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Echo
SOUNDINGS

MARINE NEWS of 1874-1875

Excerpts from the
Amherstburg Echo



Volume I, Number 1
Spring 1998

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

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The Marsh Collection Society wishes to thank David Hamilton for contributing his time and energy to this project, and to Fort Malden National Historic Site for allowing us the use of the photographs reproduced in this book.

Introduction

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

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

A large part of the Marsh Collection is books, files and photographs relating to the marine history of Amherstburg and the Great Lakes system. These items form the nucleus of a future marine museum. The *Amherstburg Echo* and Bowes Publishing Ltd. have graciously allowed us to reprint the "Marine News" columns and other relevant articles which appeared regularly in the newspaper from its first issue in November, 1874. The *Echo* is still in publication today, having operated continuously for 124 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.

November 27, 1874

The tug *Young Lion* of Port Dalhousie was burned on Lake Ontario on Monday. The crew [was] all saved.

The steamer *Bob Hackett* now lies over here every Sunday instead of at Windsor, as formerly.

The tug *Crusader* passed up last Friday morning with the scow *H.J. Hydes* in tow, having her foremast, bowsprit, jib-boom and head gear carried away by a collision.

Tug *Orient* with the disabled schooner *Fostoria* for Buffalo called in here last Saturday night. It is supposed the *Fostoria* has been since lost as the *Orient* had to let her go.

The *Montana* owned by E.G. Merick & Co. of Detroit, while en route to that city in ballast, got ashore at Point au Pelee Monday night of last week. She was released without damage and arrived up Wednesday night.

The tug *John Owen* was stripped and laid up at Detroit on Thursday of last week. Since she came out this season she has been very successful in command of Captain Philip Young.

Capt. Jno. Duncanson of the steam barge *Lincoln* has returned to town to spend the winter in the bosom of his family having laid his vessel up at St. Catharines. He looks as hearty and jolly as ever.

On Monday morning the barometer fell to 28.40 and the wind blew a gale from the west. The steamer *Gordon Campbell* which went out on Sunday afternoon and got 20 miles beyond the Dummy¹ put back on account of the storm. A number of fences were blown down in town.

The schooner *Fanny Campbell* which ran ashore lately was owned by Mr. Daous of the county having been sold to him a short time ago by Messrs. Graham & Campbell. She has been abandoned.

The steam barge *Henry Howard*, which passed down last week with

¹'The Dummy' was a lighthouse located 2½ miles south of the extreme end of Point Pelee. It was destroyed by fire on April 17, 1900.

a tow of barges for Cleveland, on reaching below Point au Pelee broke her shaft, which disabled her until aid came to her from Cleveland when she was towed into that port with barges all right. Her damages and repairs will not vary far from \$1000.

On Friday of last week the schooner *Neguane* coal laden got ashore on the end of Bois Blanc at the mouth of the river. Two or three tugs assisted her to get off the following evening without damage.

The ill-fated *Brooklyn* has been raised from the bottom and removed from the channel which is now clear. Two bodies were found in the wreck which were not recognizable. The number now known to have been found lost is twenty-two. The wreckers were recovering the chains and anchors besides other effects on Friday.

On Wednesday afternoon about half-past two, the large iron steamer *Arabia* bound down, loaded with wheat and flour, struck on the lime kiln crossing above here and began to make water so fast that she was hauled into the Richmond Street dock and a steam pump brought from Detroit by the tug *Livingstone* put on board of her to pump her out. She was to have left for Detroit last evening. About 6000 or 7000 bushels of wheat on board of her is badly damaged. She had to unload a large portion of her cargo of flour on the dock here.

December 4, 1874

The schooner *Gem of the Lakes*, which has served as a lightship at Bar Point during the season, and also the Colchester Lightship, have been taken from their anchorage and laid up.

Mr. Alex. Hackett wants to say that the lightship left her post on the 25th inst., as previously announced, for the season. Remarkable as it may appear the manager of the vessel has received comparatively nothing throughout the season, and to guarantee a continuance of these services owners of vessels should see to the paying up of arrears.

December 4, 1874

The schooner *Augustus Ford* went ashore at Port Maitland last week and four of the crew were frozen to death.

December 11, 1874

Ten vessels, four propellers and two tugs are laid up at Windsor.

The crew of the schooner *Star*, wrecked on the rocks at the Ducks,² arrived at Cobourg in safety. They were taken off by an American vessel.

The schooner *Wm. Sanderson* has been lost with all hands on Lake Michigan. The wife of Capt. J.C. Brown, who commanded her, lives at Kingsville, Ont.

Captain Frank Hackett of the steamer *Bob Hackett* states that he had an interview with four different parties at Leamington and along that shore who declared positively that they witnessed the foundering of the vessel off that point and cannot be mistaken. They assert that she was three-mast rigged.

~~~~~

1875

March 5, 1875

The propeller *Bruno* is being overhauled and repaired at considerable expense.

There will be no towing association this season. Tug rates will likely be cut down lower than ever.

A company has been formed in Montreal for a new line to consist of 13 first-class steamers to come up on trips to lake and river ports.

It is understood that certain capitalists of St. Catharines are forming a new line of a dozen propellers to trade during the coming season of navigation between Montreal and the west.

~~~~~

March 12, 1875

A Buffalo paper predicts that navigation will open about the 4th of

² 'The Ducks' were also known as Main Duck Islands, comprised of Yorkshire Island and Main Duck Island, located about 11 miles east of Long Point, Lake Ontario.

July.

Some of the propellers of Detroit had steam up on Tuesday, preparing for business.

A propeller of 800 tons burthen is being built at Owen Sound for the Chicago trade. She is owned in Toronto.

The *Signal* says that Sir Hugh Allan will place two propellers on the route between Goderich and Chicago next season.

The gunboat *Prince Alfred* is to be sold by the Government. Tenders are to be received by the Department of Marine and Fisheries to the 25th inst.³ She now lies at Sarnia.

The Dominion Line of propellers will form a tri-weekly passenger and freight line between Montreal and Hamilton during 1875 and will carry freight between Montreal, Amherstburg, Chatham and all intermediate ports. The propellers of this line are the *America*, *Bristol*, *City of Montreal*, *East* and *R. W. Stanley*.

The U.S. Lighthouse Board gives notice that on and after the opening of navigation in 1875 a light will be shown from the frame beacon recently erected on the end of the west pier at the entrance to Cleveland harbor, in place of the old beacon on the east pier known as beacon No. 1, which is abandoned. The big light will be a fixed one, varied by red flashes at intervals of 20 seconds; the illuminating apparatus is catalectic [catoptric?] of the sixth order. It will light 360 degrees in the horizon. The facade plane is 40 feet above the water. The light should be seen in clear weather from the deck of a vessel fifteen feet above the sea 13 statute miles. The structure is a frame, square in plan, and painted black below and white above. In front of the beacon is a fog bell.

~~~~~

March 19, 1875

The tug *Favorite* was out on the river and ready for business at Detroit last week.

The steamer *Dominion* arrived at Detroit from Chatham on Sunday afternoon.

After the opening of navigation this year an assistant engineer at the

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<sup>3</sup>of the current month

harbor of refuge at Sand Beach, Lake Huron, will maintain telegraphic communication with Port Huron and a storm flag will be displayed from the roof of his office on shore whenever one is hoisted at Port Huron.

Notice has been given that the main light at Racine (Root River), Wisconsin, will be discontinued after the opening of navigation in the spring on 1875. Also that at and after the same time, the pier-head light at Racine, Wisconsin, will be changed from a sixth order red light to a fourth order red light.

The Kingston *Whig* states that on the 28th of February, Captain Eccles drove from Wolfe Island to the Main Ducks Island, thirty miles from Kingston, on the ice, for the purpose of inspecting the schooner *Star*, abandoned last fall and lying stranded. The trip was one never before accomplished.

~~~~~  
March 26, 1875

By 1876 an American line of steamers will be running from Oswego to Montreal.

There is to be a boat daily each way between Cleveland and Port Stanley next summer.

It is thought in Montreal that the St. Lawrence will not be open for navigation before the 10th of May.

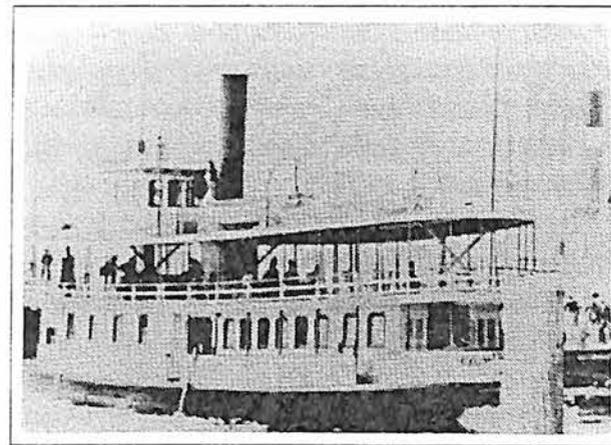
The propeller *Equinox* has been chartered for the present season by the Grand Trunk Railway Company and will run between Sarnia and Chicago.

Mr. Peter Mitchell announced to the House the other night that sailors on steamers were so healthy because they had no time to get sick.

Messrs. Quayle & Sons are progressing rapidly with the mammoth steamer at Cleveland for the Western Transport Company, and it is said she will be ready according to contract.

The steamer *Milton D. Ward* is now in Jones' dry-dock, Detroit, where she is to be lengthened about 20 feet, receive new keelsons and guards and to be thoroughly refastened.

Captain Jacques Laframboise of the scow *Emma* and Captain Andrew Belcore of the scow *Ida* were up at Anderdon a few days ago while the weather was fine to begin fitting out their vessels but the cold snap of last week made them realize that they would freighter no



The Hiawatha.

Dept. of Canadian Heritage: Fort Malden National Historic Site

“diamonds” during March, at least.

The first marine charter of the season, as reported by C.K. Dixon of Detroit, is that of the barge *Vanderbilt*, chartered for four or more trips with lumber from Parry Sound to points on the Canada side, first load to Chatham, second to Dresden and then two loads to Windsor at \$250, Canada currency, lumber delivered on rail.

The *St. Clair Republican* says: A year ago on the 7th inst., the Str. *Carrie H. Blood* made her first trip from Marine City to Port Huron. On the 4th the *George S. Frost* put in an appearance, on the 21st we were gladdened by the arrival of the *Evening Star*. The *Milton D. Ward* didn't get around until about one week later.

The steamer *J. Holt*, now lying at Wallaceburg, is being overhauled and renovated preparatory to taking her place on the Sarnia and Wallaceburg route as soon as the weather will permit. We learn that the *Hiawatha* will not run on the above route during the present season, the owners having decided to place her on some other route, but where we have not been able to ascertain as yet. The *J.C. Clark* will as heretofore ply between Sarnia and Wallaceburg and is being got ready for that purpose.

~~~~~  
April 2, 1875

About \$4000 have been expended in the steamship *Ballentine* and she

is now a double-decker.

The ice is now entirely out of the river at Cleveland and one tug is already in commission there.

The schooner *Pelican* at Milwaukee is reported chartered for a cargo of wheat to Buffalo at 6 cents.

The owners of some of the Detroit vessels are now beginning to fit them out for the present season.

Duluth parties have purchased the steam barge *Mary Groh* and she will be put into the lumber trade.

The new steamer for the Englemann transportation company was launched on Saturday last and is named the *Flora*.

The schooner *G.C. Trumpff*, which made a late trip to Europe from Chicago last season, has loaded at a Scotland port for Montreal.

A new line of steamers has been organized to run between Toronto and Montreal, calling at various ports on both sides [of] the lake. The capital stock is \$400,000.

The steam barge *Ada E. Allen*, Capt. Allan, came down from Windsor on Monday afternoon and took up a load of cord-wood from Fraser's dock at this place.

It is reported that the side-wheel steamer *Rothsay Castle* is to run next summer between Toronto and Niagara in connection with the Canada Southern Railway.

The charter of the steamer *Steinhoff* to the Southern Railway Company expired yesterday and she at once leaves for Chatham. Capt. Cecil Rogers, one of her owners, was in town last week.

There is some inquiry in Milwaukee for vessels to load with wheat for Port Colborne, the shippers offering 5½c. on wheat for standard vessels, which figure is a trifle below the views of carriers.

Capt. J.W. Stockwell of the schooner *Maggie* left Leamington, where he has wintered, for Buffalo, to fit up the schooner which was laid up at the latter place. She is to be engaged in the tie and lumber trade and is already chartered for several trips.

Capt. John Duncanson leaves town next week for St. Catharines, to fit up his boat, the steam barge *Lincoln*. She will be ready for work about the 1st of May and she and her consort, the barge *Lisgar*, will likely be employed in carrying railroad iron to Lake Superior.

The new ferryboat built by Walter Campbell for the Detroit and Windsor route was successfully launched on Saturday afternoon at Detroit. She is called the *Fortune*. Her dimensions are: Length of keel, 100 feet; over all, 118 feet; beam, 28 feet; over all, 42 feet; depth of hold, 10 feet. She is fitted with two boilers of six feet shell and fourteen feet long; two engines, 20½ x 24 inches,<sup>4</sup> and carries a wheel<sup>5</sup> nine and one-half feet in diameter. There are two cabins on the main deck, large and handsomely finished and furnished.

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April 2, 1875

The river being completely clear of ice, last Saturday the tug *Favorite*, Capt. Horne, arrived here from Detroit about three o'clock in the afternoon of that day, took in tow the schooner *Laura* in charge of Capt. Duncanson and towed her to Rae's dock in Windsor where a portion of her 20,000 bushels of corn will be discharged. The wind being unfavorable it was ten o'clock that night before she arrived at Windsor.

On Monday morning the steamer *Bob Hackett* began running between here and Windsor. Over forty passengers made the first trip up on board of her and she has been well patronized all the week, besides carrying a large amount of freight. She leaves Girdlestone's wharf every morning at 7:30, calling at Park & Kevill's and arrives at Windsor about 10 a.m. Returning she leaves Windsor at 4 p.m., arriving here about 6 o'clock. The *Hackett* has been completely refitted and repainted and is very comfortable, and Capt. Hackett and Purser King will always be found most accommodating in every way. The *Detroit Post* speaking of her says, "She will, as soon as the ice moves from the Canada shore of Lake Erie, include Leamington in her route. The *Hackett* is a staunch little boat, well adapted for her place, and deserves to be supported. The Canadians will doubtless do it."

The *Dove* got up steam at Detroit on Monday morning for the first

⁴"20½ x 24" denotes cylinder diameter x piston stroke in inches, always in that order.

⁵the propeller or side-wheel.

time this season. She was to be down last evening and commence her trips this morning. The *Evening News* says: "The *Dove* has been completely remodeled during the past winter, and with her officers of last year, all courteous gentlemen, cannot fail to be popular."

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April 2, 1875

As will be seen by advertisement in another column, besides having the agency for the *Dove* and *Bob Hackett*, Mr. Chas. H. Girdlestone will represent the Merchants' & Lake and River S.S. Line, the Western Express Line and the Dominion Line at the port of Amherstburg, and all these boats will call regularly with and for freight and passengers at Girdlestone's dock, foot of Richmond Street.

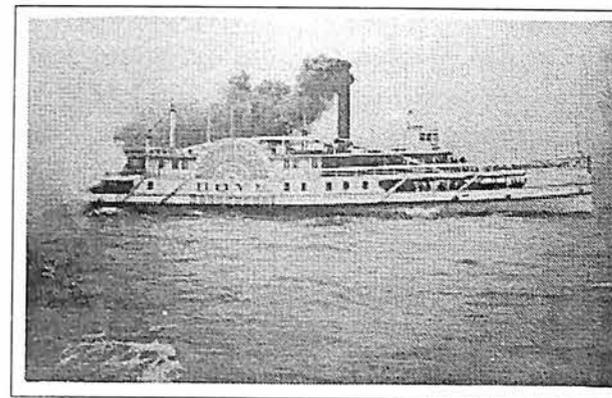
The *Prussia*, *Lake Erie*, *Dromedary* and *Acadia* will run in connection with the Northern Railway between Toronto and Montreal; and the *Lake Michigan*, *Celtic*, and *Canada* in connection with the Great Western Railway between Hamilton and Montreal.

The *Persia* and *Dominion* - the former being elegantly fitted up for passenger traffic and the latter for freight - will trade between St. Catharines and Montreal.

On the long route from Chicago to Montreal, the following will run: The *Sovereign*, *Ocean*, *Scotia*, *Asia*, *Argyle*, *Columbia*, *California*, *Lincoln*, *Clinton*, *Lake Ontario* and *Europe*.

The *City of St. Catharines* and *America* will trade between Chicago and Collingwood. They are also connected with the Northern Railway's western business.

The prospects of a good season's work are said by vesselmen to be brighter than at this date last year. But very little can be said as yet about the down freight - it is too early to speak authoritatively: but there is more up freight requiring shipment than usual at the opening of navigation, which fact of course affords a certain amount of encouragement to the interested parties. The Merchant's line of long route propellers have, as many of our readers already know, secured the contract for the conveyance of 12,000 tons of iron to be delivered at specified points on Lake Superior, for use in construction of the Pacific Railway. The contractors have, in addition, received the offer of carrying 24,000 tons more on similar conditions. The Northern Railway



The steamer *Dove*.  
Marsh Collection Society

likewise require the carrying of 1000 tons of iron for use on that Road: so that altogether the out-look so far as up freight is concerned is promising indeed.

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April 9, 1875

The steamer *Dove* is to stop at Trenton on her excursion trips this season.

Buffalo River is open to Tonawanda and tugs are moving about. The harbor is clear and navigation will be resumed in three weeks.

It is an instance either of lavish enterprise or of the enormous value of freight routes on the lakes that an association of Detroit & Cleveland steamboat men are closing a bargain to acquire for \$200,000 the route of the Engelmann Transportation Co. across Lake Michigan from Milwaukee to Grand Haven.

The line of schooners owned by George Campbell of Windsor, consisting of the *Bessie Barwick*, *Maggie McRae*, *Sligo*, *Wm. Home* and *Laura* have commenced to fit out at that place and will be ready for business in time, according to present appearances. None of the crafts require repairs of consequence all being in good condition.

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April 9, 1875

**The Dove.** - This popular steamer put in her first appearance for the present year at this port on Thursday the 1st inst., and was received at

Girdlestone's Wharf by many of the townspeople and began her regular trips between here and Detroit on Friday the 2nd inst. She has been thoroughly overhauled at Detroit the past winter and has received new guards, new wheels and new furnaces as well as general repairs to her machinery. Having also been newly repainted she presents a better appearance than ever and all expressed themselves pleased on beholding her. Capt. D. Nicholson of this town is master, C.L. Barron is engineer, and G. McColl, lately of Ottawa, is clerk, and they will all be found civil and obliging. She leaves Girdlestone's Wharf every morning at 7 a.m. and returning leaves the wharf at the foot of Wayne Street, Detroit, at 4 p.m. arriving here at 6 o'clock.

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April 9, 1875

The Ice Jam. - On Monday night the ice from Lake St. Clair began moving down the river in large quantities, but pretty well broken up. The *Dove* had some difficulty in entering Wyandotte on Tuesday morning and did not come down at all on Wednesday evening. Capt. Nicholson reported that at Sandwich on Monday the ice was driven over the flats and along the shore, being in some places six or eight feet high. The *Bob Hackett* had to come through two feet of ice for some distance on Thursday evening. The ice was coming down so fast in this channel and having some repairs to make to her cylinder, she did not go up this morning and she will not run again till Monday, when she will extend her trips to Colchester.

~~~~~

April 16, 1875

The tugs *Bob Anderson* and *L.L. Lyon* are being fitted out at Detroit.

The schooner *Laura* has discharged her grain cargo and is fitting out at Walkerville.

The light on Bois Blanc was shown for the first time this season on Saturday night.

The propeller *Tecumseh* is chartered to take a cargo of wheat from Chicago to Port Colborne.

The steam yacht *Lillie* lying at Walkerville, high and dry on shore, will be put afloat next week.

The steamer *Sovereign* will leave Toronto for Fort William and

Duluth on the 19th of May.

The propeller *Steinhoff* left here on Sunday morning for Detroit to be overhauled in the dry-dock.

The propeller *Gazelle* went out on Sunday morning and got through to her destination, Sandusky, Sunday night.

The new steamer *Ruby* passed this port with colors flying on Wednesday morning, bound for Toledo. She looks well.

The propeller *Bruno* has been entirely rebuilt from the water line. Capt. E. Marlton of Goderich will command her.

The steamer *Dove* will tie up at Thomas' dock each night, after calling at Girdlestone's when navigation is fairly open.

The steam barge *Alpena* passed down on Monday night, loaded with shingles from Detroit to Toledo. She coaled at [La]Liberty's dock here.

The schooner *Keyes*, coal laden from Cleveland, has passed up to Port Huron. A number of small schooners have gone down from Detroit to Cleveland.

The steamer *Dove* made a trip to Gibraltar with some freight on Sunday and loaded a quantity of wood for Detroit. She will go to Colchester next Sunday.

The *City of Montreal* will deliver some lighthouse supplies to Canadian lighthouses from Montreal to Lake Superior, commencing about the middle of July.

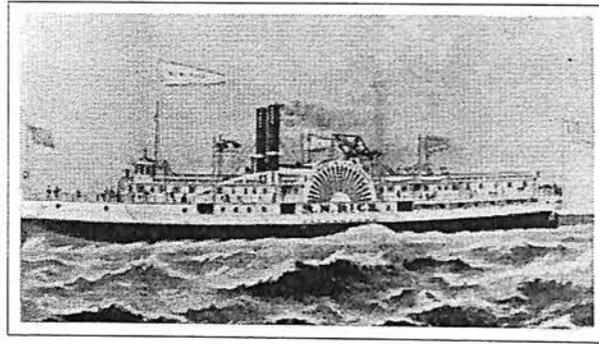
The propellers *Argyle* and *Asia* at Windsor have each got full crews on board, deck hands excepted, and are getting ready to start at the first opportunity.

The steamer *Golden Eagle* arrived at Sandusky from the islands. She encountered considerable heavy floating ice. She returned to the island last Saturday and will make her regular trips hereafter.

The scow *Alpena*, with coal from Cleveland for Stevens' upper dock at Port Huron, passed up early on Sunday morning, the wind having blown the ice from the shore and enabled her to get out.

The steamer *R.N. Rice* passed down from Detroit with a good cargo for Cleveland on Monday forenoon. The *Northwest* went down on Tuesday night. They encountered no trouble and are now running regularly.

A despatch from Port Colborne stated that the canal is clear and the



Steamer *R.N. Rice*.

Dept. of Canadian Heritage: Fort Malden National Historic Site

harbor nearly so. The lake is still covered but several breaks are reported. The tugs are fitting out. Ten days expected to elapse before vessels can get in or out.

It should be understood by all interested that the pier lighthouse at the port of Cleveland has been changed from the east to the west pier, and vessels entering during the night should govern themselves accordingly. Lake papers will confer a favor by copying.

Capt. R.J. Hackett's new steamer, the *Ruby*, which has been building at Trenton during the past winter, is finally completed and ready for work. She will ply between Toledo and Perrysburg on the Maumee River. She is 120 feet long with 20 feet beam, 6 feet hold and will draw three feet of water. The steamer is fitted with a high pressure engine, 22½ inch and 5 feet stroke. The new vessel is a credit to her owner and builder and her career cannot fail to be a prosperous one. She has the engine of the old *Island Queen*.

