to congratulate themselves on having a dependable boat for the fall trade and it's up to them to show their appreciation by giving the company all their patronage, all the time.

The heavy southeast blow drove all the dredges in from the lake on Tuesday.

The dredge *Tipperary Boy* was in Monday with a broken shive and for repairs to an anchor.

The tug *John E. Monk* has been brought over from the Island to this port to receive boiler repairs.

The tug *M.A. Knapp* is taking the tug *Breymann*'s place, looking after No. 2 while the latter is in Toledo.

The big anchor and 800 feet of heavy cable lost from the barge *James Nasmyth* when she was released

from the New York shoal, Thursday of last week, was recovered by the *J.E. Mills*, which raised it and took it to Detroit on Saturday.

The auction sale of the tug *Charles F.*, advertised to be held at the Amherst House Monday at 11, did not cause much of a splash. The officials present on behalf of the Ontario Government were more numerous than bidders and were: Capt. Dunn of the cruiser *Edna Ivan*, Inspector Holden, Inspector Chauvin and Solicitor Drake of Windsor, while the auctioneer was Mr. Chauvin of Sandwich West, brother of the inspector. A representative of the Booth Fish Co. was also present on behalf of the owners of the seized tug. The highest bid made was \$225, which was not considered, as a reserve bid of \$400 had been placed on the boat by Ed. Tinsley, Chief Provincial Game Warden.

Jean Abbott of the tug *Pallister* is ill at Mrs. Hamilton's with blood poisoning in the hand. Mrs. Abbott has come from Buffalo to nurse him.

Capt. McQueen left on Tuesday with the tug *D'Alton McCarthy* for the wreck of the *City of Mt. Clemens*, to remove her boiler and bring it to this port. The tug *Lotus* and a scow form the rest of the wrecking plant.

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October 1, 1909

Boland & Cornelius of Buffalo have placed an order with the Great Lakes Engineering Co., Detroit, for a bulk carrier to be 524 feet long and to come out in 1910. This makes 18 steamers to be built this winter, insuring work for thousands of men. It is expected that the Pittsburgh Steamship Co. will place orders for more 600-footers with the Toledo Steamship Co.

A collision at 3 o'clock Monday morning off Dunkirk between the three-masted schooner *Van Straubenzie* and the passenger steamer *City of Erie* resulted in the death of three of the schooner's crew, two of whom were from Toronto, Canada. The known dead are Capt. W.A. Corson of Hamilton and Mate James McCallum and Mrs. Madeline Connolly of Toronto.

Fire that started between the decks forward on the steamer *City of Berlin* as she lay in dry-dock at Cleveland damaged the crew's quarters under the captain's room \$500 worth and was extinguished by the crew. The steamer was undergoing repairs to her stem, which was injured in collision with the barge *Warriner*.

More work for the shipyard was furnished by a collision between the steel steamers *R.L. Ireland* and *Mary C. Elphicke* early on Thursday in Lake Erie below Bois Blanc Island. The *Ireland*, which belongs to the Gilchrist fleet, is in the Ecorse dry-dock with a badly twisted stem and will have fifteen plates removed. She will be in the dock ten days or two weeks. The *Elphicke* was struck amidships, but after some delay she continued on her way to a Lake Erie port. Another case of steering gear going wrong.

Thornton B. Balfour met with an accident on the river Tuesday forenoon which nearly cost him his life. He is scowman for the *Brian Boru* and while assisting in this work below Sugar Island, in some way he slipped and dived under the towline of the tug *Shaun Rhue*, striking the left side of his head with great force. Capt. Mains took him aboard the tug, washed the blood off and he seemed to be all right. Later, feeling weak, he boarded the tug *Cooper* and came ashore, going to Dr. W. Fred Park's office, where he lapsed into unconsciousness and remained that way for several hours. The doctor found concussion of the brain and had him removed to his home, where he is showing improvement.

The big sailors' monument on Bois Blanc, opposite Gore Street, is being finished and can easily be seen from Amherstburg.

The tug *D'Alton McCarthy* made a trip to Monroe, Mich., for a full deckload of dynamite for the Buffalo Dredging Co. on Tuesday.

George Jones, chief engineer on the tug *Shaughraun*, went to a Detroit hospital to undergo an operation on his wrist. James Bainbridge of the *Spalpeen* is handling the *Shaug's* engines, while Fred. Campbell is chief on the *Spalpeen*.

John Sorenson of this town, employed on the Buffalo Dredging Co.'s drillboat *No. 4*, met with a bad accident on Tuesday night. He came in contact with the flywheel of the dynamo, which threw him up

against the valve of the big pump, breaking a rib. Dr. Teeter attended him and he is doing nicely.

That a tug towing a scow which is sunk by a colliding steamer can become a co-defendant in an Admiralty action is the substance of a lengthy opinion handed down by Judge Hazel in the Buffalo Admiralty Court. July 8th, a scow belonging to the Buffalo Dredging Co. and towed by the tug *McNaughton* in Buffalo harbor was sunk by the steamer *Merida*. The dredging company brought suit against the owners of the steamer for damages placed at \$12,593. Judge Hazel in his decision finds that there was negligence on the part of the towing tug and divides the damages equally against the tug and the steamer without costs to either.

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October 8, 1909

The tug *F.B. Hackett* has gone to the Soo with two derrick scows and a flat scow for the Stannard Contracting Co.

While entering his dock at the foot of Gore Street on Sunday, Capt. Laframboise's little ferry *Cora B.* struck a sunken pile and broke off her wheel.

Edward Jones, who was offered a good position with the Waddell Dredge Co. at Toronto, passed it up on Monday and will continue to superintend the slip work and repairs for M. Sullivan.

Joseph Garthier, a Frenchman, was killed at Stoney Island Wednesday night by being struck on the head with a stone. He leaves a wife and family. The body has been taken to the Soo, his former home.

Geo. D. Jones, engineer of the tug *Shaughraun* of the Dunbar fleet, underwent a successful operation on his wrist last week. The broken bone was removed and he is doing nicely, but will be off duty for a couple of weeks.

The Harris Transportation Line have their passenger steamer "*Helen*" nearly completed after a general overhauling at Stoney Island shipyard and the first trip will be made next week. She will carry freight for the merchants.

Alexander Amelle is not improving very fast and is still compelled to hobble with the aid of a cane. His action against the M. Sullivan Dredging Co. is slated to come up before Judge Magee at the Fall Assizes, which open at Sandwich on November 15th.

Capt. David M. Hackett of the tug *John E. Monk*, who has been ill all season at his mother's on Bois Blanc, was taken to Grace Hospital, Detroit, on Sunday on the tug *Aldrich* and is reported to be doing nicely. His many marine friends wish him a speedy return.

The tug *Winner* (Al. Henning) called at Amherstburg yesterday (Thursday) on her way to Pelee Island with a new 150-horse-power boiler and fittings for the pumping plant which Park Bros. of Chatham are installing at the north end.

The steamer *Alaska* loaded nearly 100 tons of Bois Blanc hay for Georgian Bay ports last week. William Hammers has taken the position of mate on the tug *Gillen* for the rest of the season. Clyde Tobin is on the tug *Hackett*.

The fishing tug *Charles F.*, which failed to prove an attractive prize at the auction sale here a couple of weeks ago, has been disposed of to E.M. Lemens, Kingsville, for \$400. The tug was seized for illegal fishing and brought to Amherstburg.

The str. *City of Mt. Clemens* discharged a cargo of salt at Colin Wigle's dock for local merchants Friday. The steamer *Morrell* ran aground at Bar Point Thursday night and the tugs *Hackett* and *Trotter* went to her assistance, but she released herself when the water rose.

The str. *Barlam*, bound up light, ran aground below Fighting Island Friday noon and a hot race for the job of releasing her occurred between the tugs *Hackett*, *Aldrich*, *Harding* and *Trotter*, but the *Aldrich* got there first. The steamer backed off without aid.

The steering gear of the steamer *Thomas Matham* went wrong at the Lime-Kiln Crossing Monday after dinner. Her tow barge *Tyrone* shot by and when the towline was let go the *Matham* released herself. The patrol tug *Rooth* picked up the derelict barge and held her till the tug *Trotter* went out and put a line on her, towing her down to the mouth of the river, when the *Matham* was again attached to her own barge. The

*Rooth's* prompt action prevented what would surely have been a serious marine disaster.

William Johnson has taken the engineer's place on the derrick for the Pittsburgh Coal Co.

Pike's dredge has gone to Detroit to work after two years' steady working on the cofferdam.

The Starke Dredge & Dock Co.'s dredge *No. 9* was in port Monday putting on an anchor foot. She pulled out on Tuesday.

The Great Lakes Dredge & Dock Co.'s big derrick scow *No. 11* arrived at this port Saturday and after putting a gang of men to work, left to clean up the new channel. The tug *Dreadnaught* towed her up from Cleveland and will look after her. The Great Lakes Co. have built a workshop for their carpenters at their slip.

The tug *Pallister* went through herself at Bar Point Tuesday noon and was towed in Tuesday night by the tug *Blazier*. Engineer Gene Abbott, who had just returned to work on Monday after nursing a blood poisoned finger, was thrown up against the cabin and badly hurt. The tug was taken to the city for repairs.

A very heavy fog hung over the river on Wednesday morning and tied up navigation until about 10 o'clock, when it lifted and a number of steamers which had anchored opposite the town were able to go on. Yesterday (Thursday) morning was another thick one. The Tomlinson steamer *Ball Bros.* came up on the head of Bois Blanc. The wrecker *Favorite* is working on her. The Ballard Reef gas buoy was carried down to Bois Blanc by an unknown steamer and had to be replaced by the tug *Aldrich*.

Capt. James McGuire, who has had charge of the tug *St. Paul* at Kingsville all season, returned Friday and will remain home the rest of the season. The tug, which is now stationed with the plant at Port Stanley, is in charge of Capt. John Rourke, former mate of the str. *Alfred Clarke*.

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October 15, 1909

Capt. Thomas Reid, the great Canadian wrecker of the Reid Wrecking Co., with the tugs *D.M. Diver* and *Winslow*, stopped here Friday on their way from Cleveland to Sarnia.

More than 124 tons of dynamite have been exploded in the course of the construction of the new Livingstone Channel in the lower Detroit River up to date. The actual figures to the end of July were 247,833 pounds and there has been no let up in the past two months. Sometimes as much as a ton of the explosive is let off at a time.

The steamer *Ossifrage*, which ran on the Pelee Island route last year, was sold last week to Wm. Ball of Chatham at a fancy price. The deal is quite satisfactory to the owners as well as to the present purchaser. She will be used on the Chatham route. The boat this season broke all records in her passenger business at Crystal Beach. During her two months there she carried the enormous number of 140,000 people and cleared up in cash over \$11,000. Captain Stockwell has not decided just what course he will pursue next season.

Two hundred and fifty members of the Detroit Board of Commerce visited the new Livingstone Channel Friday. Two and a half tons of explosives were set off while they were viewing the dry work. At the second charge a large stone was thrown into the air and when it came down it crashed through the roof of a pumping station about 300 feet away, narrowly missing a boiler in operation. President Livingstone of the Lake Carriers furnished details of the big improvement and stated that strong efforts are being made to have the channel made 600 feet wide instead of the 300 feet originally asked for.

The schooner *Montana* came to grief while coming over from Toledo Saturday night in tow of the tug *Charles J. Knuwich*. She was on her way to St. Clair loaded with soft coal when her seams began to open. Her pump was started but she filled rapidly. The tug blew and the crew of the schooner shouted for assistance and a large crowd of people rushed to the dock to see the excitement. The tug *Trotter* went to her and brought her into the ferry dock, where she put two siphons in the hole, and on Sunday the wrecker *Mills* put a steam pump aboard her and assisted her to St. Clair, where the schooner will go into dry-dock.

