

Echo
SOUNDINGS

MARINE NEWS of 1878-1879

Excerpts from the
Amherstburg Echo



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Volume I, Number 3
Fall 1998

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

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

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ISSN 1480-6444

First printing 1998

Printed by Tri-Graphics
Brown and Associates
Amherstburg, Ontario

Typesetting & design by Jennifer MacLeod

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 to reproduce photographs for this book.

Introduction

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

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

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

January 11, 1878

A winter voyage.-Capts. T. Hackett and T. Honner [Honor] arrived home on Wednesday from their winter voyage up Lake Huron on the tug *Vulcan*. The *Vulcan* left Detroit Saturday the 5th inst. at 4 P.M., but was unable to reach the Flats before dark, and lay in the ice in Lake St. Clair Saturday night. She arrived at Harrisville, about 200 miles from Detroit, at sunrise Monday morning. The owner of the tug, Gen. R.A. Alger, was on board and she also had a locomotive for R.A. Alger & Co.'s railroad from Harrisville into their extensive pinery six miles west, besides a considerable freight for other parties on the shore, all of which was safely landed without a single accident. The *Vulcan* is commanded by plucky Capt. Thomas Hackett and although she had a rough, cold passage, the men on board are not the kind who turn back, and their enterprise was crowned with success. She left Harrisville at 11 o'clock Monday forenoon for Port Huron, where she laid up for the winter. We believe this voyage is without a parallel in the history of old Lake Huron.

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March 1, 1878

The report of the Minister of Marine and Fisheries embraces a great variety of details and very clearly indicates the progress being made by Canada in all that concerns the very important interests entrusted to the care of that Department.

The Lighthouse Service has now reached very large dimensions. In 1868 there were 198 lighthouse stations; in 1877, 416. The number of lights shown at the former date was 227; at the latter 509. In 1868 there were only two fog whistles, and in 1877, 25. While much has been done to render our shores safe for shipping, a great deal remains to be accomplished before things are as they ought to be in this respect.

During the year sixty new steamers were added to the list of Canada's steam marine, while fifteen were broken up or put out of service. The chief increase has been in the Ontario and Lower Province divisions.

The number of wrecks to British, Canadian and foreign sea-going vessels in Canadian waters, and to Canadian sea-going vessels in waters other than of Canada, was 327, and the loss of property, either whole or partial, so far as could be

ascertained amounted to \$2,019,678. The number of lives lost was 100, viz., 26 in Canadian waters and 74 in waters other than those of Canada. On the inland waters the losses were only 42 vessels and 17 lives. In 1876 the number of lives lost was 404.

The number of merchant ships on the register books of the Dominion on the 31st of December, 1877, was 7362, measuring 1,310,468 tons register tonnage - an increase over the previous year of 170 vessels and 49,575 tons.

The registered tonnage of the whole British Empire, including all the Colonies, was 7,677,024 tons. This shows that Canada has more than one-sixth of all the registered shipping of the British Empire. The United States had at the same time 2,564,980 tons, not including that trading on the lakes and rivers. Norway comes next, with 1,391,877 tons; then Italy, with 1,360,425 tons. Canada is next, showing that she occupies the fifth place among the nations of the world in reference to the extent of her merchant marine. France has not very much more than half the tonnage of Canada.

There are now seven establishments devoted to the artificial reproduction of fish. On the support of these \$24,037 were expended during the year. From these establishments there were distributed in 1877 the following kinds of fish, viz.:-

|                     |            |
|---------------------|------------|
| Salmon.....         | 5,515,000  |
| Speckled trout..... | 24,000     |
| Whitefish.....      | 7,950,000  |
| Total               | 13,489,000 |

There were also deposited in the hatching troughs of these establishments in the fall of 1877, to be ready for distribution in June next, 38,000,000 ova, of which 31,000,000 were of whitefish.

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March 15, 1878

The *Lake Breeze* left Amherstburg for Windsor last Monday morning and she has already made two successful trips to Windsor and return and two also down to Pelee Island and back. As will be seen in advertisement, she begins her regular trips next week when she will leave Windsor for Amherstburg and the Lake Shore on Monday, Wednesday and Friday mornings and return on alternate days, lying over at Windsor from Saturday to Monday of each week.

An earlier opening of the navigation of the whole chain of lakes is looked for this year than is recorded for the past twenty-four years. In that time the earliest opening of the Straits of Mackinaw was in 1871, April 3rd, whereas this year there

was hardly any ice there on the 1st of March. The amount of wheat in store at Chicago, Milwaukee and Toledo this spring is little more than one-third what it was last year, so that the chance for good lake freight is not very bright. The lumber and coal carriers will have very little to do as less lumber has been got out than in previous winters and there is a good deal of coal still on hand, owing to the mild winter. At Detroit a number of boats are fitting out. The steamer *Jay Cooke* will begin to run to Sandusky on the 10th of April and will be superseded by the new boat about June 1st. The following tugs are preparing for business at Detroit:- *Vulcan*, Capt. T. Hackett; *Oswego*, Capt. Ed. Tormey; *Ballentine*, Capt. S.H. Carrie; *River Queen*, Capt. W.H. Rolls; and *Winslow*, Capt. Mark Swain. At Port Huron, the tug *Gladiator*, C.B. Huse; *Kate Moffatt*, John Colton; *Crusader*, Frank Sinclair; *Mocking Bird*, Frank Danger; *Frank Moffatt*, John Cornwall; and *J.H. Martin*, Wm. Curtis.

The steamer *Riverside* will most likely go on the Amherstburg and Detroit route April 1st.

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*April 12, 1878*

All the tugs will run "on their own hook" this season, no association having yet been formed nor none being in prospect.

The steam barge *W.S. Davidson* with the barge *J.S. King* in tow, passed down on Saturday evening, the first through the straits this season.

The steamer *Russia* of the Union Steamboat line, passed this port on Sunday morning bound up from Buffalo. She is the first from that port this season.

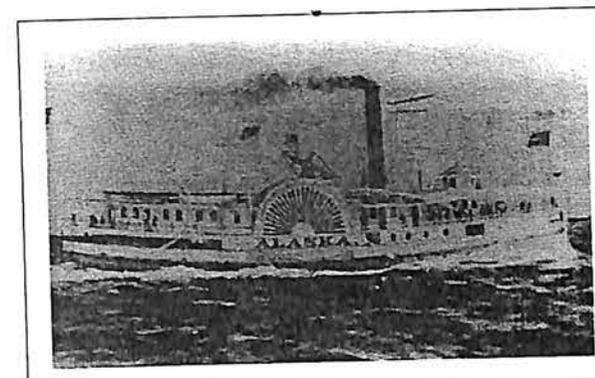
The Lake Superior mail steamer *Ivanhoe*, Capt. Frome Guoin, which burned last year, will be out in a few days as good as new and will leave Detroit for her old route.

The schooner *J.R. Pelton* arrived up from Cleveland on Monday forenoon with 261 tons of Grove Coal for Kevill & King, which they discharged on the wharf above Gore Street.

The steamer *Bob Hackett*, which has been fitted out at Windsor, started out this week in the towing business. She is owned by Robert Reynolds and her captain is James Tobin of this town, with John Tobin for mate.

A correspondent at Welland informs us that work on the canal is progressing very rapidly during the present fine weather. Contractors there state they will be ready for the opening of navigation at the time announced, May 3rd.

The tugs *A.J. Smith*, Capt. T. McGowan, and *Wright*, Capt. Doyle, which have



**Steamer Alaska.**

*Dept. of Canadian Heritage: Fort Malden National Historic Site*

done duty at the Canada Southern crossing the past winter, started for the "raging main" of Lake Huron on Sunday evening to meet the Chicago fleet.

It was expected the new boat in course of construction at John P. Clark's dry-dock, Detroit, and which is intended to succeed the *Jay Cooke*, would be ready to launch on Thursday of this week. The *Jay Cooke* passed down on Wednesday.

Among local captains not previously announced, who have obtained craft to sail this season is Capt. T. Honor, who will command the tug *John Owen*, which will assist the *Vulcan*, Capt. T. Hackett in the rafting business and Capt. D. Gardin [Girardin], who will sail the tug *John Martin*.

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April 19, 1878

Clarke's new boat to succeed the *Jay Cooke* is named the *Alaska*. She will be a handsome craft.

On Wednesday the schooner *John Jewett* arrived from Black River with 235 tons of coal for S. Fraser.

The schooner *New Dominion* has been chartered for stone from Port Colborne to Windsor at \$5 per toise.¹

On Saturday morning last the *Minnie Morton* towed out the Bar Point and Colchester Lightships and placed them in position for the season.

¹a unit of linear measure equivalent to 2.1315 yards or 1.949 metres.

The tug *Minnie Morton* was sold under a mortgage to J.R. Park, sr., at the Park House² on Monday and was bought by A.M. Kevill for \$1500.

The steamer *Lake Breeze* towed the schooner *Marco Polo* down the river last Friday. The schooner was loaded with ties from Ruscom for Buffalo.

A Duluth despatch says two Canadian steamers arrived there last Friday, the first of the season, two months earlier than last year. They brought 150 passengers for Manitoba.

An engineer of Detroit named Oscar R. Taylor was knocked off a yacht near Point au Pelee during the gale of Wednesday night of last week and drowned. He was out on a fishing expedition.

The United States life saving stations on the lakes were opened April 1st and will continue open until the 1st June, and then be closed until the 1st September when they will be again open until the close of navigation.

On Sunday the schooner *Argo* arrived from Cleveland with 242 tons of Morrisbank coal and the schooner *Volunteer* arrived from Black River with 260 tons of coal, both cargoes for John Mullen. On Monday the scow *Mona* arrived from Black River with 204 tons of nut coal, also for John Mullen. Mr. Mullen expects two more cargoes this week.

The schooner *Eaglewing*, Capt. John Hutton, loaded with staves from Detroit for Buffalo, passed down on Sunday evening. After getting out in the lake she struck some hidden rock and began leaking and an attempt was made to run her back here, but she became water-logged off Bar Point. The tug *Prince Alfred*, with a lighter, went down to her assistance on Monday afternoon and towed her to Detroit on Tuesday morning. The vessel is not much injured.

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April 26, 1998

The schooner *Admiral* arrived down from Goderich on Wednesday morning with 500 barrels of salt for J.H. Leggatt.

J.H. Leggatt has chartered the schooner *New Dominion* to bring a load of pine lumber from Parry Sound to Amherstburg.

The schooner *Newell Hubbard* arrived here from Toledo last Friday morning with 240 tons of coal for John Mullen, and on Friday the *Wakeup* arrived from the same port with 204 tons, also for John Mullen.

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<sup>2</sup>Park House Hotel, later known as the Lake View.

The schooner *Fellowcraft*, Capt. Foster, arrived down from Parry Sound on Monday with 240,000 feet of pine lumber and 50,000 lath for Park & Borrowman, which she has discharged on Leggatt's and Cooke's docks.

On Sunday night last the tug *A.J. Smith* with three barges in tow came into the dock here and after taking some of her men on board started to go out, when an accident occurred. It appears that the crew could not properly handle the second barge and she collided with the steamer *Riverside*, lying at the Gore Street dock, tearing a large hole in her stern bulwarks and springing several of her planks. The strain on the lines of the *Riverside* jerked out one of the dock spiles and tore up a portion of the dock. The total damage was about \$100.