The *Detroit Free Press* says, it is reported that the Detroit Dry-Dock Company are about to commence building a side-wheel steamer to take the route of the steamer *Dove* between this port and Malden, and that the *Dove* will be taken to Grand Haven to ply between that port and Frankfort. From the fact that during the latter part of last week the Dry-Dock Company had nearly closed a bargain to sell the machinery intended for the new boat, too much reliance on the above rumors is not advisable.

~~~~~

April 16, 1875

The Windsor and Lake Superior Line may now be considered a reality, as on Tuesday last the ratepayers of Windsor voted by 234 to 53, nearly five to one, to grant Mr. George Campbell and the gentlemen associated with him a bonus of \$6000 upon their entering into an agreement to establish and keep in operation for three years a weekly line of steamers from Windsor to Fort Edward and Duluth, Lake Superior. There is no doubt but that the line will be of immense benefit to Windsor, as there is a large and constantly increasing freight and passenger traffic to Manitoba and there must also be a great trade built up in connection with the Pacific Railways, about being begun. The experience of other towns, like Sarnia and Collingwood, to having such lines of boats has been of so beneficial a character that our only wonder is that there were found any citizens of Windsor foolish enough to oppose the passing of the bonus...

~~~~~

April 23, 1875

A dry-dock is to be built at the Straits of Mackinaw.

The barge *Trader* has taken a tow of barges to Sandusky.

On Tuesday afternoon the tug *Hercules* passed up with a tow of three vessels.

The tugs *Winslow*, *Oswego* and *McClellan* have been got ready for business.

It is reported that the tug *Clara* will go on the Springwells and Sandwich ferry route.

The steamer *Jay Cooke* passed down on her first trip to Put-in-Bay on Monday.

Seven sail vessels passed this town bound up yesterday afternoon, nearly all abreast. Business.

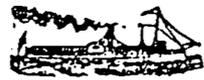
The schooner *Granada*, rebuilt at Gibraltar during the winter, has been taken to Detroit by the tug *Hercules* to fit out.

The Colchester Lightship has been got ready for work and will be taken on Monday next from Fraser's dock, where she has lain all winter, to her station at the point.

The ice in the Straits of Mackinac is very soft, and probably steamers could make their way through without much difficulty. A blow from the

**River & Lake Shore Route.**

1875.



1875.

STEAMER

**BOB HACKETT**

F.B. Hackett, Master.  
PLYING BETWEEN

**Windsor, Amherstburg and  
Leamington,**

*Calling at Sandwich, Texas Landing,  
Colchester, Kingsville and Ruthven,*

Leaves Windsor every MONDAY, WEDNESDAY  
and FRIDAY at 11 o'clock A.M., arriving at Am-  
herstburg about 12:30 P.M., and at Leamington  
about 6 P.M. Returning will leave Leamington  
every TUESDAY, THURSDAY and SATURDAY  
at 7 A.M., arriving at Amherstburg at 11:30 A.M.  
Leaves Amherstburg at 12:30 noon, arriving at  
Windsor at 2:30 P.M.

Stages run in connection with Boat at each  
port, for accommodation of passengers.

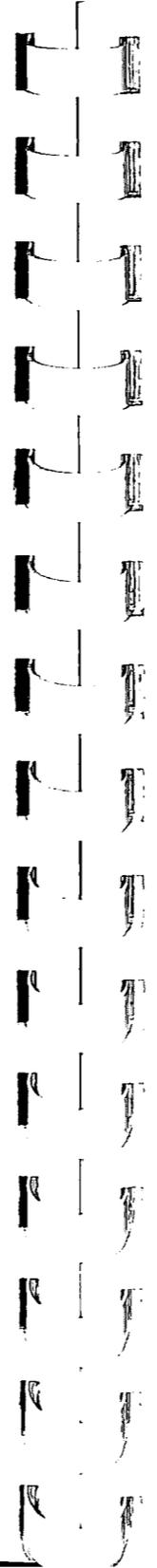
For Freight and Passage, apply to  
G.W. GIRDLESTONE & Co.,  
Windsor.

C.H. GIRDLESTONE, Amherstburg  
KEVILL & Co., Amherstburg.  
HACKETT & Co., Colchester.  
CAPT. MALOTT, Kingsville.  
RUTHVEN & MURRAY, Ruthven.  
J.W. DAVIDSON, Leamington.  
WM. SCOTT, Leamington.  
AND ON BOARD.

Advertisement in the *Amherstburg Echo*,  
April 23, 1875.

east or west would clear it out in one day.

Owing to the stormy weather the *Bob Hackett* laid up at this port last Thursday and Friday but this week she is making her regular trips between Windsor, Amherstburg and Leamington.



Sailors' wages are reported \$1 per day at Chicago in the lumber trade and at Cleveland, says the *Leader*, with regard to seaman's wages only \$1 per day is being paid.

Mr. W.H. Mott, Superintendent of the St. Clair Flats Canal, reports that there is fifteen feet of water through the canal, notwithstanding the present low stage of water.

R.L. Risley, Dominion steamboat Inspector, was at Windsor on Monday and has been inspecting Canadian boats this week. On Monday he inspected the *Essex* and on Wednesday the *Bob Hackett* received his attention.

The *Commercial Advertiser* says, "Inquiry at the office of the Northern Transportation Co. in this city, elicits the fact that the boats of this line will be run this season, notwithstanding contrary reports in the Milwaukee and Chicago papers."

The steamer *Dove* went from this port to Colchester Sunday for a load of wood. Her captain reports the lake entirely free of ice and easy entrance at Colchester. The lights at that point were displayed Saturday night and will continue through the season.

The steamer *R.J. Hackett* and consort *Wm. McGregor* passed up Tuesday from Cleveland. She will go into dry-dock at Detroit for repairs and a new wheel. As soon as her repairs are finished and the Straits are open, she will proceed to Escanaba for iron ore on an old contract.

Tug settling will be done, as it has been for many seasons past, by Messrs. H. Duff and W. Gatfield at this port. They are now engaged in making preparations for the season's work and propose to maintain their good reputation for watchfulness, reliability and promptness.

Across the River, the steam barge *Ida Burton* is now fitting out and will be commanded by Capt. B.F. Parsons. The scow *Julia Minor*, Capt. C. Stiles, left last week for Forestville to load with lumber for Monroe. The scow *Triumph*, Capt. Haley, is also preparing for the season's work.

The following lights in the river commenced burning this week and will be continued during the season: Grassy Island, Mamajuda and Gibraltar. The railroad lights between Trenton and Grosse Isle (American channel) are displayed in a similar manner to that of last season.

The steamer *R.N. Rice* from Cleveland last week took up the first

cargo of freight this season, consisting of rolled and pig-iron and nails. She came by the north passage and Capt. McKay reports no ice in sight. The light on Point aux Pelee was burning Tuesday night the 13th inst. for the first time this season.

The lightship which did service at Bar Point last season is being repaired, painted and fitted out for the service until the construction of the proposed lighthouse at that point. Capt. Hackett will have charge and says that the light will be located, as nearly as possible, as it was last season. He expects to be ready for business in about two weeks. -*Free Press*.

There are fifty-two screw tugs regularly engaged in towing lake vessels on the St. Clair and Detroit rivers. These are fitted with engines varying from fifty to four hundred horse power and it is computed that their total towage capacity equals that of 10,000 horses. It is less than twenty years since the first tug, a side-wheel steamer, was employed on this route.

The steam barge *Burlington*, Capt. Marsden, came down from Detroit last Saturday morning with a tow of seven barges, bound for Sandusky, to load with stone for Sand Beach, Lake Huron, where they are building a harbor of refuge. After dropping her tow outside the point, she returned and coaled at [La]Liberty's dock.

The Propeller *Benton*, Capt. McGregor, from Detroit for Cleveland, laid up at Mullen's dock here on Thursday night. She did not go out till the weather moderated on Saturday morning. Mr. P. Connors is first engineer. She has been completely refitted and being newly painted throughout looks like a new boat. She has elegant cabins with accommodation for 120 passengers.

The barge *Sophia Smith* which ran aground near Point Mouilli last November, having broken loose from her tow while bound up light, is to be raised. Capt. Frank Hackett and P.C. LaLiberty of this town have made a contract to raise her and the tug *Minnie Morton* is going out with several men to commence operations. The *Smith* is owned by Barledge of Detroit.

~~~~~  
April 23, 1875

As will be seen by advertisement in another column, Mr. Campbell of

the Superior Company will despatch his steamer *Asia* from Windsor to Fort William and Duluth via the North Shore as soon as navigation is fairly open. One week later the steamer *Sovereign* owned by Capt. Neelon of St. Catharines of the same company will start from Montreal for Lake Superior and these two steamers will make weekly trips from Windsor thereafter should there be sufficient business offering, new steamers will be put on the line and semi-weekly, instead of weekly, trips will be made. All the intermediate ports on the Canada Shore will be touched at on both upward and downward trips. Both the *Asia* and *Sovereign* are new vessels, having been built at St. Catharines within the last three years and we can assure all who travel by them that they have first-class accommodation for passengers and are staunch and seaworthy in every respect. Their officers are the equals of any to be found on the lakes and will always be found attentive to their duties and ready to accommodate the travelling public. Any one in town desirous of shipping goods by this line may obtain all information as to freight rates, &c. from Mr. C.H. Girdlestone at Girdlestone's wharf, who is their agent for this town.

~~~~~  
April 30, 1875

The scow *Emma* is offered for sale at Anderdon.

The tug *Favorite* took up a tow of three vessels last Thursday night.

The propeller *City of Montreal* is receiving a new wheel at Detroit.

The *Free Press* announces definitely that the fourteen boats of the Northern Transportation Company will run this season.

Mr. George Hackett has now his fleet of yachts in readiness for the season's sport. The *Maggie*, *Henrietta* and *Flirt* are all in commission.

The tug *Favorite* began on Wednesday the work of laying a submarine telegraph cable from Walkerville to Detroit via Belle Isle.

The propeller *Argyle* of Windsor will, as soon as the Welland Canal opens, go to Toledo from Windsor for a cargo of corn for Montreal.

The steam barge *Mackinaw*, Capt. Dana, on her way from Kelley's Island to Detroit with a load of stone, laid up at Kevill's wharf on Sunday night.

Messrs. Abbott, Foster & Titus launched successfully at Port Burwell on Saturday afternoon their new schooner, named the *Anna M. Foster*.

The tug *Minnie Morton* this week took out a number of men to work on the *Sophia Smith*. They expect to get her off without much trouble.

On and after Monday next, the steamer *Dove* will not leave Detroit for this town till 5 o'clock in the afternoon. She will leave here at 7 a.m. as usual.

It is the intention of the Superintendent, if all the repairs are complete, to open the Welland Canal for navigation on Monday next, or Wednesday at the latest.

The tug *S.S. Rummage*, Capt. Frank King, called in here on her way from Cleveland to Saginaw on Sunday night. She will be stationed at the latter point.

We understand that Capt. Jenkin's propeller *Florence* has been sold to Messrs. Fairgreaves, Hamilton, who will employ her as a pleasure boat upon Burlington Bay.

The *Evening News* says, Capt. Guoin, who commanded the tug *Moffatt* last year, will sail the tug *Bob Anderson* in Lake Superior this season, making his headquarters at Houghton.

The tug *John Martin* arrived at Norvell's wharf from dry-dock at Detroit on Saturday last, and this week is being painted and got ready for work. She was inspected on Friday.

The freight and passenger traffic of the *Dove* are steadily increasing. With the opening of the Alexander House on the 15th of next month or shortly after, she will commence her two trips per day.

The steam barge *D.R. Van Allen* of Chatham, wintered at Windsor, is awaiting favorable intelligence concerning navigation at the east to commence freighting from Chatham to Montreal for the season.

The large propeller *R.J. Hackett* is out of the dry-dock with a new wheel, ready for business. She will take a tow of two barges and leave for Escanaba as soon as there is a good chance to get there.

Capt. C.K. Dixon reports the charter of the scow *Gerrett*: coal, Sandusky to Hamtramck, at 40c free; also the schooner *Tom Masters*, sycamore lumber, Southern railroad dock at Amherstburg to Sandusky, at \$2.25 per m.

Mr. Campbell of Windsor says he is now engaged in establishing his agents and securing dockage and ware-houses at Duluth, Fort William and all intermediate ports on the north shore down to Windsor. This

accomplished, he will publish time cards for his boats.

The tug *Vulcan* has been repainted and put in excellent trim. She will be commanded by Capt. Thomas Hackett with John Horsley as mate and Mr. McCabe as engineer. She will soon commence raft towing to Tonawanda, Toledo and other ports. The *Torrent* will also tow rafts.

The mammoth schooner, the launch of which at Toledo was announced, is the largest sail vessel on the lakes. Length over all, 250 feet; beam, 40 feet; depth, 13 feet. Her cost is about \$100,000; capacity, 80,000 bushels of corn and she is named the *George W. Adams*. She will be commanded by Capt. Edward Durant.

Captains McGregor of the propeller *Benton* and Danger of the tug *Winslow* report that to the east of the open passage on Lake Huron's west shore, as far as can be seen with a glass, ice is plentiful and apparently solid and that with a strong east wind the now open channel would be closed effectually.

The schooner *Paragon* of Detroit arrived up with a load of coal from Sandusky on Sunday morning. She had on board 287 tons, at 40 c.f. in and out. Her deck load of 87 tons of nut coal was discharged on Girdlestone's dock on Monday and will be used for supplying the *Dove*. The 200 tons of soft coal in her hold was originally intended for Fraser, but he not being ready to receive it, it has been discharged on Girdlestone's dock, who will supply any steamers in need of it.

The propeller *Bob Hackett*, which plies between Malden and Windsor, made her first trip to Point au Pelee last Monday and reports the lake all clear from the island down. The owners of the *Hackett* contemplate changing the time of her trips, arranging so that she may, twice a week, extend her trip to Point au Pelee and Put-in-Bay for the accommodation of Canadians and others who may wish to visit that famous pleasure resort. -*Free Press*.

Last Sunday afternoon the propeller *Burlington* left Sandusky with the barges *Shawnee*, *Columbian*, *Warner*, *America* and *Portia* in tow, each boat loaded with stone, the cargoes aggregating over 8000 tons. She passed here on Monday morning pulling her "level best," and it was four o'clock before she got to Detroit, where she added the barge *Iosman* to her tow. For four hours Monday the *Burlington* consumed a ton of coal per hour. If any heavier tow than the above ever passed up