A 56-mile gale swept the lower end of Lake Erie on Tuesday. Water in the Detroit River dropped about 18 inches in twelve hours, and that evening the depth at the Lime-Kiln Crossing was reported at 18 feet 4 inches and the indicator was still dropping slowly. At 6 o'clock Tuesday morning the depth was 19 feet 9

inches. This is the first big drop of the fall and the indicator is likely to vary more frequently from now until the end of the season. Most of the big downbound steamers were forced to come to anchor above the Lime-Kiln. Several upbound vessels were waiting near Bar Point. Three dredges and a drill were forced to come in. The wind blew out the range lights at Bar Point and they were replaced by the tug *Trotter*. The storm signals at the waterworks dock were blown down. At Buffalo the wind was from the southwest and kicked up a heavy sea. The passenger liners were held in port at a late hour and did not venture out until the gale moderated.

Buffeted about in a heavy sea on her way down the river en route to Cleveland Tuesday night, the D. & C. steamer *City of Cleveland* broke her steering gear off Sandwich shortly after 11 o'clock. She came to anchor there and after about two hours put back to Detroit. On board the boat were several hundred Pittsburg rooters who were returning to their home city. Most of them had retired and were not awakened even after the boat put back to Detroit.

The steamer *Christopher*, bound down with ore, went aground at Bar Point late Wednesday afternoon. The tug *Trotter* worked on her several hours without releasing her. She was pulled off early yesterday morning.

The big steamer *Ball Bros.* of the G.A. Tomlinson fleet of Duluth, which piled up on the head of Bois Blanc in the heavy fog Wednesday night of last week, was pulled off the bank three times by the tugs *Goulder*, *Harding*, *Favorite*, *Winslow*, *D.M. Diver*, *Trotter* and *Hackett* and each time was driven back by the current. After a lighter full of ore was taken out she was released and taken to Lake Erie, where the lightered cargo was put back.

Capt. T.B. Balfour is able to be up and around the house again after suffering from a serious injury on the Sullivan dump scow.

The str. *John Harper* came into port Monday morning with 3000 tons of soft coal for the Pittsburgh Coal Co. She was drawing nearly 17 feet.

The str. *Wisconsin* ran aground at Bar Point Saturday morning but was released by the tugs *Aldrich*, *Colton*, *Hackett*, *Trotter* and *Home Rule* same day.

Adam Kiwash [Kiyoshk], the noted marine diver, well-known all over the Great Lakes and an employee of the Reid Wrecking Co., was in town Friday for a couple of hours, looking up his old friends Alderman Allen and Joseph Campbell.

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October 22, 1909

The wrecker *Favorite*, the tug *Harding* and the lighter *Rescue* all were at work Monday on the steamer *Socana*, coal-laden, aground near Windmill Point, Lake St. Clair.

After resting quietly on the bottom of the river near Fort Wayne for five weeks, the steamer *Collingwood* was pumped out Sunday and successfully floated and placed in the Ecorse dry-dock.

The tug *Jim Pullar*, owned by J. Fineault at Port Arthur, was burned about 30 miles from that place, along the south shore, where she was taking on a cargo of wood. The loss will be \$10,000.

Ballard Reef channel south gas buoy No. 1 in the Detroit River, which was reported adrift October 7th, was found to be damaged and a lighted spar will be placed temporarily to mark the station of this buoy pending its repair. The gas buoy will be replaced as soon as practicable.

All Canadian lights and fog alarms in Lake Huron, Georgian Bay, Lake St. Clair, Lake Erie, Lake Ontario and connecting waters will be kept in operation until 15th December, excepting Lonely Island, Western Islands and Red Rock lights in Georgian Bay, which may be closed on 10th December if navigation closes early.

The steamer *M.A. Hanna* passed Port Huron Friday afternoon and reported that the barge *Hartnell*, in tow of the steamer *Kirby*, had parted her towline cable in Saginaw Bay and was drifting in the trough of the sea. The steamer *Kirby* was trying to pick her up, but there was a heavy sea running across the lake, which would make it a difficult job.

About 50 up- and downbound boats were delayed by the steamer *Clement*, which in the darkness

Thursday night swung across the narrow Grosse Pointe Channel in the upper river. The steamer *McKinney*, which was delayed by the blockade, got a chain in her wheel and one of Capt. Reid's divers, summoned from Sarnia, had two fingers cut off in taking the chain out of the wheel.

American vessel owners feel dissatisfaction over the working out of the new tonnage tax, under which all ships coming from foreign ports are compelled to pay 2 cents per ton on their gross tonnage on each of the first five of such visits every twelve months. If an American boat merely touches at a Canadian port and then lands in the United States, she must pay. Several discontented owners have taken the matter to the Customs collector at Detroit and it will probably come before the authorities at Washington.

A circular has been issued by the Lake District International Seamen's Union of America, calling upon all sailors, deckhands and others who work on the Great Lakes to avoid looking for work at certain ports where conditions are said to be intolerable. "The shipowners are endeavoring to deprive seamen of even personal liberty through an attempt to enforce the 'continuous discharge book system'," says the circular. "Every sailor knows this to be the rankest blacklisting scheme ever invented." The Lake Carriers' Association are held responsible for the existing conditions.

September set new records for traffic through the St. Mary's Falls canals, the total for the first time in the history of the route going beyond 9,000,000 tons. August traffic beat the previous high mark made in 1907. The net tonnage in September was 9,227,190 tons and the feature which is attracting attention this year is more noticeable than ever. That is the remarkable increase in the tonnage through the Canadian canal, which this season is exceeding that of the American locks. The greater draft allowed in the Canadian canal causes the large carriers to use it in bringing down cargoes, as they can carry 1000 to 1200 tons more at present draft than they can through the United States locks.

The steamer *Athabasca* of the C.P.R. upper lake fleet, which was on the rocks at Flower Pot Island in the channel between Lake Huron and Georgian Bay, was released from her position at 2 o'clock Sunday afternoon after one of the hardest battles to save a ship from total loss that was ever waged on the Great Lakes. Samuel Buchanan, formerly of the C.P.R., Windsor, had charge of the operations and did it well. The extent of the damage to the *Athabasca* is estimated at \$40,000. She went under her own steam to Collingwood, where she will go on dry-dock. Captain Brown claims that if the foghorn on the island had been in operation, the wreck would never have occurred. Lighthousekeeper Smith, who has been in charge of the light for 50 years, admits that. He says he didn't think the storm big enough to start the foghorn.

J.G. Mullen is home after a 12-day trip on the new steamer *J.J. Sullivan*. He was accompanied by Capt. W.E. Campbell, Capt. D. Nicholson and A.A. Franke. They went to Chicago and then up to Duluth and back. They had very bad weather, so that Mr. Franke took the land route home.

The Canadian Marine Department will officially investigate complaints that the laxity of the crew of life-savers at Point Pelee led to loss of life among the crew of the United States steamer *George Stone*. The live-saving crew is a volunteer one. Wreck Commissioner Demer has been ordered to investigate the grounding of the C.P.R. steamer *Athabasca* on Flower Pot Island last week.

The schooner *Montana* has been libelled by the wrecker *Mills* for a bill of \$1800, contracted in getting the *Montana* out of trouble last week. It will be remembered that she sprang a leak while crossing Lake Erie in a storm and but for timely assistance would have gone to the bottom. The *Montana* was taken to St. Clair by the *Mills* and afterwards returned to Detroit.

The tug *Thomas Hood* ran foul of the dipper of the Duluth Marine Contracting Company's dredge *No. 3* on Saturday and had such a hole punched in her that she listed over and sank. Divers were sent down Sunday morning and patched the hole and that afternoon the wrecker *Mills* put a couple of siphons aboard and in 30 minutes had her afloat. Steam was got up and next morning she went to work as usual. It is not known whether the gash made by the dredge dipper in the tug's bottom will necessitate the *Hood* going into dry-dock later on.

October 29, 1909

The Canadian steamer *Stadacona*, downbound with wheat for Buffalo, went aground Thursday night

near Bar Point lightship. The tug *Colton* and lighter *Rescue* went to her assistance and released her after lightering part of her cargo.

A total of 95 lives and property worth \$2,000,000 is the toll taken by the Great Lakes waters and reefs, the gales that raged over them, fire and accidents in which failure of machinery or men was the cause on the boats that sail the inland seas up to October 25th. With the dangerous fall weather still to come, it is quite probably that these figures will be increased before the last boat ends its chase for gold. Almost without exception the losses, both life and monetary, have been confined to the freight steamers. The passenger steamers have been singularly free from disaster. The following is a summary: Total loss of life, 95; total monetary loss, \$2,000,000; drowned in wrecks, 61; accidental drownings, 12; accidental deaths, 11; suicides, 5; murders, 6; loss in collisions, 24; boats total losses, \$1,049,000; number total losses, 18; total losses in gales, \$605,000; damage by fire, \$106,000; damage other causes, \$200,000; total strandings, 83. Figures for the season of 198 up to and including October 5th were: Lives lost, 11; vessels total losses, 15; strandings, 133; fires, 10; total monetary losses, \$1,832,950. For about the same period in 1907, 100 lives were lost.

The Reid Wrecking Co. of Sarnia, who are lightering the big cargo out of the str. *George Stone*, which was wrecked on Grubb's Reef, Lake Erie, about a week ago, have succeeded in getting about 1000 tons of coal. The wrecker *Manistique* and the lighters *Kilterhouse* and *Hanscom* have been loaded and taken to Sarnia. The *Manistique* will return and take the rest of the cargo, the boiler and the engine out. The wreckers report that the hull is broken in two, but the after part is all standing yet.

On Saturday of last week Roy Sample, son of Robert Sample, had a close call from drowning. Two freighters were passing each other opposite the scow on which he is employed, when one took a sheer towards the scow. The captain of the tug *Pallister* saw the danger and hurried to their assistance. All the scowmen jumped aboard but Sample, who stood by to take a line which, when he was making it fast, broke and threw him into the water. He kept his nerve up and made for a gas buoy and one of the men from the tug rowed out to him. Roy suffered no ill effects from the dip.

The Harris Transportation Line's freight steamer *Helen* is almost completed and would have been doing business, but the boiler the line purchased would not stand inspection. Capt. Harris has a gang of machinists at work on his old boiler and it will be put in first-class shape.

November 5, 1909

**ANOTHER EXPLOSION.**-The splendid record of a season on the lower Detroit River without a serious explosion was broken Tuesday night by the premature discharge of dynamite under M. Sullivan's drillboat *Destroyer*. The accident happened about 6:30 o'clock, just after the night crew had taken charge of the boat. The *Destroyer* had that day been brought in and was working just below and west of Bois Blanc Island. The custom at this season of the year is to drill one hole and shoot it, for the reason that dynamite freezes in the water. When the shift of crews took place about six o'clock, the day gang had put down fourteen holes and charged them. The night crew claim they were not made acquainted with the state of affairs and drilled a hole and loaded it. The shock from the discharge of this hole set off the other fourteen charges. The rock at this point is from 10 to 15 feet deep and the charges are 17 sticks of eight-inch dynamite. This would be about 275 pounds in the fifteen holes. The holes are 5 feet apart each way. The charge was let off by John Bertrand, when with a thunderous roar the drill seemed to rise out of the water and for a few moments all was confusion, the cries of the wounded and frightened men mingling with the hiss of escaping steam and jar of falling pipes. When the frightened crew regained their presence of mind, it was found that Charles Bordineau, deckhand; Henry Brush, runner; and Henry Deneau were most in need of medical attention. The former's left arm was limp and broken; Brush had been thrown up in the air and into the coal bunker, where he lay insensible, receiving a sprained ankle and cut on the head. Henry Deneau had a scalp wound, a gash above the knee and a sprained wrist. John Bertrand and Eli Mero also received a severe shaking up. A hurry-up call brought the tug *Pauline Heckler*, which brought the injured

men to Amherstburg and they were taken to their homes, where physicians attended them. The crew was composed as follows: Albert E. Meloche, foreman, John Bertrand, Gus Deneau, Henry Brush, Henry Deneau, John Bellcours, Norman Renaud, Charles Bordineau, Eli Mero, Sam Vigneux and Clarence Micks.