The schooner *Sunrise*, Capt. John Prindiville, jr. of Chicago, which passed down on Monday night in tow of the tug *Brockway*, went ashore on Colchester Reef at six o'clock Tuesday morning during thick weather. Capt. Prindiville sent for the *Brockway* for assistance but the Canadian authorities refused to allow her to render any assistance under penalty of a fine. The Captain then went to Windsor on the *Brockway* and engaged the tug *Prince Alfred*, which together with the lighter *Princess Alexandra* went down to her assistance. The *Sunrise* had a cargo of 29,000 bushels of corn from Chicago for Buffalo. The *Sunrise* was got off the reef on Wednesday morning, uninjured and, having taken her cargo from the lighter at Colchester dock, proceeded on her way to Buffalo.

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May 3, 1878

The iron tug *E.B. Ward Jr.* is now at Honduras on a mail route.

The Welland Canal opens today. Vessels will be admitted on the 5th.

The *Manitoba* leaves Windsor for Lake Superior north shore ports today at 9 a.m.

The schooner *Fanny Campbell* is now being fitted up to carry oil from Sarnia to Montreal. She will carry 340 tons of oil each trip.

The new steamer *City of Dresden* is announced to be out on the Cleveland line May 8th. The finishing touches are now being given her, carpets put down, etc.

The propeller *Avon*, bound down the river last Friday afternoon, found the schooner *Helen Pratt* in the channel at the lime-kilns and, rather than go to one side or the other, she cut off the cat-heads and jib-boom of the schooner. The *Pratt*, which was loaded with coal, was towed to Clark's dry-dock by the *Riverside* on Saturday.

While out with the little steamer *Bertie Dahlke* on a trial trip on Monday

evening last, Capt. Griffen made a mistake in his course and ran her on the head of Grosse Isle. The *Morton* went up and worked at her all night, but after breaking several lines gave up the job. The *Riverside* pulled her off on Tuesday morning.

The *Detroit Free Press* complains that Canadian tugs are allowed to tow vessels to United States ports and depart without molestation, but when an American tug brings a vessel to a Canadian port she is compelled to make a report at the custom house and take out clearance papers before she can get away. The Americans will see the necessity of making some change in the coasting regulations after a time. Canada is ready to meet them as soon as they feel like it.

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May 10, 1878

The Welland and Lachine Canals were opened for traffic on Tuesday.

A Bill was passed on the Washington House of Representatives last week permitting Canadian vessels to render aid to other Canadian vessels wrecked in United States waters.

A Belleville firm is having a new steamer built at St. Catharines. It is hoped she will make sixteen miles an hour at least. The vessel will be finished by 1st July and will be named the *City of Belleville*.

The Lake Superior trade has been very active this spring. Twenty-two steamers had arrived at Duluth during April, mostly with emigrants and freight from Canadian ports from Manitoba, Northern Minnesota and Dakota.

The N.W.T.<sup>3</sup> Company's steamer *Quebec* is appointed to sail from Odette & Wherry's dock, Windsor, this morning at nine o'clock. The steamers *Asia* and *Sovereign* are chartered from Detroit and Toledo for Montreal with grain.

The steam barge *Ballentine* with the barge *Moore* in tow, bound up, collided with a lumber barge bound down opposite Dougall Rock at noon yesterday. Both the *Ballentine* and *Moore* struck the lumber barge, sinking her in the river channel.

The tug *John Martin*, Capt. D. Girardin, came down from Detroit on Sunday night last and took on 80 tons of nut coal at Mullen's dock. The *Martin* has been at Detroit for some time back, having a number of changes made to better fit her for a coal-burner. She has also been painted black with a narrow red stripe around her hull and looks quite improved in her new coat.

The Canadian wrecking steamer *Prince Alfred* sank early last Friday morning

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<sup>3</sup>Northwest Transportation Company

in 30 feet of water at one of the lower wharfs in Windsor. It is supposed by the engineer of the boat that the sea-cock was left open or forced by the water, leaving her to fill and sink. The *Prince Alfred* lies just outside of the schooner *Princess Alexandria* and all that is visible above water is her spar and smoke stack. She had on board several steam pumps and other valuable wrecking apparatus, all of which went down with her. The *Prince Alfred* is owned by Messrs. Schulenberg & Campbell of Windsor and was insured, as was the wrecking material. She will be raised as soon as possible, as it is thought she is not materially damaged.

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May 17, 1878

The sunken tug *Prince Alfred* will be raised to the surface at Windsor in a few days.

The schooner *New Dominion* arrived here from Parry Sound on Sunday last with 150,000 feet of pine lumber and 75,000 lath for J.H. Leggatt.

The scow *Adain* arrived up from Toledo on Sunday morning with 108 tons of nut coal and the scow *E.K. Kane* arrived up from Toledo on Monday with 208 tons of nut coal, both for John Mullen.

It is said that Clark's new boat, the *Alaska*, is destined to give the *City of Detroit* a whirl when she comes out. She is to have the *John Sherman's* engine and a boiler that will make steam fast enough for it.

On her last trip down from Duluth the *Manitoba* experienced very heavy weather on Lake Superior, accompanied by blinding snow storms. She brought down the body of the late Dr. Shaver, physician to the Canadian Pacific Railway employees, who died very suddenly of apoplexy.

The new steamer *City of Detroit* made her trial trip on Saturday afternoon last and ran from Detroit to Bois Blanc light in less than an hour. She made her first trip from Detroit to Cleveland on Monday, 120 miles in six hours, six minutes and ten seconds or very nearly 20 miles an hour, thus beating the best time of the *R.N. Rice* by 34 minutes and ten seconds. She ran from Detroit to Amherstburg in 57 minutes.

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May 25, 1878

No foreigners are permitted to ship as mates on American vessels, mates being considered as officers.

The Northwest Transportation Company has received the contract of conveying 30,000 tons of rails for the Pacific Railway to Fort William.

The scow *Moonlight* arrived down from Chatham on Monday morning with

12,000 hard red brick for J.H. Leggatt, which he intends to keep for sale on his dock.

The schooner *Fellowcraft* in towing into the lock at Port Colborne on Monday fouled her mizzen rigging with the jib-boom of the schooner *Albatross* and lost her main mast.

The agent of the Royal Canadian Insurance Company in Buffalo has sold the schooner "*Northumberland*" to H.A. Safford and others of Kingsville, Ont. for \$800. Captain John Malloy will, in future, sail her.

The steamer *Columbia* arrived up from Montreal on Thursday night of last week with freight for the town and lake shore, which she discharged on Kevill & Co.'s wharf. The *Scotia* also brought freight on Tuesday.

The barge *S.H. Lathrop*, which met with a disaster at Dougall Rock, will be broken up after her lumber is taken off, as it will not pay to repair her. Her starboard bow is entirely open one-third the length of the deck and reaching down to within a foot or eighteen inches of the keel.

The schooner *New Dominion* of Port Rowan was libelled at Port Huron on Friday, she having stopped for some slight repairs. The claim is held by the Detroit and St. Clair River Towing Association and the officer executing it has got hold of the wrong *New Dominion*, so the others by that name can be prepared.

On Monday last the steam barge *Lincoln*, with the barges *Lisgar* and *Gibraltar* in tow, called in here, when two teams were taken on board the barges to be used in loading timber at Marquette. The horses were fine animals and were purchased two from Adam Fox and one each from Charles Thomson and Cornelius Wright of Colchester Township for \$225 a span.<sup>4</sup>

The schooner *J.C. Harrison*, which left Toledo last Tuesday with 32,600 bushels of corn for Buffalo, ran onto a big rock half a mile from the main reef of Starve Island, near Put-in-Bay, at a point where it was supposed there was no obstruction of that character. She rested easily on the rock, it being nearly under the centre of the vessel, and as she had pretty deep water at both ends she could be swung either way, being practically on a pivot.

The *Chicago Inter-Ocean* is compelled to demand reform in the following matter:—"Last season hundreds of respectable gentlemen patronized the excursion steamers and took their families - wives, daughters and little children; young men

<sup>4</sup>a pair of horses harnessed and driven together

took their sweethearts, sisters and lady friends. But when the boats had left the dock it was often discovered that sporting men and other ruffians with their abandoned women were on board, and the respectable people were compelled to listen to their coarse, lewd talk and witness their loose conduct. The present season we look for reform in this matter."

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May 31, 1878

A three-masted vessel went ashore on North Harbor Reef during Thursday night and was still there yesterday afternoon.

Linn & Craig of Gibraltar, across the river, will have the propeller they are now building ready for launching in about three weeks. She is 185 feet keel, 200 over all and 34 feet beam.

The steamer *City of Winnipeg* arrived at Collingwood from Lake Superior on the 28th of May, having a cargo of 32,000 bushels of Manitoba wheat destined for the English markets. She reports the tug *Trudeau* at work on the *Neebis*.

The efforts to raise the steamer *Prince Alfred* by pumping her out have been unavailing. Although, in addition to the steam-pump procured for the occasion, the Windsor fire engine was at work on her last Saturday afternoon for several hours, the water in her hold could not be lowered an inch.

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June 7, 1878

A new tug is being built at Shickluna's yard, St. Catharines.

The *Pearl* is again on the Cleveland and Put-in-Bay route. Capt. John Edwards is in command.

The steamer *Jay Cooke* begins her regular Saturday excursions to Put-in-Bay and return tomorrow (Saturday).

The schooner *Marco Polo* loaded at the station this week with sycamore lumber from Van Allen & Co. for Buffalo.

The steam barge *W.S. Ireland* and her tow barge took on board 30 toise of building stone at White's dock this week for Wallaceburg.

Several good tows passed down on Wednesday, among them the *A.J. Smith* with seven large three-and-afters - the "boss" tow of the season.

The Quinn Brothers expect to have the wrecker *Prince Alfred* up in a few days. They do not anticipate any difficulty in bringing the vessel to the surface.

The new propeller *Delaware* was launched at Cleveland on Thursday. She is 1500 tons burden and will be used for carrying grain from Chicago to Buffalo.

The Northwest Transportation Company's steamer *Ontario* will sail from Odette & Wherry's dock, Windsor, this (Friday) morning at nine o'clock for Lake Superior ports.

The tug *Castle* has laid up for the present; the *Hector* has been inspected; the *Sweepstakes* has got back to her old quarters near Hodge's dock; and several more Detroit tugs will soon tie up.

The steamer *Chicora* made her first trip from Toronto to Niagara Saturday, leaving at half-past two and getting back to her dock at a few minutes past eight. She carried 400 or 500 passengers.

The schooner *Fellowcraft* arrived at the station here yesterday to load with oak timber for Quebec. She will complete her load at Leggatt's dock. M.H. Brownlee ships the timber at the station and Mr. Barrett that on Leggatt's dock.

There are at present in the Saginaw River forty steam and tow barges, capacity about 12,000,000 feet of lumber, and no cargoes. And at Bay City there are between thirty and forty vessels waiting for cargoes with no prospect at present of getting any.

On Wednesday Glass & Glass of Windsor, attorneys for some half dozen men who had been employed on the tug *Parker*, had that boat tied up for their wages under the new Marine Act. This is the first case in which the act has been put in force in this neighborhood.

The schooner *Alzora* from Port Burwell, laden with lumber and shingles, went ashore at Port Bruce a few days ago with all canvas set. The captain and crew were asleep at the time. Through the aid of the fishermen the vessel was floated off again without sustaining much damage.

The following is of interest on the international towing question:-"The Customs authorities at Detroit have written to Washington to ascertain just how far they can go in the matter of allowing Canadian tugs to do towing in American ports. There is no law touching this subject, consequently Canadian tugs can come to Detroit and do harbor towing without molestation, while if an American tug goes to Windsor to move a vessel she is required to report and clear or be seized and fined."