the Detroit River it is requested that whoever knows of the fact will get up and "speak right in meetin'." The stone cargoes are intended for the new government work at Sand Beach, Lake Huron.

~~~~~

May 7, 1875

The Welland Canal opened on Monday last.

Two schooner[s] coal laden have left Oswego for Detroit.

The *Dove* made a trip to Gibraltar for freight last Friday night.

The *Burlington* and barges arrived safely at Sand Beach with their load of stone.

The scow with a load of stone, ashore near Elliott's, got off early on Saturday morning.

Mr. Thomas Duncan, mate of the steam barge *Lincoln*, left town to join his vessel last Monday.

The schooner *Nemesis*, which left Goderich with a cargo of wheat, arrived at Windsor, Tuesday.

Prop. *Benton*, with 1,800,000 shingles from Saginaw and Tawas for Cleveland, coaled at Mullen's dock on Monday evening.

The schooner *Consul* was lost off Marblehead, Lake Erie, on Saturday night and three men and one woman were drowned.

C.H. Dixon reports schooner *Tom Martin* coal, Sandusky to Goderich, fifty cents, and schooner *Marco Polo*, cedar posts, Alpena to Windsor, four cents.

The engines have been taken out of the propeller *B.F. Wade*, at one time the favorite steamer of the Sarnia and Chicago line, and she will probably be converted into a barge.

The scow *Parks* got on the head of Grosse Isle Tuesday and suffered a detention of about 12 hours, but was released by the southwest wind, which caused a rise of water.

The schooner *Sandusky* left Chicago last week bound for Buffalo with a cargo of 39,182 bushels of corn. She is the first clearance from that port this season for the lower lakes.

The scow schooner *Mary Lydia* left Point au Pelee last week loaded with timber for Ruthven, where she arrived Thursday morning after experiencing quite a heavy southwest gale.

On Saturday last Mr. Andrew Hackett completed the placing of the

buoys in position in the channel of the river from Bar Point to Dougall's Rock. They have all been painted a bright red color.

The schooner *Goldhunter* of Southampton, which ran ashore below the point during the gale last week, was enabled to heave off when the water rose on Friday night. She was bound down to Cleveland, light.

The new ferry boat *Fortune* will go on the Detroit and Windsor route this week. We believe it is Mr. Walter Campbell's intention to use her frequently this summer in conveying excursion parties from Detroit to Bois Blanc.

The *City of Montreal*, now at Windsor, leaves soon for Toledo for Montreal freight. She expects to engage for a short time in the Dominion survey and lighthouse service, after which she will ply regularly in the Hamilton and Montreal trade.

Another ferry boat is soon to be put on the route between Courtwright and St. Clair. The boat, *Helen*, is from Detroit and will commence running as soon as she is put in proper order. The *Bertie Dehlke*, the present ferry, will still run as heretofore.

On Friday last the tug *Winslow* coaled at Mullen's and then proceeded on her way to attempt to raise the schooner *Exchange* sunk last fall at Kelley's Island. They have two steam pumps on board. They ran in for eleven tons of coal on Wednesday morning.

The *Minnie Morton* has been at work the past week trying to get the barge *Sophia Smith* off the beach about 12 miles below this town and on Wednesday afternoon she, after considerable trouble, succeeded in reaching her and towing her to Kevill's wharf here. The barge is badly damaged and will be taken to Detroit shortly and entirely rebuilt.

The small schooner *Mitchell* of Goderich, at present plying between Sandusky, the Islands and other points on the shore, ran aground two miles the other side of Leamington during the gale Thursday evening of last week. She had four cords of stone on board and when she struck the beach she went to pieces and is now a total loss. Her crew saved themselves by wading ashore.

The steam barge *M. Groh* with a cargo of supplies bound up from Cleveland, ran inside the buoy above Thomas' mill on Tuesday afternoon and went aground on the bar there. She was unable to get off till the evening, when the barge *Ada E. Allen* arrived down, went to her

assistance and pulled her off without damage. She then proceeded to Detroit with Mr. C. Anderson as pilot.

On Sunday evening about half-past eight o'clock, the barge *Wm. McGregor* in tow of the steamer *Forest City*, bound for Sandusky, struck the *Dove* at Girdlestone's wharf, just aft the port bow. The *McGregor*'s anchor made two holes in the *Dove*'s hull, one just above the water, and raised the upper deck. The railing was broken along the whole port side of the *Dove*. The damages will be about \$150.

Geo. Campbell of the new Windsor and Duluth line of steamers expects to start his boats, ice and the weather permitting, during the beginning of next week. They have been thoroughly overhauled and are in first-class condition, and the route which they will traverse weekly during the season is so far as picturesque scenery and healthful atmosphere goes, surpassed by no route in the country.

The *Bob Hackett* had a rough trip from Point au Pelee to this port on Saturday morning last. She found it impossible to call at any of the shore ports and Purser King, who had been left at Colchester to see somebody on her down trip, had to drive to Amherstburg to catch her. The strain on her loosened the crank on her shaft so much that she had to go into dock at the Detroit Locomotive Works on Sunday, and it was today before she was repaired. Damages \$200.

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May 14, 1875

Buffalo has 27 elevators with an aggregate capacity of 7,185,000 bushels of grain.

The steam barge *R.J. Hackett* goes into the iron ore trade, Escanaba to Cleveland.

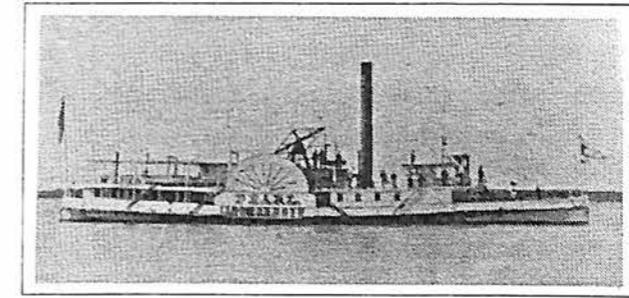
The steam barge *Ada E. Allen* landed 20 barrels of flour at Girdlestone's wharf last Thursday.

The new side wheel boat launched at Detroit last Saturday for J.P. Clark is named the *Pearl*.

The tug *John Martin*, Capt. Gatfield, has been doing quite a lively business in towing the past week.

The steamer *Bob Hackett* finished her repairs on Saturday last and resumed her regular trips on Monday.

The new ferry-boat *Fortune* will carry a band of music this season and



**Steamer Pearl**

Dept. of Canadian Heritage: Fort Malden National Historic Site

it is probable that the other ferry-boats will do likewise.

The barge *Bissell* aground at Windsor was pulled off by the *R.J. Hackett* last Friday, the tug *Minnie Morton* having dredged away from her stern.

The vessel owners of St. Catharines have concluded to pay the following monthly wages: First Mate, \$40; Second Mate, \$30; Sailors, \$22.

The Detroit *News* understands that the British Government have sent up from Quebec, a lightship which will be located at Bar Point.

On Sunday afternoon the steamer *Dove* made a trip to Trenton with freight, calling at Grosse Isle on her way up. The brass band was on board.

The tug *Winslow* has had to give up her efforts to raise the sunken schooner *Exchange* at Kelley's Island, although she had six steam pumps at work on her.

Grain in store in Chicago Tuesday May 4th, 7,865,520 bushels; same time in 1874, 6,226,052 bushels. There are afloat in the harbor 1,675,700 bushels.

On Tuesday afternoon the tug *Mocking Bird* passed down with a tow of five vessels, the *Scotia*, *Annie M. Peterson*, *Sunrise*, *H.M. Scove* and *Unadilla*. All these came through from Chicago.

The schooner *Ontario* of Montreal, Capt. J.D. Vanalstyne, left Toronto on the 4th and arrived here last Monday morning. She loaded 3000 ties belonging to Elford of New Darlington and will take them to Dunkirk.

The tug *Kate Williams*, Capt. D. Girardin, came down from Detroit and took on 45 tons of coal at Mullen's dock on Tuesday afternoon, as they are running out of that article at Detroit. She presents a fine appearance with her new coat of paint.

Capt. Foster of the schooner *Fellowcraft* reported to us last Saturday morning that just outside, they had gone to the assistance of the scow *Wilcox*, on board of which they had observed some lumber on fire. It was extinguished with little damage.

On Sunday morning last the steam barge *Lincoln*, Capt. Duncanson with the *Lisgar* in tow, called at this port being the first from the Welland Canal to call here this season. She had a number of barrels of Taylor & Bates' ale on board, which she discharged at Kevill's dock.

A despatch from Buffalo on Tuesday night stated that the steam barge *Superior* and tow, which passed here on Monday morning, had worked their way through the ice to within a quarter of a mile of the lighthouse. This brought down four or five tugs from Detroit, their owners no doubt thinking the Buffalo fleet would soon be up.

The steamer *Dove*, having obtained a permit on Thursday evening of last week, brought down a large quantity of freight from Windsor for this town and also took a considerable quantity down the lake shore. She took on 500 bags of grain there for Windsor and got three hundred bags here on Friday morning. She did not leave here till 8 a.m. She made this trip in consequence of the *Bob Hackett* being laid up for repairs.

Early on Monday morning, the Western Transportation Company's steam barge *Superior*, Capt. Rathburn, called at Mullen's dock for 25 tons of coal. She is the first vessel through the Straits from Chicago either way this season. She left Chicago on Monday, May 3rd and got out of the straits on Thursday morning, having to make a passage through nearly 60 miles of ice. She is loaded with 86,942 bushels of corn for Buffalo and her tow, the barge *Sundusky*, Capt. Trotter, had on board 38,000 bushels.

On Saturday last, the steamer *Asia* of the Windsor and Lake Superior Line left Windsor on her first trip and just before starting that afternoon she was boarded by a number of Windsorites headed by Mr. A. Bartlett who presented the captain with a handsome British ensign. She was loaded with 350 tons of freight and had a fair list of passengers and

called at all ports of consequence on the Canadian shore between Windsor and Fort William. The *Sovereign* will follow her this week. The officers of this line have all been furnished with uniforms.

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May 21, 1875

Last week the *Dove* found an anchor in the river near here, which she took to Detroit.

Chicago grain elevators are rapidly filling up, the receipts being in excess of the shipments.

The steam barge *Superior* took on 125 tons of coal at Fraser's dock yesterday morning.

The tug *Hector*, Capt. T. Homer, came out on Saturday last and made a run as far as this port.

It was the tug *J.P. Clark*, not the *John Martin*, that lost her deck load of wood in the blow last week.

The ferry boat *Fortune* came down as far as Grosse Isle on Saturday with about 300 invited guests on board.

The steam barge *Fred Kelly* that coaled at Girdlestone's last Friday left her consort fast on North Harbor Island Reef.

On Wednesday evening the *Dove*, after making her trip to this town, returned to Wyandotte and took 40 tons of iron to Detroit.

The propellers *Argyle* and *Europe* sailed from Windsor on Tuesday for Chicago, and the schooners *McRae* and *Laura* for Kincardine.

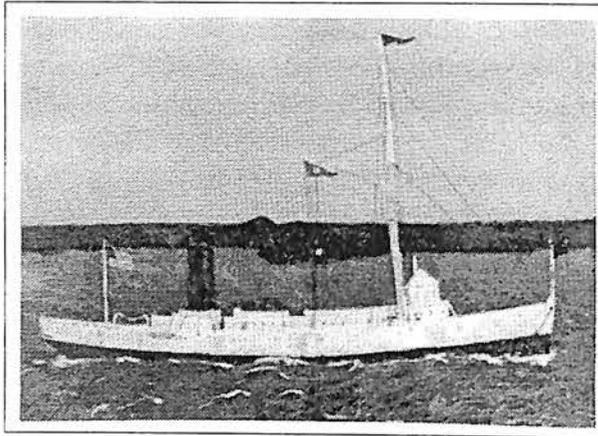
The tug *Torrent* passed down Saturday afternoon for Lake Erie with a large raft in tow, being the first rafting of the season for the *Torrent*.

The Sault Ste. Marie canal was opened on the 14th inst., the steamers *M. Groh* and *Asia* passing up. Immense quantities of ice are reported.

The tug *Crusader*, Capt. McGowan, came up the lake yesterday with six three-and-afters from Buffalo. There is a large fleet now on the way up.

The *Dove* made a trip to Sandusky last Sunday morning and towed the schooner *Paragon* with a load of coal to Fraser's wharf here, arriving on Sunday night.

The steamer *Sovereign* of the Windsor and Lake Superior Line passed up on Saturday and left Windsor on Tuesday night. Freight from here for her was sent up by the *Bob Hackett*.



Propeller *Russia*.

Dept. of Canadian Heritage: Fort Malden National Historic Site

The custom house books at Bay City show that between 4,500,000 and 5,000,000 feet of lumber were shipped from that port Tuesday forenoon at association rates.

Capt. Frank Hackett reports that there is eighteen feet of water at "The O." In entering keep well over to the east pier until the inside end of the pier is reached, when good sailing will be found by turning sharply to the East.

The steamer *Sovereign* of the Lake Superior Line sailed from Windsor on Tuesday night with a full load of passengers and freight. Mr. C.H. Girdlestone of this town went as far as Fort William on business connected with the line.

The steamer *Keweenaw*, [which] had for some days been aground opposite the Alexander House, Grosse Isle, was on Saturday evening pulled off by the tug *Winslow* during high water and brought to this port. She was not damaged and proceeded on her way to Cleveland.

On Thursday the tug *Vulcan* got ready to tow a raft from Wyandotte down Lake Erie. Capt. Thomas Hackett commands her and with him, from this town, are John Horsley, Charles Anderson and "Doc" Hackett. She will engage in raft towing nearly all the season.

Last Thursday the large propellers *Java*, *Colorado* and *Russia* coaled at Mullen's, and the *Newburgh* at Girdlestone's. They were bound from Chicago for Buffalo and the three latter lay over here till noon on



PLEASURE EXCURSIONS.



On and after Wednesday, June 2nd, the

STEAMER DOVE

D. NICHOLSON, Master,
Will Make Two Trips Daily.

Leaving Amherstburg at 6:45 a.m. on her regular trips.

Leaving Detroit at 9:40 a.m. for Amherstburg, on her excursion trips touching at all intermediate ports, arriving here at 12 noon, and again leaving at 1 p.m., calling at the Alexander House at 2:30 p.m., and at Wyandotte at 2:45 p.m.; arriving at Detroit at 4 p.m.

Returning on her regular trip will leave Detroit at 5 p.m.

Fare for round excursion trip, 50c.

Fare for regular trip, each way, 50 cents.

**Advertisement in the *Amherstburg Echo*,
May 28, 1875.**

Saturday. The *Colorado* is commanded by Capt. D.R. Macdonald, who last year sailed the *Forest City*, and the *Russia* by Capt. Austin.

The steam barge *Colin Campbell*, towing the schr. *J.D. Sawyer*, coaled at Girdlestone's last Thursday and left on Saturday for Buffalo. The *Sawyer* was dismasted last fall by a collision with the schooner *Lady Dufferin*, and after being taken to Chicago loaded for Buffalo, and in order to get a through tow the owners pay something less than \$161. On their way down they grounded on the St. Clair Flats but were released by the tug *Brookway*.

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*May 28, 1875*

Last Friday at Detroit the *Dove* broke her rudder chain while backing down.

The tug *Gladiator* passed up on Tuesday morning with a tow of seven vessels, all canallers.

The tug *John Owen* passed up on Monday forenoon with a tow of seven vessels, the largest of the season.

The cargo of the steamship *Persian*, now on the down trip to Buffalo, amounts to 1875 tons or 82,882 bushels of grain.

The *Dove* took 40 tons of bar and plate iron from Wyandotte to Detroit on Tuesday morning. It is to be shipped to Lake Superior.

The tug *Vulcan*, Capt. Thomas Hackett, is now busily engaged in raft-towing. She passed down with a raft from Sandwich on Monday.

The schooner *John G. Kolfage* owned by Messrs. Penton & Craise of Sarnia arrived at that port a few days ago with a cargo of lumber from Georgian Bay.

The Windsor Boat Club, a new organization, has ordered a six-oared barge and proposes to participate in the coming regattas on the river this summer.

The propeller *Zealand*, built at Hamilton on the hull of the burned *City of Chatham*, called at this port on her way to Chicago yesterday morning.

Mr. S. Fraser is doing considerable coal business at his new shoots. The cargo of the *Paragon* is nearly exhausted, and he expects another one today.

The propeller *Asia* opened navigation at Fort William this season, with the assistance of the steamer *Quebec* forced an entrance through the ice on the 18th inst.

The tug *Kate Moffatt* took 25 tons of coal at Mullen's on Tuesday night, the steam barge *Isaac May* took 60 tons on Wednesday night and the tug *Kate Williams* 47 tons on Thursday morning.

The small schooner *Vernie M. Blake* arrived up from Black River on Tuesday afternoon with 45 tons of coal for W.N. Stevens of this town, which she discharged on his dock.

The tug *J.L. Beckwith*, Capt. Howard, which was laid up at Norvell's dock, started out for the first time on Wednesday morning. She took on 23 tons of coal at Mullen's lower dock.

The propeller *Nipigon* belonging to the Allans of Montreal left 80 barrels of sugar on Kevill's wharf for Messrs. Twomey and Burk on

**WINDSOR AND LAKE SUPERIOR  
LINE STEAMERS.**



CARRYING THE ROYAL MAIL.  
Consisting of the A 1 steamers

**ASIA AND SOVEREIGN**

Forming a weekly line between

**WINDSOR AND DULUTH**

GEO. CAMPBELL, Windsor,  
SYLVESTER NEELON, M.P.P. St. Catharines.  
CAPT. J.C. GRAHAM,

Proprietors,  
The splendid steamer

**" ASIA "**

Will leave Windsor on

**Friday, May 28th, at 10 a.m.**

Calling at Sarnia, and (weather permitting) all Lake Huron Ports, for Bruce Mines, Sault Ste. Marie and North Shore Ports on Lake Superior, Silver Islet, Prince Arthur's Landing and Fort William, making connection with the Dawson Route, and at Duluth close connection with the Northern Pacific Railroad and steamers on Red River for

**FORT GARRY.**

For passage or freight apply to the various agents on the line of route, as also at inland towns and cities, or

GEO. CAMPBELL,  
Manager, Windsor.

or to G.W. GIRDLESTONE, Agent,  
Windsor.

C.H. GIRDLESTONE, Agent,  
Amherstburg.

Advertisement in the *Amherstburg Echo*,

May 28, 1875.

Tuesday evening. She took 25 tons of coal at Mullen's upper dock.

The propeller *Armenia* from Montreal discharged freight at Kevill's, and the *Ocean* at Girdlestone's on Sunday. The *Ocean* took freight to Windsor and called at Girdlestone's on her way to Toledo on Monday.

The propeller *Armenia* left this port on her way down to Toledo early

on Wednesday morning but when she was within two or three miles of that port, the captain discovered the purser had neglected to obtain his clearance papers and he had to return to this port.

The wreck of the *Brooklyn* has drifted from the Canadian shore down and across river until now it lies about a quarter of a mile above Mamajuda light on a line with the lower mill at Ecorse. As it is entirely covered with water, barely visible at night, it is exceedingly dangerous.

The str. *Sovereign* of the Lake Superior Line damaged her shoe and a portion of her keel in the ice above Sarnia and had to turn back and go on dry-dock at Detroit on Sunday. She was repaired and took on a large additional quantity of freight at Windsor and left on Monday evening. The *Asia* of the same line leaves Windsor at 10 o'clock this morning.

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June 4, 1875

The new scow *Ida Bell*, now lying at Sandwich dock, is advertised for sale.

The steam barge *Superior*, bound for Buffalo, coaled at Fraser's on Tuesday.

The schooner *Cambria* at Windsor is nearly ready for a second trip to Georgian Bay.

The steam barge *Raleigh* ran hard aground opposite White's dock yesterday afternoon.

The new ferry steamer *Fortune* has already been engaged for thirty-two evening excursions this season.

The *Minnie Morton* raised an anchor in the river a short distance below the Alexander House last Friday.

The schooner *Champion* arrived at Fraser's dock with 300 tons of coal from Sandusky on Sunday morning.

The *Jay Cooke* will make a daily trip to Put-in-Bay for the future, instead of three times a week as heretofore.

The schooner *Two Brothers* arrived up from Cleveland on Sunday morning with 297 tons of Massillon coal for J.G. Mullen & Co.

The propeller *Alma Munro* called here on Tuesday evening on her way to Montreal with a full cargo. Capt. Pollock commands her.

The propeller *Lake Ontario* laden with railroad iron for Duluth passed up Thursday of last week. The *Scotia* with a similar load, last Sunday.



A new tug built at Cleveland and named the *Philander Johnson* passed up on Thursday. Her smoke stack is painted red white and blue.

The schooner *Guelph* which has been laid up at the foot of Mullen's dock has fitted out this week and is taking a load of ties at the C.S.R. station.

The wrecking scow the *Money-maker* is taking a large quantity of bar, rod and strap iron from the wreck of the propeller *Brooklyn* a short distance up the river.

The propeller *Argyle* for Montreal called here on Wednesday forenoon on her way to Montreal. She took on 13 tons of bent stuff from McFate's Novelty Works.

On her last trip the propeller *Asia* brought down from the north shore of Lake Superior forty-two passengers, 312 packs of furs and peltries, besides considerable miscellaneous freight.

The cargo taken by the *Persian* from Milwaukee to Buffalo consisted of 21,000 bushels of wheat, 40,400 bush. oats, 22,483 bush. of corn, or a total of 83,883 bush., equal to 1905 9-10 tons.

The new propeller *Starucca* passed down from Chicago for Buffalo with her first cargo, consisting of 28,000 bushels of wheat, 12,500 bushels of corn, 2450 barrels of flour and miscellaneous articles.

It was so extremely dark as the *Dove* was bound to Detroit on Wednesday night that she struck a projecting pier in the river off Ecorse, doing little damage however.

Capt. Frank Hackett was suffering so severely from ague last week that he had to lay off the *Bob Hackett* for two or three trips, during which time Capt. Reynolds took charge of her. Capt. Hackett is rather better this week and is at work again.

The steamer *Dove* went up to Detroit on Saturday and went on dry-dock for repairs. The steamer *Evening Star* came down here on Sunday forenoon and made the up trip on Monday morning for the *Dove*. The *Dove* came down on Monday night.

The tug *Oswego* came out Thursday and was down here Friday for a tow, but broke one of the valves of her engine. A new one was brought from Detroit by the *Wilcox*. She is sailed by Capt. Henry Bell, who had command of the tug *Hector* last season.

The schooner *G.W. Adams* has loaded with 121,000 bushels of oats

at Chicago. This is the largest cargo ever taken from Chicago. The tow accompanying the *Adams* will consist of two other vessels, which will have an aggregate of 210,000 bushels of grain, being the largest ever taken from that port in one tow.

W.N. Stevens has coaled the following boats. On Friday, tug *Porter*, 28 tons. On Saturday, tug *Nasmieth* [sic] 13 tons, and tug *Lizzie*, 5 tons. On Sunday steamer *Manistee*, 20 tons. On Tuesday tug *Nasmith*, 21 tons, steamer *Fairbank*, 15 tons, and steamer *Pacific*, 25 tons. Total, 127 tons.

J.G. Mullen & Co. have coaled the following boats the past week: on Saturday, tug *Wm. Livingston Jr.*, 10 tons, and propeller *Comet*, 25 tons. On Monday, tug *Admiral Porter*, 12 tons. On Wednesday, steam barge *Oscar Townsend*, 42 tons, and on Thursday, steam barge *Isaac May*, 100 tons. Total, 189 tons.

On Wednesday evening two men and a boy were out in the river in a small boat just below Wyandotte, where the squall struck them. They would have been drowned had not the steamer *Dove*, which was passing, stopped and picked them up, letting the boat go adrift. While engaged in this the *Dove* got aground and had some difficulty in getting off.

On Tuesday evening, as the steam barge *Trader* was bound down with a tow of three barges, the last one, the *Plymouth Rock*, attempted to come to just inside the lighthouse. While engaged in this she struck against the second barge which drove her anchor through her side just below the water line. The *Trader* went on with the other two and the *Minnie Morton* went to the assistance of the *Plymouth Rock* and towed her, water-logged, to Fraser's dock. On Wednesday morning Capt. Henry Hackett, who was in town, secured the services of T. Wilson, the diver, and after a portion of the deck load of lumber was removed the hole was stopped up. She was pumped out and on Wednesday evening proceeded on her way in tow of the *Trader*, which returned for her.

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June 11, 1875

The propeller *Nipigon* took on a live bear at Windsor on Saturday last.

The steamer *Persian* passed down on Wednesday with a cargo of

1967½ [sic] tons.<sup>6</sup>