Gilbert Morencie, the day foreman, was one of the crew badly injured in the explosion on the *Destroyer* last year. John Bellcours was also a member and came through both explosions with little injuries except a shaking up. Several others in last year's accident are not fully recovered.

The cause of the accident is plainly owing to the shifting of the crews without conveying instructions from one crew to the other. Strange to say, the *Destroyer* received little damage.

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November 5, 1909

The tug *Runnels* ran hard aground near the dry works on Thursday and nearly rolled over. She was pulled off by a tug from this port same day.

The crews of the drillboats working back of Bois Blanc get big catches of whitefish daily. The fish are stunned by the heavy blasts and come up to the top of the water.

The Great Lakes D. & D. Co.'s five-frame drillboat *No. 4* was pulled in Friday, as the contract of the Buffalo Dredging Co., who had it leased, ran out. They turned it over to its owners, who will lay her up till spring after she is stripped for winter quarters.

Cased in life-belts and heavy with jewelry and money, the body of Paul Howell, captain of the wrecked steamer *George Stone* of Cleveland, was washed ashore two miles west of Fairport, Ohio, on Sunday. The body had travelled near one hundred miles among the lake currents. A search at a local undertaker's rooms disclosed two gold watches, over \$300 in money and a number of papers and telegrams by which the final identification was established. The steamer *Geo. Stone*, owned by M.A. Bradley of Cleveland, struck Point Pelee in upper Lake Erie the night of October 12th and broke up the following day. Capt. Howell with five others were drowned while seeking to get ashore in a ship's boat wrecked at Point Pelee.

Supt. William Logan of the Buffalo Dredging Co. was in town from Friday till Sunday attending the affairs of the company at this port. Mrs. Logan accompanied him on the trip.

The Reid Wrecking Co.'s steamer *Manistique* called here Sunday on her way to Sarnia with the third cargo of soft coal out of the str. *Stone*, sunk at Grubb's Reef. This makes about 2000 tons that have been removed from the wreck.

A big wooden derrick scow belonging to the Great Lakes D. & D. Co. arrived here on Sunday and on Monday put an Amherstburg diver and crew aboard and left for Ballard's Reed on the Livingstone Channel to clean up the rock. Drillboat *No. 4* of the same fleet was also pulled out again with a full crew to do some re-drilling.

Capt. John McQueen of Amherstburg was paid \$4500 by the Steel Trust for the loss of his boat, the *City of Mt. Clemens*, sunk by a Steel Trust boat last season. In addition he has the privilege of recovering the engine and boiler.

The tug *Trotter* arrived here Saturday morning from Port Stanley, having the dredge *Ontario* in tow. She assisted the *St. Paul* over the Lime-Kiln Crossing with the dredge and scows which were on their way to Wallaceburg, where she will be employed the balance of the season. They experienced some very rough weather on their passage between Port Stanley and Rondeau harbor and it looked as if the old dredge would go to the bottom before the harbor was reached.

It was on November 3rd, 1809, that the first steamboat ever seen in Canada began her first trip from Montreal to Quebec. She was built in Montreal by John Molson, the founder of the Molson's Bank, and was named the "*Accommodation*." It took her three days to make the journey, her speed being five miles an hour, and her movements being restricted to the daytime. The general public was so doubtful of the safety of the new vessel that on her initial voyage she had but ten passengers. The scepticism, however, soon disappeared and the list of steamers grew to respectable proportions. On Wednesday a hundred years have passed since the *Accommodation* set out on her maiden trip. It is a tremendous jump from this little boat to the leviathans of the Allan or the C.P.R. lines.

The big anchor lost from the str. *City of Cleveland* about a month ago has not been found, although the channel has been dragged. The anchor was worth several hundred dollars.

The Buffalo Dredging Co.'s big dredge *No. 7* left Buffalo and is on her way to this port and will work on the new channel. She is one of the strongest diggers on the Great Lakes.

Men are so scarce along the docks that on Sunday after the coal company offered 30 cents an hour no men could be found, so the crew of the *Faustin* were put to work and earned a good piece of pin money.

The tug *Leroy Brooks* left for the Flats on Saturday with a full wrecking crew and will raise the boiler and engine of the str. *Mt. Clemens* and will bring them to this port as soon as possible.

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November 12, 1909

The passenger steamer *Arrow*, which went aground off the Marblehead Light Monday morning, was released by the steamer *Frank E. Kirby* of Detroit at 3 o'clock on the afternoon. The *Arrow* was not damaged and proceeded to Sandusky under her own steam. There were 35 passengers on board when she struck and eight of them went ashore to Marblehead with the life-saving station crew. The rest preferred to remain aboard.

Earl McQueen arrived from Sandusky on Friday with the tug *Lotus*. He was held up at Pelee Island with bad weather for ten days.

It is expected that the Government fish hatchery at Sandwich will be filled from the Detroit River this year. Fishing has commenced at Bois Blanc Island.

The str. *Maud* discharged a cargo of 5000 bushels of wheat last week for Colin Wigle & Sons. The str. *Alfred Clarke* also brought them a quantity of Pelee Island wheat last week.

E. Woods & Son have just turned out a large steel dipper handle for M. Sullivan's big dredge. In all it weighs 22 tons and was made out of raw material. It is 45 feet 6 inches long and 22 inches square and will cost in the neighborhood of \$3500 or \$4000. It is a huge piece of work for this firm to turn out. They have had a big gang of men on it, rushing it through.

*Essex Free Press*.- "On Sunday last a blast was let off at Amherstburg that caused the dishes in the Essex houses to rattle. If the effect was so heavy in Essex it must be something 'fit to scare' in the 'Burg. Why such heavy blasts are allowed seems strange, unless it is to 'show' the band wagon crowd that comes down to the cut from Detroit and a big blast is given as entertainment. These heavy blasts cause damage in that town, it is claimed. Then why should the contractor not be held responsible, as in the case of the M.C.R.R.? There can be no difference - only this - the M.C.R. was purely an accident, while the Amherstburg blasts are undertaken at contractor's own risk." Something wrong here. The drills do not work on Sundays, as far as we can ascertain. The only charge shot off on Sunday was one to kill fish, and the Ontario Fishery Overseers will look after that if they ever wake up to their duties. A little thing like a dynamite explosion does not affect anyone here. We have got hardened to the sudden jolts. Crossley and Hunter may have had something to do with the trouble in Essex.

Joseph Renaud, blacksmith on the drillboat *Hurricane*, was struck by a sledge hammer while repairing a drill bar one day last week and was laid up for a few days. Bert Flint was also among the river men who were laid up this week from injuries.

Capt. Dodds was in town Wednesday and concluded his inspection of the boilers of Canadian tugs at this port.

M. Sullivan's drillboat *Destroyer*, which was in the lower shipyard for repairs to her steam pipes and frames on Wednesday and Thursday of last week, was pulled out on Friday in first-class condition.

The Buffalo Dredging Co.'s tug *Wm. H. Kitch*, with a flat scow in tow, arrived here Monday night from Buffalo to look after the company's drillboats and dynamite. Capt. Wilkinson is in charge of her and the *Major Kingman* has gone into ordinary.

Capt. McQueen arrived here Saturday last with the boiler out of the wrecked steamer *Mt. Clemens*. The captain made a record job of it. He will replace the boiler and engine of the tug *Brooks* with those out of the *Lurline*, which has been on the mill dock for two years. This will give him a powerful tug for river

work. The size of the engine is 12¼ x 22 x 16 with about 180 pounds of steam. He will make a Canadian bottom of the *Brooks*.

The Reid Wrecking Co. of Port Huron has undertaken the raising of the sunken steamer *George Stone*, which foundered on Grubb's Reef, Point Pelee, in Lake Erie October 12th. Capt. Reid predicts that a successful job can be made of it and states that a few days only will be consumed if favorable weather prevails. The wrecker *Manistique* has been at work on the *Stone* for some time and has recovered almost 2000 tons of her cargo of coal. This has all been taken to the Reid docks at Sarnia.

Bert Flint of the drillboat *Exploder* had a narrow escape from having his eyes put out. He was passing a pulley on the drillboat when it broke and a piece struck him squarely over the eyes, cutting a gash under the right eye, which required several stitches. Both eyes were blackened and the left one was badly bruised and cut.

To prevent accidents which may be due to intoxicated employees, the U.S. Government Engineer at this port has caused notices to be posted on all the dredging plants on the lower Detroit River, as follows:- "Notice is hereby given that all workmen who use intoxicating liquors to excess are regarded by the United States as objectionable employees and that their immediate discharge will be required of the contractors. At present, in the enforcement of this regulation, particular attention will be paid to those workmen aboard the drillboats and at the powder plant."

The steamer *Helen* picked up the White Star Line's buoys from the main channel to Sugar Island this week.

**A CUSTOMS SCARE.**-The daily papers have been publishing the following: "Returning from a free trip to Sandusky on the new steamer *Alfred Clarke*, 150 women, residents of Leamington, Kingsville and Pelee Island, were thrown into consternation in the middle of Lake Erie by the appearance of a Canadian Customs official. The trip was arranged to introduce the *Alfred Clarke*, which is to ply between Pelee Island and the mainland. The announcement did not please Leamington and Kingsville merchants, who have been complaining for some time that residents of the South Essex towns are allowed to make their purchases across the lake without paying duty. Someone sent the Windsor Customs officers a tip, with the result that Peter A. McEwan and a woman officer also took in the trip. McEwan remained in mufti<sup>53</sup> until the boat was in the middle of the lake on the return trip. Then, donning his cap and badge, he made the women a neat little speech, assuring them that it would be useless to attempt concealment, as there was a woman searcher on board. A chorus of smothered gasps greeted his remarks and then there was a rush to the cabin, where the women began to divest themselves of dutiable goods. Cut glass, fancy leather goods, cotton and household novelties were in the collection on which the Customs officer collected duty. One woman had three pairs of shoes and a suit of clothes stowed away. The duty collected on the assortment amounted to about \$100."

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November 19, 1909

The steamer *William Edwards*, bound down with ore, went on the Colchester Reef Saturday morning. The tugs *Marion Trotter* and *Harding* worked on her for twenty-four hours and she was released after a portion of her cargo had been lightered into the *Rescue*. There was quite a commotion when word of the wreck came to this port. Four tugs - *Trotter*, *Aldrich*, *Harding* and *Home Rule* kicked up a beautiful race for the scene, but the *Trotter* lost them all, arriving at Colchester nearly an hour before the next best contestant. The others also ran.

The big steel tug *James Reid* was driven into port here on Sunday from the wreck of the *Stone* by the heavy sea.