**A stormy voyage.**-On Wednesday morning of last week "Salty" Allen and a boy named John Jones left here with the small schooner *Star* for Put-in-Bay, where they expected to arrive that evening. A heavy storm, however, overtook them that afternoon and they were buffeted about the lake and could not make any port and were in great danger of going to the bottom. The owner of the boat, who was at Put-in-Bay, sent out two men to look for them, but, although they searched the lake

as far as this port, they could find no trace of them till they returned to Put-in-Bay on Saturday evening, where they found the *Star* safely at anchor after four days beating about the lake in alternate contrary winds and calm weather.

**Chapter of new steamers.**-Several new steam vessels are in contemplation, all of which will be built at or near Detroit, probably. The most important of the lot will be one to be built for the Canada Southern Railway for use in transferring cars near the Lime-Kilns. The general features of this boat were decided upon a long time ago but now the specifications and minute drawings are being prepared and, probably, ere long the work of building will be commenced. The boat will be a side wheeler, 257 feet long, 267 feet over all, 39 feet width of actual hull, 64 feet wide over all, and 14 feet depth of hold. She will be built for two tracks, each track to hold eight cars. Her frames and sides will be of iron, and the bottom of wood. Light draft will be the point sought. As soon as the plans and specifications are completed, advertisements will be inserted in the principal lake papers, calling for bids for her construction. In a short time the present owners of the Wyandotte shipyard will organize when they may commence the construction of a boat to ply on [the] Detroit River as a first-class excursion boat. Dimensions are already agreed upon as follows: Length, 225 feet; beam, 28 feet; (width on deck not given); and draft, 7 feet. They already have an engine with a 48-inch cylinder and 10 feet stroke ready to put in her.-*Detroit Post and Tribune.*

June 14, 1878

The schooner *Northumberland*, at present lying at Buffalo, has been sold to Canadian parties for \$1600.

On Saturday night the steamer *Northwest* will make an excursion trip to Cleveland, tickets good until Monday night. Fare \$1 for the round trip.

The steamer *Transfer* came out of the upper dry-dock at Detroit Monday evening. She has been painted black with red bottom and will be ready for transferring cars by next week.

The party engaged in cleaning the channel at Neebish Rapids commenced work on Monday, June 3rd, when after putting down the buoys, &c., they removed twenty yards of rock for the first days' work. The first week they removed one hundred yards of rock and coarse gravel.

The schooner *Fellowcraft* left here for Quebec on Saturday last with 150,000 feet of oak timber, 70,000 feet of which was obtained at Detroit and Ecorse and the rest was from the mills of M. Barrett and John Rodd of Gesto. The timber will be

transhipped at Quebec for England.