The schooner *Triumph*, Capt. Haly, arrived at Fraser's on Thursday with 225 tons of coal from Sandusky.

The "*Van Straubenzie*" is the name of a new schooner just launched by Shickluna in St. Catharines.

The *Bob Hackett* took 100 bags of corn and 100 bags of wheat from Thomas' Mill to Burke's distillery yesterday.

The propeller *Mattawan* will call at Girdlestone's dock today on her way to Montreal and take on freight for McFate & Co.

On Monday morning the schooner *John Jewett* arrived here from Cleveland with 235 tons of Massillon coal for J.G. Mullen & Co.

The steam barge *Isaac May* got a line in her wheel while here last week and had to get a diver to free it before she could proceed.

On Saturday night W.N. Stevens put 20 tons of coal on board the steamer *Prairie State*, and on Sunday afternoon 13 tons on the steamer *Colorado*.

The propeller *Java* arrived at Milwaukee Sunday afternoon, having made the run from Cleveland in sixty-three and one-half hours - remarkable time.

On Wednesday forenoon the *Dove* made her trip from Detroit to Amherstburg, including stops, in one hour and thirty-five minutes. Quick time.

A private letter from Belleville, Ontario, says that the yacht *Dauntless* will probably go to Detroit to take part in the International yacht regatta on the 25th of the present month.

By the aid of petroleum oil the Canadian lighthouses and lightships are maintained at a cheaper rate than any other country in the world; 90,000 gallons of oil were required for the service last year.

The steam barge *Lincoln* called here on her way to Chicago last Friday. She wooded<sup>7</sup> here and was to call at Detroit for some freight.

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<sup>6</sup>This is what appears in the newspaper, although 1967½ tons seems excessively heavy. Perhaps it should have been 167½ or 197½ tons.

<sup>7</sup>Many steamers were wood burners in this era but coal was rapidly replacing wood as fuel.

Capt. Duncanson and Mate T. Duncan are "alive and kicking."

The propeller *Bruno* arrived up with freight from Montreal on Wednesday night. After discharging freight at Kevill's she proceeded to Detroit with plate-glass, and to Chatham with general merchandise.

The tug *John Owen* passed down with an immense raft on Saturday night. She had 450 cribs, 8250 pieces, 8,450,690 feet. She was bound from Au Sauble River and Tawas Bay to Tonawanda. The raft was valued at \$38,000.

The schooner *Snow Bird* arrived at Mr. Fraser's dock on Tuesday last with 310,000 shingles, 50,000 lath, and 42,000 feet of lumber for that gentleman. She brought it from Spanish River, Georgian Bay, and will return for another load of lumber for him.

The tug *Vulcan* stopped at the "O" with her raft and refastened a portion which had become weak. She took it safely to Buffalo. She is now on her way to Rifle River for her second raft. The tug *Livingstone* made fast to a raft at Tawas on Thursday for Tonawanda.

During the past week J.G. Mullen & Co. have coaled the following boats. On Thursday of last week, the propeller *Rocket*, 30 tons; on Friday, tug *Urania*, 2 tons; on Saturday, tug *John Owen*, 125 tons, and tug *Urania* 2 tons; on Wednesday, Steamer *Persian* 10 tons. Total 169 tons.

The tugs *Bob Anderson* and *L.L. Lyon* of Detroit will tow vessels 50 per cent off from last year's card rates between Point au Pelee on Lake Erie and Sandbanks on Lake Huron, says a cotemporary [*sic*]. Nearly all the tugs are doing the same thing, and most of them are hardly paying their running expenses.

George Hackett, clerk of the new boat *Flora* of the Northwestern Transportation Company, informs us that she has had an accident to her machinery which will disable her for some time. The *Amazon* is expected out soon on the Grand Haven and Milwaukee line. She has been thoroughly overhauled and a cabin put on her.

The handsome, long, slippery and powerful steam yacht *Myrtle*, built by the Kirby brothers at Wyandotte, went to Toledo last Monday to give an exhibition of her speed to the Toledo citizens. A. Kevill and E.G. Park went on board here and they made Toledo, a distance of 45 miles, in two hours and 45 minutes. She returned on Tuesday night.



The scow *Ellen Gerlow*, bound from Kelley's Island to Detroit with a load of stone, was caught in the storm Wednesday night of last week when entering the river and capsized within a short distance of the Bar Point Lightship. The crew consisted of two men and a boy, who escaped in the small boat. The scow, emptied of its cargo, was driven ashore by the gale, badly demoralized.

The schooner *P. Martin*, Capt. Thornton, loaded with 1,000,000 barrel hoops from Bay City for Oswego, sprang a leak near the Middle Sister Island, Lake Erie, about 6 o'clock on Wednesday afternoon and waterlogged, losing overboard about 120,000 hoops. The schooner *Fleetwing* tied up all night alongside of her and on Thursday morning the tug *Oswego* came along with a tow and brought her in to Kevill's wharf at this port. The captain went to Detroit to get a tug to tow her up for less than the *Oswego* wished to charge.

The steamer *Asia* arrived at Windsor from Duluth on Tuesday. On the upward bound passage she took on 1000 bls<sup>8</sup> of salt at Goderich for Duluth and her captain reports encountering large quantities of ice off the port of Southampton and on Lake Superior. The *Asia* was signalled 140 miles east of Duluth by the *Quebec* of Beatty's line; the latter being hard aground, and after some hours of hard pulling and parting an 8-inch line she succeeded in getting her off. The *Asia* cleared from Duluth on Friday morning last just as the steamers *Columbia* and *Scotia* arrived with railroad iron. Called at Prince Arthur's Landing, Silver Islet and intermediate ports, arriving at Detroit at nine o'clock Tuesday morning with 700 barrels of fish, miscellaneous freight and eighteen passengers.

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June 11, 1875

It is almost time that the Canadian Marine Department took some action in the matter of placing buoys at the entrances of the Canadian Channel in the Detroit River, east of Fighting Island. There is an excellent channel on this side of the Island with an almost uniform depth of 21 feet of water throughout its whole length, but it seems to be but little used although considerably shorter than the American Channel,

⁸barrels

west of the Island. All it requires is one buoy to mark the shoal just east of the channel at the north point of the Island, two buoys one on either side just below Turkey Island and two others one on either side opposite Gawley's Mill to mark the shoal and ridge of rocks on either side. These buoys could be placed in position at an annual expense of less than fifty dollars and if two or three range lights were properly placed, the channel could be navigated any time of the day or night. The only dangers to be encountered are those already mentioned at the upper and lower ends, as all that is necessary otherwise is to keep well to the middle of the channel. We hope the present season will not pass without some move being made.

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June 18, 1875

A Sunday excursion to Toledo on the steamer *Dove* is now spoken of.

Propeller *Canada* from Montreal left freight at Kevill's on Wednesday night.

A tug association has not yet been formed and there are now poor prospects of one.

The steamer *Mattawan* passed down on Saturday evening but did not call here as expected.

Twenty-four car loads of coal direct from the mines were brought down to Stevens' dock this week by the *Ichthyosaurus*. They contained nearly 800 tons.

The schooner *Acorn* discharged a cargo of grain at Walkerville last week which exceeded the quantity given on the bill of lading about thirty-eight bushels.

The schooner *Kittie* of Port Huron brought up 196 tons of coal from Sandusky and delivered it on Girdlestone's dock on Monday for the use of the *Dove*.

Mr. J.P. Clark of Detroit is building a dock at Sugar Island and the *Riverside* will in a few days commence making excursion trips almost daily from Detroit to the Island.

A water gauge for measuring the depth of water on the crossing at any stage in the river here was placed in position at Mullen's dock by the American survey party last week.

The American survey party left last Saturday on the *Minnie Morton*. They expect to return here about the middle of August and commence blasting operations with dynamite in the river channel.

The schooner *Tom Martin*, waterlogged here last week, discharged part of her cargo on Kevill's dock and, having been pumped out and raised, left for Lake Erie after receiving temporary repairs to try to recover part of her cargo.

The propeller *Alma Munro* called at Girdlestone's with freight for M. Twomey on Wednesday and took on a large quantity of bent stuff from McFate & Co. for Montreal. Also 13 barrels of potash. She also left freight at Kevill's.

During the past week J.G. Mullen & Co. have coaled the following boats: - On Friday June 11th, the tug *Livingstone* took 65 tons and the tug *Kate Williams* took 45 tons; on Monday, June 14th, propeller *Benton*, 5 tons; Wednesday, June 16th, tug *Livingstone*, 50 tons. Total, 165 tons.

The total of all kinds of grain in store in Chicago is 7,770,765 bu.<sup>9</sup> These figures show a decrease during the last week of 600,921 bu wheat, 67,652 bu corn, 53,093 bu oat, 543 bu rye and 6358 bu barley. Total decrease 758,547 bu. The total grain in store in Milwaukee is 866,809 bu.

During the week W.N. Stevens has sold 79 tons of coal. On Friday last the *Minnie Morton* took 4 tons; on Monday the steamer *Philadelphia* took 15 tons. On Tuesday the propeller *Winslow* took 20 tons; and on Wednesday the tug *Metamora*, 15 tons, and the propeller *D.R. Van Allen*, 25 tons.

The schooner *Emma C. Hutchinson*, Capt. John D. Mullen, passed up Wednesday bound from Cleveland to Milwaukee with a cargo of 1500 tons of coal on a draft of 13 feet and 6 inches. The *Hutchinson* was built at Port Huron in 1873 and is of 736 tons burthen. She is 197 feet keel, 34 feet beam and 14 feet hold and as a carrier is first-class.

The propeller *Bob Hackett* passed the dead body of a man in the river as she was bound up Tuesday afternoon between Mamajuda and Grassy

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<sup>9</sup>bushels

Island lights. It was too much decomposed to handle so she did not stop to pick it up. Two boys found it between Bois Blanc and Grosse Isle yesterday morning and landed it on the former Island.

The body of a man found in Colchester harbor last week was buried near the lake shore. On it was found a key check engraved with the name, "J.P. Plant, East Saginaw," also \$30 in money and a picture of a young girl. There was also a slip of a newspaper containing some reference to some performance of the tug *Wilcox* and a memorandum of certain quantities of wood and it may be that he was the man lost off the *Wilcox* last week.

A fireman shipped on the propeller *Asia* at Windsor for a specified time at a specified figure. Upon the return of the *Asia* to Windsor the fireman, without warning and without asking for his pay came ashore before his time was out and, crossing to Detroit, got out an execution against the boat. Inasmuch as he shipped at a Canadian port, upon a Canadian boat and left before his time expired while the boat was at a Canadian port, the owner proposes to see whether the circumstance comes under the jurisdiction of a libel got out an American port.

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June 18, 1875

This week Mr. Andrew Hackett was notified by the Department of Marine and Fisheries of the Dominion that the lightship for Bar Point left Quebec and is now on its way here in tow of the government steamer *Druid*. She will be here next week and put in charge of Andrew Hackett to be properly placed without any delay. The craft is the old government schooner *Duncombe*, formerly used to supply the Canadian lighthouses off the Gulf of St. Lawrence. When properly placed full particulars in reference to her will be published.

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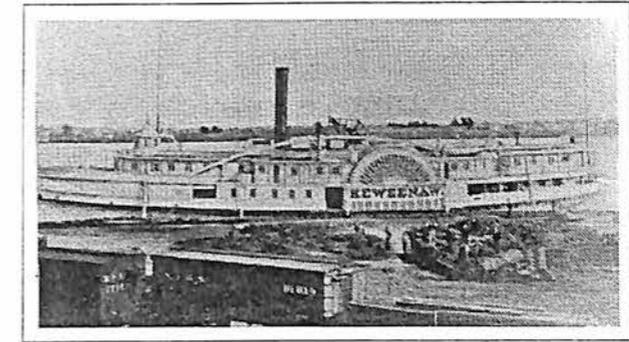
June 25, 1875

The *Owen* delivered every stick of her raft at Tonawanda.

The steam barge *Raleigh* took 60 tons of coal at Fraser's on Sunday.

The *Ada E. Allen* loaded with stone for Windsor at White's dock this week.

The propeller *Colin Campbell* took on 25 tons of coal at Stevens' dock last week.



**Steamer Keweenaw.**

Dept. of Canadian Heritage: Fort Malden National Historic Site

The tug *Balize* passed up with a tow of six laden vessels on Tuesday forenoon.

The steamer *Dove* had a brush with the *Keweenaw* Tuesday evening. The former had rather the best of it.

The tug *Vulcan* passed down with a raft to Tonawanda on Tuesday afternoon. She took 45 tons of coal at Fraser's.

The schooner *C.G. Meisel* arrived here from Cleveland on Tuesday with 313 tons of coal for J.G. Mullen & Co.

The schooner *H.E. Lamar* brought up 196 tons of coal for J.G. Mullen & Co. from Cleveland, Thursday of last week.

The Castalia Pleasure Club of Detroit will give an excursion on the steamer *Fortune* to Bois Blanc Island on the 29th inst.

The schooner *Tom Martin* returned to this port on Tuesday and took on her deck load of hoops left last week on Kevill's wharf.

One hundred and fourteen dollars are the net profits this season on a tug which has been laid up at Detroit and are the net proceeds of towing 33 vessels.

The *Sovereign* of the Windsor and Lake Superior line left last Friday morning for the upper lakes with a heavy cargo and upwards of a hundred passengers.

Alanson Elliott has loaded the schooners *Grace Amelia* and *Starlight* with ties at Oxley. This week he again loaded the latter at Colchester with ties for Dunkirk.

The schooner *Joseph M. Enright* from Black River delivered 30 tons

of coal on W.N. Stevens' dock on Saturday afternoon. The *Vernie M. Blake*, 65 tons on Monday at the same dock.

During the past week J.G. Mullen & Co. have coaled the following boats: on Friday June 18th, the steam barge *Isaac May*, 50 tons, and the tug *Urania*, 2 tons. On Saturday, June 19th, the tug *Kate Williams*, 34 tons, and the *Urania*, 5 tons. On Sunday, June 20th, the steam barge *Mary Pringle*, 6 tons. On Thursday, June 24th the *Relief*, 80 tons. Total 177 tons.

The tug *Minnie Morton* towed the barque *Bessie Barwick* from the Station to Park & Borrowman's dock on Tuesday forenoon and at the latter place she took 40,000 ft of oak and hickory felloes<sup>10</sup> from Mr. George Campbell for Kingston. She then took a quantity of lumber at Fraser's. She obtained the rest of her load at Chatham and Windsor.

On Thursday night of last week the Canadian propeller *Columbia*, Capt. Kennedy, ran aground on the foot of Fighting Island. The tug *Hector*, which was passing, tried to pull her off but not succeeding came to this port for Kevill's barge, when 3000 bushels of wheat and 40 cords of wood were taken out of her and she was pulled off on Friday evening. The steam barge *Salina* got aground near the same spot but was pulled off by the tug *Gladiator*.

The little schooner *Star* owned by F. Hackett and James Gordon is being fitted out this week. She will be managed by Capt. James Moore and will be engaged in fishing for anchors and doing other odd jobs. She was formerly a yacht hailing from Montreal.

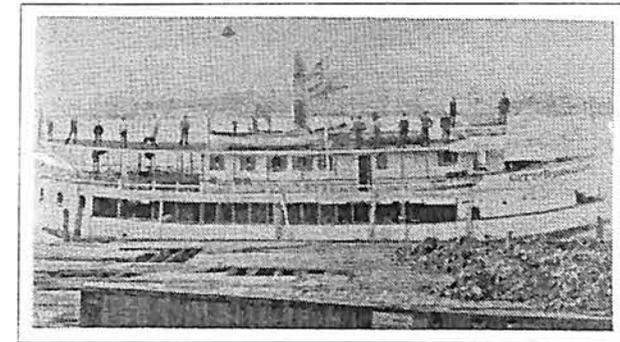
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July 2, 1875

The scow *Emma* of Anderdon has been laid up at Jones' here the past week for repairs.

The *Bob Hackett* took 30 bushels of strawberries to Windsor last Saturday from the Lake Shore.

The schooner *Vernie M. Blake* brought up 55 tons of slack coal from Black River for W.N. Stevens last week.



Steamer *City of Dresden*.

Dept. of Canadian Heritage: Fort Malden National Historic Site

The *Dove* brought down a large excursion of the Unitarian Sunday School of Detroit to Bois Blanc Island on Wednesday.

The felloes taken on board the *Bessie Barwick* here last week were the property of C.W. Thomas, not of George Campbell.

On Tuesday last J.W. Borrowman shipped per the *Bob Hackett* 200 bushels of corn and 120 bushels of wheat to Burke's distillery in Windsor.

The *Bruno*, bound up, delivered about 6 tons of iron at Kevill's dock on Saturday last for parties in this town and along the lake shore.

The tug *Hector*, Capt. T. Honners, broke her crank-pin while coming down with a tow of five vessels on Saturday and had to lay up for repairs.

On Sunday afternoon shortly before 4 o'clock the steamer *City of Dresden* landed an excursion of Germans from Detroit on Bois Blanc Island. They remained there about two hours and then left for home. Both brass and string bands were on board.

The ferry boat *Fortune* brought an excursion of the Castalia Pleasure Club from Detroit to Bois Blanc on Tuesday. They first landed them here at 11 a.m., then took them to the island for a few hours, then out into the lake and back home.

During the past week J.G. Mullen & Co. have coaled the following boats. On Friday June 25th, the steam barge *Isaac May*, 100 tons; on Saturday 26th, steamer *Sheldon*, 5 tons; on Monday 28th steamer *Saginaw* 10 tons, steamer *Oscar Townsend*, 8 tons, tug *Kate Williams*

¹⁰rims of wheels, into which the outer ends of the spokes are inserted

50 tons, tug *M.F. Merrick* 78 tons. Total 251 tons.

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July 2, 1875

On Sunday afternoon, the new lightship sent by the Government for Bar Point arrived at this port in charge of Capt. Taylor, who had piloted her from Kingston, from which place she sailed up. She is commanded by Capt. Louis Beaumont and has a crew of five men. She is a beautiful model about 90 feet long, 24 feet beam and 98 tons. She was built at Quebec about three years ago and has been engaged in carrying lighthouse supplies and other work on the river and Gulf of St. Lawrence. She is well furnished in every respect and has two anchors of 7 cwt., one with 120 fathoms of chain and the other with 70 for use, besides another spare one. She is provided with a new style of windlass and has a first-class bell for use in foggy weather. She is painted red and has the words "Bar Point Light Ship," painted in large white letters along the whole length of each side. She was towed up to Thomas' dock on Monday and J.P. Jones has been engaged to fit her with a frame for lights. It is expected she will be placed in position on Saturday, the whole of the crew remaining on her for the present. Mr. Andrew Hackett has charge of the locating of this craft.

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July 9, 1875

The *D.R. Van Allen* landed a quantity of freight at Kevill's dock last Friday morning.

The *Vernie M. Blake* brought up 70 tons of coal from Black River for Stevens on Saturday.

The *Alma Munro* called at Girdlestone's for freight on her way down, Wednesday of last week.

The schooner *Star* of this town picked up a 1200 lb. anchor off the Asylum Grounds on Tuesday.

On Tuesday W.N. Stevens sold 15 tons of coal to the *Fairbanks*, and on Wednesday 20 tons to the *Metamora*.

On Saturday afternoon the scow *Emma* of Anderdon brought down from Detroit 23,000 feet of lumber for J.D. Burk's new store.

On Monday J.G. Mullen & Co. sold the tug *Prindiville* 65 tons of coal; on Tuesday the *Mendota*, 10 tons; and during the week the *Urania*

took 12 tons. Total 87 tons.

Mr. C.B. Hull, who administers the estate of the late K.C. Barker, intends at an early day putting up all of Barker's yachts, boats, boat-houses and marine apparatus of all kinds for sale at auction.

From and after Friday, 9th July, the Windsor and Lake Superior steamers will leave Detroit and Windsor on Thursdays instead of Fridays in response to the demand of the travelling community and shippers. All interested will make a note of this change.

On the 1st of July the schooner *General Worth* arrived up from Cleveland with 418 tons of Massillon coal for J.G. Mullen & Co. of this town. Sunday afternoon the schooner *Evaline Bates* brought up 529 tons of the same for them which was discharged on the dock formerly occupied by LaLiberty.

Capt. R.J. Hackett of Detroit has been elected Commodore of the International Yacht Club in place of K.C. Barker, deceased; and John Oades has been elected Rear Commodore, to succeed Mr. Davis, resigned. The annual regatta of the club will take place on Wednesday, 14th inst. and arrangements looking to its complete success are being rapidly perfected.

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July 16, 1875

W.N. Stevens sold 20 tons of coal to the str. *City of Port Huron* on Monday.

On Thursday the str. *Clara* brought an excursion party from Detroit to Bois Blanc.

The steamer *Northwest* passed up disabled in tow of the *Blanchard* yesterday morning about 9 o'clock.

The tug *Urania* towed the old barge *Sophia Smith*, which has been lying at this port for some time, to Detroit on Tuesday. She is owned by Anthony Barledge.

The propeller *Celtic* from Montreal delivered a quantity of material on Girdlestone's dock on Wednesday morning for the use of the Canadian Survey Party now here.

The schr. *Brown*, the consort of the *Forest City*, had a narrow escape on the Lime-Kiln Crossing last week. She struck and parted her towline but did no further damage.

On Monday morning the schooner *Wacousta* arrived up from Cleveland with 460 tons of Massillon coal for J.G. Mullen & Co., which was discharged on their upper deck.

Mr. Craig of the firm of Linn & Craig has been engaged to sail the yacht *Cora* at the next regatta and has engaged Messrs. Seaton, Brown and Miller as crew, who are being drilled for the work. She sailed past this port on Wednesday.

The steamer *Riverside* now makes regular trips every morning from Detroit to Sugar Island and returns in the afternoon. Every evening she makes a trip from Detroit to the Alexander House and on Sundays she make two trips to the House.

J.G. Mullen & Co. have coaled the following boats since last report. On Thursday, July 8th, 45 tons to the *Crusader*; on Friday, 9th, 55 tons to the *Kate Williams*; on Saturday, 10th, 60 tons to the *Isaac May*; on Monday, 12th, *Urania* 4 tons; on Wednesday, 14th, *M. Groh*, 3 tons; and on Thursday, 15th, *Kate Williams* 45 tons. Total 212 tons.

The International Yacht Club have resolved to hold the first regatta on July 28th on which occasion it is now hoped several boats from Toronto, Hamilton and Cleveland will be present. Among those certain to be present are the *Cora*, the *Annie Cuthbert*, *Lady Stanley*, the *Oriole*, the *Qui Vive*. Entries to be completed by Thursday, July the 22nd, the owners reporting to Capt. Joe Nicholson.

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July 23, 1875

Last week W.N. Stevens sold the tug *Favorite* of Port Colborne, 35 tons of coal.

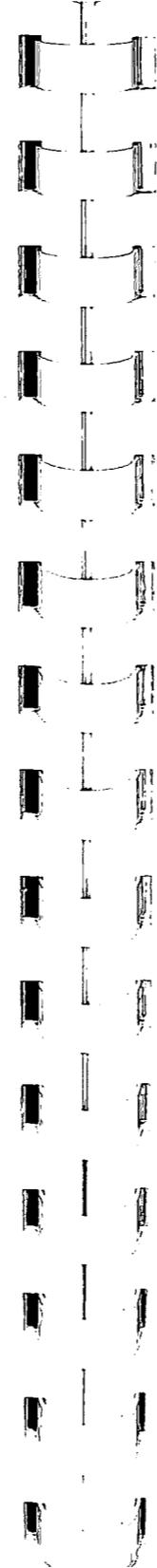
The propeller *Scotia* from Montreal landed a quantity of freight on Kevill's dock on Wednesday morning.

The scow *Curlew* arrived up from Cleveland on Wednesday night with 170 tons of Briar Hill coal for J.G. Mullen & Co.

The schooner *Fanny Campbell*, ashore on Manitoulin Island since last fall, has been released and is in pretty good condition.

Angus Kevill is fitting up his little tug *Frank Tracy*, which has been laid up all winter inside the slip at the Canada Southern station.

Governor Bagley of Michigan and a party of friends had a picnic to Sugar Island from Detroit on the steamer *Riverside* on Tuesday.



Several of the Southern ladies at present sojourning on Pelee Island had an excursion to Detroit and return on the *Bob Hackett* this week.

The propeller *Argyle*, bound for Montreal, called at C.W. Thomas' wharf on Sunday afternoon and took on a quantity of oak plank and other timber.

Last Friday the *Isaac May* took 120 tons of coal from J.G. Mullen & Co. They have put 45 tons on other boats the past week. Total, 165 tons.

The propeller *Sovereign* of the Windsor & Lake Superior line has received a new wheel larger than the old one. Capt. Jim was always hard on wheels.

Last week the *Alma Munro* took a quantity of potash from Kevill's dock for Montreal. The *Bruno* also took 3000 bushels of corn from the same dock.

A number of parties from Amherstburg will attend the International regatta on the River St. Clair on Wednesday July 28th. We believe H.J. Kolfage intends entering the yacht *Minnie*.

A ticket for the round trip from Windsor to Duluth, at the head of Lake Superior, can be purchased on the *Asia* or *Sovereign* for \$35. Cheap enough. By the same line from Sarnia for \$30.