The big Wolvin steamer *James H. Hoyt* is stranded on rocky bottom about a mile west of Outer Island, Lake Superior, and is said to be in bad shape; in fact, Capt. Ainsworth, her master, says she will be a total

⁵³ civilian dress

loss. The crew was taken off Monday night. They suffered terribly. A gale blew from the northeast accompanied by blinding snow and waves dashed over the vessel, sometimes six feet above the decks.

The steamer *Charles Weston* of the Mills fleet was sunk at 3 o'clock Saturday morning at Big Point in Whitefish Bay, three miles above Sault Ste. Marie. The *Weston* was rammed by the steamer *Ward Ames*. The *Weston* was lying at anchor awaiting her turn to lock down. The *Ames* struck the *Weston* on the port side. Capt. Fleck of the *Weston* beached his boat on the Canadian side of the bay. The accident was no doubt due to the congested condition of the upper river, where a fleet of over 50 boats lie at anchor awaiting their turn to lock through. The *Ames* was apparently not seriously injured by the collision and continued on her course for Duluth. The Great Lakes Wrecking & Towing Co. are at work raising her.

This is undoubtedly a record year on the Welland Canal, so far as the carrying of grain is concerned. It is believed that already more grain has been carried through so far this year than was carried all last year. So far about 2500 vessels have been locked through the Welland Canal this year and a good bulk of those going down carried wheat and other grain. Up to last year the biggest cargo of wheat or grain of any kind that has gone through the canal was 78,000 bushels. This year big grain carriers have been drawing 83,000 bushels through, which is believed to be about the limit of the canal's capacity. The Welland Canal usually closes about December 15th, but it may be kept open longer this year to permit as much wheat being sent down as possible before the route is frozen up.

Insurance on vessels will expire at midnight December 5th.

The steamer *Lakeside* had such a successful season on the Cleveland-Port Stanley route that they will purchase her. They will also build a boat for a night run on the route. Londoners are interested.

The steamer *City of Rome* burned to the water's edge Wednesday morning at Lime Island Rock, St. Mary's River, 20 miles below the Soo. All the crew escaped, but lost all their effects. The *Rome* is owned by J.W. Norcross, Toronto.

Four boats were lost in Tuesday's storm on the lakes, but only one life was lost. The steel steamer *Ottawa*, 256 feet long and 43 feet beam, built in 1900, owned by the Canada-Atlantic Transportation Co. of Montreal, foundered at 10 o'clock Monday morning in a heavy sea twenty miles north of Passage Island, near Isle Royale, Lake Superior, while bound down with wheat from Port Arthur for Lowertown, Ont., Capt. Alex. Birnie of Lowertown being in command. Shifting of cargo was the cause of the boat's going down. This could not be remedied, as it would be necessary to take off the hatches to do so, which would mean the swamping of the steamer in the 50-foot seas. The steamer turned turtle and went down. Captain and crew, after terrible hardships, arrived in an open yawl at Copper Harbor, on the extreme end of Keweenaw Point, at 2 o'clock Tuesday morning, having spent sixteen hours in battling for their lives with mountainous waves in the open lake. There were seventeen in the crew, everyone being saved. The captain and two of the crew are in bad shape. Physicians were taken to Mandan by a special train from Phoenix and from there drove to Copper Harbor in a cutter to care for the injured men. Others went from Calumet in automobiles, but were held up in heavy drifts in Keweenaw County. The keeper of the Gull Island Light cared for them. The *Ottawa* is insured for \$130,000. The steamer *James H. Hoyt*, which is ashore at Outer Island, has been abandoned to the underwriters as a constructive total loss. Insured for \$230,000. The steamer *Louis Pahlow* sunk in Sturgeon Bay, Wis. Stephen Deuser of Sturgeon Bay refused to leave the boat and died lashed to a spar. The rest of the crew, consisting of 12 men, were saved. Steam barge *Francis Hinton*, ashore, broke in two, total loss. Crew of 11 men escaped in yawl. Tow barge *Commerce* turned turtle at Sheboygan, Wis. Captain O'Brien, wife and crew of three were rescued by tug.

Capt. George Honor has been appointed master of the U.S.T. Co.'s⁵⁴ steamship *B. Lyman Smith*.

The tug *Jean* of the Menzies fleet has been put in winter quarters.

Alvin Coger has taken up his duties on the tug *Aldrich* after a few weeks' illness.
The old Hackett tug office on the dock north of Falls Bros.' coal office has been torn down and hauled

⁵⁴ U.S. Transportation Co. (Cleveland, Ohio)

away.

The heavy wind on Tuesday drove all the small steamers into port, the dredges and drills in the lake were unable to work and the steamer *Harper*, which was unloading coal, was put hard aground and listed badly, but released herself when the water rose.

The boiler of the wrecked steamer *City of Mt. Clemens* has been placed on the dock at the lower slip and the tugs *Brooks* and *Lotus* have been laid up.

Capt. Jas. Jarmin arrived home from his season's work on Georgian Bay. He was accompanied home by Mrs. and Miss Jarmin and Mrs. J.I. Cousins. Capt. Jarmin intends erecting a handsome new residence on his property down the bank, adjoining the town, and settle down and enjoy the fruits of his labors.⁵⁵

Someone stripped the brass off the engine of the *Lurline*, which has been lying in Wigle's slip. This is not the first case of this kind and a little detective work is being done.

The wrecker *Manistique* took a full cargo off the str. *Stone*, wrecked on Grubb's Reef on Monday, while the lighter *Kilterhouse* [*Kelderhouse*] stripped her of everything moveable and left for Sarnia Tuesday.

The drillboat *Dynamiter* was pulled in on Wednesday morning for a new anchor. The dredge *Hercules* is at work again after having her eight-inch slipper shaft replaced by a new one.

Jack Middleditch had the tip of the third finger on his right hand nipped off while working on drillboat *No. 5* of the Buffalo Dredging Co.'s fleet Monday and will be unable to work for a week or two.

The big steel wrecking tug *James Reid* of the Reid Wrecking Co. stopped at this port on her way from the wreck of the str. *Thomas Maytham* on Long Point to Sarnia. She is one of the biggest tugs in these parts.

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November 26, 1909

The Great Lakes Dredge & Dock Co.'s scow *No. 7* broke a spud last week and a new one is being made for her.

The Dunbar & Sullivan Dredging Co.'s dredge *Brian Boru* was in at Gordon for a few days last week with a broken dipper handle and a new one had to be made for her.

The following drillmen left on Saturday for Alpena, where they will be employed all winter on Great Lakes drill *No. 9*: James Hancock, L. Brown, J. Brown, G. Bertrand, R. Hancock, R. Richard, M. Maguire, J. Rourke, J. Zimmerman and R. Uterke.

The barge *Montana*, libelled by the Trotter Wrecking Co., will be sold at United States Marshall's sale at St. Clair December 1st at noon. The claim against the barge is for \$1000.

The Poe Lock on the American Soo Canal, damaged two weeks ago, is again in commission and the congestion of boats above the American and Canadian canals has been relieved. At least 300 boats were delayed by reason of the break in the canal and the loss to shipping will amount to thousands. The accident proved more serious to shipping interests than the Canadian canal disaster.

Word was received from Ashland, Wis., stating that the steamer *Dunham*, with Capt. Pratt of Walkerville in command, had arrived there in safety without the loss of a man. Considerable worry has been caused Capt. Pratt's relatives, as it was reported that the vessel had been beached and the crew were in imminent danger.

Fred. Lempke, deckhand on the str. *Neepawah*, died in his bunk while the vessel was in Lake Erie. The boat stopped at Windsor and the body was removed and buried in Windsor Grove Cemetery on Friday. Coroner Labelle gave chronic alcoholism as the cause of death. Lempke has no relatives in America.

Capt. C.H. Nicholson, who has been at the head of the Northern Navigation Company's fleet for a number of years has been appointed manager of the Grand Trunk Pacific fleet and will leave soon to commence his duties for the railroad company. It is not known yet where he will make his headquarters.

The Reid Wrecking Co. of Port Huron received the contract for releasing the steamer *James H. Hoyt*,

<sup>55</sup> Capt. Jarmin built his house in 1911; it is now 483 Dalhousie Street.

ashore at Outer Island. The bids were not given out, but it is understood that Reid agreed to deliver the wrecked boat at the nearest port of repair for about \$15,000 on the "no cure, no pay" basis. Reid's wrecking outfit left from the Soo to the stranded boat at once. The steamer *Bransford* of the Hawgood fleet is still fast on a reef at Isle Royale. Capt. A.C. Winvig and crew of 32 men are aboard, but are in no immediate danger, a tug and a barge standing by. The wrecker *Favorite* has been ordered to the *Bransford*. The wrecker *Manistique* is working on the package freighter *Alex. McVittie*, ashore in Straits of Mackinac. The underwriters have abandoned the steamer *Falcon*, stranded on South Fox Island. She was insured for \$18,000 and it would cost more to get the boat and repair her than she would be worth.

Breymann Bros.' dredge *No. 2* and tug *John B. Breymann* and supply boat have gone to Toledo to lay up for the winter.

The wheel of the tug *Aldrich* dropped off Wednesday. This is the third time Capt. Hackett has lost a wheel in four months.

The big steamers *Frank C. Ball* and *Hoover and Mason* of the Tomlinson fleet were in head-on collision in Lake St. Clair near the Grosse Pointe Lightship at midnight Tuesday. Both vessels are considerably damaged and both are leaking. Steering gear went wrong.

Capt. John McQueen is having his steamer *Leroy Brooks*, which he purchased from Sandusky parties, hauled out in the dredge slip and will remove the present engine and boiler and put in the big boiler he lately recovered from the wreck of the *Mt. Clemens* and the engine out of the *Lurline*, which will make him a powerful and fast tugboat. He will make her a Canadian bottom and the American engine and boiler out of her will be sold to a small barge.

James Clark, chef of Starke's dredge *No. 9*, made a reputation for himself Wednesday which will not soon be forgotten, by putting up one of the swellest banquets ever served on the lower Detroit River. It was a combination of Thanksgiving and compliment to Inspector Colton, who was married that evening. Twenty-eight partook of the feast, which included turkey, chicken, goose and duck. Oysters in huge icecakes graced each end of the table, which was profusely decorated with lovely flowers, and everything went lovely as a marriage bell.

C.H. Starke D. & D. Co.'s dredge *No. 7* and tug *Knapp* stopped here last Sunday on their way from Toledo to River Rouge to lay up.

The Gilchrist steamer *Watson* ran aground at Bar Point on Sunday and the tugs *Aldrich* and *Harding* got a pull before she was released.

Capt. Thomas Hanley of the Sullivan drill fleet spent Saturday and Sunday with his family in Detroit. The Great Lakes D. & D. Co.'s tug *Dreadnaught*, which has been laid up in the company's slip all summer, has been fitted out and will look after the two derrick scows on Ballard's Reef.

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December 3, 1909

A DEEPER WELLAND CANAL.-The most important announcement affecting the material development of Canada since Sir Wilfrid Laurier's declaration of the Government's intention to build the National Transcontinental Railway was made at Ottawa last week by the Premier. He assured a deputation that he personally quite believed in the feasibility of a through waterway from Fort William to the Rockies and was prepared to do everything possible to bring the grain exports of the Canadian and American Northwest to the ocean by way of the Great Lakes. The first step in the direction of improvement would be the deepening of the Welland Canal from its present depth of fourteen feet to twenty-two or twenty-four feet, and as soon as the Minister of Finance could report that the country could afford the \$20,000,000 required for the work, the Government would promptly carry it out. Every lake port on Lake Ontario is vitally interested in this announcement and must begin to plan for the steamer drawing 24 feet. Toronto's present harbor accommodation will be entirely insufficient for deep-draught lake freighters and new docks must be planned in the near future. According to Sir Wilfrid Laurier, there is no need to convince the Administration; it is merely a question of money, and whenever the Minister of Finance is in a position to

report that the sum of twenty million dollars is available, action will promptly be taken. Meanwhile it will be a wise precaution to have the route selected, the surveys made, the plans prepared and all other preliminary steps taken for the letting of the contracts. Captain Richardson of Kingston and A.E. Kemp of Toronto maintained that with a properly reconstructed Welland Canal, the cost of carrying grain from the head of Lake Superior to Montreal might be cut down from six to three cents a bushel. The correctness of this contention was not questioned and it may be taken as trustworthy, the implication being that vessels at least six hundred feet long and drawing at least twenty-one feet of water must be able to sail from Lake Erie to Lake Ontario.