The steamer *Montgomery* of Pridgeon's Chicago and Grand Trunk Line took fire at Point Edward Sunday night. She was towed three miles down the shore and beached on the Canadian side, still burning. The cargo, valued at \$20,000, was well insured. The boat was worth \$30,000 and had \$20,000 insurance on her.

~~~~~  
June 21, 1878

The schooner *Wakeup* arrived here from Toledo on Sunday with 215 tons of nut coal for John Mullen.

The propeller *Celtic* sails from Montreal next Saturday week on a cruise to supply the lighthouses about the Dominion harbours.

The Bill respecting wrecking in waters contiguous to the United States and Canada passed through the Washington Senate on Tuesday.

The schooner *Rathburn* arrived up from Black River on Sunday of last week with 300 tons of coal for Kevill & King, which she discharged on the lower dock.

The steamer *Excelsior* was seized by the Windsor Customs authorities on Saturday for assisting to pull off the steamer *China*, ashore on the Canada side. She was bonded. The Canadian tug *Jessie* was ready to have done the work. The *Winslow* assisted the *Excelsior* and will have a heavy load to bear one of these days.

The *Prince Alfred* has been got up at Windsor and will soon be ready for business. She got pretty dirty while lying on the river bottom and much sand, mud and debris of a miscellaneous nature must be taken out of both boat and boilers.

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June 28, 1878

An unknown schooner ran into the scow *E.K. Kane* off Colchester Thursday night of last week and smashed her up considerably.

The schooner *Lively* loaded with sycamore lumber at the C.S.R. station on Monday. It is shipped to Buffalo by Mr. Gates of Chatham.

The tug *Coleman*, which towed the schooner *Ishpenning* to Lake Erie Saturday ran aground below the Alexander House, Grosse Isle. She was pulled off by the tug *Hercules*.

The tug *Favorite*, while lying at the foot of Bates Street, Detroit, Monday morning, burst her boiler. The cause of the accident was due to a soft spot in her boiler-plate. At the time of the explosion there was but fifteen pounds of steam on. No one was injured.

The captain of the tug *Oswego* reports that Friday night as he lay to in the river near Bois Blanc Island he was nearly run down by the tug *Moore*, which was steaming down the river with four vessels in tow. By good management of the *Moore's* wheel the tug, with three of her vessels, passed without striking the *Oswego*, but the fourth was not quick enough in her movements and struck the tug a glancing blow, inflicting no injury to the *Oswego*, as far as known, and suffering none herself.

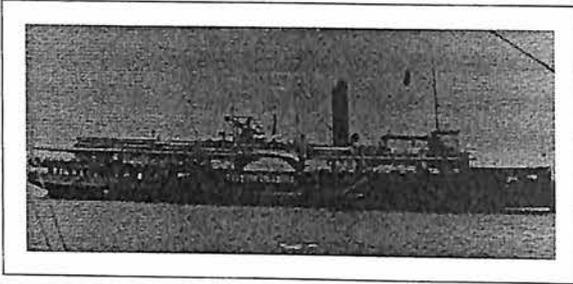
The schooner *St. Andrews*, bound down, and *Peshtigo*, bound up, collided in the Straits about five miles from Cheboygan Tuesday night. Both went to the bottom; the mate and a seaman of the *Peshtigo* were the only ones drowned.

Vessels which arrive at the mouth of the river and which want tugs to tow to Detroit should display their colors when off Colchester dock, Lake Erie. If it be a three-masted vessel she should hoist a flag on the mizzenmast. If it be a two-masted vessel she should display a signal on her mainmast.

The *Detroit Post and Tribune* says:—"The Bill in Congress providing that Canadian tugs may assist Canadian vessels in distress in American waters, providing Canada will allow American tugs the same privilege in Canadian waters, has passed, and upon the signature of the President being affixed will become a law. There are reasons why the Canadians will not reciprocate; they being mainly that most of the vessels that suffer ill luck experience it in their waters and many of the vessels are American bottoms, hence it would destroy nearly all the business of their tugs, which can in no way compete with American wreckers."

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June 28, 1878

The "**Transfer**."-The steamer *Transfer* was put in splendid condition for her work at Detroit and is now better fitted for it than ever. Trusses have been run her whole length from the centre of her engine deck to her main deck and will bind them firmly together, greatly strengthening her throughout. She has been completely recaulked, for which some 60 bales of oakum were required, and some 1900 lbs of spikes were used in re-fastening her planks. The wheel house has been moved forward so as to enable the officer in charge to obtain a better view of the docks when landing; the dining room has been extended a considerable length and some of the officers whose rooms were used for the extension have been assigned quarters in other parts of the ship, and a number of other changes have been made for the advantage of all concerned. Her repairs at this time will cost in the neighborhood of \$25,000.



Steamer City of Detroit.
Dept. of Canadian Heritage: Fort Malden national historic Site

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*July 12, 1878*

On her last trip up the lakes the *Manitoba* carried 250 Russian Mennonites to the Red River country.

The work of spending that \$100,000 appropriated for the Lime-Kiln Crossing should begin very soon.

The tug *Minnie Morton* has lately been painted and her boiler and machinery put in first-class order.

On Monday last the scow *Wakeup* arrived here from Toledo with 207 tons of lump and nut coal for John Mullen.

The new steamer "*Pup*" has received her engine and boiler and we may expect to see her on the river by the end of this month.

The *Alaska* did not succeed in beating the *City of Detroit's* fast time to Cleveland. She made the run in seven hours and one minute, or 55 minutes slower than the *City of Detroit's* time.

An abortive effort was made at Windsor last Friday to sell the tug *Parker*, schooner *Alexander*, schooner *Ayr*, schooner *Princess Alexandria*, schooner *Laura* and schooner *Horne*. A bid of \$1 was made on each.

The dead body of an unknown sailor was found floating in the lake off Point au Pelee on Saturday afternoon and was towed to Detroit by the revenue cutter *Fessenden*. Coroner Oakes held an inquest and a verdict of accidental drowning was returned.

The results of the recent survey of Lake Erie show there are but two channels in western Lake Erie - one leading out from Detroit River and passing along the Canadian shore as far as Point au Pelee, and the other a continuation of the channel of Maumee Bay and River along the American shore as far as Point Marblehead.

Between these channels is a range of islands, shoals and almost a continuous submarine reef or ridge.

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July 26, 1878

The *Prince Alfred* was engaged this week in raising the tug *Clara*, recently sunk at Windsor.

At Toledo John Stevens & Co. reported the schooner *Morning Light*, corn to Walkerville, Ont., at 1c., free of charter.

The *Lake Breeze* had a crowded excursion from the lake shore to Windsor on Monday, all bound up to see Barnum. A large number went up from this neighborhood.

The *Riverside* was on dry-dock on Monday and Tuesday having her machinery overhauled and *Grace Grummond* made her regular trips between Amherstburg and Detroit.

The Wrecking Company of Windsor have stationed the tug *Jessie* at Sarnia to look after wrecks in that vicinity. The *Prince Alfred* will take care of all wrecks on this end of the Detroit River.

The appropriation of \$100,000 by Congress for the clearing of the channel at the Lime-Kiln Crossing in the Detroit River is certified and work on that basis is expected to commence within a month.

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*August 2, 1878*

The schooner *Benson* has been ashore on Middle Sister Island, Lake Erie, and was released after throwing overboard 3000 bushels of wheat.

The barges *Ichthyosaurus* and *Trenton*, which have both been doing ferry duty here, were docked at Detroit this week.

As the tug *Hector* was going up the river with one vessel in tow Monday, the vessel got aground near Point Edward, but with the aid of the tug *Martin* she was got off and went on up.

The tug *A.J. Smith*, Capt. T. McGowan, has been laid up here for a short time. Her captain and first engineer remain on board. She will probably receive a fresh coat of paint before she again comes out.

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August 9, 1878

The scow *Annie Hayes* arrived here from Cleveland on Saturday with 265 tons of Massillon coal for John Mullen.

The scow *Industry* arrived here from Windsor on Sunday with 9000 feet of lumber and 18,000 shingles for Joseph Parks of Malden. She discharged on Leggatt's dock.

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August 23, 1878

Captain Coates, a well-known tug owner, shot himself and wife dead at Saugatuck, Mich., Sunday night.

Yesterday J.H. Leggatt shipped 50 tons of blacksmith's coal on the scow *Ida Bell* to W.S. Pulford of Leamington.

The schooner *D. Freeman* loaded here with ties for Buffalo this week for H.A. Safford. She took about 2800 tons.

The propeller *Africa* arrived up from Montreal on Monday morning and discharged a quantity of freight on Kevill & Co.'s dock.

The schooner *Sarah Jane* arrived here on Saturday from Georgian Bay with 200,000 feet of pine lumber for Park & Borrowman.

The steamer *Ruby* has been mulcted<sup>s</sup> \$50 by the Treasury Department for entering Put-in-Bay harbour at dusk without showing her lights.

A telegram from Mackinaw Monday reported that the propeller *Java* sank off Point Au Sable, Lake Michigan, Sunday morning and was a total loss; all hands saved.

The Canadian Wrecking and Towing Company's tug *Prince Alfred* was at Port Stanley on Sunday on her way to inspect the wreck of the schooner *Portage*, sunk fifteen miles below the Port.

Capt. J.S. Moore of the propeller *Asia*, of the Windsor and N.W.T. line, reports himself robbed of his watch and \$8 in money Saturday night on board his boat, but by whom he would like to know.

Captain Wm. Norris of Erie, Pa., master and part owner of the schooner *John S. Richards*, suicided Monday morning by hanging himself in the fore-castle of the boat. Unsatisfactory condition of the season's lake business is supposed to have been the cause.

The steamer *Grace Grummond*, now having her broken shaft repaired at Detroit, is about to drop the excursion business and go over to Grand Haven, where she will go on the route recently left by the *Metropolis* - one of the best freight and

<sup>s</sup> fined

passenger routes on the lakes.

The shipments of wheat from Detroit to Buffalo this season have been unusually large. Previously the business has been carried on in small vessels, the greater part going through the Welland Canal. The reverse is now true. One vessel lately started with 48,000 bushels of wheat, and another sailed with a cargo of 60,000 bushels, the largest load ever shipped from Detroit. If the present yield turns out as anticipated, Detroit will likely reap a still further benefit.

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August 23, 1878

The Lime Kilns Work.-Bids for doing the work of improving the channel of the Detroit River at the Lime Kilns were opened at the office [of] Capt. Mackenzie of the United States Engineer Corps at Detroit on Monday, but the work was not awarded, as they must go to Washington before that is done. Capt. Mackenzie speaks of them as being very low, in fact 25 per cent lower than he thought they would be. The bids were made in two forms, one for removing the solid rock or ledge, and the other for removing the boulders at a price per cubic yard. They are as follows:

Names of Bidders.	Ledge.	Bo'ld'rs.
Clark & Westerbrook, N.Y.....	\$10 00.....	\$2 00
McArthur & Jennings.....	7 35.....	2 00
Streidinger & Doerflinger.....	9 80.....	4 00
R.J. Cram, Saginaw.....	11 50.....	2 00
Chicago Dredging & Dock Co.....	7 40.....	2 50
C.S. Barker.....	18 00.....	10 00
C.H. Strong, Cleveland.....	11 70.....	8 00
Luther Beecher.....	20 00.....	20 00
C. Dunbar.....	7 00.....	5 00
C.B. Merry.....	9 25.....	2 15

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It will be seen that McArthur & Jennings are the lowest on both kinds of work taken together, but that C. Dunbar is the lowest for removing the ledge. The work is estimated to cost \$100,000 and whoever is awarded the contract will have to commence it not later than September 1st and finish it by September, 1879.

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August 30, 1878

The scow *Adain* arrived up from Toledo on Friday with 110 tons of coal for John Mullen. The scow *E.K. Kane* arrived up from Toledo on Monday with 165 tons of coal, also for John Mullen.

The tug *Prince Alfred* on Saturday morning last located the wreck of a top-sail

schooner sunk some fifteen years ago in the Canadian channel of the river nearly opposite the Indian Burying Ground.⁶ A buoy was placed over the spot and the *Prince Alfred* will return in a few days and strip her. There is 18 feet of water on the deck of the ship and 24 feet alongside.

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September 13, 1878

The schooner *H.B. Rathburn* of Napanee, loaded with 8000 bushels of wheat, went ashore at Port Burwell on Sunday morning, water-logged. The cargo will be almost a total loss, but there seems a possibility of saving the vessel.

The schooner *David Sharp*, loaded with ties for Buffalo, water-logged and capsized about 20 miles above Grand River on Lake Erie. Only about two feet of the side of the vessel remained above the water. The Captain, his wife and child, seventeen months old, and a crew of four men hung to the upper side of the vessel for about eleven hours. Heavy seas were washing freely over them for about seven hours. They were rescued from their perilous condition by the schooner *Dundee*. The woman and child were in a helpless state at the time they were taken off.

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December 6, 1878

More Mishaps.-Another accident with a nitro-glycerine cartridge occurred at the lime-kiln crossing last Saturday evening. Dunbar's drill had come out of dry-dock on Friday and work had been recommenced on the boring and blasting on the rock. About 5 p.m. on Saturday, the last cartridge for the day had been put down and was being discharged when it worked out of the hole and struck the dredge as the one the previous week had done, breaking the bottom rather worse than before and causing the drill to sink. The explosion threw a workman named Thomas Pitt some distance in the air and on falling, struck so heavily on his right foot that he dislocated his ankle and slightly fractured one of the bones. Drs. Lambert and Mack reduced the dislocation and Pitt will soon be around. The drill was raised by means of the scows, as before, and was towed to Detroit on Tuesday night by the tug *Balize* and is now on dry dock.