One of the most delightful excursions of the season will be that on the "*Sovereign*" which sails on Tuesday next from Port Colborne for Fort William, Duluth and a number of other Lake Superior ports.

The steam ferry *Detroit* of the Springwells and Sandwich line collided with the schooner *Inez*, one of the tow of the tug *Clara*. The towline was broken by the force of the collision. Damage to the schooner, \$50.

A remarkable voyage is recorded of the yacht *Effort*, 16 tons. She left Fleetwood, Eng., May the 29th with the captain, mate and two boys, arriving at St. John, N.B., after 49 days, mostly of heavy weather.

The barge *Ichthyosaurus* is being repaired at the Southern station and will be used for the transfer of freight in tow of a tug until the ferry steamer *Transfer* is repaired on dry-dock, where she will be taken in a few days.

The scow *Emma* arrived here with 30,000 brick from Chatham on Saturday last which she discharged on Kevill's dock. They are for J.D. Burk's new building and she will bring 100,000 more for the same

gentleman.

The tug *Kate Williams* broke her piston-rod and cylinder off Lakeport on Sunday evening and was towed to Port Huron by the steamer *Marine City*. A fireman was slightly injured. The tug will be laid up for two weeks and Capt. Dave is now rustivating in the bosom of his family.

The staunch steamer *Minneapolis* has substituted the *Northwest* on the regular Detroit and Cleveland line until the latter boat can be repaired. Captain Austin Kirby, an old and trusty officer, is in command of the *Minneapolis*. The repairs to the *Northwest* will cost about \$3000 and it will be two weeks before she is out.

The *Chatham Planet* says: -"We understand that the contractors have now all but completed their work on the bar and that on Thursday, when they expect to suspend operations, there will be a channel 70 feet wide, with a depth of 10½ feet. The work has certainly been most expeditiously executed and the cost must be comparatively trifling, compared with the advantage such a depth of water will be to shippers from this port."

The crew of six men who brought the Bar Point Lightship from Quebec were ordered to return and Andrew Hackett received instructions to place two men from this neighbourhood in charge on Saturday last. The captain and crew accordingly left by the *Bob Hackett* on Tuesday and Hugh Manson and John Keenan are now on board the lightship. Capts. McLaughlin of the *Northwest* and McKay of the *R.N. Rice* have both written to Andrew Hackett, stating that on a clear night they can distinguish the light on the ship at a distance of 10 to 12 miles. Everything in connection with the ship is working satisfactorily.

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July 30, 1875

The schooner *Middlesex* is fitting up at Milwaukee for a trip across the ocean.

On Monday last the *Emma* arrived here from Chatham with 35,000 more brick for J.D. Burk.

Five cargoes of iron for the Canada Pacific Railway have been landed at Fort William during the past week.

Mr. Robert Lowe of St. Thomas has been appointed agent of the Windsor and Lake Superior Line of steamers at the Sault.



The steamer *Dove* brought the Ninth Avenue Mission School of Detroit on an excursion to Grosse Isle, Thursday night of last week.

J.G. Mullen & Co. have sold 60 tons of coal to the *Isaac May* and other boats the past week. W.N. Stevens has sold 6 tons to the *Metamora* and barges.

The steamer *Fortune* brought over 1300 passengers from Detroit to Bois Blanc on Thursday. It was a picnic party in connection with St. John and St. James Episcopal churches.

Last Saturday morning the *Dove* passed the body of a man floating in the river near the head of Fighting Island. It was expected it would go ashore on that Island.

A vessel one hundred and seventy-six feet, six inches in length and said to be the largest ever built on the Welland Canal, was launched on Saturday at Port Dalhousie.

The tug *Crusader*, bound up with four vessels in tow, became disabled outside this port on Saturday evening by an accident to her machinery and passed up in tow of the *Prindiville*.

Last Friday a young man named Jas. Connors, employed on the tug *Kate Moffat* as fireman, was knocked overboard near St. Clair and was drowned. He lived in Wyoming, Ontario.

The steam barge *Vanderbilt* arrived down with salt from the Bruce Works, Kincardine, on Tuesday. She discharged 100 barrels on Girdlestone's dock and 183 barrels on Kevill's.

The scow *Morning Lark*, which lately sank at the Lime-Kiln Crossing, was raised this week after considerable difficulty and will likely be towed to Detroit today. The scow *Tom Lewis* was used in raising her.

The barque *Bessie Barwick* was loaded with timber below Callam's dock by the Messrs. Campbell of Windsor last week. The timber which has been lying there for some time has been shipped to Garden Island.

Charles Barnes of Youngstown, Ohio, a deck hand on the steam barge *W.S. Ireland*, accidentally fell overboard and was drowned about four o'clock on Monday afternoon. The steamer was about four miles south of Kincardine, Ontario, at the time of the accident.

The propeller *Georgian* landed freight on Kevill's dock on Thursday night of last week and then proceeded to Windsor where she unloaded the balance of her freight. On Friday night she wooded here on her way

to Toledo for a cargo of grain for Montreal.

At present there is an unusual amount of grain on the move - probably over two million bushels on canals, two millions on the lakes and four millions in transit to Great Britain. There is a prospect that the trade in grain this year will be fully as great as in the fall of 1873.

The *Asia* of the Windsor and Lake Superior line of steamers left last week for Duluth with a large load of through freight and a full passenger list, among whom were ex-Mayor Cameron and Mrs. Cameron; Mr. and Mrs. Girdlestone; Professor Baker and a party of four from Albion, Michigan; many others from Toronto, Michigan and Ohio; and forty men for A.P. McDonald & Co., contractors on the L.H.&B.R.

The range lights at the Lime-Kiln Crossing are now established having been lighted for the first time this season on Monday night last and will be continued till the close of navigation. They will consist of one red above one white light on the same ranges at T.B. White's as last year. Messrs. J.W. Westcott and Henry Duff have charge of them. The signals for low water, placed on Norvell's dock, will consist of a red flag by day and three green lights (one above the other) by night. J.W. Westcott says that both the ranges and signals will be attended with the best of care and no other signals but the ones now mentioned will be displayed and they only when he considers it unsafe for the largest class of vessels to cross over. Mr. Westcott also desires it to be known that he will be on hand to pilot boats over when wanted. Steamers can notify him by blowing three long and two short whistles when one mile above the dock.

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August 6, 1875

The steamer *Northwest* is out again, as good as new.

The propeller *Europe*, bound up, discharged freight on Girdlestone's dock on Tuesday.

An excursion party from Port Colborne was on the *Sovereign* on her last upward trip.

A deck hand on the steamer *Dove* rescued a drowning boy in the river at Detroit last week.

The fast steam yacht *Myrtle* now makes two trips a day between Detroit and Grosse Isle.

The steamer *Bruno* discharged a quantity of sugar on Kevill's dock on her up trip Wednesday.

The yacht races at Detroit last week were a complete failure and some of them were postponed till September.

The propeller *Asia* was to have made an excursion trip to Port Colborne from here on Monday, but was prevented by the storm.

The captains of the Anchor line of iron steamers have received orders to avoid passing Lime-Kiln Crossing at night.

The steam barge *Ada E. Allen* arrived down with a cargo of pipe for the Gore Street sewer on Tuesday, which she discharged on Kevill's dock.

The steamer *Dominion*, with 55 cords of wood on board, was burned to the water's edge at Chatham on Friday night. Loss \$15,000. Insurance \$10,000.

The tug *Wilcox* reports seeing the tug *Owen* below the Dummy on Lake Erie, with just the nose-piece of her raft in tow. The probability is she lost the balance during the gale of Sunday.

The schooner *Ishpenning* ran aground on Fighting Island, Sunday. Kevill's lighter was obtained and part of her cargo removed, when she was pulled off by the tugs *Goodnow* and *Burnsides*.

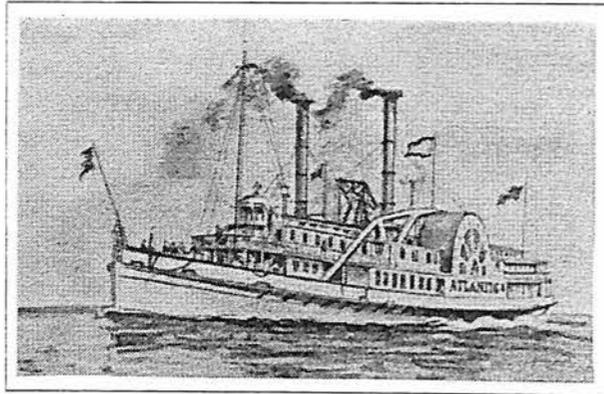
Hereafter the steamers forming the Windsor and Duluth Line will extend their route to Port Colborne. We are glad to hear that these fine and well appointed boats are being well patronized.

The schooner *Pride of America*, bound down with a full load of timber, is waterlogged near Point au Pelee, Lake Erie. The tug *George H. Parker* left to assist her and will tow her to the Welland Canal.

Fourteen tons of the twenty of stone on board the scow *Morning Lark*, sunk at the Lime-Kiln Crossing, were recovered and loaded on the scows *Tom Lewis* and *Iron Rail*. The rest fell out when she was upset. She has been taken to Detroit.

The *Vulcan*, which passed out into Lake Erie last Saturday with a large raft in tow, was compelled to return to the river Sunday. She brought her raft with her all right and anchored it near the mouth of the river, where she waited for the storm to subside.

The four tow barges of the *Alleghany* broke adrift before her smoke stack went overboard on Sunday evening. The captain of the *Alleghany*



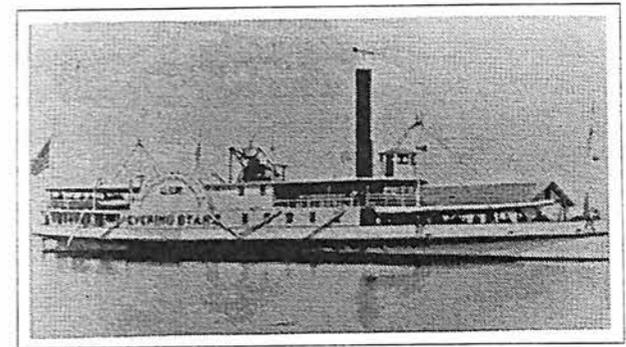
Steamer Atlantic.

Dept. of Canadian Heritage: Fort Malden National Historic Site

says he never experienced weather so severe or a sea so merciless as that of Sunday night. One of the barges, the *Braley*, went ashore below the Dummy. It was at first feared she had gone to the bottom with her crew of five men and one woman. The *Alleghany* receives a new smoke stack at Detroit.

The barge *Dreadnaught*, bound down with a full load of lumber, was one of the unfortunate ones in the late storm. She was left at anchor by the steam barge that had her in tow off Point au Pelee, Lake Erie, and was obliged to weather the storm and she did it gallantly. The weather was very heavy and 25,000 feet of lumber on her deck was thrown overboard to save the balance. This was a very prudent act on the part of the captain. After the storm she sailed back to the river. She will go into dry-dock at Detroit for repairs.

On Saturday last a large circle was visible round the sun and the presages of old inhabitants that it indicated a severe storm were verified, for on Saturday night it began to blow a gale from the east and to rain heavily. Navigation on Lake Erie was consequently very dangerous and as it continued to blow hard till Monday night, passenger and freight traffic were seriously interrupted. Several steamers bound down went out a short distance but were obliged to put back to this port, so that on Monday there were laid up here the steamers *Havana*, *Atlantic*, *Lake Ontario*, *Benton*, *Birckhead*, *A.A. Turner*, *Bob Hackett*, *Morning Star*, *Prairie State* and *Nebraska*, besides a number of sailing vessels. On



Steamer Evening Star.

Dept. of Canadian Heritage: Fort Malden National Historic Site

Monday afternoon the steam barge *Alleghany* arrived up with her smoke-stack jerked out, battling with the waves. The steamer *Jay Cooke*, bound down from Detroit, had to put back on Monday afternoon and the *Evening Star* could not get out of Toledo. The steam barge *Trader* was forced to let go her tow near the Middle Sister on Sunday and one of them, the *Plymouth Rock*, loaded with stone, came near sinking from a collision with two others, but managed to get into port in tow of the *Torrent*, when she sank but was pumped out. The *Trader* arrived up all right on Tuesday and picked up her tow. Two or three boats got aground on Fighting Island but were got off without damage, while several tows had to lie over at Detroit. All the boats laid up here were enabled to proceed early on Tuesday morning. No serious disasters are reported.

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*August 13, 1875*

The tug *Vulcan* lost a raft of two million feet of timber off Port Stanley, Lake Erie, during the gale on Friday night last.

Yesterday morning the schooner *Eliza Allen* arrived up from Cleveland with 250 tons of Briar Hill coal for J.G. Mullen & Co.

Last week J.G. Mullen & Co. sold 175 tons of coal to the tug *Relief* and others. W.N. Stevens sold 40 tons to the steamer *Arizona* and others.

The heavy wind of last week blew down the temporary lighthouse erected on the Port Maitland pier. The sea washed part of the pier away.

The *Alma Munro*, bound up, discharged a quantity of freight for this town and lake shore ports on Kevill's dock on Wednesday afternoon.

The engineer of the steam yacht *Myrtle* says that he has repeatedly run his boat at the rate of a mile in three minutes, which is fast time. We don't want any of it.

The propeller *City of Montreal* took on a large quantity of bent stuff from McFate & Co. for Montreal at Leggatt's dock on Tuesday morning, and afterwards wooded at Kevill's.

The big schooner *Michigan* carried away her foreboom in the gale on Lake Erie and was obliged to seek shelter under Point au Pelee with the large fleet that was there.

The captain of the propeller *Bob Hackett* reports seeing, while coming up from Point au Pelee last week, considerable floating pine timber, supposed to be part of the tug *Owen's* raft.

A correspondent from Bay City informs us that the *Dove* arrived there at 6 a.m. on Monday morning, 28 hours after leaving Detroit, having made several stops on her way up. She left Bay City on her first trip to Alpena at 2:15 p.m. on Monday and arrived at the latter place at 2 a.m. Tuesday, making the run of 120 miles, including six stops, in 11 hours, 45 minutes. Returning, she left Alpena at 7:15 a.m. Tuesday and arrived at Bay City at 6:30 p.m., making her six stops. All on board expressed themselves perfectly satisfied with the boat and her speed.

**Tug Association.**-Last week a tug association for 1875-76 was formed in Detroit, to commence August 15th. The following gentlemen were elected officers: E.G. Merrick, president; Wm. Livingstone Jr., secretary and treasurer; S.B. Grummond, superintendent; directors, S.B. Grummond, Wm. Livingstone Jr., Geo. H. Parker, John Demass, Thos. Murphy, J. Emory Owen, John R. Gillett of Detroit, and Jas. Moffatt and Geo. E. Brockway of Port Huron. The headquarters of the association will probably be at Capt. Grummond's office. Another meeting was held Tuesday last, but matters are not yet working altogether smoothly.

**The Sale of the Dove.**-The announcement of the sale of the *Dove*, which we made last week, was substantially correct and this boat, which has plied on the Detroit and Malden route for the last seven years, made her last trip here on Saturday night. The *Dove* was built in Detroit in 1868 and ran for one year on the Detroit and Port Huron route, and ever

since then on the route to this town. Capt. John Sloan was her first commander and he was succeeded by Capt. Gillies, and the latter by Capt. Trotter. Capt. Duncan Nicholson took command of her last fall and has run her up to the present time. The gentlemen who held shares in the *Dove* were Capts. R.J. and Henry Hackett and D. Trotter, and Messrs. Wm. McGregor, M.P., and Wm. Johnston. She was sold by Capt. R.J. Hackett to Capts. Holt and Darius Cole at a valuation of \$30,000, a small steamer named the *M.W. Wright* and other property being a part of the consideration. Capt. Nicholson took her as far as Detroit on Saturday night and she left for the Bay City and Alpena route on Sunday morning. C.L. Barron will remain on the *Dove* but Capt. Nicholson, the Mate John Duchesnay, Purser McCall, the Steward P. Chackett, "Seneca," Massa Jackson and others of the *Dove's* crew will go on board the *Ruby*, which came up from Toledo and took her place on the Amherstburg and Detroit route on Monday morning. The people of this town exceedingly regret the departure of the *Dove*, but still if the *Ruby* is repainted, and put in good order, with the old officers of the *Dove* on board, she may soon gain the favor of the travelling public. On Wednesday morning the *Ruby* went to Detroit after failing to make her excursion trip from Leamington and she will be laid up for a couple of days for painting and repairs. The small steamer *M.W. Wright*, in command of Capt. Nicholson, made the regular and special trips and will run while the *Ruby* is laid up.

The Zephyr Boat Club of Detroit won the ten-oared race at Toledo.

The scow *Emma* arrived down from Chatham on Monday with 30,000 more brick for J.D. Burk, which she discharged on Kevill's dock.

The schooner *Eliza Allen* arrived up with 251 tons of coal for J.G. Mullen & Co. last Friday. 79 tons were slack and the balance Massillon.

The *Dove* carried a number of excursion parties between Detroit and Fort Wayne on the O'Connell centennial last Friday. The *Van Epps* made her noon and evening trips to this port.

The schooner *C.B. Benson*, which sailed from Toledo on the 10th of May, 1874, for Cork, Ireland, has been on the ocean since and is now on her home voyage. She is expected at Montreal on or about the 15th inst., having made a successful season of it.

On Sunday the *Bob Hackett* pulled the barge *Braley* off the beach 5

miles east of the Dummy and towed her to Detroit on Sunday evening. The *Brale* is badly damaged and will require a new stem and a new stern, which she is now receiving on the Detroit Dry-Dock.

The gale from the southwest last Friday blew so hard that considerable difficulty was experienced in navigating the river. The *Minnie Morton* with the surveying party were obliged to quit work, while the *Bob Hackett* did not make her trip down the lake, going down on Saturday night instead.

The tug *Relief* passed down last week with a raft containing 1,300,000 feet of oak timber from Saginaw for Tonawanda. The raft is owned by Mr. Killmaster of Norfolk County, Ontario. Capt. James, who commands the *Relief*, says the pulling is so heavy that they can only make about one mile and a quarter an hour.

The propeller *Ocean* left Montreal last week for Fort William with 1030 steel rails and 1716 bundles of fish plates for the Canadian Pacific Railway, taking 160 bars at Gananoque. The consignment will be the last that will be forwarded this season and makes 10,000 tons that have been sent on since the opening of navigation.

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August 20, 1875

The Canadian yacht *Oriole* passed up the river last week.

The steam yacht *Myrtle* is doing a paying business between Detroit and Grosse Isle.

J.G. Mullen & Co. sold 110 tons of coal to the *Isaac May* and other boats this week.

The yacht *Cora* and other property belonging to the late K.C. Barker is advertised for sale.

2,000,000 feet of pine and 1,500,000 feet of oak timber was the size of the raft of the *John Owen*, which passed down this week.

The Phoenix Boat Club won the ten-oared barge race at Detroit last week, defeating the Zephyrs, Spartans and Restless Clubs.

The propeller *Newburg* broke her air pipe near here last Saturday and had to lie up at Stevens' dock all that day for repairs.

The steamers *Steinhoff*, *R.W. Clinton* and *Fortune* passed here on Sunday morning with large excursion parties from Detroit to the Islands.

Last Saturday the tug *Frank Tracy* raised the anchor lately lost by the

schooner *Ishpenning* near Fighting Island and brought it to this port.

The *Bob Hackett* was unable to get on dry-dock at Detroit last week. On and after the 1st of September she will leave Windsor at 10 a.m., an hour earlier than heretofore.

On the last trip down of the propeller *Asia* of the Windsor and Lake Superior line, a complimentary address was presented Capt. Moore and his officers by the passengers on board.

The fast sailing yacht *Annie Cuthbert* had a narrow escape from total destruction by fire at Hamilton Tuesday afternoon. The fire was ignited by a spark from the stack of a passing steamer.

The steamer *Sovereign* of the Windsor and Lake Superior Line left last week with a fair load of freight and a full passenger list, among whom were Mr. John Munroe and party of Wardsville; a large number of excursionists from Michigan and Ohio; and about 60 men for A.D. Macdonald & Co., contractors.

Steamer *Rothsay Castle*, full of passengers, struck on a sunken wreck in Toronto harbor Monday and went down in 8 ft. of water. Passengers all landed in safety. She was raised on Thursday and taken to Port Dalhousie dry-dock. Meantime the *Picton* has taken her place in connection with the Canada Southern.

The tug *Crusader*, bound from Chicago to Port Huron, was disabled off Little Point au Sable on Monday afternoon and was towed into Ludington by the tug *Sport*. The strap holding the connecting rod to the cross head broke, resulting in a general smashing of the machinery and a loss it is estimated of from \$6000 to \$10,000.

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August 27, 1875

Representations having several times been made by Mr. McGregor, the member for the county, to the Department of Marine, urging the advisability of the placing of range lights on the head of Bois Blanc, that department a short time ago sent up plans and specifications for the work required, for which offers were invited from local builders. The erections are to be 17 feet square at the base and tapering gradually to the point where the lantern will be placed. One is to be built about 20 feet back from the point and is to be 20 feet high and surmounted with a white light; the other is to be 20 feet high and about 42 feet above the

water and is to be surmounted with a red light. (The Bois Blanc Lighthouse is about 60 feet high.) The erections are to be built substantially in every part. The offers from local parties were for nearly \$750 each. On Wednesday Mr. Darius Smith, the Dominion Superintendent of Lighthouses, paid a visit of inspection to the Island. He was accompanied by a Mr. Haney of Dunnville whose offer to do the work was somewhat under those previously received. Mr. Smith expects that work on the buildings will be commenced immediately and that they will be ready for use in little over a month. The lanterns, lamps and reflectors are now being made to order in Montreal and will arrive here in a few days. The lights will be in the same range as those above the station and will be in charge of Mr. Andrew Hackett, the lighthouse keeper of Bois Blanc.

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September 3, 1875

The bark [sic] *Fanny Campbell* after undergoing several thousand dollars worth of repairs is out of dry-dock once more.

The old steamer *Argyle* of Dundas called at this port on her way up on Tuesday. She is an old-fashioned craft.

The propeller *Canada* arrived up with damaged machinery on Thursday morning and laid up at Kevill's dock for repairs.

A telegram has been received at Milwaukee announcing the safe arrival at Montreal of the schooner *C.B. Benson* direct from Ireland.

The propellers *Lake Erie*, *Celtic* and *Lake Michigan* loaded wheat at Detroit this week for Montreal. The two latter called here on their way down.

The barque *Jennie Graham* arrived up from Cleveland on Monday with 298 tons of coal for J.G. Mullen & Co., which she discharged on their lower deck.

The yacht *Oriole* of Toronto, after having created a great furore at Chicago, was in out river Monday on her way down. She was towed into Lake Erie in the evening.

During the past week J.G. Mullen & Co. have sold 31 tons of coal to the propeller *City of St. Catharines* and 71 to the *Vulcan*, *Riverside*, *Urania* and *Gladiator*. Total 102 tons.

The propeller *Columbia* arrived up from Montreal on Wednesday

night and discharged freight on Kevill's dock. The freight included two cases of plate-glass for J.D. Burk's new store.

During the past week W.N. Stevens has sold 56 tons of coal to the tugs *Sill*, *Crowell*, *Urania*, *Favorite* and *Redwing*, 25 to the *Arctic* and 23 to the *Lake Michigan* and *D.R. Van Allen*. Total 104 tons. The week before he sold 24 to the *Wm. Cowrie*.

The propeller *Argyle* discharged freight on Girdlestone's on Monday evening and laid up here over night. She started down the lake shore on Tuesday afternoon to load with grain and returned here to load a quantity belonging to Mr. Wm. Borrowman for Montreal.