The ferry str. *Garland* brought down a load of lumber, sawdust and other supplies. Walter Campbell and Capt. Nicholson came down on an inspection trip.

In a race between the new palatial steamer *Hamonic* of the Northern Navigation Co.'s line and the C.P.R. liner *Keewatin* between Owen Sound and the Soo, the latter easily defeated her new rival. James Naul of this town is chef on the *Hamonic*.

Jean Corbett has taken a berth on the tug *Gillen* and James Stewart has taken his place on the *Pallister*.

The Buffalo Dredging Co. brought dredge No. 7 here this week to work on their contract. It is in charge of the tug *Williams*, Capt. Murray Mains.

December 10, 1909

MORE MARINE DISASTERS.-A wireless message flashed from the steamer *H.P. Bope* out in Lake Erie about 8:30 Wednesday night reported a ship aground and afire about two miles outside the Southeast Shoal Lightship, Lake Erie. It turned out to be the Anchor Line str. *Clarion*, which passed Amherstburg Wednesday after dinner, downbound for Buffalo. News is very meagre and hard to get, but a message to the *Echo* from Cleveland states that the str. *Hanna*, which passed down about an hour after the *Clarion*, picked up six of the *Clarion*'s crew in a small boat in Lake Erie and took them to Cleveland. They say that the other thirteen men who comprised the crew are adrift somewhere in Lake Erie in the other small boats. The mate and one of the crew were killed. Messages have been sent far and near in an effort to locate the thirteen men who are buffeted about somewhere on the lake, but the storm was so fierce and the cold so intense that those best acquainted with the circumstances fear the worst.

The big new steel steamer *W.C. Richardson* of Cleveland foundered and sunk in the heavy sea in Lake Erie outside of Buffalo harbor yesterday (Thursday) morning. The life-saving crew took off five men, but seven of the crew went down with the vessel.

Mike Staruch was the victim of a fatal accident on Pere Marquette *Bessemer* while crossing Lake Erie to Port Stanley. He was shovelling coal when he was suddenly seized with a fainting spell and, falling backward, struck his head against a sharp iron projection in the rear of the boat, fracturing his skull.

Martin Maloney of the Buffalo Dredging Co.'s drillboat No. 5 left on Saturday for his home in Buffalo, having had to give up before the close of navigation on account of a threatened attack of typhoid fever.

The acetylene gas buoy maintained by the Canadian Government during the season at Grubb's Reef, Lake Erie, has been removed and replaced by a spar buoy carrying two white lights. The spar will remain until the close of navigation.

While Captain Lenard was uptown in Marine City Monday evening, fire broke out in the barge *Badger State*, while she was lying abreast of the barge *William Brake* at the sugar factory dock. She was cast adrift and drifted across St. Clair River and went ashore below Fawn Island. The boat was burned to the water's edge and is a total loss.

The big wrecking tug *Ottawa*, owned by the Reid Wrecking Co. of Sarnia, was burned to the water's edge just off Redcliff in Lake Superior early Monday evening of last week after a desperate fight of two hours by her crew of ten men. The cause of the fire is unknown, but it is attributed to spontaneous combustion. The *Ottawa* had just finished releasing the steamer *Hoyt* from a reef in the vicinity of Outer Island, where she has been aground for two weeks. Capt. Reid places his loss as \$50,000 and there is

\$35,000 insurance. Three complete diving outfits were lost and much valuable machinery went to the bottom with the hull. The crew lost most of their personal belongings. The Reid Wrecking Co. will receive \$15,000 for the work of raising the *Hoyt*, which had been abandoned to the underwriters. The *Hoyt* was insured for \$230,000.

At 12 o'clock Sunday night navigation on the Great Lakes for the year 1909 was officially closed, marine insurance having run out. With the end of the season comes the reckoning. Twenty-five vessels with a total tonnage of 30,146 and valued at \$1,144,000 have been wrecked the past season, and of those who operated these boats, 62 have perished. Chief among the causes of disaster has been fog. Twenty-four collisions are recorded and at least 50 per cent of these were caused by fog. The greatest loss of life on any one vessel occurred when the steamer *John B. Cowle* was rammed and sunk by the steamer *Isaac M. Scott* near Whitefish Point in Lake Superior on July 12th. Fourteen men were drowned. Other large losses of life were: str. *Adella Shores*, 13 drowned; steamer *Eber Ward*, 5 drowned; tug *Floss*, 7 drowned; barge *George Nestor*, 7 drowned; steamer *George Stone*, 6 drowned. Last season's record was: sixteen vessels lost, valued at \$631,000 with a total tonnage of 26,250; total loss of life, 33.

Walter Mero has returned from Toledo, having laid up Breymann's dredge No. 2. Starke's dredge No. 9 and tug *Milwaukee*, the Great Lakes D. & D. Co.'s dredge *Columbia* and tug *Gillen* were all laid up this week.

Alex. Barron, chef of the dredge *Ontario*, arrived home from Wallaceburg Saturday night for the winter, the dredge having laid up for the season.

The str. *W.B. Kerr* went on at Bar Point Tuesday night and was pulled off by the tug *Trotter*. John T. Smith of this town is mate on the *Kerr*.

The str. *John Harper* discharged a cargo of slack coal for the A.E.L.H. & P. Co.'s ⁵⁶ plant last week. The tug *Aldrich* brought in the gas buoy from Grubb's Reef Thursday. A spar buoy was put in its place. The tug *Dreadnaught* of the Great Lakes D. & D. Co. had a serious breakdown to her boiler last week and has been laid up in the slip. The tug *Welcome* was sent from Cleveland to take her place.

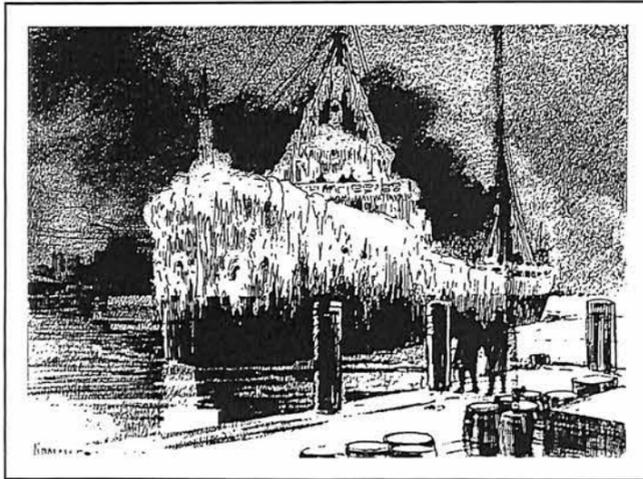
The engineers' department of the D. & C. steamer *Eastern States*, which includes some of our young fellows from here, is likely to have only about two weeks off before the season opens again in the spring. Extensive repairs are in progress.

An interesting race was pulled off Sunday between the tugs *Abner C. Harding* and the *Marion E. Trotter*, when the steamer *Ramey* broke her steering gear at Bar Point. The *Trotter* reached the wreck just one length behind the *Harding*. Those who witnessed it say it was a close heat.

Norman Pouget has returned from Bay City after laying up Breymann's dredge No. 3 and has taken a position with F.P. Scratch & Co. for the holiday rush.

Essex County, in common with the rest of the district reaching from the Pacific to the Atlantic Ocean, received a blow below the banana belt this week which makes one believe there's more in those Cook and Peary stories than mere words. Up to Sunday at 5 p.m., Florida had nothing on our climate. A sudden squall that evening heralded a drop in temperature that sent navigators to winter quarters and the rest of the mankind to the clothing houses and coal yards. The mercury went down so suddenly that it nearly broke the bottom out of the glass, and yesterday (Thursday) morning a temperature of three below zero was recorded locally. A snow flurry coated the ground and Christmas is in the air. The cold wave spelled suspended operations for nearly all the contractors on the lower Detroit River, and dredges and drills are pulling in to winter quarters, with the exception of the Dunbar & Sullivan Co., which will fight it out with winter as long as they can. Starke's, the Duluth Marine & Contracting Co. and Buffalo Dredging Co.'s fleets have already beat it to cover. This brand of weather is very acceptable to the U.S. engineers who have six weeks' work laid out to be done this winter. Marine men suffered harsh experiences in the storm. Wednesday the tug *Goulder* arrived here from Cleveland and *Milwaukee* from Detroit, both as ice-coated

⁵⁶ Amherstburg Electric Light, Heat and Power Co.



The Last Steamers Out.
Amherstburg Echo December 10, 1909

as returning from a search for the North Pole. The wrecking tugs *Marion E. Trotter* and *A.C. Harding*, at work on the barge *George E. Hartnell*, had a thrilling time, heavy seas washing over them and spray froze as they struck and it kept one man busy keeping the windows clear, while salt was used on deck but with little effect, as it washed off and the ice remained. The descent of cold weather has caused a very early lay-up. Last season work was continued all through December and into the second week of January.

Mrs. D.J. Girardin boarded the str. *Harvey Brown* on Sunday for Chicago. The *Brown* will tie up for the winter at Manitowac, Wis. Mrs. Girardin expects to be home for Christmas. A despatch Wednesday says: "Capt. Girardin of the

str. *Harvey Brown* is sick aboard his steamer at anchor at Mackinaw City. A doctor has been taken out to the vessel." Captain Girardin is one of the best known, most successful and most popular mariners on the chain of lakes. He has been following marine life for nearly fifty years and has been talking of quitting for some time, but the call of the waters every spring proved too strong for him. He is now in his 63rd year and was only fourteen when he shipped as wheelsman on the tug *Dart* with the late Capt. Alexander Wilcox. He was captain of the tugs *Kate Williams*, *John Martin* and *O. Wilcox* in the early days when aids to navigation on the rivers and lakes were but few. Over twenty years ago he took a berth with the North West Transportation Co., sailing respectively on the steamers *R.J. Hackett*, *Forest City*, *S.R. Kirby* and *Harvey H. Brown*. Capt. Girardin has always enjoyed excellent health and his many friends in this vicinity hope to welcome him home as usual before Christmas.

THE LAST STEAMERS OUT.-Coated deep in ice and floundering sullenly through the buffeting seas, the "last boats out" are struggling toward their winter berths.

"The last boats out" - the phrase carries with it a chill more penetrating than shrieking wind or howling blizzard. 'Tis the chill of dread - of fear that human life will pay for owner's avarice or shipper's greed.

Year after year, just as the season is closing, there is a repetition of the same tragic story, the world-old story of the grim fate of men who go down to the sea in ships. Season after season, the winter winds have sent scores to lay their bones in the caverns under the waters, and year after year a recruited army of fearless mariners go out with a smile to face the fatal fury of the hurricane.