Early on Monday morning Dunbar's tug *Payne* ran on the reef below the Canada Southern dock and is on still, and will likely have considerable difficulty in getting

off, the water being too shallow to permit a tug to approach her.

It is now almost too late to do any more work on the crossing this year.

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December 6, 1878

The propeller *Elmira* of Bay City was burned at Dunnville, Ont. on Saturday morning. Loss, \$11,000; insurance, \$7000.

The steamer *City of Detroit* went into winter quarters on Saturday. The *Northwest* will make tri-weekly trips to Cleveland for a short time.

The propeller *Bob Hackett* came down with a large load of freight for Amherstburg and the lake shore on Saturday. The *Lake Breeze* officers and crew have charge of her and she will make occasional trips as freight offers.

The steamer *Colorado*, which got aground near White's dock on Thursday morning of last week, was easily pulled off by the tug *Prince Alfred* on Saturday morning, 100 tons of salt having previously been lightened into that tug and the water having raised in the meantime. The *Colorado* reloaded here and immediately proceeded to Detroit, where, through the *Free Press*, he sends up one of those senseless howls about being compelled to engage a Canadian wrecker.

The schooner *John T. Mott* struck on Colchester Reef on Wednesday night of last week and returned to Detroit, leaking. She was loaded with eighteen thousand bushels of wheat owned by Thos. Mott of Oswego, who also owns the schooner. The vessel was going about five miles per hour at the time, and there was a heavy sea on. She went into dry-dock at once and came out on Saturday afternoon and soon after left for Buffalo. A new piece of plank about ten feet long was put into her bottom and her keel repaired a little.

Alexander Hackett of Colchester writes to the *Detroit Free Press* as follows:-"I notice in your marine columns an inquiry as to why the Bar Point and Colchester lightships are taken in so soon. With regard to the latter I would say that we do not receive a sufficient remuneration outside of the Canadian Government to warrant the extra risk of life and property. Apart from the Cleveland line of steamers and the Detroit Fire & Marine Insurance Company, who respond nobly every fall, Detroit has done nothing for years toward the support of the lightship; and it is so with the other cities largely identified with marine interests. They tell us we must be satisfied with the small sum derived from the Canadian Government and that they will not contribute further toward our support."

The managers of the Detroit and Cleveland line have just contracted with the Detroit Dry-Dock Company for the construction of a mammoth side-wheel iron

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<sup>6</sup>refers to the Wyandotte Cemetery located on Highway 18 (now County Road 20) at Middle Side Road.

steamer to be used on the Detroit and Cleveland line as a consort for the *City of Detroit*. She is to be built at Wyandotte and will rank as the finest craft on the western waters, surpassing even the *City of Detroit*, except in the matter of size. She will be constructed wholly of wrought iron, even to her paddle wheels; will have a length of 235 feet, a beam of 32 feet and a depth of 14 feet. Her engines will be of the most approved build and very powerful. The cylinder will measure 50 inches in diameter and will give the engine an eleven-foot stroke. The paddle wheels will be 24 feet in diameter. The main saloon will be 160 feet in length, 18 feet wide and will be constructed in walnut and butternut. The cost of the vessel will be about the same as that of the *City of Detroit*.

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1879

February 7, 1879

Wrecking Reciprocity.-Speaking of the proposed acceptance of an offer made by the Americans for reciprocity in wrecking, the *Globe's* Ottawa correspondent says:-"It is claimed that there will be no equal reciprocity in the mere exchange of the privilege of wrecking in each of the national waters, because owing to the practice of vessels on the lakes of hugging the northern or Canadian shores, in order to avoid the force of the prevailing winds or gales which are from the north, nine-tenths of the wrecks on the lakes take place in Canadian waters; therefore as reciprocity for the great privilege which will be granted to American steamers in the event of the Order in Council issued by the Mackenzie Administration in reference to the matter, and which prevents American steamboats wrecking in Canadian waters, being superseded by a reciprocity treaty, it is demanded that the present charge of 30 cts. per ton on the tonnage of Canadian vessels being made by the United States shall be removed, and further that Canadians shall be eligible to the positions of captains, mates or engineers on American vessels without taking the oath of allegiance to the American Government as is now demanded. There is no doubt that if the Government does its duty in the matter these points will be conceded, and a lasting benefit conferred on those interested in the Canadian shipping interest.

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March 7, 1879

**Death of R.J. Hackett.**-On Monday night of this week, Capt. R.J. Hackett of Detroit, brother of the Messrs. Hackett of this town, died unexpectedly at his residence in that city. The captain had been confined to his bed for nearly 11 weeks with erysipelas,<sup>7</sup> but on Monday evening was able to sit up and converse with his family. He partook freely of the supper, which was brought to his bedside, but about 11:30 his strength suddenly began to fail and almost before his afflicted family could realize that there was any immediate danger, he had passed away. The Detroit papers give the following account of his life:-Captain 'Bob' as he was familiarly known to his friends and the general public, was born 52 years ago upon Bois Blanc Island, near the mouth of the Detroit river. His father kept the government lighthouse upon the island, and young Hackett received only a brief common school education before starting out for himself as a common sailor on board a schooner commanded by Capt. John Gale. Advancing steadily until he attained the rank of Captain, Hackett sailed the lakes for nearly 19 years. In 1854 he and the late Capt. John Strachan bought the steamer *Emerald*, one of the few sidewheel tow-boats then upon the Detroit River, and he also enjoyed the distinction of owning the first big iron-ore barge which ever ploughed the waters of the lakes. This was the beginning of a long series of heavy vessel enterprises. During the war of the rebellion and the few years of prosperity that followed, Capt. Hackett was largely engaged in building and running vessels, and like many other capitalists of those days he soon rolled up a handsome fortune of over \$100,000. The panic of '73 and the hard times which caused a drop in vessel property swept away a large portion of his fortune, and certain disastrous speculations in the coal mines of Ohio added to the completeness of its ruin. The Western Transportation and Coal Company, of which he was for a long time the secretary-treasurer, and, in fact, general manager, went to wreck and ruin several years ago, and since that time the captain has mainly been engaged in the wholesale and retail coal business at the foot of Second Street, doing quite an extensive wholesale trade with Toledo, Sandusky and other neighbouring cities. At his death he was also the owner of the *Shawnee* and the steam barge *Burlington*, the last of a large fleet of vessels which had at one time or another been under his control. Capt. Hackett's financial ruin was only one

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<sup>7</sup>an acute febrile disease accompanied by a diffused inflammation of the skin and mucous membranes

out of thousands which followed the great panic of 1873. Many other Detroit vessel men have gone under since that time, while some have managed with great difficulty to keep their heads above the wave. But Capt. Hackett had been one of the boldest and most ambitious capitalists upon the lakes and hence the disaster in his case proved all the more complete and overwhelming. His outside speculations in coal and real estate all seemed to turn against him - not, however, because of any lack of shrewdness or foresight on his part, for he was widely known as an able and energetic business man. Disaster came in a shape which no man could easily foresee or guard against. Capt. Hackett was also an earnest Christian man, a member of Dr. Eddy's church, and a never-failing attendant upon the Sunday School as well as the regular services of the church. His reverses of fortune did not shake his faith, nor prevent him from maintaining his active interest and participation in church affairs. Personally he was generous and kind-hearted, and thousands of warm friends will mourn sincerely his removal from their midst. Capt. Hackett was a member of Detroit Lodge No. 2, A.F.&A.M., and was buried with Masonic honors at the funeral on Thursday afternoon. He leaves a wife and three children; also a step-son and daughter, who have lived in his family ever since their early childhood.

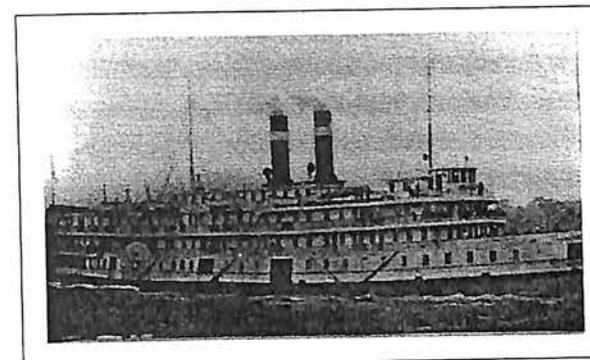
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April 11, 1879

The Wrecking Question.-The following is a synopsis of Major Lewis' report to the Minister of Customs, in regard to the wrecking question:-

During the enquiry he (Major Lewis) collected facts with respect to nine hundred and ten disasters of all kinds that have occurred to vessels and steamers along the Canadian shore since 1867. These he has classified by districts, and more particularly by localities, viz., on the Georgian Bay and Lake Huron, 122; on the River St. Clair, 35; on Lake St. Clair, 54; on the Detroit River, 106; on Lake Erie, 452; on Lake Ontario, 141 - Total, 910. It will be seen that one-half of the whole number of vessels and steamers met with their misfortune on Lake Erie, and no less than 224 took place between Rondeau and the mouth of the Detroit River, as follows:-Bar Point and reef, 31; Colchester and reef, 33; Pigeon Bay, 23; Sister Islands, 20; Point Pelee, 73; Point Pelee Island and shoal, 18; Rondeau, 23 - Total, 224.⁸ The average number of disasters per year for the last twelve years is 75 5-6.

⁸31 + 33 + 23 + 20 + 73 + 18 + 23 = 221



Steamer Quebec.

Dept. of Canadian heritage: Fort Malden National Historic Site

For the first six years it is 95, while for the last six years it is only 56²/₃. The decrease of late years is very noteworthy and is fully accounted for in the report. Besides the classification given above, there is another important one given by districts as follows:-On reefs, 25; stranded or ashore, 457; sunk or foundered, 52; collisions, 48; in distress, 55; minor accidents, 273 - Total, 910. The most dangerous localities are as follows:-Georgian Bay, the foot of Lake Huron, the whole Canadian shore of Lake Erie - but more especially from the mouth of the Detroit River to Rondeau - and on Lake Ontario from Presqu'Isle to Kingston. The means and manner of wrecking are then cited, and in reply to the question. "By whom have wrecks heretofore been taken off our shores, relieved, or in any way assisted?" the answer is, "By Americans almost exclusively, excepting Lake Ontario, until within the last two years." Besides answering the question as above, two cases that attracted a good deal of attention last year, viz., that of the schooner *Cameron*, ashore near Goderich, and the *Quebec*, ashore on Cockburn Island, are very fully reported on, especially the former. All the telegrams in connection with the *Cameron* case are quoted in full, which go to show that there must have been a very great stretching of the truth by somebody in order to induce the Customs officer to grant permission to use an American tug, in the face of the fact that a Canadian tug had been offered nearly a week before. In fact, the collector at Goderich very frankly and honestly admits that if a Canadian tug was to have been had at the time that he granted the permit, he was simply imposed upon. In reporting on the facilities that exist in Canada for rescuing wrecked vessels, the reports state that Lake Ontario is well provided for by Calvin & Breck's wrecking plant; that the foot, or east end of Lake Erie is provided for by tugs, but lacks any

other wrecking plant; and that the head of Lake Erie and Lake Huron will be amply provided this year in both tugs and plant. These answers are given upon the basis of a great reduction of disasters within the last few years. The sixth question asks for a report on the working of the present law and the result of the orders which from time to time had been promulgated by the Customs Department. The following is the most important of those orders:-

CUSTOMS DEPARTMENT,
OTTAWA, March 8th, 1878.

SIR,-I am now instructed by the Minister of Customs to call your attention to the bearing of the Customs law upon the treatment of wrecked vessels of property in Canadian waters, which provides in effect that no vessel, foreign or Canadian, has a legal right to interfere with wrecked vessels or material in Canadian waters, unless permitted by the Collector of Customs at the nearest port after reporting to him. And no foreign vessel should receive such permission, as it is contrary to the Customs law and should be placed under detention in case of violation.