Says the *Detroit Tribune*:—From personal observation we can state that the wreck of the *Brooklyn* should be removed. It lies right off Grassy Island, and certainly no more than 100 feet out of the regular channel. She lies in about twelve feet of water aft, but her pall post is not more than four feet from the surface forward.

The propeller *Sovereign*, which was to have left Windsor for Lake Superior Thursday morning of last week, broke her feed pump and was compelled to go up to Campbell & Owen's yard to have it repaired. She left Friday forenoon having on board a fair number of passengers and "dead loads" of freight. Part of the latter was in the shape of provisions intended for the Wellington mines.

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September 3, 1875

During the night of Thursday, August 26th, the side-wheel steamer *Manitoba*, Beatty's line of steamers, between Sarnia and Duluth and bound up for that port, collided with the freight propeller *Comet* bound down, about two miles east of Whitefish Point, Lake Superior, and about 25 miles northwest from the terminus of the Sault Ste. Marie canal. The cause of the collision is not stated, but the officers of the *Manitoba* say it was the fault of the *Comet*. A large hole was made on her starboard quarter and the water rushed in rapidly. The cargo of the *Comet* consisted for the most part of pig-iron, of which some 300 tons were taken on at Duluth. She had also on board 10 tons of Montana silver ore, shipped at Duluth together with a quantity of wool. The nature of her cargo rendered all attempts to save her useless and she sank to the bottom in about ten minutes. She had a crew of 25 men on board, of

whom 10 are reported lost. The following are the names of those saved: Francis Duget, of Cleveland, captain; John Gore, of Troy, N.Y., first mate; W.H. Weaver, of Cleveland, second mate; J. Rafferty and L. Smith, wheelmen; John Scott, lookout; Charles Connor, porter; Thomas Murphy and Peter Handlon, deck hands; also one colored man name unknown. Among the drowned are Bogey and Brown, first and second engineers and nine others, names unknown. The *Manitoba* picked up the survivors and brought them to Sault Ste. Marie. The *Comet* was built by Peck & Masters at Cleveland in 1856 and was of 622 tons burthen and was valued, when completed, at \$26,000. At present prices her valuation would not exceed \$15,000. The loss on her cargo will foot up to at least \$25,000. She was built for the New York Central Railroad and for many seasons was in the Buffalo and Chicago trade. In 1868 she collided with another boat at the mouth of the River near Stony Island and was sunk. She was raised immediately and large repairs were made on her at Cleveland. Her present owners, Hanna & Co., had her on the Lake Superior route during the greater portion of last season, but she was laid up in September because of the dull season in company with the *Rocket*. This season, although the boats have ample cabin accommodations, they have been devoted almost exclusively to the freight traffic, visiting all Lake Superior ports.

The captain and crew of the ill-fated vessel furnish a few additional particulars of the disaster. They say the *Manitoba* was plainly visible to the *Comet*, which sounded one whistle for her to take the starboard side but received no answer. The collision happened about 8:40 in the evening and the night was perfectly clear. The *Manitoba* struck the *Comet* about sixteen feet from the stern, port side, and ran into her sixteen feet. The *Comet* sunk in less than three minutes and with the greatest difficulty her crew climbed on board the *Manitoba*. During the excitement several of the crew of the *Manitoba* jumped on board the *Comet*, but luckily returned to their own boat. She, however, leaked badly and required the constant use of her pony engine to keep her clear of water until she arrived at the Sault, where her freight was shifted aft and the leak repaired. George Smith, fireman, who lived at Chatham, Ontario, and Michael Burke, deck hand, of Buffalo, were drowned. The names of the others besides those given it was impossible to obtain as all

the vessel's books went down with her. In addition to the cargo mentioned the *Comet* had fifty-three sacks of wool. The number of lives lost was eleven.

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September 10, 1875

The propeller *Arabia*, bound down, struck heavily on the Lime-Kiln Crossing last Friday night.

The scow *H.M. Brooks* arrived up from Sandusky on Wednesday with 140 tons of coal for W.N. Stevens.

Mr. J.W. Borrowman shipped 500 bags of corn from Thomas' Mill for Burke of Windsor on the *Bob Hackett* on Thursday.

The Dominion of Canada had last December 6930 vessels representing a tonnage of 1,168,363 tons. Ontario had 815 vessels registering 113,008 tons.

United States Marshal Horn served a libel on the Canadian steamer *Manitoba* Saturday for sinking the propeller *Comet* off Whitefish Point a few days ago. The amount of the libel is \$70,125.

Complaints are being constantly made by the surveying party, at work in the channel here, that the tugs do not take care to avoid the spot where they are at work, but interfere greatly with their arrangements. Chief Kingsford intends adopting some effectual means to put a stop to it.

The propeller *Argyle* took on 4241 bushels of corn and 5759 bushels of wheat at Kingsville, Colchester and Amherstburg last week for Montreal on account of W. Borrowman. She also took 14 tons of freight from Leggatt's wharf, principally composed of spokes and bent stuff for dealers in Montreal.

The Canadian propeller *Asia* had a collision with the schooner *Levi Rawson*, making a hole in the schooner about the size of a "barn door." The schooner was towed through to Detroit for repairs. The *Rawson* was loaded with staves from Green Bay bound for Buffalo. The accident occurred opposite Fort Gratiot.

The barque *Craftsman* of Port Burwell sailed down the river from Detroit on Friday night last and loaded here with 80,000 feet of oak and ash lumber from Mr. Barrett's mills at Gesto for George Campbell. She also took on a quantity of lumber at Romney and will take the whole to

Quebec. A.G. Coomb is acting as agent for Mr. Campbell in this matter.

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September 17, 1875

The schooner *La Petite* has been loading lumber at the Canada Southern dock.

The propeller *Lake Ontario* discharged freight at Leggatt's on her way up on Tuesday.

Messrs. Duff & Gatfield have the direction at this port of all tugs running in connection with the Association.

An open boat twenty-six feet long, painted white and with two masts, was stolen from Marion Brothers at Stony Point, Canada, Monday.

The principal portion of the raft of oak logs lost by the tug *Merick* on Lake Erie has been recovered, also the deck load of lumber of the barge *Globe*.

The captain of the propeller *City of Montreal* reports a man, name and residence unknown, being drowned off his boat last week when about two miles from Port Colborne.

The schooner *Pamlico*, on her way from Queenstown, Ireland, to Chicago, was on Lake Michigan during the storm and has not been heard from. It is surmised that she has also been lost.

The Canada schooner *John G. Kolfage* has been libelled for \$217 at Port Huron for a collision with the scow *Henry Crowley* some two years ago. Since the collision she has managed to keep in Canada waters.

All captains in command of vessels belonging to the Union Steamship Company have been instructed to exercise more than ordinary care in passing through Lake Erie, on account of one or two rafts that recently broke loose on that lake, a collision with which might entail disastrous consequences.

The scow *H.N. Brooks* arrived up with 140 tons of coal for W.N. Stevens on Thursday. During the past two weeks J.G. Mullen & Co. have sold 321 tons of coal to the *Isaac May* and other boats and W.N. Stevens has sold 300 tons to the railway tugs and other boats in the same time. Stevens coaled eight boats on Tuesday.

The steam barge *Mendota* foundered off Point Betsey, Lake Michigan, during the terrible storm of Thursday night last. Her passengers and crew consisted of twenty persons, thirteen of whom were

drowned. The survivors, seven in number, reached Manitowoc in the life boat.

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September 17, 1875

Vessel Sunk.-The schooner *Union Jack* of Belleville, corn laden from Toledo for the canal, sprung a leak last Friday night about thirty miles below Point au Pelee and put back and tried to run into the River. Although the crew worked the pumps faithfully, she finally filled, capsized and sunk in about thirty-five fathoms of water off Bar Point. No lives were lost as the crew escaped in the small boat and arrived at this port on Saturday morning. The *Union Jack* was 227 tons and was owned by Messrs. Thompson & Co. of Belleville, Ontario. The cargo was insured in the Royal for \$5400 and \$5000 in the Western. The vessel was insured in the British American for \$3000. She was bound for Belleville, the cargo being consigned to H. Corby, Jr.

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September 17, 1875

A terrible disaster occurred on Lake Michigan early last Friday. The propeller *Equinox*, on the way from Bay City to Chicago with a cargo of salt and towing the schooner *Emma A. Mayes*, loaded with lumber, was overtaken by the storm about two o'clock in the morning near Point au Sauble, one hundred and eighty miles north of Chicago. Capt. Woodworth of the *Equinox* came to the stern of the propeller at that time and called out to cut the lines. This was done and the propeller careened and sunk in a few minutes afterwards. She had on board a crew of nineteen men and Capt. Dwight Scott of Cleveland, a well-known lake captain, who was accompanied by his daughter and granddaughter, making a total of twenty-two. The first intimation the schooner had of the catastrophe was the shrieks of the drowning. The *Mayes* could render no assistance whatever in the terrible sea that was running and the entire crew of the *Equinox* went down. The angry waters of the lake swallowed the great vessel at one gulp, leaving no sign of where it had been a few minutes before. The story of the disaster is told by Capt. Lusk, of the schooner *Emma A. Mayes*, which arrived off the harbor Friday and was brought in Saturday morning. His schooner was being towed by the lost propeller up to within a few minutes before

she went down. The storm struck the lake with great force, but the two vessels plowed their way through without misfortune until two o'clock Friday morning. The crews of both vessels were ready for duty and those on the schooner were constantly engaged about the sails and rigging. The fury of the storm was terrible and it seemed as though certain destruction awaited them. No sign, however, came from the *Equinox* that all was not right on board. Her speed was very much retarded, but she held to her course and steamed ahead. The night was pitch dark and the water was running high. The storm created a fearful din, making it almost impossible to hear anything but the warring of the elements. As the lightning flashed across the scene it gave the only idea to the unfortunate mariners as to the look of things. As to what was likely to happen at any minute they had only too forcible an impression. They were off Point au Sauble at about two o'clock Friday morning when Capt. Lusk heard a voice from the propeller shouting, "Cast off your line," which was immediately followed by the shrieks of the women. For a few seconds all was still, the crew of the *Mayes* meanwhile loosing the line. The voices of the women from the propeller were again heard and it sounded to those on board the *Mayes* as though they cried: "We are drowning." The line was already loosened and the connection between the two vessels severed. Suddenly while Capt. Lusk was peering through the darkness at the receding propeller, it appeared to tip and almost before he could make a motion the immense craft went down, the hissing and bubbling of the water only telling where she had been. It was so quiet that no one on board the schooner seemed to have an idea of the true state of the facts. For a moment it seemed as though it might be that the propeller had steamed away and was lost to sight in the storm. But the spectacle of the sinking steamer was too plainly impressed on his mind. There could be no mistake. The steamer had been swallowed up. There had been no warning, no sign that anything was wrong until the order came to cut loose and from that instant all seemed to have been lost. Capt. Lusk weathered the remainder of the night as best he could and Saturday evening arrived in the harbor, considerably the worse for wear. The propeller cleared from East Saginaw Sunday night with a cargo of five thousand one hundred and thirty barrels of salt owned by James Stewart & Co, and consigned to the

branch house of that firm at Chicago. The propeller was owned by her master, Capt. Dwight Scott, hailed from Cleveland, was built in 1857 and rebuilt in 1874, rated B.1.<sup>11</sup> and was valued at \$26,000. She was eight hundred and seventy tons burden. Her crew are not all known, but she is supposed to have had eighteen men on board. The cargo was insured for \$7,000 in the Pacific Mutual of New York.

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September 17, 1875

The September Gale.-On Thursday and Friday of last week a terrible gale raged on the lakes, causing many disasters. Besides the loss of the *Equinox* many other vessels were wrecked or damaged. The schooner *John Dunn* went ashore at Chicago Friday night and will prove a total loss. She was built last season at a cost of \$23,600 and was insured for \$12,000. The schooner *Major Ferry* and scow-schooner *M.J. Gaines* also went ashore at the same time and place. The bark *Tanner* sank off Milwaukee, her master, Capt. Howard, being drowned. The schooner *Oneonta* was driven into the north pier at Chicago Friday night, her master, Capt. Sam Bean, being drowned. The bark *City of Buffalo*, ore laden, while passing through the St. Mary's River struck a rock and began leaking. Upon her arrival at Sand Beach, Lake Huron, there was six feet of water in her hold. The vessel was beached and sunk in sixteen feet of water. The crew was saved. The scow *Thomas Richards* of Detroit is on the beach near Port Hope, Lake Huron. Her crew were saved. The tug *Rescue* was unable to tow the schooner *Farewell* through and beached her near Marine City in the St. Clair River, where her grain will be transferred. The tug *Mayflower* with six barges in tow was caught in the severe gale opposite Port Austin and cut loose all of her tow but two, the *Edward Kean* and the *Spaulding*. Three of those cast adrift dropped anchors but dragged them, owing to the violence of the gale, and drifted on to the Port Austin reef. The *Sophia Smith*, being light, went on broadside against the rocky shore and her crew without much difficulty stepped off on the land. The crews of the barges on the Port Austin reef were taken off by shore boats. Numerous other reports

¹¹This is an insurance rating for vessel value and condition.

of lost deck loads, serious leaks and carrying away of sails and rigging of vessels on Lake Michigan were received and the general opinion expressed was that the storm of Thursday and Friday and its effects is the most serious that has taken place on the lakes for many years.

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September 24, 1875

The schooner *Laura* is laid up near Windsor.

The steamer *Sarah Van Epps* has gone into winter quarters at Detroit.

The *Asia* left Windsor last week with a fair passenger list and four hundred and fifty tons of through freight.

Mr. Henry Duff is now located in town directing the affairs of the Towing Association at this point. His office is on LaLiberty's wood dock at the foot of Gore Street.

The investigation at Sarnia into the collision on Lake Superior between the *Manitoba* and the *Comet*, in which the latter was lost, has closed and the first boat has been exonerated from all blame.

An apparatus for measuring vessels without regard to their marks has been attached to the lock of the Welland Canal at Port Colborne, and already a number drawing only ten feet by marks have been obliged to fall back and lighten.

The Detroit Towing Association are to have considerable opposition. Besides a couple of Cleveland tugs already in the River, Capt. Henry Bell this week brought down the *Zouave* from Bay City, and the *Robb* and *Eddsol* from Port Colborne will also form part of the opposition line.

The *Ruby* made her last noon trip for this season on Saturday and on Saturday night she went up to Detroit and went on dry-dock where she was caulked on Sunday and Monday. Her condenser was also properly connected and she arrived down in time to make her regular trip on Tuesday morning.

The Canadian propeller *Scotia* got caught out on Monday afternoon in bad weather and in the evening the heavy seas were so violent that all anchors were let go. Still she drifted and her captain seeing that she was going ashore on False Presque Isle, scuttled and sank her. Although a heavy sea was going in all night it is thought that she will not go to pieces.

H.A. Lacy of Detroit has just completed the building of two enormous gates for the Sault Canal. Each one of these mammoth gates is twenty-four feet high and forty feet long and contains 37,000 pounds of iron, 29,000 feet of oak and 5000 feet of Norway pine. The iron before being accepted was subjected to a test of 50,000 pounds to the square inch and the timber was selected with the most rigid care.

The wrecking steamer *Magnet* arrived at this port on Tuesday evening having in tow the barque *Norway* of Kingston, which had been ashore on Pelee Island since the previous Thursday morning. The tugs *Wilcox* and *Anna Dobbins* worked at her till Saturday and could not move her till the arrival of the *Magnet* on Saturday evening. It was so rough outside that before the *Norway* was released she had lost her deck load of 24 sticks of timber and was leaking badly. After leaving LaLiberty's hawser here she proceeded on to Detroit with the *Norway*, where the latter will be repaired.

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October 1, 1875

The steam pleasure yacht *Mamie* of Chicago called here on her way up on Wednesday.

The scow *H.M. Brooks* arrived up yesterday with 140 tons of coal for W.N. Stevens.

The *City of Montreal* discharged her consignment of stoves on Leggatt's dock, on Wednesday morning.

In consequence of the high wind on Monday afternoon the *Bob Hackett* was unable to make the lake shore trip.

The tug *Constitution* left Cleveland last week with two schooners in tow, and on Friday she got them both hard aground at Point au Pelee.

The scow *St. Charles* arrived up from Sandusky last Friday with 124 tons of coal for the *Ruby*, which was discharged on Leggatt's dock.

The schooner *J.M. Hutchinson* carried 1800 tons of hard coal from Buffalo to Chicago, the largest load by 300 tons ever taken into that port.

On Friday night the schooner *M.F. Merick* collided with the propeller *Roanoke* near Pigeon Bay, Lake Erie, badly breaking her bows and carrying away jib-boom and bowsprit.

The sch. *C. Youell*, bound up on Friday last, ran on the reef at the

crossing, but was got off on Saturday morning without being seriously damaged. She was loaded with coal.

Yesterday morning the water was very low and a number of vessels were beached along the shore at the mouth of the river and had to await the rise of the water in order to get off.

The steamer *Wenona* from Alpena landed 150,000 shingles on Mullen's upper wharf on Friday night, consigned to J.G. Mullen & Co. Park & Borrowman have purchased the whole lot.

The *Alma Munro* from Montreal discharged a large quantity of freight on Kevill's dock on Friday night for merchants in this town and lake shore ports. Most of them are now obtaining large stocks for the fall and winter trade.

The tug *Zouave*, Capt. Henry Bell, ran aground with a tow of two vessels on Elk Island in the St. Clair River the end of last week, doing damages to the extent of \$700. The Association tugs refused to pull her off and she lay there till released by the *Vulcan* on Wednesday morning. Mr. Wm. Gillman, formerly of the *Crusader*, has shipped as mate of the *Zouave*.

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October 1, 1875

The old ferry *Detroit*, formerly plying between Windsor and Woodward Avenue but lately running from Springwells to Sandwich, was burnt last Friday morning between three and four o'clock. She was moored to the Sandwich dock at the time the fire broke out, but when it was apparent that the total destruction of the craft could not be prevented she was cut adrift and, enveloped in flames, drifted down to the River Rouge, where what was left of her sunk to the bottom. Engineer Bean was aboard when the fire started and escaped with some difficulty. No. 1 Hose Company went down from Windsor, but of course could do nothing; nevertheless Mayor Girardot desires them to accept his thanks for thus showing their willingness to render assistance. W.P. Campbell of Detroit owned the boat and valued her at \$10,000 and had an insurance of \$7000. The *Detroit* was built at Algonac eleven years ago and was valued when new at \$16,000. Her hull, engine and boiler will probably be saved, bringing the loss to about \$8000.

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October 8, 1875

The tug *John Martin* has received a general overhauling in Clark's dry-dock at Detroit.

The scow *Vernie M. Blake* arrived up on Monday with 65 tons of coal for W.N. Stevens.

The propeller *Montgomery* ran ashore near here a few days ago, but was released by the tug *Leviathan*.

The schooner *S.L. Watson* encountered three heavy storms on her last trip down, wet her cargo badly and entered a protest at Buffalo. Miller will have a story to tell this winter.

On Monday the tug *Robert Dunbar* brought to this port the dredge and scows which have been at work near Port Huron. The tug *Crowell* took hold of them here to forward them to Port Colborne.

The captain of the schooner *T.R. Merritt* of St. Catharines reported to us last Friday morning that a sailor named John Carroll was knocked overboard by the mainsail and lost during the gale on Thursday morning on Lake Erie between Cleveland and Rondeau.

The survey party on Saturday last removed a boulder from the bed of the river below the station, which was so large and heavy that the derrick was broken in raising it. It must have weighed between three and four tons and was grooved, as if it had been struck by vessels.

After the charge had been exploded Thursday morning of last week in the blasting operations at the Limekilns, Mr. Quinn, the diver, brought pieces of rock to the surface in which, firmly imbedded, were pieces of timber, iron bolts and straps. One piece of rock contained a groove clearly defined as having been made by the keel of a boat and filled with splinters of wood.

Wednesday night of last week the schooner *Rival*, in tow of tug *Bartlett*, when off Wyandotte near Mamajuda light, was struck just aft of the main rigging on the port side by the schooner *Frank Perew* which was sailing up. Both vessels were dismasted and the *Rival* was cut down to within a few inches of the water. The *Bartlett* took the *Rival* to Detroit for repairs.

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October 8, 1875

The attempt to raise the schooner *American Champion* ashore near

Leamington has been abandoned.

The schooner *New Dominion No. 1* has been chartered for lumber from Collins' Inlet to Windsor at \$500 gold for the round trip.

The propeller *Steinhoff* has taken 20,000 bushels of Canada barley to Detroit. It has been taken out by the steamer *Jay Cooke*, consigned to Wheeling, West Virginia.

The steam pleasure yacht *Ariadne* from Erie bound for St. Louis coaled at Stevens' dock on her way up on Tuesday. Another steam yacht is expected up from the same place in about two weeks. The *Ariadne* is built of steel and her master claims 17 miles an hour for her.

A Leamington Correspondent says: "The barque *Mojave* of Chicago has been raised from a depth of 250 feet. She has been down for ten years and the Wrecking Company have raised her and taken her into port with her sails set just as she went down. As no trace or mark of human bodies has been found on her, and as the captain, D.N. Malott, was a resident of Leamington, great excitement is caused here."