Every few miles of the north shore of Lake Superior has its record of wrecks. Park Point remembers the stranding of the steamer *England*; the canal piers, Duluth, remember the *Mataafa*; a mile off the end of Fourteenth Avenue East lies the whaleback *Wilson*, sunk in collision seven years ago, most of the crew going down with her; the *Crescent City* was dashed upon the rocks near Lakewood; the *Lafayette* was driven ashore just below Two Harbours; the *Manila* about four miles further east; the *Madeira* at Split Rock; the *Monkshaven* 22 miles from Port Arthur; the *George Spencer* 60 miles east of Duluth; the *Elgin* at Grand Marais; the *Strathmore* at Michipicoten; the *Monarch* at Isle Royale; the *Hesper* at Beaver Bay; all within four years, and some of them in the great storm of November.⁵⁷

The tremendous growth of traffic on the Great Lakes would have been impossible were it not for the

⁵⁷Six of these vessels went down in the big storm of November 28-29, 1905: steamer *R.W. England*, steamer *Mataafa* (in which Amherstburg residents J. Henry Wright and Walter Bush lost their lives), steamer *Crescent City*, steamer *Lafayette* and barges *Manila* and *Madeira*. (See Vol. VI, pp. 62-64.)

brave men who trimmed the sails of the old stoker or held the wheel and throttle of the great modern steamers. The keels of the world's greatest merchant fleet hang above a graveyard of the dead, who lie fathoms deep from Duluth to Buffalo in sailors' graves.

UNIQUE TRIBUTE TO SAILORS ERECTED ON BOIS BLANC ISLAND.-A most noteworthy tribute to the sailors and marine interests of the Great Lakes has just been completed on Bois Blanc Island at the mouth of the Detroit River by employees of the Detroit, Belle Isle & Windsor Ferry Co.

It is a concrete monument measuring 18 by 24 feet at the base and weighing 125 tons. In height the monument is 14 feet, while an old-fashioned anchor rises 16 feet higher in the air, making the total height of the structure about 35 feet [*sic*]. It has been placed about 1000 feet up the river from the regular steamer landing and about 500 feet below the Amherstburg ferry dock on the island. All vessels passing Amherstburg will have a clear view of the monument.

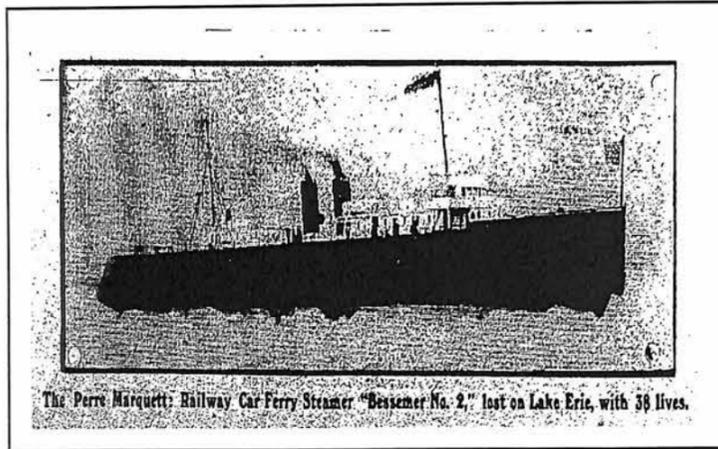
At the base there is a fender wale and guard iron reproduced in concrete; then a space upward of six feet, and then the main rail. Twelve inches above this is the monkey rail. On the river side of the monument is a hawse pipe, out of which a big chain leads to the large anchor surmounting the great concrete block. On each side of the hawse pipe and also on the end of the base are full-sized iron chocks molded into the concrete. On the shore side is a modern patent anchor, taken from the flagship *Columbia* of the D.B.I. & W. fleet. This typifies the present era in lake navigation. This anchor is drawn up into position as it would be on the bow of a steamer. An iron chock is placed on either side of the anchor.

The enormous anchor on top of the monument comes from the old four-master steam barge *City of Cleveland*, which in the '70s belonged to the Bradley fleet of Cleveland. The anchor is 10 feet from fluke to fluke and 16 feet in length of stock and also of shaft. It weighs about 3000 pounds. The barge was wrecked and the anchor afterwards came into possession of Capt. H.W. Baker, Detroit's noted wrecking master. It was obtained from Capt. Baker by President Walter E. Campbell of the Detroit, Belle Isle & Windsor Ferry Co., who is responsible for the construction of the striking tribute to the lake sailor and the inland marine.

The monument was designed in the offices of the company and built entirely by employees. Twenty-five tons of cement and 250 loads of sand and gravel were used in its construction.

December 17, 1909
MARINE DISASTERS.-The Results of Last Week's Storm.-BURNING OF *CLARION*.-The burning of the steamer *Clarion* in Lake Erie off the Southeast Shoal, mentioned in these columns last week, is one of the season's worst marine horrors. The six known survivors of the crew, taken off the burning boat by the steamer *Hanna*, were Chief Engineer Alfred E. Welch, Buffalo; Second Assistant Engineer John Gorman, Buffalo; Fireman Harry Murray, Milwaukee; Joseph Baker, Theodore Larson, Buffalo; Second Cook Michael Toomey, Buffalo. They related thrilling tales of the terrible suffering they endured after Capt. Bell put off in the lifeboat with the other twelve members of the crew. The mate was stunned and froze to death, and Oiler James McAuley of Kingsville was swept overboard along with the remaining lifeboat, when he was trying to launch it. Although the lake has been swept far and near by passing vessels and tugs, no trace of the missing men has been found. The heavy sea and intense cold made it impossible for them to live. Those in the missing lifeboat include Capt. Bell; Jerry Thompson, second mate; Melville Bradshaw; -- David, wheelsman; Thomas Olson, wheelsman; Harvey Larvis, steward; and Felix O'Hara, porter.

THE RICHARDSON WRECK.-Eleven survivors of the flax-laden freighter *W.C. Richardson*, which foundered just outside the Buffalo breakwater early Thursday morning, were taken into Buffalo Friday aboard the steamer *Paine*, which rescued the men and stood by the *Richardson* for 30 hours. The *Paine*, badly rammed in the stern and ice-covered, was towed into port by the tug *Cascade*. It is now believed that eight lives were lost. Five went down with the freighter and the other three are dead or adrift in the lake in a yawl. Three of the crew, Sidney Smith of Kingsville; Second Mate Edward Gransey and F.J. Cleary, left the *Richardson* in a yawl about seven miles from where she went on to Waverly Shoal and was battered



The Perre Marquette Railway Car Ferry Steamer "Bessemer No. 2," lost on Lake Erie, with 36 lives.

From Amherstburg Echo December 24, 1909.

lost in Wednesday's storm. She left Conneaut Tuesday forenoon at 10 o'clock with the wind freshening. She had her usual consignment of thirty cars and a crew of 38, including the captain and other officers. The only news heard of her from the hour she left was a rumor from Port Dover to the effect that she was lying in shelter behind Long Point. A tug sent out by the company Thursday morning returned with the report that hours of scouting behind the Point and for a long line of coast failed to discover a trace of her. Her sister ship, *No. 1*, which left Conneaut about the same time, arrived at Rondeau, Ont., early Thursday. On the arrival of *No. 1*, the company sent her east and a tug west in search of the missing ferry. A continuous search for 20 hours proved fruitless. The blotting out of the *Bessemer No. 2* is the greatest marine disaster of a quarter of a century or more. The cause of the disaster is ascribed in part to the manner in which she was loaded. A heavy weight of bridge iron, piled on top of the cars, may have shifted in the heavy seas, placing the craft out of control. The crew practically all came from Conneaut. Her owners hoped against hope until Sunday, when the last doubt concerning her fate was removed by the Ohio State fish tug *Commodore Perry*, which picked up the *Bessemer's* lifeboat No. 4, containing the dead and frozen bodies of H. Thomas, second cook, Port Stanley, Ont.; William Ray, Conneaut; J.W. Souars, waiter, Conneaut; J. Shenk, fireman, Conneaut; J. Hart, oiler, Conneaut; -- O'Hagan, Conneaut; Charles Allen, Conneaut. The men were dressed only in their working clothes, showing a hasty departure. The faces of some of them were bruised and cut, apparently due to the efforts to keep up circulation. A pile of clothes in one corner of the boat indicated that the tenth man, becoming crazed, had undressed and jumped into the lake. The *Marquette & Bessemer No. 2* was a powerful ferry, about 350 feet long overall and 54 feet beam. She was built at Cleveland in 1905 and was valued at \$350,000. The train of 30 coal cars was valued at \$40,000. The loss on hulls and cargoes in Lake Erie last week is beyond a million dollars.

THE SPADEMAN.—After a terrific battle with ice, the steamer *Huron City* arrived at Huron Friday night, bearing the crew of the barge *Charles Spademan* of Marine City, which went down in 30 feet of water about a half-mile southwest of the South Bass Island Light Friday night. The rescued crew numbers four, one of whom was a woman. They were: Capt. James Bond of Marine City; Mate Frank Robinson of Port Huron; Charles Richardson, a seaman, of Marine City; Miss Gertrude Struebling, stewardess, of Marine City.

TWO DREDGES SINK.—Dredge No. 8 of the Great Lakes Dredging Company, in charge of Chief Gregg and towed by the *Inez*, in charge of Capt. George Still, sprang a leak between Muton Island and Welcomes in Thunder Bay, filled and sank in two minutes, the following six men being drowned: John Fradenburg, whose home is in the United States; Peter McDonald, watchman, Port Arthur; J. Phalen, fireman, Port Arthur; John Wilson, cook, Sarnia; J. Cameron, deckhand, Port Arthur; and A. Smith, second cook.

Helpless in the teeth of the seventy-two-mile wind that swept over Buffalo on Tuesday afternoon,

to pieces. The known drowned are Mrs. John Brantford, second cook, of Lorain and Chief Engineer Samuel E. Mayberry of Cleveland. Capt. Enos J. Burke of Detroit and one of the mates received injuries and all of the survivors are in a weakened condition. Mrs. Brantford was wife of the steward, J.H. Brantford of Lorain, formerly of Amherstburg. Her maiden name was Bessie Lewis and while here she lived at David H. Smith's.

THE WORST DISASTER YET.—The big car ferry *Marquette & Bessemer No. 2* with her crew of 38 men, plying between Conneaut, O., and Rondeau Harbor, was

December 7th, seven men aboard the dredge *Pocanlico*, owned by the Empire Engineering Corporation, clung to the roof of a cabin and a masthead until they were rescued by life-savers or had plucked up sufficient courage to swim ashore. There were only two of those who let go their grip upon the sunken structure and struck out for land four hundred feet away. They landed safely after those on shore believed their hazardous attempt would be unsuccessful. Edgar, Hamlyn and Stalker of Welland were on the dredge.

OTHER MARINE MATTERS.—The barge *Hartnell*, aground at Bar Point, was released Friday morning by the tugs *Trotter*, *Harding* and *Hackett* and taken to the Ecorse shipyard for repairs.

The big steel steamer *J.G. Munro* went on the Southeast Shoal Thursday night and was released Friday night by the tugs *Hackett* and *Trotter*.

The *Seneca* lost her steering gear off Colchester Friday and called for a tug. The *Trotter* went to her and towed her up the river, when repairs were made.

The keepers of the lights at Bar Point and Point Pelee Middle Ground have been brought in and the lights discontinued for the year. The men from the Pelee Middle Ground lighthouse were taken by the tug *Alva B.* to Kingsville. The Bar Point lightship has been removed.

The ice of Thursday night carried away three of the can buoys at Ballard's Reef and only one has been found. One of the gas buoys at the Lime-Kiln Crossing was driven into Lake Erie and down near Colchester. It was sighted late Friday afternoon and its flashes caused the report that a ship was in distress near Colchester. Some of the buoys at Bar Point were also carried away.