The report very properly stated that there were two very generally expressed objections to the above order, the first that a Canadian tug required to get a permit before going to the relief of a wrecked vessel, and the second that a vessel in distress could not be promptly assisted. Neither of these objections are well taken. As regards the first, all that a Canadian tug had to do was to take out a coasting license to enable her to at once proceed to the recovery of any wreck without reporting to any officer. And as regard the second objection, there is not a word in the order which prohibits any vessel or steamer, foreign or Canadian, from granting prompt assistance to vessels in distress as provided for by law. Then follows a practical definition of what a vessel in distress really means, which meets every case that could possibly occur on fresh waters. As to how American tug captains respect our law, a quotation may be given from the report of the Collector of Customs at Amherstburg, Mr. Anderson. He says that "the masters and owners of American tugs show, with few exceptions, a reluctance to comply with the Canadian law and use every means in their power to violate them. On the 11th May, 1878, the American tug *Winslow* openly violated the Canadian law and put my authority at defiance." The fact is these American tugs had been so long carrying on a species of piracy on the Canadian shore that they began to think that they had as much authority here as ourselves. The report proper concludes by making two recommendations. First, that the present orders be neither rescinded nor amended, as under them distressed vessels may be promptly assisted and special permission

given for the use of American wreckers in case of necessity, while since they were issued Canadians have been rapidly providing themselves with wrecking plant until now they are quite prepared to do the work themselves. Second, that a receiver of wrecks be appointed, as provided for by law, to whom all disasters must be reported and who will be required to keep a minute report of the same, while at the same time such an officer would be available to make enquiries into the cause of wrecks, if required to do so by captains, owners or underwriters.

April 18, 1879

The tug *John Martin* left her dock at Texas Landing on Wednesday to go into Detroit dry-dock.

The steamer *Bob Hackett* took the last of the woollen mill machinery to Windsor on its way to Wingham, Tuesday night.

S. Fraser has coaled the steamers *Egyptian* and *Monitor* during the past week with coal which he had on hand from last fall.

The Bar Point Lightship is being fitted out at the dock here and will be towed out to her position on Monday next by the *Minnie Morton*.

Despatches from Buffalo are to the effect that the ice in the eastern end of Lake Erie is solid, and there is no immediate prospect of its breaking.

The steam barge *Alexander* took a cargo of stone from White's dock to Chatham last week. The scow *Emma* has already taken three cargoes to Windsor and Detroit.

On Wednesday the steamer *Alaska* commenced making her regular trips between Detroit, the Islands and Sandusky. She will, for the present, go down one day and back the next.

Odette and Wherry's new boat, the "*Erie Belle*," was out for a trial trip on the river on Wednesday afternoon. She appeared to give those interested perfect satisfaction. She goes on her first trip on Saturday.

The steamer *Riverside* came down from Detroit on Sunday last and went on her regular route on Monday morning. For the present she will leave Amherstburg every morning at 7 o'clock and, returning, leave Detroit every afternoon at 4 o'clock. She has been repainted throughout and looks very neat. D. Nicholson is master again, John Duchenay, mate and Jos. King, clerk.

The ice blockade in the River St. Clair was working serious injury to the steamboat interest of Detroit. Nearly all shore steamers were in commission, but unable to make their trips as advertised owing to the ice-jam above. The propeller *City of Toledo* was in the ice in the River St. Clair. The steamers *Keweenaw* and

St. Paul, which left Detroit Saturday night, had returned, having found it impossible to make the passage through. The blockade was broken on Wednesday, however, and got through.

C.F. Dunbar, contractor at the Lime Kilns, furnishes the subjoined under date of April 12:- "After date the drilling machine at the Lime Kilns Crossing will, in addition to her many bright lights, carry a red light and a green light which will be elevated above her deck and hung side by side with the bright light in the centre. This will enable pilots to distinguish the drill from the lights on other approaching vessels, and from those on the Canada Southern pier. Some of the tug captains inform me that it was difficult at night to tell certainly which was the drill and this will make it easy. These lights can be seen up or down the river."

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April 25, 1879

The water has been let into the Welland Canal.

The tug *Frank Moffat* took the first tow of schooners past this port each way.

The steamer *City of Detroit* will not go on the Cleveland route before 1st of May.

The Rondeau lighthouse was lighted for the first time this year on the night of the 13th inst.

Capt. Geo. Malone of Kingston has bought the old schooner *Alexander*, which was at Windsor most of last summer.

Capt. McGowan has the tug *Andrew J. Smith* all fitted out and repainted. Her steam pumps are being repaired at Detroit.

The tug *Frank Tracy*, now in Detroit dry-dock, is having several new plank put in, and is also being re-calked. She will run in Mud Lake<sup>9</sup> this season.

The ice in the harbor at Port Colborne has melted rapidly within the past week and now but few floating cakes can be seen.

Dunbar's dredge got at work on the Lime-Kiln Crossing on Tuesday, removing the rock drilled and blasted from the channel during the past few weeks.

The Canadian propeller *Arctic* has secured the contract for carrying supplies to Canadian lighthouses on the lakes this summer. She will leave Montreal on June 30th.

The tug men have failed to make a "coalition" on rates, and the boats will "run

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<sup>9</sup>Lake St. Clair

wild," "cut throats," etc. Which being interpreted into the vernacular of landsmen means that each tug captain will fix his own rates for towing, etc.

The Wyandotte shipyard is a busy place just now. The new river boat being built there will be ready to launch this week. The plating is all on and the rivetting nearly all done. The large boat is in frame and the garboard streak [strake] in place.

The schooner *Alexandria* was to leave here on Monday evening to load ties along the lake shore for Buffalo, but was telegraphed to from that place that owing to the ice blockade, it would be impossible for her to reach Buffalo for some time yet.

The work of repairing the Dummy lighthouse<sup>10</sup> is suspended for a time. It is said that the Canadian government intends to build a crib some distance from the lighthouse, on which will be placed the keeper's residence, the two places to be connected by a bridge.

The Colchester Lightship was towed out to the reef on Monday by the tug *Minnie Morton* and anchored in 9 feet, 6 inches of water. The *Morton* also towed out the Bar Point Lightship on Wednesday, but owing to the fog had to return. She will likely go out today.

The following vessels are fitting out at Hamilton: Propellers *California*, *Columbia*, *Canada*, *Dromedary*, *Acadia*, *Zealand*, *Florence*, *Lake Erie*, *Lake Ontario*, *Lake Michigan* and *Celtic*; schooners *Victor*, *Rutherford*, *Hercules*, *Stephenson*, *Gulnare*, *Undine* and *Ella Murton*.

The *Chicago Times* informs its readers that a petition is being largely signed in that city to be forwarded to Mr. Patterson at Ottawa, praying that a lighthouse may be erected at Colchester Point instead of the lightship that is there at present. The vessel owners on the Welland Canal, at a meeting held last week, also decided to petition parliament to erect a lighthouse at this point.

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May 2, 1879

The Welland Canal will open Monday May 5th. This is official.

The Bar Point Lightship was successfully placed in position on Saturday last.

Capt. John Fraser of Windsor left for Buffalo Tuesday to fit out his steam barge, the *Isaac May*.

¹⁰The Dummy' was a lighthouse located 2½ miles south of the extreme end of Point Pelee. It was destroyed by fire on April 17, 1900.

The steamer *Pearl* will begin business between Cleveland, Sandusky and the Islands May 5th.

The schooner *Alexandria* left here Sunday afternoon to load ties along the lakeshore for Buffalo.

The propeller *Louisa* is now running between Sandusky, Point au Pelee Island and Leamington.

Next Monday evening the steamer *City of Detroit* commences her trips between Detroit and Cleveland.

The steam barge *Windsor* has taken on a load of building and limestone at White's dock for Courtwright.

The steam barge *Belle Cross* coaled at Fraser's Wednesday morning on her way down. She took 31 tons.

The steam barge *Lincoln* with consorts, Capt. John Duncanson, called here on their way up on Wednesday.

The schooner *M.P. Barkalow* arrived here from Cleveland Wednesday morning with 261 tons of coal for John Mullen.

The schooner *Columbian*, Capt. John Hutton, passed down on Monday for Buffalo. Capt. Hutton is paying his men \$1.75 per day.

The schooner *Hubbard* passed up on Wednesday with a load of cobblestones from Ruthven for the laying of pavement in Detroit.

One of the spuds on Dunbar's drill, *Far Down*, got out of order Monday evening and the drill had to be towed ashore for repairs. Drilling was resumed Wednesday.

On Friday last Capt. Sperry Carter arrived up from Port Colborne with the tug *Salty Jack* to spend the season at work for Mr. Dunbar on the lime kilns. She takes the place of the *Payne*.

The channel between the South Bass Island and Scott's Point, Lake Erie, is now being surveyed and the shoals located by the United States Survey Corps. They are also surveying Niagara Reef.

Mica-powder has been used so far this season in the work of blasting at the Lime Kilns, but finding it not strong enough for the purpose, the use of nitro-glycerine was resumed on Tuesday.

Calvin & Brock's new schooner, the *Prussia*, 600 tons, was successfully launched at Garden Island Tuesday. She will trade between there and the West Indies, carrying coal outwards and sugar in.

The Northwest Transportation Company's steamer *Ontario* will sail from Odette & Wherry's wharf this (Friday) morning at nine o'clock for Lake Superior ports on

the first trip of the season.

The smaller of the two boats being built at Wyandotte will be launched tomorrow. The steamer *City of Detroit* or one of the ferry boats will come down to the launch and will tow the new boat to Detroit. The boiler will be put in on Monday.

Notwithstanding the petition which the owners and captains of the marine of the lakes sent to the lighthouse board, protesting against the discontinuance of the Gibraltar light, the U.S. lighthouse tender *Haze* is now removing the apparatus therefrom.

At 1 o'clock Wednesday afternoon there were at the docks here 16 vessels, nearly all of the larger class, and at the same time there were passing down two tows of 2 and 3 vessels, and also one of 3 vessels passing up, making it look like old times on the river.

This summer the Canadian propeller *Asia* is to run from Windsor and Detroit to Sault Ste. Marie, making a round trip each week. She will commence as soon as there is any business. The propeller *Sovereign* will run in the Merchants' Line between Montreal and Chicago.

The little steamer *Bertie Dahlke* is being fitted out at the C.S.R. dock for a passenger boat. She will be engaged in carrying passengers from here to Stony Island, to and from the Detroit trains. The morning and evening coaches will then be done away with.

The wood barge *Samson*, owned by Mr. McCrae of Wallaceburg, loaded with 100 cords of wood and, in tow of the little tug *Comet*, bound for Detroit, took fire from a spark from the tug on Friday noon when near the head of Belle Isle in Detroit river, and was totally consumed. The tug took off the crew and put for a place of safety, leaving the barge to its fate. About the time the propeller *City of New Baltimore*, Capt. Lozen, happened along, and would have towed the burning mass in shore but for the danger attending the experiment. Loss not estimated.

Relative to the Lime Kilns improvements, vessel captains will find the following of interest: The work being done is in a parallel line to the Canada Southern dock and 400 feet distant. All vessels drawing 12 feet and over should pass between the dredges and the dock and go as far down on that course as the end of the *Transfer* dock, and then haul up to the red buoy in line with the head of Sugar Island until the Bois Blanc ranges are closed. The following will guide masters in recognizing the position of the drilling scow: Three large white lights in a triangle 18 or 20 feet above the water line. The gauges show 15 feet over the shoalest point.

Of course this does not refer to the material pushed up by the dredges. It is impossible to keep this from forming, and the only way to avoid it is to give it a wide berth. The rock is being taken out in cuts of 100 feet in width, so that the dredge and drilling scow are always close together, one generally behind the other. The records show that the water is from three to five inches lower than last fall. This would be nearly six inches above the mean of low water of Lake Erie for 17 years. At the present time the soundings on the lake service maps show within a few inches the stage of water to be found over the Crossing.

The tug owners on the Detroit River formed an Association on Saturday with the following officers:-President E.G. Merrick; vice-president S.B. Grummond; secretary and treasurer S.G. Murphy; executive committee, A. Bradley, Cleveland; A. McDonald, Windsor, Ont.; D. Norvell, Anderdon, Ont.; Jas. Moffat, Port Huron; S.B. Grummond, Thomas Murphy, Alex. McVittie, M.B. Kean, John Pridgeon and A. Cheesbrough, Detroit. The tugs represented are the *Balize*, *Ballentine*, *Brockway*, *Brady*, *Beckwith*, *Champion*, *Crusader*, *Castle*, *Clark*, *Constitution*, *Dobbins*, *Dormer*, *Gladiator*, *Goodnow*, *Hackett*, *Hawkins*, *Johnson*, *Jessie*, *McClellan*, *Masters*, *Mayflower*, *Merrick*, *Moore*, *Kate Moffat*, *Frank Moffat*, *Mocking Bird*, *John Martin*, *Niagara*, *John Owen*, *Oswego*, *Parker*, *Prince Alfred*, *Quayle*, *River Queen*, *Sampson*, *Satellite*, *Sweepstakes*, *A.J. Smith*, *Ella Smith*, *Torrent*, *Kate Williams*, *Winslow* and *Wilcox* - 44 in all.¹¹ Each member of the association, which is for two years, gives a bond of \$1000 for each tug, with sureties that he will faithfully adhere to his agreement to tow only for established rates. It was decided that the rates of towing vessels for the present season would be 25 per cent off the card rates of 1877. These rates are off the basis of charging \$50 for towing a medium-sized canaler of 300 tons burden from Lake Huron to Lake Erie. This is a reduction of 65 per cent from the card rates that ruled in 1873.

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May 9, 1879