On Monday last the tugs *Urania* and *Favorite* returned to Detroit and the *Crowell* and *Sill* to Buffalo, having finished their work of barge towing at the Crossing. The masters of the *Urania*, *Favorite* and *Crowell* assert that considerable damage has been done to their boats at work here. The barges have been laid up inside the slip.

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October 15, 1875

The schooner *Waneetee* arrived up from Cleveland with 248 tons of coal for J.G. Mullen & Co. last week.

Capt. Samuel Smith of the steam barge *Colin Campbell* was drowned near Buffalo on Sunday by falling overboard.

The propellers *Standley* and *Bristol* took fire at Hamilton last Friday and burned to the water's edge. Loss \$40,000.

The propeller *Bertschy* has taken the place of the *St. Joseph* on the Alpena and Cleveland line. G.W. McGregor is captain and George Hackett is clerk.

The schooner *S.V.R. Watson*, consort of the *Colin Campbell*, grounded on Wednesday morning just above Texas Landing, but was released after a slight detention.

On Tuesday morning, just as the *Ruby* was leaving her dock here, a

small pin slipped out of her machinery and caught in one of the valves, preventing her from working. It was nearly eleven o'clock before she was repaired sufficiently to make her trip. She did not arrive down till 11 o'clock that night.

The scows on the crossing work were struck hard on Tuesday by a Cleveland vessel, so that their drill was broken off below the water and their anchors were lost. Although warned to keep to one side, the captain kept his own course. These hot-headed fellows will continue this work till they get themselves into trouble yet.

By the log of the mammoth double decked schooner *Michigan* it is learned that on the trip up last week, the lookout suddenly shouted "hard a starboard!" and as the stern of the *Michigan* swung around the spars of a sunken schooner were seen exactly in her course. It is thought that the spars belonged to the schooner *Union Jack*. The wreck lies southeast by east five or six miles from Bar Point lightship.

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October 22, 1875

The scows *Vernie M. Blake* and *Nettie* arrived up with two cargoes of coal for Stevens on Wednesday night.

The schooner *Guelph* loaded 5000 ties at Park & Kevill's wharf this week. They have been shipped to Chicago by Mr. Taylor.

The propeller *Annie Sheridan* burst her steam pipe on her way down on Friday evening and laid up at Kevill's wharf here for repairs.

The *Ruby* landed a large lot of silver ore at Wyandotte on Friday night, and after calling here went round to Trenton for 100 barrels of apples for Detroit.

The steamer *City of Montreal* bound up from Montreal landed a quantity of sugar for J.D. Burk and other merchandise on Leggatt's dock on Saturday evening.

The propeller *Armenia* discharged freight on Kevill's Wharf on Wednesday night and loaded a large quantity of bent stuff and spokes for Montreal from McFate & Co. at Leggatt's wharf on Thursday morning.

The Canadian steam barge *Mary Robertson* ran aground near the upper light on Sunday morning, while bound down with wheat. Tug *J.H. Martin* and Kevill's barge got her off about 12 o'clock Sunday night.

The schooner *John Jewett*, bound down loaded with pig-iron, broke her anchor chains and ran on below the station on Saturday morning. The tug *Favorite* and Kevill's barge went to work at her and soon lighted her off.

The propeller *Asia* is one among the few steamers that has kept her time good through the season, or since she began her Lake Superior trips some time in July, leaving Windsor regularly every Thursday. Last week she took on at Detroit 100 bbls of potatoes for Prince Arthur's Landing and 416 bundles of fruit trees to Goderich, besides a fair miscellaneous cargo to intermediate ports. George Campbell is the manager for the line, office at Windsor.

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October 29, 1875

The tug *Urania* pulled off a small scow which ran aground off Bois Blanc light on Sunday morning.

The propeller *Argyle* discharged freight on Leggatt's dock on her way up from Montreal on Tuesday morning.

The schooner *Seabird* arrived up from Cleveland on Sunday evening with 167 tons of Massillon coal for J.G. Mullen & Co.

The tug *Wm. Goodnow* reports passing a spar sticking out of water about twenty-five miles from Point au Pelee Island, on the Cleveland course.

The steamers *Commodore* and *City of Duluth* grounded in the St. Clair River on their way down on Saturday and got off with some difficulty.

On Saturday evening the *Bob Hackett* brought up from Point Pelee the fit-out of the schooner *American Champion*, lately wrecked near there.

The schooner *Francis Palms* ran on the bottom below the station, sailing up at noon on Saturday. The tugs *Hector* and *John Martin* worked at her for some time and finally with the assistance of the *Clark* and *Winslow* she was got off at noon on Sunday.

A settlement has finally been consummated between the insurance company and Mr. Daoust of Windsor in regard to the bark *Fanny Campbell*, which went ashore last fall in Georgian Bay. She got off subsequently and has been thoroughly repaired. Mr. Daoust accepts the

vessel and the insurance company pays for all repairs.

On Friday last the propeller *Armenia*, lying at this port, was flying her colors at half mast out of respect to the late Capt. John Malcolmson of Hamilton. This gentleman was in Montreal on Wednesday of last week, and while endeavouring to get on board the propeller *Acadia*, of which he was owner and which was lying alongside the barque *Strathearn*, in Montreal harbor, he accidentally fell between the wharf and the latter vessel, receiving such injuries as resulted in his death at 7 o'clock next morning.

The weather of the past few days has been so stormy that a number of disasters have happened on the lakes. The water has been very low in the river and several steamers have ran aground. The steam barge *Kershaw* ran ashore on Grosse Isle below the Alexander House Thursday of last week and only got off yesterday afternoon. The *Pittsburg* went ashore on the lower end of Fighting Island and the propeller *City of New York* near the *Kershaw* on Tuesday, but were got off yesterday morning. The schooner *James Wade* is ashore on Pelee Island.

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October 29, 1875

**Collision Off Bar Point.**-About half-past eleven o'clock on Monday night as the tug *Niagara*, bound down with a raft in tow, was off Bar Point, the large schooner *Thayer*, bound up for Chicago, ran close to the raft in which she caught her anchor chains, the night being very dark. Shortly after the American propeller *Scotia*, also bound up, ran close alongside the *Thayer* which struck the *Scotia* amidships, breaking the latter's railing and tearing away her smoke-stack guys and at the same time breaking off her own bowsprit and disabling her. The *Scotia* got fast on the bank after getting free of the raft and the captain came to town and obtained the services of the tug *J.P. Clark* which went out and pulled her off and brought her into this port. The *Clark* then went out and brought in the *Thayer*. Both boats went on to Detroit on Tuesday morning for repairs.

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November 5, 1875

The schooner *John Jewett* arrived up from Cleveland last Friday with

238 tons of Massillon coal for J.G. Mullen & Co.

The schooner *Alzora*, which left Port Burwell on Sunday evening for Port Dover with tan-bark, is supposed to be lost and all hands.

The schooner *James Wade*, ashore on Pelee Island, was got off last Friday by the tug *Edsall*, after throwing 135 tons of hard coal into the lake.

The Bar Point Lightship was pretty well tested in the gale of last week, but it has not as yet moved in the least degree from where it was first placed.

On Sunday morning a large quantity of lumber, lath and shingles was washed ashore on Pelee Island. Probably the deck load of some vessel washed off in the gale.

The *Vulcan* took her last raft all safe to Buffalo and on Tuesday morning passed up with a tow of six vessels. She will now take a quantity of supplies for the winter to the "Pineries" on Lake Huron, which service will occupy her about two weeks.

The schooner *Minnie Williams*, laden with coal, bound from Cleveland to Chicago, is believed to be lost. The bodies of Captain P.A. Barry and one of her crew were washed ashore near Pentwater, Mich., last Thursday. She carried a crew of eight men.

Lake freights from Chicago to Buffalo on wheat are now 6 and 6½c., fully three times as high as they were at one time during the summer. The consequence is that a large number of vessels are taking advantage of the short time still remaining for navigation.

The schooner *Gibson*, Capt. Muir, bound from Toledo to Buffalo with 16,000 bushels of wheat, went ashore at Port Burwell at 5 o'clock on Sunday afternoon. No insurance on vessel, supposed to be a total loss. The crew were got off by launching the barque *Lilly*, a Hamilton boat, from the beach. No lives lost.

Mr. Tomlinson, Chief Inspector of Lighthouses for the Dominion, was here a few days ago inspecting the lighthouse, range lights and lightships at this point. He expressed himself perfectly satisfied with the manner in which the range lights had been put up and approved of all Mr. Hackett's arrangements in connection with the different lights in his charge.

The steamer *Asia* came down Tuesday morning. She reports as

follows:-The steamer *Cumberland* went ashore on Monday night, 25th October, at the harbor three miles from Silver Islet in a blinding snow storm and terrific gale from the eastward. The captain scuttled her and expected to get off without any more damage. The *Asia* experienced terrific gales and snow storms on both up and down trips.

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November 12, 1875

The *Ruby* will continue to leave Detroit at 4 p.m. for the rest of the season. Not three.

Freights are still keeping up. 6 to 6½c. is the rate for wheat, Chicago to Buffalo. Wheat from Detroit to Oswego brings 6½c.

The barque *Arctic* arrived up from Buffalo on Monday last with 103 tons of hard coal for J.G. Mullen & Co., for sale in town.

The *Argyle* loaded with 1500 bushels of wheat belonging to R. Borrowman at Kevill's dock on Saturday night. It was consigned to Montreal.

The tug *H.N. Martin* went ashore on the lower end of Bois Blanc in the fog on Sunday morning. The tugs *J.N. Martin* and *Annie Dobbins* pulled her off.

The propeller *Columbia* from Montreal discharged enough freight on Kevill's dock on Thursday night of last week, to fill their freight house. Winter supplies for merchants.

The schooner *H.M. Scove* of Milwaukee passed up the river on Sunday morning last without her bowsprit, her fore and main masts, all having been rolled out off Cleveland last week. She was bound for Port Huron for repairs.

The schooners *Senator Blood* and *Margaret A. Miner* collided on Lake Erie last week. The *Miner* lost mizzen mast and the *Senator Blood* had her head-gear carried away. The *Miner* came up in tow of the tug *Quayle* and the *Blood* went up in tow of the *Torrent*.

Last Saturday night about 12 o'clock the small steam barge *Red Jacket*, loaded with stone from Marblehead for Dresden, ran aground a short distance below the Alexander House. The tug *Tracy* and Kevill's lighter went up and she was got off about noon Sunday. The *A.A. Turner* was also ashore near the same place on Sunday morning.

November 19, 1875

Wheat freights from Chicago to Buffalo this week have only been 5 cents.

Three Greek sailors, names unknown, were washed off the barque *Maria Morton* near Port Stanley on Monday.

The schooner *John T. Mott* went ashore on Point au Pelee Sunday. The tug *Winslow* went to her assistance on Wednesday.

A few days ago J.G. Mullen & Co. received 127,000 shingles per steamer *Wenona*, which they have disposed of to Park & Borrowman.

Capt. Gatfield has given up the command of the tug *John Martin* and she will be commanded by Capt. D. Girardin for the rest of the season.

The tug *Vulcan* brought three large vessels down last Friday night. She towed them from Detroit to this town in two hours. The *Vulcan* will lay up in a few days.

The schooners *Sutler Girl* from Vermilion and *Conrad Reed* from Cleveland are believed to have gone to the bottom with all on board about twenty miles southwest of Port Stanley. The *Reed* had a crew of seven.

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November 19, 1875

The following is the statement of Neal O'Hulon, quarter-master of the *Pacific*, who was rescued by the revenue cutter *Oliver Wolcott* on the morning of the 7th inst.

"About 250 people on board; went below at 8 p.m.; everything all right and lights in place; when the shock occurred I went on deck; everything in confusion, and passengers crowding on the hurricane deck; ship fell off in the trough of the sea; saw a large vessel under sail, which, they said, struck the steamer; saw her green light distinctly; the passengers crowded into the boats against the commands of the officers; when the chief engineer got the port boat forward into the water, and got fifteen women and six men into her, she was capsized by the rolling of the ship, and saw none of them afterwards; supported myself by floating on the skylight for about 15 minutes, and then got on a portion of the hurricane deck, with some eight others; found the *Pacific* had disappeared, leaving a floating mass of human beings; the screams for help were fearful at first, but soon ceased, and we were alone on the raft;

there were the Captain, second mate, second cook, and four passengers, including a young lady, alone; next morning the 5th, it blew a gale from the south; the sea was making a clean sweep over the raft; we lashed ourselves; about 4 p.m. the sea washed overboard the Captain, second mate, the lady and another passenger; about 9 a.m. the cook died; it cleared up about 4 p.m.; saw land fifteen miles distant, and a piece of the wreck with two or more on it; about 5 p.m. another died; on the morning of the 6th another died, leaving me alone; about 4 p.m. a large empty box floated by me; got on the raft for shelter; slept sound that night several hours; on the morning of the 7th saw land on both sides; was surrounded with float-kelp which made the water smooth; continued calm all day and night; at 3 a.m. was rescued by a cutter."

It has since been ascertained that the cause of the disaster to the *Pacific* was a collision with the ship *Orpheus*, into which the *Pacific* ran on the Thursday evening, and on the following Saturday the *Orpheus* was wrecked on an island, where she and her crew were found by the revenue cutter *Wolcott*. The crew were brought to Port Townsend, but the *Orpheus* is a total wreck.

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November 26, 1875

The New York State canals close on December 10th.

The schooners *Canton* and *L.L. Lamb* discharged coal at Windsor this week.

A schooner obtained 7c. for wheat from Milwaukee to Buffalo on Tuesday.

Capt. Snow has stripped his wrecker, the *Monitor*, and laid her up at Windsor.

The schooner *J.R. Pelton* arrived up on Monday from Cleveland with 207 tons of coal for J.G. Mullen & Co.

The propeller *Asia*, bound down, had to put into Marquette on Monday afternoon to remain there till the weather moderated.

Some gentlemen in Toledo have been negotiating for the purchase of the steamer *Ruby* with the intention of placing her on her old route there in the Spring.

The propeller *Roanoke* ran aground Monday morning in the fog, just below the Alexander House, but after lightening a part of her cargo, got

off without injury.

The steamer *Northwest* will soon lay up for the winter and the steamer *R.N. Rice* will make trips to Cleveland on alternate days until the close of navigation.

It is reported that the new ferry-boat now building at the Detroit dry-dock will be put on the Detroit and Windsor route to run in connection with the *Hope* and *Victoria*.

The railway ferry *Union* arrived at Port Huron last Friday morning and is going to carry cars for the Great Western and Chicago & Lake Huron railroads during the winter at that place.

The yacht *Lillie* was laid up at Mr. Jenkins' ship-yard at Walkerville last week. The *Myrtle* was laid up at the same place this week. After these boats are put in winter quarters Mr. Jenkins will raise the sunken *Alexandria*, which now lies at his dock.

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November 26, 1875

The "**Lake Breeze.**"-On Thursday night of last week this propeller for the Windsor, Amherstburg and Lake Shore route made her first trip from Windsor to this port, where she lay all day Thursday, and went down shore on Friday evening. On Monday she passed up with a full load of freight from shore ports for Windsor and on Tuesday evening she came down with 100 barrels of flour and other goods for Mr. Twomey of this town, besides goods for other parties and a large load for lake shore ports. She was unable to take all the freight awaiting her. The *Lake Breeze* will hail from Windsor. She is a much larger boat than the *Bob Hackett* and has a large forward cabin and dining room and a well finished after cabin with state rooms. Her engine is a high pressure one from the Novelty Works, Toledo. Capt. Frank Hackett commands her and Mr. Robert Galbraith is acting as clerk, Mr. Joseph King being at present engaged in settling up the *Bob Hackett's* affairs. During the present winter the decks of the *Lake Breeze* will be renewed and other improvements made on her at a cost of between \$3000 and \$4000.

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December 3, 1875

The tug *John Martin* was laid up for the season at Norvell's dock last

week.

A large number of vessels are ashore in the straits of Mackinaw. The tugs *Gladiator*, *Prindiville* and *Sweepstakes* have gone to their assistance.

The Welland Canal will not close before the middle of December, unless very cold weather sets in. A number of vessels have gone into winter quarters at Port Colborne.

A tow of vessels passed down on Saturday with a heavy coating of ice. There are many vessels in the Straits both upward and downward bound, and some of them are sure to get caught.

The Bar Point lightship sailed into port on Thursday, November 25th and was laid up at Fraser's dock for the winter. The Colchester lightship was towed in by the *Lake Breeze* on Saturday. All the material and furnishings on the Bar Point lightship have been moved to the lighthouse.

On Wednesday evening as the *Ruby* was bound down, she broke part of her condenser when near Sandwich and had to return to that port where her passengers got off and returned to Detroit to take the train. This will probably lay her up for the rest of the season as it will be a job requiring some time for repairs. However, should the river continue open, she may run again in two or three days.

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December 10, 1875

The steamers *R.N. Rice*, *Northwest* and *Jay Cooke* were all laid up for the winter last week.

The little tug *Frank Tracy* is still running round the river at this port. She will soon be laid up for the winter.

The *Cambria* has been laid up for the winter at Fraser's dock. She will probably be used for the storage of grain.

Wm. Livingstone & Co., well-known tug owners of Detroit, have made an assignment for the benefit of their creditors.

The steam barge *Trader* has gone to Milwaukee, where she will be converted into a passenger propeller. Cabins will be added during the winter.

The *Ruby* was repaired and resumed her trips last Friday evening. She will likely run for some time yet. She leaves Detroit considerably earlier in the afternoon, arriving here shortly after five o'clock.

Navigation on the river is rapidly closing for the season. About the last steamers that will pass down to Buffalo this fall were the *Russia*, *Colorado* and *Scotia* which went down on Tuesday afternoon.

The barge *Fanny Campbell* is laid up for the winter at [La]Liberty's dock. Mr. Wm. Borrowman intends to use her for the storage of grain which he will purchase here this winter if the market is favorable.

The propeller *Sheridan*, burned about 30 miles out of Buffalo last week, was not an old boat, being built at Clark's shipyard, Springwells, during the winter of 1868, registering 782 tons. She was valued at \$34,000 and was insured for \$20,000.

The steam barge *Trader*, with the barges *Lillie May* and *Island Queen*, arrived at Detroit last week covered with ice. The other barge of the tow, the *Waurecan*, went ashore and her crew were saved, though all badly frozen. The disaster took place off Point aux Barques, Lake Huron.

On Tuesday morning the barge *Chippewa* in tow of the tug *Balize* arrived here with a load of 200,000 feet of lumber for Park & Borrowman. After unloading she will be laid up here for the winter. The lumber brought down is all fine dry stuff and will be sold cheaper than ever before offered in town.

The propeller *Cross* arrived at Detroit last Friday evening with the crew of the barge *Waurecan*. They were all badly frozen. Capt. McKenzie had one foot frozen which may require amputation and Mrs. McKenzie will lose both feet by amputation. George Courter of Farmington will probably lose both, and Wm. T. Wilson one foot. Joseph Howell had both feet injured, but not seriously, and Anthony Wood had both ears frozen.

It is ascertained that the schooner *J.G. Jenkins* foundered in a gale on Monday of last week about three miles from Oswego and that all on board were lost. One of the cabin doors and other parts have come ashore. Among the lost were Captain John Brown of Oswego, first mate John Stewart, James Williams, Michael Brophy, Wm. Banner, all of Oswego, and a woman cook from Buffalo. The vessel was insured for \$8000 and the cargo for \$26,000.

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December 17, 1875

The Welland Canal was closed for the season at noon on the 14th inst.

The Government gunboat *Prince Alfred* was sold at Sarnia last week to John Nesbit of Mooretown for \$3785.

The last boat to coal here for the season was the tug *Prindiville* which on Sunday last took 10 tons from J.G. Mullen & Co. The coal docks are all bare here now.

The *Ada E. Allen* arrived at Leggatt's dock from Walkerville last Friday and discharged 100 barrels of flour for Twomey and Burk and a quantity of liquor for Twomey and Turville.

There seems to be no doubt that the schooner *Windiate*, which left Chicago for Buffalo with a cargo of grain three weeks ago, has foundered and that her entire crew, nine in number, perished.

Last Friday night the propeller *Lake Breeze* made her last trip from Windsor to this port for the present season and was laid up at Stevens' dock and covered in for the winter. Extensive repairs and improvements will be made on her before navigation re-opens next year.

The first ferry-boat between Chatham, Ontario, and Detroit was the *Brothers*, which came out in 1839. She was commanded by Capt. Walter Eberts and ran on the route about twelve years, when she was burned. Capt. Eberts has been a resident of Chatham for many years and last week he died at the age of sixty-two years.

The shipping season for 1875 is the shortest known in twenty years, being only 195 days, whereas the average is about 215. The longest season was in 1864, when navigation opened on the 30th of April and did not close until December 8th - a period of 233 days. It is recorded that in 1828 navigation in the New York canals began on the 27th of March and lasted until December 20th - a length of 269 days, the longest season known.

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Index

Ships with names of people are listed by first letter; eg, steamer *A.A. Turner* is listed under "A.A." **Boldface** type indicates a photograph.

- A.A. Turner* (steamer), 52, 75
Abbott, Foster & Titus, 19
Acadia (propeller), 10, 73
Acorn (schooner), 38
Ada E. Allen (steam barge), 8, 23, 24, 40, 51, 81
Admiral Porter (tug), 34
Alexander House (Grosse Île), 20, 29, 46
Alexandria (vessel), 78
Allan
 ___, Capt., 8
 Hugh, Sir, 5
Allan family, 30
Alleghany (steam barge), 51-52, 53
Alma Munro (propeller), 32, 39, 44, 47, 54, 68
Alpena (scow), 13
Alpena (steam barge), 13
Alzora (schooner), 74
Amazon (vessel), 36
America (barge), 21