THE TOLL OF THE LAKES.

Vessels.	Lost.	Saved.
<i>Bessemer No. 2</i>	32	0
steamer <i>Clarion</i>	15	6
str. <i>Richardson</i>	8	11
Great Lakes Co. dredge	6	9
	---	---
Total	61	26
Property Loss.		
	Hulls.	Cargoes.
<i>Clarion</i>	\$75,000	\$150,000
<i>Richardson</i>	200,000	350,000
<i>Bessemer No. 2</i>	350,000	40,000
	-----	-----
	625,000	540,000

One hundred and twenty-one lives have been lost on the Great Lakes during the 1909 season of navigation. This includes only lives lost in storms, fires and collisions, accidental deaths on board ship being omitted. These would bring up the lost to about 150.

December 17, 1909

The lights at Bar Point, Pelee Island, Bois Blanc and the Lime-Kiln are out for the season and the lightships have been taken to Detroit to winter.

The big steamer *James H. Hoyt*, which was almost a total loss in Lake Superior, has been raised by the Reid Wrecking Co. of Sarnia and taken into Duluth harbor for repairs.

The big car ferry *Ashtabula* is ashore at Port Burwell and in danger of going to pieces if the heavy seas continue. The tug *Schenck* started from Detroit for Port Burwell, but only got as far as Rondeau.

The Welland Canal closed for the season Wednesday night, the last boat going through being the *Glenollah*, with coal for Hamilton. It was thought advisable at first to keep the canal open longer, but stormy conditions on the lakes made it dangerous for grain boats to venture out.

The steamer *James H. Shrigley*, Capt. Parsons, bound from Alpena for Cleveland with a load of pulp wood, became caught in the ice cakes two miles below Colchester and was held fast. She was obliged to put back to Amherstburg where her nose was plated with steel. She cleared Saturday morning.

After about 500 tons of coal had been lightered on the *Manistique*, the steamer *William B. Kerr* was released from the bottom near the St. Clair Flats ship canal on Wednesday and then proceeded to Milwaukee. The tugs *Schenck*, *Diver* and *Winslow* worked on the *Kerr*.

The Reid Wrecking Company of Sarnia are busily engaged in rebuilding the tug *Detroit*. Since the burning of their tug *Ottawa* a few weeks ago, they have decided to fit out this tug in a first-class style to take the place of the one lost in their wrecking fleet. The tug will be re-named and will be known as the *City of Sarnia*.

The underwriters have given the contract to raise the steamer *Steinbrenner*, now on the bottom in Mud Lake, St. Mary's River, to the Reid Wrecking Co. of Sarnia on the "no cure, no pay" plan. The big tug *James Reid* will start work on the sunken steamer Saturday. Forward the decks are awash, while aft the *Steinbrenner* is covered by about five feet of water.

Underwriters have awarded the contract for raising the steamer *W.C. Richardson*, sunk near Buffalo and abandoned to the underwriters, to the Great Lakes Towing Company on the "no cure, no pay" plan. The company is to receive \$7500 for raising and delivering the steamer in Buffalo harbor. Bids also were made by Capt. Harris W. Baker of Detroit and Capt. James Reid of Port Huron. The big wrecker *Favorite* has gone from Port Huron to work on the *Richardson*.

The steamer *Wissahickon* is ashore at Outer Duck Island, Lake Huron, and is in bad shape. A tug has been sent to the stranded boat from the Soo. Duck Island is the worst place on Lake Huron and the steamer will be badly damaged if she is released at all. The shore in the vicinity where the steamer is aground is all rocks. The ice is quite heavy in Mud Lake and the tug will have trouble in reaching her. The steamer is in command of Capt. Hugh Miller and is owned by the Anchor Line of Buffalo.

Capt. A.C. Callam returned on Saturday from the lakes, having laid up the str. *Fitzgerald* at Port Huron.

On returning from escorting a tow of vessels to Lake Erie Wednesday, the tug *Francis B. Hackett* took lightkeeper John Manson and assistant Walter Manson off the Colchester Light and brought them to Amherstburg.

The little ferry *Papoose* having concluded her work here for the season, she was towed to Detroit by the ferry *Victoria* last week, the ice running too strong for her to buck up against.

Dunbar & Sullivan are still braving the elements with the dredges *Brian Boru* and *Tipperary Boy*, but all their drills are laid up. The two dredges are working on the section of the Livingstone Channel below the dam, which is comparatively free of ice. The powder factory has also been dismantled. The *Hercules* was taken to Detroit on Monday to be placed in winter quarters.

The tug *Blazier*, used as a supply tug at this port all summer in connection with Breymann Bros.' dredges, sprung a leak at her dock in Toledo at 1 o'clock Thursday morning of last week and sank in the Maumee River. Two local sailor boys, Russell Fox and Harry Bailey, nearly met a watery grave. They were sleeping in the after part of the tug and didn't awaken until the cold water came over their bunks. The boys made a hasty exit, wading through waist-deep water to rouse the engineer, and they were thoroughly chilled through before escaping to the dock. They were taken to the hotel, where they were put to bed and received treatment to ward off cold, and arrived home Sunday. The boys lost all their clothing in the wreck.

December 24, 1909

Capt. James Reid of the Reid Wrecking Company, Sarnia, who went to Port Burwell to superintend the salving of the stranded steamer *Ashtabula*, was seized with a paralytic stroke Thursday evening, December 16th, and while his condition is not imminently dangerous, it is feared that it means the retirement of the old captain from the business. The captain is 70 years of age and is the father of the Reid Wrecking Co., one of the largest salvage firms on the Great Lakes. For 32 years he has followed the business and is known from the St. Lawrence to Chicago. He has built up an enormous business and, while giving over much of

the detail work to his two sons, he has always taken an active interest in it in spite of his many years. When it became evident that the *Ashtabula* was hard aground, the Reid Wrecking Company were sent for and Capt. Reid went to Port Burwell himself to personally superintend the work.

The fishing tug *Penelope* of Cleveland burned Sunday afternoon, four miles off the Lorain shore. The crew of three escaped after a battle with ice floes in the bitter cold, which almost cost them their lives.

The wooden steamer *F.E. Meyer*, owned by Hartman of Tonawanda, dropped out of sight in Lake Erie Saturday night. She had a crew of 16 men and one woman, who were taken off by the str. *Mapleton* before she sank.

The tug *D.N. Runnels*, which has been in winter quarters behind the Bois Blanc ferry dock, listed to one side one day last week and sank. The tug *J.A. Pardo*, with a siphon, is trying to raise her. The tug *Home Rule* had to go to a Detroit dry-dock one day last week with a leaking hull.

About 500 more vessels went through the Welland Canal this year than last, and about twice as many as two years ago. The number locked through during the season, which closed Wednesday, was 2412. Last year 1928 boats locked up and down, while in 1907 the number was only 1303. A majority of the boats carried grain, as usual.

The tug *Harding*, which arrived at this port on Sunday from Cleveland, was completely covered with ice and several times the tug was stopped to thaw out the pilothouse windows with steam hose so the captain could see out. Although the tug came [along] the south shore, she had a hard battle with the waves; the spray which was constantly going over her froze the moment it touched anything, while tons of ice was on deck.

Dunbar & Sullivan dredging fleet, including the dredges *Brian Boru*, *Tipperary Boy* and tug *Shaun Rhue*, *Paddy Myles*, *Shaughraun* and floating machine shop *Sam Lee*, were the last diggers to leave the Livingstone Channel this fall; as they were being pulled to Detroit Saturday to lay up, [they] got stuck fast in the ice at the head of Fighting Island and the ferries *Promise* and *Pleasure* worked two days before the ice-bound fleet reached Detroit. The ice was very heavy at this point and windrowed ten feet deep near the fleet.

Not including the wrecked steamers *W.C. Richardson*, *Henry Steinbrenner*, *Wissahickon*, *Ashtabula* and the *F.E. Meyer*, which went down Saturday night in Lake Erie, some of which may be added to the list, 30 vessels passed out of existence on the lakes during the past season. The boats were valued at \$600,000 and the total may reach \$2,000,000. The vessels that were total losses had a carrying capacity of 47,700 tons a trip and, figuring on 20 trips for each ship, they could move about 954,000 tons of freight in a season. In 1905, 48 vessels, valued at \$2,341,000, with a capacity of 2,000,000 tons, were lost.

Thirty-two bedraggled, unkempt and unshaven sailors, the crew of the Anchor liner *Wissahickon*, thrown upon the rocky promontory of Outer Duck Island in Lake Huron, 52 miles below Detour, by a fierce December gale one week ago Sunday, jostled boisterously down the gangplank of the sturdy little lake tug *General* when she docked at Sault Ste. Marie Sunday morning. The crew were taken off by a fisherman's gasoline launch. Captain Miller says the *Wissahickon* went on in a blinding snowstorm. It is not thought she is in danger. The steel tug *James Reid* of Sarnia has gone to release her. The boat was bound from Buffalo to Duluth with a miscellaneous cargo of freight. It is said that with her cargo the boat is valued at \$400,000.

The tugs *Marion E. Trotter* and *Aldrich* are being laid up this week after a very prosperous season. The little steamer *Helen* and the steamer *Faustin* are also put in winter quarters. The tug *Martha H.* has been pulled up on dry land, while the yacht fleet has been stowed away for the season.

The crew of the big passenger steamer *Hamonic* of the Northern Navigation Co.'s fleet have arrived home for the winter. They include James Nall, head chef, Philip Alexander, Homer Brantford and Ralph Kirtley. They had a splendid season, but are now busy making explanations as to the great race with the C.P.R. steamer *Keewatin*.

Among the chief cooks and stewards that have arrived home for the winter are Robert Kirk of the str. *Superior City*; Thos. Jones and Neil Wilson of the str. *Penobscot*; Norman Wilson of the str. *Wm. M. Mills*;

John Foster of the *City of Paris*; Simon Wilson; [and] Forest Holden. Clarence Smith and son Mortimore of the str. *Castalia* have arrived home for the winter after laying up their boat in Cleveland. Melvin Hunt and Gordon Hunt, watchmen on the steamer *Penobscot*, have arrived home. Mates Cornwall and McCarthy will also be home in a few days, after a stormy season.

Frozen solid in a cake of ice, with arms and legs extended as though endeavoring to swim, the body of Sidney Smith, one of the victims of the wrecked steamer *W.C. Richardson*, was found in the top of the breakwall at the Buffalo harbor entrance on Friday. Although identification was almost impossible owing to the condition of the body, Smith's father was sure it was his son and ordered the body shipped to the family home in Kingsville, O. Smith was only 19 years of age and this was to have been his last trip on the lakes. He was quite well-known among marine men in Amherstburg, having fitted out a boat here last spring.

The Dunbar & Sullivan fleet met with a good deal of opposition trying to make its way to Detroit Saturday. The fleet, consisting of the dredges *Tipperary Boy*, *Brian Boru* and scows, the clamshell derrick, the tugs *Shaughraun*, *Shaun Rhue*, *Paddy Miles* and *Spalpeen*, left here about 11 o'clock, when the ice was running pretty freely. Abreast of Fighting Island they encountered a windrow and in spite of the tugs' best endeavors ceased to make headway. They remained there until Sunday afternoon, when after one of the D.B.I. & W. Ferry Co.'s steamers had broken a way for them they proceeded to Detroit.