Yesterday the schooner *Theo. Vogs* arrived here from Cleveland with 300 tons of coal for John Mullen.

During the season of 1878, 18,650 vessels passed through Detroit River, exclusive of Detroit ferry and excursion boats.

The Welland Canal was opened for navigation on Monday, 5th inst. The canal

<sup>11</sup>There are actually only 43 tugs named in this list.

will be fed in future from Lake Erie.

Linn & Craig of Gibraltar have sold the yacht *Harry Burke* to Cleveland parties but for what consideration is not stated.

Vessels drawing 15 feet of water can pass through the St. Clair Flats canal with safety at the present stage, which is about one foot lower than usual.

Another petition protesting against the discontinuance of the Gibraltar light is in process of preparation to be sent to Congressman Newberry of Detroit.

It is stated by what is always considered good authority that it will be the palace steamer *City of St. Catharines* that will run between Windsor and Sault Ste. Marie.

This week the steam barge *Alexandria* and the scow *Emma* each took a load of building stone from White's dock, Anderdon. The former going to Chatham and latter to Windsor.

The skipper who hits that scow lying at the Lime Kilns Crossing is booked for Kingdom come. She is loaded with terrible explosives - the same kind that made of the Stratford depot a hole in the ground.

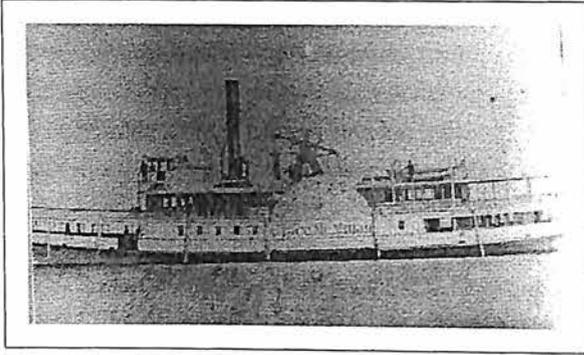
On Friday last, S. Fraser sold the *Metamora* 113 tons of coal, 75 tons of which was obtained from John Mullen, Mr. Fraser having run out. The schooner *Fleet Wing* arrived here on Saturday with 225 tons of coal for S. Fraser.

On Sunday afternoon during the gale, the propeller *City of Montreal*, bound down, in landing at Kevill's lower dock was blown with such force against it that some of the timbers and planking were torn up. The steamer was not injured.

The *Hector* arrived here at 4 p.m. Saturday from Windsor on a free excursion trip, having made the run in one hour and fifteen minutes with about 10 minutes delay after starting. She had on board about 160 persons, most of whom made a flying visit to their friends here. She started back about 5 o'clock.

There is no improvement in Buffalo harbour. The ice is packed hard in many places solidly to the bottom, forming hummocks for fully a mile in some places. Nothing succeeded in getting through today. Several tugs which went out to force a passage for sail craft, after bucking against the ice for hours, returned to port. The rate of \$1.50 per day to seamen was unanimously adopted for the season.

The tug *Andrew J. Smith*, Capt. McGowan, left here on Wednesday morning to go into Detroit dry-dock and ship a new Sheriff wheel. He will then leave for Welland Canal and take a tow of six Canadian vessels from Port Colborne on Saturday, two going to Whitefish Point, two to Marquette and two to Grand Island, to load with timber, and return with them, thus towing the six all the way on the round trip.



**Steamer Grace McMillan.**

Dept. of Canadian Heritage: Fort Malden National Historic Site

Mr. Dunbar, contractor at the Lime Kilns, sends the following:—"There wasn't room enough in the Detroit River Thursday night, May 1st for the little schooner *L.L. Quinby*, drawing about seven feet, I suppose, to pass the drill. Detroit River is about 2000 feet wide but the schooner had to find the 25 x 50 feet that I occupy and knock the drill out of position. Loss to me over \$100. Such are the trials of a contractor, occasioned by men who haven't brains enough to pilot a yawl boat."

An Ottawa special of the date of April 30th says:-During the debate on estimates tonight the government announced the intention to at once deepen the Welland Canal to 14 feet, it being considered necessary that a provision should be made to allow vessels navigating the upper lakes drawing 14 feet of water to pass into Lake Ontario. It was stated in the House that the 10-foot canals on the St. Lawrence River would meet all the St. Lawrence trade, as Kingston or Prescott would be the point of transportation of grain from the West.

The new steamer launched at Wyandotte on Saturday was named the *Grace McMillan* in honor of the daughter of James McMillan, one of the owners. The boat was floated about 5 p.m. and is thus far all that she has been advertised. The boat is the property of John Owen, James McMillan, David Carter and John S. Newberry and will be fitted up with especial reference to the excursion business. Her hull is of iron and she is of light draught and beautiful lines. She is expected to develop phenomenal speed. Her dimensions are as follows: Length of keel, 153 feet; length over all, 160 feet; breadth of hull, 26 feet; breadth over all, 50 feet; depth of hold, 9 feet.

The Canada wrecking tug *Prince Alfred* took 40 tons of coal at Mullen's on Sunday afternoon. The following are her officers this season:-Captain James Innes,

master; Geo. Odette, mate; Geo. Franklin, 1st engineer, and Thos. Franklin, 2nd engineer. After coaling, she returned to Windsor, where she will be stationed. The wrecking tug *Parker*, Capt. Joseph Biron of Amherstburg, is expected up in a few days from Dunnville, where she has been thoroughly overhauled and put in first-class order. The company has everything in good shape for the season's business. Mr. McDonald, the manager will have his headquarters in Windsor, as usual.

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May 16, 1879

The steam barge *D.M. Powers* called here Sunday night to repair a broken air pump.

The *Mary Lydia* took a cargo of cord wood to Detroit for R.R. Canfield & Co. of Kingsville last week.

The schooner *Rathburn* of Napanee took a cargo of ties from Kingsville on Saturday of last week for Buffalo.

The schooner *Columbian*, Capt. John Hutton of this town, has been stuck in the ice at Buffalo since her arrival there over a week ago.

At this time last season the steam barge *W.H. Barnum* had delivered her third cargo of grain at Buffalo; this season she has taken but one.

The *Erie Belle* has been chartered to take an excursion from Detroit to Toledo on Sunday. On Monday she will commence burning coal - the reason being it takes too long to wood up.

Capt. D. Nicholson of this town is now sailing the steamer *Alaska* between Detroit and the Islands. It is possible he will remain there for the season. John Duchesney is sailing the *Riverside*.

Messrs. Cockburn and Pirie's little pleasure steamer *Rob Roy* has had a new wheel put in and was launched on Saturday last. It is expected that she will make much better time than last season.

Sunday night John Mullen sold the propeller *Egyptian* 12 tons of coal, on Saturday 8 tons to the tug *Wm. Hall*, and on Tuesday night 55 tons to the propeller *Van Allen*, and 8 tons to the tug *Flossie Thiecke* yesterday.

The schr. *Albatross* this week loaded square timber at the dock, foot of Richmond St., for Joseph McCracken. The schooners *Antelope*, *Albicore* and *Muir* will be at different points along the shore in a few days to load timber, ties, etc., also for Mr. McCracken.

The steamer *Mystic* went on the route between Sandusky and Ottawa City, Ohio, Wednesday of last week. She will run on that route for a few days until the *Ferris*

is launched. The steamer *Louise*, which has been on that route, will make regular trips this season from Sandusky to Canada.

The *Minnie Morton* left here for Colchester Bay last week to dredge out H.A. Safford's schooner, the *Northumberland*, which was laid up behind the bar there last fall, but was dragged upon it by the ice, the sand forming around her so much that it took the *Minnie* until Tuesday to get her off.

On Friday morning last the propeller *Wissahickon*, bound down from Milwaukee to Buffalo, ran aground on Pêche Island. In the evening the tug *Wilcox* with the lighter *Ark* went to her assistance. 5000 bushels of wheat were taken by the *Ark* and the three came to Mullen's dock here, where the grain was reshipped on the propeller which then proceeded on her way.

The U.S. Government life-saving station at Point Marblehead is to be enlarged and a man will be kept there hereafter night and day, to look out for signals of distress. A dock is to be built in front of the station, one hundred feet long and four high, that is, above the water, with a runway leading from the house to the end of the dock, so that the life-boats can be got into the water easily and quickly. The Marblehead station is fully equipped with life-saving apparatus and has a full crew of first-class men.

Capt. McGowan left the Welland Canal on Sunday night with the tug *A.J. Smith*, having in tow the schooners *Bismarck*, *Oriental*, *Henry Folger*, *Jessie H. Breck*, *Norway* and *Siberia*, which he will take to Lake Superior to load timber - two to Whitefish Point, two to Grand Island and two to Point Keweenaw. She will bring them all back in about ten days and will likely make three rounds trips with them. She called here Tuesday noon for hawser,¹² etc. At Windsor she picked up the *Alexandria*, making a tow of seven.

The steam barge *Tecumseh*, a large craft which has been lying at Chatham for a year or two past, started out Tuesday morning, but when near the mouth of the Thames River ran aground in the regular channel, which had shoaled up considerably. The same afternoon the Canada wrecking tug *Prince Alfred* was sent to her relief. The distressed vessel was light, but aft was drawing about 18 inches more water than there was in the river, there being only 8 feet, while she was drawing 16 feet 6 inches. The *Prince* succeeded in getting the barge off, being compelled to draw her through 18 inches of mud. She towed her to Detroit dry-

¹²a heavy rope for mooring or towing

dock on Wednesday. The captain of the barge stated that it was the strongest pulling he ever experienced.

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May 23, 1879

Sailing vessels have lost about two trips this year between Chicago and Lake Erie ports.

The schooner *Fanny Campbell* is chartered to carry crude oil in bulk from Sarnia to Montreal.

The propeller *Zealand* and barge *Fortune* were aground in the river last week. They worked themselves off.

The schooner *Ann Maria* has been chartered to take a load of sycamore lumber from here to Buffalo at \$1.25 per m.

The schooner *Cape Horn* has been chartered to take a load of sycamore lumber from the C.S.R. dock here to Buffalo at \$1.25 per m.

Last week the tug *John Martin*, Capt. D. Desjardins of this town, went to Buffalo and brought through a tow of four vessels. Several miles of ice were encountered in Buffalo harbour.

On Monday the schooner *Ferret* arrived here from Toledo with 108 tons of coal for S. Fraser. On Tuesday the schooner *Adain* arrived with another cargo of 108 tons from Toledo, also for Mr. Fraser.

The *Erie Belle* did not make her usual trip last Saturday, having to lay off to have her grates altered to burn coal. Sunday she took about 200 excursionists to Toledo from Detroit and other points along the river.

There is a large quantity of ties being shipped to Buffalo this season from Canadian ports. Most of the carrying is done by Canadian vessels. On Monday the schooners *Princess Alexandria* and *W.Y. Emery* arrived at Kingsville for ties, and the Buffalo scow *Mary Lydia* left on Monday with ties for Buffalo.

The propeller *Benton* went ashore on Walpole Island abreast of Algonac on Saturday night. The Canada wrecking tug *Prince Alfred* went to her assistance and commenced pulling on her at 3 o'clock on Monday morning and got her afloat at 5 a.m. The American tug *Castle* pulled on her for two hours, violating the Canadian law, but could not budge her.

The new steam barge *Morley* of Marine City, bound down on her first trip with 35,000 bushels of wheat, while rounding to at Fraser's dock, where she was going to take coal, ran aground on Bois Blanc Island abreast of the lighthouse at 9.30 o'clock Monday night. The Canada wrecking tug *Prince Alfred*, which happened

to be lying here, went to her at 5 a.m., but they thought by shipping the cargo they might get her off without assistance. The *Erie Belle* pulled on her at noon, but could only swing her stern around. The *Prince Alfred* commenced working on her at one o'clock, breaking the *Morley's* brand new 8-inch hawser, but without success. The *Parker* arrived down at 4 o'clock and commenced work with the *Prince Alfred* and together pulled her off at 6 o'clock. After coaling at Mullen's the barge continued on her trip, not damaged to any extent.

Masters of American vessels are required to deposit their ship's papers with the U.S. Consul immediately after arriving in port, for the discharging of cargoes, etc. For neglecting or refusing to comply with the law in this respect subjects the delinquent to a penalty of \$500. The U.S. Consul at this port, Mr. Burnette, as per instructions, is strictly enforcing the law, and up to this writing has met no objection except from one master who peremptorally refused to comply with the law and persisted in doing so to the bitter end.

At about 10 o'clock Sunday night, when off Bar Point Lightship, the propeller *Vanderbilt*, bound down, struck the schooner *St. Clair* of Picton on the starboard side, aft of the forerigging, and cut her nearly in two. The tug *Parker*, which was hailing her at the time, went to her assistance and, reaching her just as she rolled over, was caught in the rigging. The two lay there together until Monday morning, when the tug *Hall* went over with the schooner *Azov* to do what could be done. The *St. Clair* was righted and towed to Mullen's dock by the tugs, and on Monday they left for Detroit, where the schooner will go into dry-dock. The *St. Clair* is insured. The disabled schooner was drawing so much water that it was with great difficulty that the Lime-Kiln Crossing was passed, it being necessary to pass between the drill and the C.S.R. dock, even then the rocks were touched. Great credit is due to Capt. Biron of the *Parker* for the skillful manner in which he took them through. Capt. A. Macauley of the *St. Clair* says when the *Vanderbilt* struck him, she backed off and left him, although those on the *Vanderbilt* knew the schooner was sinking. The *St. Clair* is new, this being her first trip. She is worth about \$7000.

On Friday last John Mullen sold the tug *Wm. Hall* 14 tons of coal, on Saturday and Sunday 35 tons to the tug *John Martin*, on Monday 35 tons to *Prince Alfred*, Tuesday 13 tons to the tug *Wilcox*, 14 tons to the *Morley* and 19 tons to the tug *Wm. Hall*.