America (propeller), 5, 10
American Champion (schooner), 69-70, 72
Anchor Line of steamers, 51
Anderson
 C., 24
 Charles, 28
Anna Dobbins (tug), 67
 See also Annie Dobbins
Anna M. Foster (schooner), 19
Annie Cuthbert (yacht), 46, 57
Annie Dobbins (tug), 75
 See also Anna Dobbins
Annie M. Peterson (vessel), 25
Annie Sheridan (propeller), 71, 80
- Arabia* (propeller), 3, 61
Arctic (barque), 59, 75
Argyle (propeller), 10, 13, 19, 27, 33, 47, 58, 59, 61, 72, 75
Ariadne (yacht), 70
Arizona (steamer), 53
Armenia (propeller), 31-32, 71, 73
Asia (propeller), 10, 13, 19, 26, 27, 30, 31, 32, 33, 37, 40, 47, 50, 51, 57, 61, 72, 74-75, 77
Atlantic (steamer), 52, 52
Augustus Ford (schooner), 3
Austin, ___, Capt., 29
- B.F. Wade* (propeller), 22
Bagley, ___ (Governor of Michigan), 46
Baker, ___, Professor, 50
Balize (tug), 41, 80
Ballentine (steamer), 7-8
Banner, William, 80
Bar Point Lightship, 3, 18, 25, 40, 44, 48, 74, 79
Barker, K.C., 45, 56
Barledge, Anthony, 18, 45
Barnes, Charles, 49
Barrett's mills (Gesto), 61
Barron, C.L., 12, 55
Barry, P.A., Capt., 74
Bartlett, A., 26
Bartlett (tug), 69
Bates. *See* Taylor & Bates
Bean
 ___, Engineer, 68
 Sam, Capt., 65
Beatty's Line of steamers, 37, 59
Beaumont, Louis, Capt., 44

- Belcore, Andrew, Capt., 6
Bell, Henry, Capt., 33, 66, 68
Benton (propeller), 18, 21, 22, 39, 52
Bertie Dehlke (ferry), 23
Bertschy (propeller), 70
Bessie Barwick (sailing vessel), 11, 42, 43, 49
Birkhead (steamer), 52
Bissell (barge), 25
Blanchard (vessel), 45
blasting of channels. *See* channel blasting
boat clubs
 International Yacht Club, 45, 46
 Phoenix Boat Club, 56
 Restless Boat Club, 56
 Spartans Boat Club, 56
 Windsor Boat Club, 30
 Zephyr Boat Club, 55, 56
boat races. *See* regattas
Bob Anderson (tug), 12, 20, 36
Bob Hackett (steamer), 2, 4, 9, 10, 12, 16, 17, 21, 24, 26, 27, 33, 35, 39-40, 42, 43, 47, 48, 52, 54, 55-56, 57, 61, 67, 72, 78
Bogey, ___, 60
Bois Blanc Island excursions, 41, 43, 45, 49
Bois Blanc Lighthouse, 12, 58
Borrowman
 J.W., 43, 61
 R., 75
 William, 59, 61, 80
 See also Park & Borrowman
Braley (barge), 52, 55-56
Bristol (propeller), 5, 70
British American Insurance Company, 63
Brockway, George E., 54
Brooklyn (propeller), 3, 32, 33, 59
Brookway (tug), 29
Brophy, Michael, 80

- Brothers* (ferry), 81
Brown
 ___ (crewman on *Cora*), 46
 ___ (engineer on *Comet*), 60
 J.C., Capt., 4
 John, Capt., 80
Brown (schooner), 45
Bruno (propeller), 4, 13, 36, 43, 47, 51
buoys, 22-23, 37-38
 See also navigation aids
Burk, J.D., 30-31, 44, 47-48, 55, 59, 71, 81
Burke
 ___ (distillery owner), 61
 See also Burke's distillery
 Michael, 60
Burke's distillery (Windsor), 35, 43
Burlington (steam barge/propeller), 18, 21-22
Burnsides (tug), 51
- C. Youell* (schooner), 67-68
C.B. Benson (schooner), 55, 58
C.G. Meisel (schooner), 41
California (vessel), 10
Callam's dock (Amherstburg), 49
Cambria (schooner), 32, 79
Cameron, ___, 50
Campbell
 ___, 18-19, 20-21, 49
 George, 11, 15, 24, 31, 42, 43, 61-62, 72
 Walter P., 9, 23, 68
Campbell & Owen shipyard, 59
Canada (propeller), 10, 38, 58
Canada Pacific Railway, 48, 56
Canada Southern Railway, 8, 57
Canadian Marine Department. *See* Department of Marine & Fisheries
Canton (schooner), 77
Carrie H. Blood (steamer), 7

Carroll, John, 69
 Castalia Pleasure Club, 41, 43
 Celtic (propeller), 10, 45, 58
 Chackett, P., 55
 Champion (schooner), 32
 channel blasting, 39, 48, 69, 71
 Chicago & Lake Huron Railway, 78
 Chippewa (barge), 80
 City of Buffalo (barque), 65
 City of Chatham (vessel), 30
 City of Dresden (steamer), 43, 43
 City of Duluth (steamer), 72
 City of Montreal (propeller), 5, 13,
 19, 23, 54, 62, 67, 71
 City of New York (propeller), 73
 City of Port Huron (steamer), 45
 City of St. Catharines (propeller), 10,
 58
 Clara (steamer), 45
 Clara (tug), 15, 47
 Clark, J.P., 38
 Clark's dry-dock (Detroit), 69
 Clark's ship-yard (Springwells), 80
 Clinton (vessel), 10
 coal docks. *See* Fraser's dock;
 Mullen's dock; Stevens' dock
 Colchester Lightship, 3, 15, 79
 Cole, Darius, 55
 Colin Campbell (steam barge), 29,
 40, 70
 Colorado (propeller), 28-29, 35, 80
 Columbia (propeller), 10, 37, 42,
 58-59, 75
 Columbian (barge), 21
 Comet (propeller), 34, 59-61, 66
 Commodore (steamer), 72
 Connor, Charles, 60
 Connors
 James, 49
 P., 18
 Conrad Reed (schooner), 76
 Constitution (tug), 67
 Consul (schooner), 22
 Coomb, A.G., 62
 Cora (yacht), 46, 56
 Corby, H., Jr., 63
 Courter, George, 80
 Craftsman (barque), 61
 Craig, ___, 46
 Craise. *See* Penton & Craise
 Cross (propeller), 80
 Crowell (tug), 59, 69, 70
 Crusader (tug), 2, 27, 46, 49, 57, 68
 Cumberland (steamer), 75
 Curlew (schooner), 46
 D.R. Van Allen (steam barge), 20, 39,
 44, 59
 Dana, ___, Capt., 19
 Danger, ___, Capt., 21
 Daous, ___, 2, 73
 Dauntless (yacht), 35
 Dave, Capt., 48
 Davidson, J.W., 16
 Davis, ___, 45
 Demass, John, 54
 Department of Marine & Fisheries,
 37, 40, 57
 Detroit (ferry), 47, 68
 Detroit Dry-Dock Company, 14, 56,
 78
 Detroit Locomotive Works, 24
 Detroit Towing Association, 66. *See*
 also towing association; tug
 association
 Dixon
 C.H., 22
 C.K., Capt., 7, 20
 docks. *See* under specific names
 Dominion (steamer), 6, 10, 51
 Dominion Line of steamers, 10
 Dove (steamer), 9-10, 11-12, 13, 14,
 17, 20, 21, 22, 24, 26, 27, 29, 30,
 33, 34, 35, 38, 41, 43, 49, 50,
 54-55
 Dreadnaught (barge), 52

Dromedary (vessel), 10
 Druid (government steamer), 40
 dry-docks
 Detroit Dry-Dock Company, 14,
 56, 78
 Jones' (Detroit), 6
 Straits of Mackinaw, 15
 Duchesnay, John, 55
 'The Ducks', 4
 Duff, Henry, 50, 66
See also Duff & Gatfield
 Duff & Gatfield, 17, 62
See also Duff, Henry; Gatfield,
 W.
 Duget, Francis, Capt., 60
 'The Dummy', 2
 Duncan, Thomas, 22, 36
 Duncanson, John, Capt., 2, 8, 9, 26,
 36
 Dunscombe (government schooner),
 40
 Durant, Edward, Capt., 21
 E.G. Merick & Co. *See* Merrick &
 Co.
 East (propeller), 5
 Eberts, Walter, Capt., 81
 Eccles, ___, Capt., 6
 Eddsoll (tug). *See* Edsall
 Edsall (tug), 66, 74
 Edward Kean (barge), 65
 Effort (yacht), 47
 Elford, ___, 25
 Eliza Allen (schooner), 53, 55
 Ellen Gerlow (scow), 37
 Elliott, Alanson, 41
 Emma (scow), 6, 19, 42, 44, 47, 48,
 55
 Emma A. Mayes (schooner), 63-65
 Emma C. Hutchinson (schooner), 39
 Engelmann Transportation Company,
 11
 Equinox (propeller), 6, 63-65
 Essex (steamer), 17
 Europe (propeller), 10, 27, 50
 Evaline Bates (schooner), 45
 Evening Star (steamer), 7, 33, 53, 53
 Exchange (schooner), 23, 25
 excursions
 to Bois Blanc Island, 41, 43,
 45, 49
 to Grosse Île, 49
 to Sugar Island, 38, 46
 Fairbanks (steamer), 34, 44
 Fairgreaves, ___, 20
 Fanny Campbell (sailing vessel), 2,
 46, 58, 72, 80
 Farewell (schooner), 65
 Favorite (tug), 5, 9, 19, 46, 59, 70, 72
 Fellowcraft (schooner), 26
 Fleetwing (schooner), 37
 Flirt (yacht), 19
 Flora (steamer), 8, 36
 Florence (propeller), 20
 Forest City (steamer), 24, 29, 45
 Fortune (ferry steamer), 9, 23, 24-25,
 27, 32, 41, 43, 49, 56
 Foster, ___, Capt., 26
See also Abbott, Foster & Titus
 Fostoria (schooner), 2
 Francis Palms (schooner), 72
 Frank Perew (schooner), 69
 Frank Tracy (tug), 46, 56-57, 75, 79
 Fraser, S., 21, 30
See also Fraser's dock
 Fraser's dock, 8, 15, 27, 32, 34, 35,
 40, 41, 79
See also Fraser, S.
 Fred Kelly (steam barge), 27
 G.C. Trumpff (schooner), 8
 G.W. Adams (schooner). *See* George
 W. Adams
 Galbraith, Robert, 78

Gatfield, W., Capt., 24, 76
See also Duff & Gatfield
Gawley's mill, 38
Gazelle (propeller), 13
Gem of the Lakes (schooner), 3
General Worth (schooner), 45
George H. Parker (tug), 51
George S. Frost (vessel), 7
George W. Adams (schooner), 21,
33-34
Georgian (propeller), 49-50
Gerrett (scow), 20
Gibson (schooner), 74
Gillett, John R., 54
Gillies, ___, Capt., 55
Gillman, William, 68
Girardin, D., Capt., 26, 76
Girardot, ___ (mayor of Windsor), 68
Girdlestone
___, 50
Charles H., 10, 16, 19, 28, 31
G.W., 16, 31
See also Girdlestone's wharf
Girdlestone's wharf (Amherstburg),
9, 12, 13, 19, 21, 24, 27, 28, 29,
35, 38, 44, 45, 49, 50, 59
See also Girdlestone
Gladiator (tug), 30, 42, 79
Globe (barge), 62
Golden Eagle (steamer), 13
Goldhunter (schooner), 23
Goodnow (tug). See Wm. Goodnow
Gordon, James, 42
Gordon Campbell (steamer), 2
Gore, John, 60
Gore Street sewer (Amherstburg), 51
Grace Amelia (schooner), 41
Graham, J.C., Capt., 31
Graham & Campbell, 2
See also Campbell
grain
amount stored at Chicago, 25, 39

grain (continued)
elevators
at Buffalo, 24
at Chicago, 27
Granada (schooner), 15
Grand Trunk Railway Company, 6
Great Western Railway, 10, 78
Grosse Île excursions, 49
Grummond, S.B., Capt., 54
Guelph (schooner), 33, 71
Guoin, ___, Capt., 20

H.E. Lamar (schooner), 41
H.J. Hydes (scow), 2
H.M. Brooks (scow), 61, 62, 67
H.M. Scove (schooner), 25, 75
H.N. Martin (tug), 75
Hackett
___, Capt., 9, 18
Alex., 3
Andrew, 22-23, 40, 44, 48, 58,
74
'Doc', 28
Frank B., Capt., 4, 16, 18, 28, 33,
42, 78
George, 19, 36, 70
Henry, Capt., 34, 55
R.J., Capt., 14, 45, 55
Thomas, Capt., 21, 28, 30
Hackett & Co., 16
Haley, ___, Capt., 17, 35
Handlon, Peter, 60
Haney, ___, 58
Hanna & Co., 60
Havana (steamer), 52
Hector (tug), 27, 33, 42, 43, 72
Helen (ferry), 23
Henrietta (yacht), 19
Henry Crowley (scow), 62
Henry Howard (steam barge), 2-3
Hercules (tug), 15
Hiawatha (vessel), 7, 7
Holt, ___, Capt., 55

Homer, T., Capt., 27
Honnors, T., Capt., 43
Hope (vessel), 78
Horn, ___ (U.S. Marshal), 61
Horne, ___, Capt., 9
Horsley, John, 21, 28
Howard, ___, Capt., 30, 65
Howell, Joseph, 80
Hull, C.B., 45

ice, amount of in Lakes, 12, 13-14,
15-16, 17, 27, 37
Ichthyosaurus (barge), 38, 47
Ida (scow), 6
Ida Bell (scow), 32
Ida Burton (steam barge), 17
Inez (schooner), 47
International Yacht Club, 45, 46
Iosman (barge), 21
Iron Rail (scow), 51
Isaac May (steam barge), 30, 34, 35,
42, 43, 46, 47, 49, 56, 62
Ishpenning (schooner), 51, 56-57
Island Queen (barge), 14, 80

J. Holt (steamer), 7
J.C. Clark (vessel), 7
J.D. Sawyer (schooner), 29
J.G. Jenkins (schooner), 80
J.H. Martin (tug), 71
See also J.N. Martin; John
Martin
J.L. Beckwith (tug), 30
J.M. Hutchinson (schooner), 67
J.N. Martin (tug), 76
See also J.H. Martin; John
Martin
J.P. Clark (tug), 27, 72, 73
J.R. Pelton (schooner), 77
Jackson, 'Seneca' Massa, 55
James, Capt., 56
James Wade (schooner), 74
Java (propeller), 28, 35

Jay Cooke (steamer), 15, 32, 53, 70,
79
Jenkin, ___, Capt., 20
Jenkins, ___, 78
Jenkins' ship-yard (Walkerville), 78
Jennie Graham (barque), 58
Jim, Capt., 47
John Dunn (schooner), 65
John G. Kolfage (schooner), 30, 62
John Jewett (schooner), 35, 72, 73-74
John Martin (tug), 20, 24, 27, 69, 72,
76, 78-79
See also J.H. Martin; J.N. Martin
John Owen (tug), 2, 30, 36, 40, 51,
54, 56
John T. Mott (schooner), 76
Johnston, William, 55
Jones, J.P., 44
See also Jones' dock
Jones' dock (Amherstburg), 42
See also Jones, J.P.
Jones' dry-dock (Detroit), 6
Joseph M. Enright (schooner), 41-42
Julia Minor (scow), 17

Kate Moffatt (tug), 20, 30, 49
Kate Williams (tug), 26, 30, 39, 42,
43-44, 46, 48
Keenan, John, 48
Kennedy, ___, Capt., 42
Kershaw (steam barge), 73
Kevill, Angus, 36, 42, 46, 51, 71, 75
See also Kevill & Co.; Kevill's
dock; Park & Kevill
Kevill & Co., 16
See also Kevill, Angus; Kevill's
dock; Park & Kevill
Kevill's dock (Amherstburg), 19, 23,
26, 30-31, 36, 37, 38, 39, 41, 43,
44, 46, 47, 49, 51, 54, 55, 58, 59,
68, 71, 75
See also Kevill, Angus; Kevill &
Co.; Park & Kevill

Keweenaw (steamer), 28, 41, 41
Keyes (schooner), 13
 Killmaster, __, 56
 King
 __, Purser, 9, 24
 Frank, Capt., 20
 Joseph, 78
 Kirby, Austin, Capt., 48
 Kirby brothers, 36
 Kittie (schooner), 38
 Kolfage, H.J., 47

L.H. & B.R., 50
L.L. Lamb (schooner), 77
L.L. Lyon (tug), 12, 36
La Petite (schooner), 62
 Lacy, H.A., 67
Lady Dufferin (schooner), 29
Lady Stanley (vessel), 46
 Laframboise, Jacques, Capt., 6-7
 Lake & River Steamship Line, 10
Lake Breeze (propeller), 78, 79, 81
Lake Erie (propeller), 58
Lake Michigan (propeller), 10, 58, 59
Lake Ontario (propeller), 10, 32, 52, 62
 Lake Superior Line. *See* Windsor & Lake Superior Line
 Lability, P.C., 18, 67
 See also Lability's dock
 Lability's dock (Amherstburg), 13, 18, 45, 66, 80
 See also Lability, P.C.
Laura (schooner), 9, 11, 12, 27, 66
 Leggatt's dock (Amherstburg), 54, 62, 67, 71, 72, 81
Levi Rawson (schooner), 61
Leviathan (tug), 69
 lighthouses, 13, 23, 35, 40, 74
 Bois Blanc Island, 12, 58
 Cleveland harbor, 5, 14
 The Dummy, 2
 Point Pelee, 18

lighthouses (*continued*)
 Port Maitland, 53
 Racine, Wisconsin, 6
 See also buoys; lightships;
 navigation aids
 lightships, 35, 74
 Bar Point, 3, 18, 25, 40, 44, 48, 74, 79
 Colchester, 3, 17, 79
 See also buoys; lighthouses;
 navigation aids
Lillie (steam yacht), 12, 78
Lillie May (barge), 80
Lilly (barque), 74
Lincoln (steam barge), 2, 8, 10, 22, 26, 35-36
 Linn, __, 46
 Linn & Craig, 46
Lisgar (barge), 8, 26
 Livingstone, William, Jr., 54, 79
 Livingstone & Co., 79
Livingstone (tug). *See* Wm. Livingstone Jr.
Lizzie (tug), 34
 Lowe, Robert, 48
 lumber, amount shipped from Bay City, 28
 Lusk, __, Capt., 63-65

M. Groh (steam barge). *See* Mary Groh
M.F. Merick (schooner), 67
M.F. Merrick (tug), 44, 62
M.J. Gaines (scow-schooner), 65
M.W. Wright (steamer), 55
 MacDonald, D.R., Capt., 29
 MacDonald & Co., 57
Mackinaw (steam barge), 19
Maggie (schooner), 8
Maggie (yacht), 19
Maggie McRae (schooner), 11, 27
Magnet (wrecking steamer), 67
 Main Duck Island, 4

Major Ferry (schooner), 65
 Malcolmson, John, Capt., 73
 Malott, D.N., Capt., 16, 70
Mamie (yacht), 67
Manistee (tug), 34
Manitoba (steamer), 59-61, 66
 Manson, Hugh, 48
Marco Polo (schooner), 22
Margaret A. Miner (schooner), 75
Maria Morton (barque), 76
Marine City (steamer), 48
 Marion Brothers, 62
 Marlton, E., Capt., 13
 Marsden, __, Capt., 18
Mary Groh (steam barge), 8, 23, 27, 46
Mary Lydia (scow-schooner), 22
Mary Pringle (steam barge), 42
Mary Robertson (steam barge), 71
 Masters. *See* Peck & Masters
Mattawan (propeller), 35, 38
Mayflower (tug), 65
 McCabe, __, 21
 McCall, __, Purser, 55
McClellan (tug), 15
 McColl, G., 12
 McDonald & Co., 50
 McFate & Co. *See* McFate's Novelty Works
 McFate's Novelty Works, 33, 35, 39, 54, 71, 78
 McGowan, __, Capt., 27
 McGregor
 G.W., Capt., 18, 21, 70
 William, 55, 57
 McKay, __, Capt., 18, 48
 McKenzie, __, Capt., 80
 McLaughlin, __, Capt., 48
McRae (schooner). *See* Maggie McRae
Mendota (steam barge), 44, 62-63
 Merchants' Steamship Line, 10
Merick (tug). *See* M.F. Merrick

Merrick, E.G., 54
 See also Merrick & Co.
 Merrick & Co., 2
 See also Merrick, E.G.
Metamora (tug), 39, 44, 49
Michigan (schooner), 54, 71
Middlesex (schooner), 48
 Miller, __, 46, 69
Milton D. Ward (vessel), 6, 7
Minneapolis (steamer), 48
Minnie (yacht), 47
Minnie Morton (tug), 18, 20, 23, 25, 32, 34, 39, 42, 56
Minnie Williams (schooner), 74
 Mitchell, Peter, 6
Mitchell (schooner), 23
Mocking Bird (tug), 25
 Moffatt, James, 54
Mojave (barque), 70
Money-maker (wrecking scow), 33
Monitor (wrecker), 77
Montana (vessel), 2
Montgomery (propeller), 69
 Moore, James, Capt., 42, 57
Morning Lark (scow), 49, 51
Morning Star (steamer), 52
 Mott, W.H., 17
 Muir, __, Capt., 74
 Mullen
 J.G. *See* Mullen & Co.; Mullen's dock
 John D., Capt., 39
 Mullen & Co., 32, 34, 35, 36, 39, 41, 42, 43-44, 45, 46, 47, 49, 53, 55, 56, 58, 62, 68, 70, 72, 74, 75, 76, 77, 81
 See also Mullen's dock
 Mullen's dock, 18, 26, 28, 30, 33, 38
 See also Mullen & Co.
 Munroe, John, 57
 Murphy, Thomas, 54, 60

Murray. *See* Ruthven & Murray
Myrtle (steam yacht), 36, 50, 54, 56,
78
Nasmith (tug), 34
navigation aids, 17, 50, 57-58, 74
See also buoys; lighthouses;
lightships
navigation season
closing of, 77, 79, 81
length of, 81
opening of, 4-5, 6, 20, 22, 27
Nebraska (steamer), 52
Neelon
 ___, Capt., 19
 Sylvester, 31
Neguane (schooner), 3
Nemesis (schooner), 22
Nesbit, John, 81
Nettie (scow), 71
New Dominion No. 1 (schooner), 70
New York Central Railroad, 60
Newburg (propeller), 28, 56
Niagara (tug), 73
Nicholson
 Duncan, Capt., 12, 29, 55
 Joe, Capt., 46
Ninth Avenue Mission School
 (Detroit), 49
Nipigon (propeller), 30-31, 34
Northern Railway, 10-11
Northern Transportation Co., 19
Northwest (steamer), 13, 45, 48, 50,
78, 79
Northwestern Transportation Co., 36
Norvell's dock (Amherstburg), 20,
30, 50, 78
Norway (barque), 67
Novelty Works. *See* McFate's
Novelty Works
Oades, John, 45
Ocean (propeller), 10, 31, 56

Oliver Wolcott (revenue cutter), 76,
77
Oneonta (schooner), 65
Ontario (schooner), 25
Orient (tug), 2
Oriole (yacht), 46, 56, 58
Orpheus (vessel), 77
Oscar Townsend (steam barge), 34,
43
Oswego (tug), 15, 33, 37
Owen, J. Emory, 54
Owen (tug). *See* John Owen
O'Connell centennial, 55
O'Hulon, Neal, 76
P. Martin (schooner), 37
Pacific (steamer), 34, 77
Pacific Railway, 10, 15
Pamlico (schooner), 62
Paragon (schooner), 21, 27
Park, E.G., 36
Park & Borrowman, 42, 68, 76, 80
See also Borrowman
Park & Kevill, 9, 71
See also Kevill
Parker, George H., 54
Parks (scow), 22
Parsons, B.F., Capt., 17
Pearl (steamer), 24, 25
Peck & Masters, 60
Pelican (steamer), 8
Penton & Craise, 30
Persia (vessel), 10
Persian (steamer), 30, 33, 34-35, 36
Philadelphia (steamer), 39
Philander Johnson (tug), 33
Phoenix Boat Club, 56
Picton (vessel), 57
Pittsburg (vessel), 73
Plant, J.P., 40
Plymouth Rock (barge), 34, 53
Pollock, ___, Capt., 32
Port Maitland Lighthouse, 53

Porter (tug), 34
Portia (barge), 21
Prairie State (steamer), 35, 52
Pride of America (schooner), 51
Prince Alfred (government gunboat),
5, 81
Prindville (tug), 44, 49, 79, 81
Prussia (vessel), 10
Quayle & Sons, 6
Quayle (tug), 75
Quebec (steamer), 30, 37
Qui Vive (vessel), 46
Quinn, ___, (diver), 69
R.J. Hackett (steam barge), 17, 20, 24
R.N. Rice (steamer), 13, 14, 18, 48,
78, 79
R.W. Clinton (steamer), 56
R.W. Stanley (propeller), 5
races. *See* regattas
Rae's dock (Windsor), 9
Rafferty, J., 60
railroads. *See* railways
railways
 Canada Pacific, 48, 56
 Canada Southern, 8, 57
 Chicago & Lake Huron, 78
 Grand Trunk, 6
 Great Western, 10, 78
 New York Central, 60
 Northern, 10-11
 Pacific, 10, 15
 Southern, 8
Raleigh (steam barge), 32, 40
Rathburn, ___, Capt., 26
Red Jacket (steam barge), 75
Redwing (tug), 59
regattas, 30, 35, 46, 47, 55, 56
Relief (tug), 42, 53, 56
Rescue (tug), 65
Restless Boat Club, 56
Risley, R.L., 17

Rival (schooner), 69
Riverside (steamer), 38, 46, 58
Roanoke (propeller), 67, 77-78
Robb (tug), 66
Robert Dunbar (tug), 69
Rocket (propeller), 36, 60
Rogers, Cecil, Capt., 8
Rothsay Castle (steamer), 8, 57
Royal Insurance Company, 63
Ruby (steamer), 13, 14, 55, 66, 67,
70-71, 75, 77, 79
Russia (propeller), 28, 28, 80
Ruthven & Murray, 16
S.L. Watson (schooner), 69
S.S. Rummage (tug), 20
S.V.R. Watson (schooner), 70
Saginaw (steamer), 43
sailors' wages. *See* wages of sailors
Salina (steam barge), 42
Sandusky (schooner), 22
Sarah Van Epps (steamer), 55, 66
Sault Ste. Marie Canal, 27, 67
Scotia (propeller), 10, 25, 32, 37, 46,
66, 73, 80
Scott
 Dwight, Capt., 63, 65
 John, 60
 William, 16
Seabird (schooner), 72
Seaton, ___, 46
Senator Blood (schooner), 75
sewer, Gore Street (Amherstburg), 51
Shawnee (barge), 21
Sheldon (steamer), 43
Sheridan (propeller). *See* Annie
 Sheridan
Shickluna, ___, 35
Sill (tug), 59, 70
Sligo (schooner), 11
Sloan, John, Capt., 55
Smith
 Darius, 58

Smith (*continued*)
 George, 60
 L., 60
 Samuel, Capt., 70
 Snow, ___, Capt., 77
 Snow Bird (schooner), 36
 Sophia Smith (barge), 18, 20, 23, 45, 65
 Southern Railway Company, 8
 Sovereign (propeller), 10, 12-13, 19, 27, 28, 31, 32, 41, 47, 50, 57, 59
 Spartans Boat Club, 56
 Spaulding (barge), 65
 Sport (tug), 57
 Springwells & Sandwich Line of steamers, 47
 St. Charles (scow), 67
 St. Clair Flats Canal, 17
 St. James Episcopal Church (Detroit), 49
 St. John Episcopal Church (Detroit), 49
 St. Joseph (vessel), 70
 Standley (propeller), 70
 Star (schooner), 4, 6, 42, 44
 Starlight (schooner), 41
 Starucca (propeller), 33
 Steinhoff (propeller), 8, 13, 56, 70
 Stevens, W.N., 30, 34, 35, 39, 42, 44, 45, 46, 49, 53, 59, 61, 62, 67, 69, 71
See also Stevens' dock
 Stevens' dock
 at Amherstburg, 38, 40, 42, 56
 at Port Huron, 13
See also Stevens, W.N.
 Stewart
 James, 64
 John, 80
 Stewart & Co., 64-65
 Stiles, C., Capt., 17
 Stockwell, J.W., Capt., 8
 Strathearn (barque), 73

Sugar Island excursions, 38, 46
 Sundusky (barge), 26
 Sunrise (vessel), 25
 Superior (steam barge), 26, 27, 32
 Superior Company, 19
 survey parties, 38, 39, 45, 61, 69
 Sutler Girl (schooner), 76
 Sweepstakes (tug), 79

T.R. Merritt (schooner), 69
 Tanner (barque), 65
 Taylor
 ___, 71
 ___, Capt., 44
 Taylor & Bates, 26
 Tecumseh (propeller), 12
 Thayer (schooner), 73
 Thomas, C.W., 43, 46
See also Thomas' dock; Thomas' mill
 Thomas' dock (Amherstburg), 44, 46
See also Thomas, C.W.; Thomas' mill
 Thomas' mill (Amherstburg), 23, 36, 61
See also Thomas, C.W.; Thomas' dock
 Thomas Richards (scow), 65
 Thompson & Co., 63
 Thornton, ___, Capt., 37
 Titus. *See* Abbott, Foster & Titus
 Tom Lewis (scow), 49, 51
 Tom Martin (schooner), 22, 39, 41
 Tom Masters (schooner), 20
 Tomlinson, ___, 74
 Torrent (tug), 21, 27, 53, 75
 towing association, 4, 66
See also tug association
 Trader (steam barge), 15, 34, 53, 79
 Transfer (ferry), 47
 Triumph (scow-schooner), 17, 35
 Trotter, D., Capt., 26, 55

tug association, 38, 54, 62, 68
See also towing association
 tugboats, 18
See also under specific names
 Turville, ___, 81
 Two Brothers (schooner), 32
 Twomey, M., 31, 39, 81

Unadilla (vessel), 25
 Union (ferry), 78
 Union Jack (schooner), 63, 71
 Union Steamship Co., 62
 Urania (tug), 36, 42, 44-45, 46, 58, 59, 70, 72

Van Epps (steamer). *See* Sarah Van Epps
 Van Straubenzie (schooner), 35
 Vanalstyne, J.D., Capt., 25
 Vanderbilt (steam barge), 7, 49
 Vernie M. Blake (scow-schooner), 30, 42, 44, 69, 71
 Victoria (vessel), 78
 Vulcan (tug), 21, 28, 30, 36, 41, 51, 53, 58, 68, 74, 76

W.S. Ireland (barge), 49
 Wacousta (schooner), 46
 wages of sailors, 17, 25
 Waneetee (schooner), 70
 Warner (barge), 21
 water gauge, 38
 Waurecan (barge), 80
 Weaver, W.H., 60
 Welland Canal, 20, 22, 26, 49, 66, 79, 81
 Wenona (steamer), 68, 76
 Westcott, J.W., 50
 Western Express Line of steamers, 10
 Western Insurance Company, 63
 Western Transportation Company, 6, 26
 wharves. *See* under specific names

White, T.B., 50
See also White's dock
 White's dock, 40
See also White, T.B.
 Wilcox (scow), 26
 Wilcox (tug), 33, 40, 51, 67
 William. *See* Wm.
 Williams, James, 80
 Wilson
 T. (diver), 34
 William T., 80
 Windiate (schooner), 81
 Windsor & Duluth Line of steamers, 51
 Windsor & Lake Superior Line of steamers, 15, 26, 28, 31, 32, 41, 45, 47, 48, 50, 57
 Windsor Boat Club, 30
 Winslow (tug), 15, 21, 23, 25, 28, 39, 72, 76
 Wm. Cowrie (vessel), 59
 Wm. Goodnow (tug), 51, 72
 Wm. Home (schooner), 11
 Wm. Livingstone Jr. (tug), 3, 34, 36, 39
 Wm. McGregor (barge), 17, 24
 Wm. Sanderson (schooner), 4
 Wood, Anthony, 80
 Woodworth, ___, Capt., 63

yacht clubs. *See* boat clubs
 Yorkshire Island, 4
 Young, Philip, Capt., 2
 Young Lion (tug), 2

Zealand (propeller), 30
 Zephyr Boat Club, 55, 56
 Zouave (tug), 66, 68

Glossary

barge	a vessel having the hull shape of a regular ship but towed by another vessel such as a tug or a steamer. Can refer to a schooner barge.
bucket	the single blade of a ship's propeller.
draft/draught	the amount of water needed to float a vessel, usually measured from the lowest part of the keel to the loaded waterline.
fore and aft	refers to a type of schooner with two masts. Three and after, three masts, etc.
lightship	a manned vessel rigged with a bright light(s) mounted on a tall mast to warn of navigational hazards. A lightship was anchored in one position at the beginning of the season and recovered at the end of navigation for maintenance. This was thought to be less costly than building a permanent lighthouse.
propeller	refers to a steam-powered vessel driven by a propeller.
rabbit	a small propeller steamer with all cabins and machinery situated aft.

range lights	a pair of tall structures with lights or beacons placed on top, arranged in line with the end of a channel so that a ship keeping these two light towers exactly one in front of the other will be able to navigate within a narrow channel without straying outside the channel and running aground.
schooner	refers to a specific type of sailing craft having two or more masts.
scow	a flat-bottomed vessel of shallow draft. Schooners were often designed with a flat bottom to reach into a shallow port (scow-schooner).
steam barge	a large steam-powered hull designed to carry loose cargoes (grain, stone, etc.). Both rabbits and bulk freighters are sometimes referred to by this term.
steamer	originally referred to a steam-powered vessel driven by side-wheels. In the latter part of the 19th century the distinction became blurred as there were more propeller vessels being built than side-wheeler types. The term applies to both freighters and passenger carriers.
wheel	usually refers to a ship's propeller and occasionally the paddle-wheel of a side-wheeler.