The tugs *Francis B. Hackett* and *A.C. Harding* returned to this port Wednesday afternoon, after spending Monday and Tuesday cutting a way through the ice to the Southeast Shoal for the Canadian steamers *Stadacona* and *Donnacona*. The *Harding* left yesterday (Thursday) morning for Port Huron, where she will be employed all winter keeping the ice broken for the Pere Marquette car ferries.

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December 24, 1909

**DEATH OF CAPT. D.J. GIRARDIN.**-The serious condition of Capt. David J. Girardin, announced in these columns last week, resulted fatally, to the great grief of his immediate family and a host of friends not alone in Amherstburg, where his whole life was spent, but also up and down the chain of lakes, where he was known in nearly every port. Two weeks ago Sunday, Mrs. Girardin joined the str. *H.H. Brown*, when passing Amherstburg, to accompany the captain up on his last trip. He had not been feeling well and grew rapidly worse. At Port Huron he collapsed, but, rallying, the boat ran to Mackinaw, where a physician was called and administered medicines. The captain kept to his bed until the boat arrived at Milwaukee, where another physician was called, who advised his immediate transfer to Chicago. He was hurried to his daughter's, Mrs. J.C. Mertens, and there six physicians were consulted over his case, and he seemed to be on a very fair way to recovery. Thursday he sent for Dr. Teeter, who arrived in Chicago Friday morning. The patient showed considerable improvement and Dr. Teeter was preparing to leave for home when in walking across the room, Capt. Girardin collapsed and sank rapidly until 10 o'clock, when he died.

The remains were brought to Detroit Saturday night and Sunday morning conveyed by special car to Amherstburg. The news of his death came as a great shock and a constant stream of people visited the residence to view in death one whom they had known so well in life.

Captain Girardin was born in Amherstburg March 12th, 1846, his father being the late John Baptiste Girardin, who came here from Quebec as a young man and was married to a Miss Fortin. Of a family of thirteen children born to them, the following are living: Joseph of Wyandotte, Maxime and Lewis of Detroit, Fred. and Mrs. Phileas King of Amherstburg. The parents died within three months of one another, Mrs. Girardin in December, 1905, and Mr. Girardin in February, 1906. Captain David Girardin began his career on the lakes at the age of 12 or 13 as wood passer, in the days when the tugs were accustomed to call at Amherstburg for fuel. Next he became a deckhand and advanced by successive steps to the master's post on the bridge. His first berth was as wheelsman on the tug *Dart*, which plied between Lakes Erie and Huron ports and the river towns in the early '60s, under command of Capt. Alexander Wilcox. Later he sailed as master of the tugs *Kate Williams*, *Burnside*, *Hector*, *John Martin* and *O. Wilcox*, all famous among

the vessels which operated on the Detroit and St. Clair Rivers before the day when danger of navigation on the "narrows" was minimized by millions of dollars expended in channel deepening and establishing lights and buoys. For more than 20 years Capt. Girardin had sailed as master with the Northwest Transportation Co., of which L.C. Waldo of Detroit is owner, commanding in turn the steamers *R.J. Hackett*, *Forest City*, *S.R. Kirby* and *H.H. Brown*. He was a fine example of the skillful, courageous and able type of navigator developed on the Great Lakes. In all his career Capt. Girardin is said never to have lost a man. He was considerate of his crew and held in high esteem by Manager L.C. Waldo and the officials of the Northwestern Transportation Co.

He was married in Amherstburg on the 26th of July, 1869, to Mrs. Elizabeth M. Gleason, widow of the late John Gleason, and she bore him five of a family - Eva, Mrs. (Capt.) A.C. Callam of Amherstburg; Stella, Mrs. J.C. Mertens of Chicago; Capt. David C. of the str. *Fayette Brown*; Capt. Walter J. of the str. *S.R. Kirby*; and George F. of Chicago. Of the Gleason family are living John of Detroit and Lily, Mrs. James Ouellette, of Windsor. The family were all home for the funeral, which took place on Tuesday morning to the R.C. church, which was crowded to the doors, in spite of the inclement weather that prevailed at the time. At the church, High Mass was sung, the celebrant being Father Renaud, C.S.B., Ste. Anne, Detroit; deacon Fr. P. Howard, C.S.B., of Assumption College, Sandwich; sub-deacon Father G. Fuma, C.S.B.; Master of Ceremonies Father Semande, P.P. Singing by the full choir. Two pieces sung in four parts by A. Burns, W. James, E. Pineau and G. West, were particularly suitable and pleasing. The remains were taken to the R.C. cemetery and laid to rest. At the grave Father Fuma was assisted by Father Howard. The pallbearers were J.S. Gatfield, F.J. Maloney Jr. and J.N. Mullen of Amherstburg; W.N. Gatfield of Sandwich; S. Graham and William Newman of Detroit. With these were honorary pallbearers as follows: Capt. W.H. Gatfield, Capt. William Caldwell, Capt. J. Laframboise, Capt. John Wilkinson, J.G. Mullen, C.A. Cuddy, Chas. Kemp, Rev. Thomas Nattress and W.S. Falls. A large delegation of Branch 3, C.M.B.A., of which deceased was a member, attended the funeral in a body, together with representatives of Detroit Lodge of the Shipmasters' Association. Seldom is a death testified to with such a profusion of floral offerings. The casket was smothered in the finest blooms and around it were banks of wreaths. Among the donors were Harvey H. Brown of Cleveland, panel of roses; Northwestern Transportation Co., Detroit, wreath of roses; Shipmasters' Association Lodge No. 2, Detroit, anchor; Harvey H. Brown office staff, panel of roses; Electric Light Co. of Amherstburg, panel of roses; A.O.U.W., wreath of roses; Capt. Wm. Livingstone, Detroit, panel of roses; Fred. Craft and family of Detroit, cross; Capt. and Mrs. Hutton, Amherstburg, anchor; Dr. and Mrs. Teeter, wreath; Dr. H.H. Sanderson, Windsor, wreath; S.M. Hoyt, Windsor, panel of roses; Samuel Graham, Detroit, anchor; Mr. and Mrs. Mullen, panel of roses; Mr. and Mrs. Kitchen, panel of roses; C.Y. Dixon, panel of roses; Chas. Clippert, Dr. J. Clippert, Walter F. Hooss, panel of lilies; Mr. Hausher and family, Cleveland, panel of lilies; Mr. and Mrs. C.F. Moll, Detroit, panel of carnations; a pillow of roses with the inscription "Dad" from the family - Capt. David and George Girardin, Mr. and Mrs. A.C. Callam, Mrs. J. Mertens and Capt. Walter Girardin; Mr. and Mrs. John Gleason of Detroit, pillow; Mr. and Mrs. James Ouellette, panel of violets and lilies of the valley. The deceased by thrift and economy had attained considerable property and was in a position to retire years ago had not the call of the water proved so strong. He was a member of Lorne Lodge No. 11, A.O.U.W.,<sup>58</sup> and Branch 3, S.M.A.,<sup>59</sup> of Amherstburg, in both of which orders he carried beneficiaries of \$2000, and also of the S.M.A. Detroit Lodge No. 2 with \$1000 beneficiary.

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December 31, 1909

International car ferries carrying trains between Windsor and Detroit have been having more trouble the

⁵⁸ Ancient Order of United Workmen

⁵⁹ Catholic Mutual Benefit Association

last few days than they had in years before. For a week the river has been jammed full at the Sandwich bend and great cakes of ice a foot thick have windrowed from there up, forming barriers several feet thick and firmly cemented with snow. Beginning Friday afternoon several of the railroads transferred their passengers across the river in busses by way of the D.B.I. & W. ferry line. New trains were made up in the yards to take the place of the passenger coaches, as it was impossible to cross the river without a delay of several hours. Even these ferries had a hard fight and couldn't maintain schedule time. The *Excelsior* with a load of Grand Trunk passengers in busses wanting to catch a train in Windsor stuck for half an hour in an ice jam and the train was held that long. The *Promise* took nearly an hour to cross from Windsor to Detroit on her nine o'clock trip Saturday morning. But the car ferries caught it worst. Pere Marquette car ferry *No. 14* ran into an ice jam Friday night at nine and remained there till Sunday night. The G.T.R. ferry *Huron* with a string of freight cars stuck from midnight till 8 o'clock next day when she was got out by the *Lansdowne*, which had also been frozen in near her all night. The relief of the Pere Marquette ferry was one of the features of the jam. She gave up the fight and sent for the tug *Francis B. Hackett*, which arrived on the scene Saturday night. She could do nothing that night. All day Sunday she fought her way through the masses of ice and it was dusk when the imprisoned car ferry reached her dock. Michigan Central ferries plied between the American and Canadian sides Sunday. Though they were forced to battle every inch of the way through the field of ice, they managed to make a trip about once every three hours.

Marine men are commenting on the difference in the bids submitted for the raising of the steamer *W.C. Richardson*, near Buffalo. Wrecker H.W. Baker of Detroit bid \$42,000; the Reid Wrecking Company of Sarnia, \$40,000; the bid of the Great Lakes Towing Company has been given as \$7500. They got the job.

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## Appendix A

### Entry from the Ship's Log of the *Harvey H. Brown*, Capt. David J. Girardin (Marsh Collection Society 993.72)

*June 27, 1909*

3 am fog checked down as our time for SE shoal would be up at 3.30 am the *Flag* & consort just outside of us they got sight of the Light-Ship hauled to the S we started around and got out heading SSE when we grounded I blew an alarm to the *Hartnell* and signaled him to Starboard his helm he came up on our port side and grounded the *Brown* was out 5 in forward all afloat aft the *Hartnell* out 1 in at 7 am the *Waldo* was passing up light we blew a distress signal he came over to us we gave him our hawser and it parted gave it to him again and it broke the 2nd time he then got out his hawser and parted it then he came up inside between us and *Hartnell* the water on port side showed 17 & 18 ft forward 17-6 and along the starboard side 18-19-&20 feet he made fast and dredged all along our port side to 19 & 20 feet from the deck house aft he could not get to work any further forward as the *Hartnell* was only 15 feet from us *Waldo* worked 3 hrs and left we could then swing our stern around about 3 points but could not work astern the tug *Miner* came alongside I asked the Captain what he would charge he said 50.00 for two or three hrs I said would not pay that as tugs were coming and all they charged was 25.00 he said I am short of fuel I gave him 2 tons he pulled one hour did not move us so I stopped him I then asked him to send his bill to H H Brown & Co I said to him how much he said 50.00 I told him 25.00 and to not send the bill for any more as they would not pay it he did not answer and went away the tugs *Trotter* & *Harding* came alongside at 1.15 pm went to work the *Harding* astern she started us astern the first pull the *Trotter* ahead they pulled us about 500 ft and was headed out in the lake when we grounded again they pulled us around again our bow to the north and she started ahead got turned around and went another length and stopped again they could swing us six or eight points at 5 pm she stopped swinging and tug broke down they were one hour getting ready again started after supper worked two hours could not move her and I sent tug for lighter after they pulled on *Hartnell* for 1 hour they could swing her but could not pull her astern

*June 28th*

at 10 am the Government boat *Morrell* came to us we gave them our hawser she pulled 1 hour and got us off she then went to the *Hartnell* worked one hour the *Trotter* came back and tried with her for an hour could not move her so they quit work the *Harding* & lighter *Rescue* came alongside took off about 150 tons the wind came from the SE I had tugs pull on her and she floated they took her over to the *Brown* and we started at 6 pm with the lighter alongside of *Hartnell* they put the coal back passed SE shoal 7.35 pm course N W ½ W Middle ground 8.50 pm working half speed as our air pump & shaft was bent only making about 5 miles per hour Colchester 12 pm

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