Wednesday night as the tug *Masters* was going up with a tow of four vessels, they passed so close to the drill at the Lime Kiln that the starboard anchor of the *Sophia Winch*, one of the vessels, caught one of the spuds of the drill, but the drill

was solid and the vessel alone suffered, about six feet of her bulwarks were torn away by the anchor chain, and her anchor broken, leaving part of it hanging on the drill. The piece broken off weighs 2200 pounds and the place where it was broken is six inches in diameter. Some of those crafts will yet try the experiment of fastening an anchor on the boat that contains the glycerine. We hope the captain intending to do so will first leave us his name, as there will never be any other way of finding it out.

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May 30, 1879

The schooner *Sunrise* is chartered to take a load of stave bolts from Leamington to Black Rock at \$1 per cord.

The *Ada E. Allen* took a raft of 357 elm logs from the River Canard on Tuesday. They were shipped by Peter Drouillard to Detroit.

The dredge for deepening the mouth of the river Thames passed up Friday night in tow of the Canada Wrecking Company's tug *Jessie*.

Saturday morning as the *Sparta* was going down with her consort, her tow line parted when opposite here, causing a delay of a couple of hours.

Last week the *Ann Maria* took 233,528 feet sycamore lumber from the C.S.R. dock to Buffalo, consigned to Richmond, Va., by G.L. Gates.

The schooner *J.U. Porter* arrived here from Cleveland yesterday morning with 182 tons of coal for John Mullen. She also had on board 100 tons of Ohio block stone for Chatham.

On the 16th inst. the schooner *Antelope* cleared from here with 298 white oak piles for Chicago and on the 17th the schooner *Muir* took 340 piles. They were shipped by Joseph McCracken.

On Saturday the schooner *Cape Horn* cleared from Amherstburg with 122,455 feet of sycamore lumber shipped by G.L. Gates, consigned to Petersburg, Va., via Buffalo. She also took 85,325 feet of white wood for William Brownlee, shipped to New York via Buffalo.

Capt. Flett, General Agent of Merchant's Marine, Toronto, and Capt. Macauley of the schooner *St. Clair* were in town Monday and took the evidence of the officers and crew of the tug *Parker* in reference to the collision between the *Vanderbilt* and the *St. Clair*. Capt. Macauley estimates the damage done the *St. Clair* at \$3000.

As the tug *Gladiator* was passing down last Saturday morning with a raft, the current carried the end of it onto the head of Bois Blanc Island where it parted, leaving ten cribs, which were taken off this week by Andrew Hackett. The *John*

Owen went down with a raft the same day, but it went ashore on Point au Pelee Island and completely broke up. No fault is attached to the tug as the weather was bad and the raft, which contained 2,000,000 feet, became unwieldy in the heavy sea. The tug *Parker* was at work on the raft Wednesday afternoon. It will be got off without much damage.

An immense quantity of ties are being shipped this spring from the lake shore in this county to Buffalo. The week before last the schooners *Princess Alexandria* and *Rathburn* each took a large load to that place. On the 16th the schooner *James Norris* left Kingsville with 5600, on the 21st the *W.Y. Emery* left with 4000, on the 22nd the *Princess Alexandra* left with 3800 (her second load), on the 23rd the *Two Friends* left with 5590, the *Acacia* [*Arcacia*?] with 3000 and the *Mary Lydia* with 1850, and on Monday the 26th the *Erie Queen* left with 3500 and the *Northumberland* with 4000. On Monday the *St. Andrews* and the *Wacousta* left Wheatley, also for Buffalo, the former with 5500 and the latter with 3600. All of these ties were shipped by H.A. Safford of Kingsville.

The Canadian schooner *Cecilia*, corn laden, from Toledo to Kingston, struck on North Harbor reef at the western end of Lake Erie during Wednesday night of last week and went hard on, lying in a dangerous position. The rock where she was on had a flat surface and on it her bow rested, being out about 18 inches. The waves were running quite high against her stern. The captain threw overboard a good share of the cargo. The Canada Wrecking Company's tug *Prince Alfred* went to her assistance, arriving there at 6 p.m. Thursday night, with the schooner *Azov* as a lighter, when the tug got on a boulder, taking two hours to release her. Part of the corn was put on board the *Azov* and next morning the *Prince Alfred* pulled the *Cecilia* off and towed her to Amherstburg, where she shipped her cargo again, not being damaged enough to discontinue her voyage. This is the fifth wreck that the Canada Wrecking Company's tugs have rendered assistance to within a week, in every case being very successful and giving complete satisfaction.

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June 6, 1879

The schooner *Emma A. Mayes* is loading white oak timber at the C.S.R. dock for G.L. Gates & Co.

On Friday May 30th the barge *Venice* arrived here from Toledo with 228 tons of coal for John Mullen.

The schooner *H.P. Murray* cleared from Wheatley on Thursday for Buffalo with 2700 ties for H.A. Safford.

The propeller *Alma Munro* called at Kevill's dock Wednesday morning with freight for merchants here from Montreal.

The schooner *Hercules* left Coatsworth dock on Monday for Buffalo with 200 cords of stave bolts shipped by McKillop Bros.

The schooner *Belle Hanscomb* left the C.S. dock on Friday 6th inst. with 280,000 feet of sycamore lumber for Buffalo, consigned to Richmond, Va. G.L. Gates, shipper.

The *Erie Belle* took excursions from lake shore points and Amherstburg to Sanger's London Circus Wednesday and yesterday, which exhibited in Detroit both days.

On Wednesday, May 28th the barge *Alexander* arrived at the C.S.R. dock here with a load of pine lumber and shingles for Essex Centre and other points along the C.S.R. in this county.

Boatmen say that the amount of wheat, oats and corn shipped down the lakes in 1878 amounted to about 75,000,000 bushels, and from 10 to 20 crafts, averaging 18,000 to 24,000 bushels daily, pass down the river loaded with grain.

Last Saturday John Mullen sold the prop[eller] *Juniata* 16 tons of coal, on Sunday the new steam barge *H.D. Coffinberry* took 20 tons, on Monday the *A.J. Smith* took 11 tons, and Tuesday the *Prince Alfred* 50 tons.

Last week the steam barge *Enterprise*, Capt. Mordew, and consort *Sweepstakes* arrived here and unloaded 260,000 feet of lumber, 500,000 shingles and 300,000 laths at Fraser's dock for that gentleman. They left Monday for Chatham to finish unloading, to proceed thence to Georgian Bay.

The Great Western Railway Company's steam ferry boat *Saginaw*, which usually plies between Sarnia and Port Huron, is undergoing a thorough overhauling at Windsor at present. She will be re-decked throughout and have new and larger boilers put in. The barge *Sarnia* and the steamer *Amerique* are filling her place in the meantime.

On Monday last the steamer *Alaska* commenced her daily trips between Detroit, Put-in-Bay and Sandusky. Excursions to Put-in-Bay Wednesdays and Saturdays. Sundays she will make trips from Detroit to Sugar Island, laeving at 3 p.m. and returning at 8 o'clock.

Mr. Burnette, U.S. Consul at Amherstburg, has recovered the boat taken from here a couple of weeks ago. The tug *Ontario* picked it up in the lake off Colchester Lightship and made a round trip, returning the boat to Mr. Burnette free of all expense on Thursday.

The tug *A.J. Smith*, Capt. McGowan, passed down Monday night with the six vessels he took up to Lake Superior a few weeks ago. In stopping at the dock here, Capt. Toin rounded to with the entire tow, a feat which no other captain has yet attempted. It is said he "astonished the natives" when up at the rapids by his daring manœuvres.

The owner of the tug *Owen's* raft, which went ashore on Point au Pelee Island last week, states that about two-thirds of the logs have been secured and taken to Sandusky, where as soon as the remainder can be got off they will be re-rafterd and then towed to Tonawanda, their destination. All the logs will probably be saved.

The officers of the steamer *Alaska* claim that their boat recently made the run from the Bois Blanc light to Detroit in one hour. The tug *Quayle* ran up with her, nearly side by side, and the captain of the latter says it took his boat just one hour and twenty minutes. The captain of the *Quayle* says the *Alaska* did not gain any on him and, what is more, he says she can not.

The captain of the little schooner *St. Clair*, which was run down not long since by the propeller *Vanderbilt*, says he intends to libel the propeller, claiming damages in the sum of \$3500. The matter is already in the hands of Detroit attorneys. The *St. Clair* has nearly completed her repairs, but her captain, with a sorrowful shake of his head, says she will never be again what she was before the collision.

A short time ago, as the readers of the ECHO have been informed, the schooner *Sophia Minch* ran foul of the drill at the Lime Kiln and in the melee lost her anchor and some chain. The vessel was in tow of the tug *Masters* at the time and in charge of the mate, who threatened to hold the tug responsible. Now Mr. Gillet, manager of the tug, is in receipt of a letter stating that the schooner has paid all damages done to the drill, has taken her anchor and chain which fell on the drill, and that the captain does not throw any blame on the tug, thus releasing her from all responsibility in the premises.

Last season the tug *Geo. H. Parker* was sold by order of the Maritime Court of Ontario to parties living in Dunnville. At the time she was sold, there were some claims held against her on the American side of the line, one of which was, and is now, owned by S.F. Hodge of the Riverside Iron Works, Detroit; amount, \$403 for repairs to machinery, etc. The claim was presented and disallowed by the Ontario court, but Mr. Hodge has now filed the bill in the United States Court, on which a libel was duly issued and palced in the hands of Deputy U.S. Marshal Taylor. Learning that this libel was out, Angus McDonald on Monday, on behalf of the owner, entered an appearance and bonded the boat. This now appears as a case

parallel with that of the tugs *Gladiator* and *Kate Moffat*, and is one of four of a like nature which have arisen this year.

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June 13, 1879

Last Saturday Simon Fraser sold the *Metamora* 81 tons of coal.

The *Riverside* will make a trip to Sugar Island Sunday from Detroit.

Business on the Amherstburg and Detroit route is much better than this time last year.

The new steamer *Grace McMillan* started her machinery Tuesday for the first time. It worked splendidly.

A \$25 tow line belonging to Jesse H. Farwell was stolen Sunday evening from the barge *Farwell* at Sandwich.

The prop. *Scotia*, bound up, landed a quantity of freight here Monday evening for merchants in this town and Leamington.

Capt. D. Nicholson of the *Riverside* took command of the steamer *Gazelle* for a few days this week on her excursion trips from Detroit.

The barge *Fortune* arrived down on Tuesday from Parry Sound with ½ a million lath and 300,000 feet of lumber of various kinds and 250,000 shingles for Park & Borrowman.

On Monday John Mullen sold the prop. *Zealand* 15 tons of coal, on Wednesday the prop. *Bertshey* 7 tons and yesterday the steam barge *Albion* 30 tons and 7 tons to the *John Martin*.

The prop. *Ketchum* ran aground in Sarnia bay on Monday last and on Thursday morning was still aground. The *Parker* and *Prince Alfred* are rendering all the services possible.

It is the general opinion that the captain of the schooner *St. Clair* has made a mistake in refusing to submit for arbitration the damage done his schooner by the propeller *Vanderbilt* by the collision off Bar Point.

The schooner *Fellow-Craft* cleared from Kingsville on Monday with 3300 ties and the *W.Y. Emery* with 3400 and the *Princess Alexandria* with 3900. On Wednesday the *Arcacia* left the same port with 3500 ties. All for Buffalo and shipped by H.A. Safford.

On Monday, June 30th the Canadian propeller *Celtic* will leave Montreal on a tour of supplying the Canadian lighthouses all along the Canadian coast, which includes the north shore of Lake Superior and all intervening ports. Aside from carrying lighthouse supplies, the *Celtic* will take excursionists and thus offers a

chance to the traveller to see what on other trips is not met with, as at times the boat will be in regions where the foot of man seldom treads. Particulars and terms can be obtained and passage secured on application to Odette & Wherry, Windsor.

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June 20, 1879

The schooner *Seabird* arrived up from Toledo with 156 tons of coal for J. Mullen last night.

The steamer *Asia* of the Northwest Transportation Company's line makes a round trip weekly between Windsor and Sault Ste. Marie.

On Tuesday the schooner *Eliza Allen* cleared from Eagle dock for Buffalo with 130 cords of stave bolts, shipped by Killip & Bro. to Rochester.

The tug *Parker*, which has been at the Riverside Iron Works, Detroit, for several days past getting new brasses to her shaft bearings, got away Tuesday night.

On Saturday last the schooner *Northumberland* took 5000 ties, the *Erie Queen* took 4000 and the *Mary Lydia* took 1500 from Kingsville, all shipped by H.A. Safford.

United States vessels discharging or receiving cargoes at this port are now required to report to the U.S. Consul and obtain a certificate or deposit their papers.

Wednesday John Mullen sold the tug *Wm. Hall* 12½ tons of coal and yesterday the *Riverside* 10 tons, the steam barge *Albion* 12½ tons and the tug *J.W. Peabody* 4 tons.

On Wednesday the schooner *Wacousta* cleared from the C.S.R. dock for Buffalo with 120,800 feet of sycamore lumber, shipped by G.L. Gates of Chatham to Richmond, Va.

On a trip to Pelee Island last week, the *Erie Belle* found a scow of about 100 tons burden lying on the south of the island in a sinking condition. The *Belle* towed her to Toledo.

Yesterday the schooner *Alexander* arrived down with a load of pine lumber, which will be unloaded here and sorted and then reshipped via C.S.R. to points along that line.

This week the propeller *Atlantic* of the Anchor Line Steamers disabled her machinery while coming through Lake Huron and was towed to Detroit by the tug *John Martin*.

At Cleveland they unload in ONE DAY a vessel with 600,000 feet of pine lumber, two inch, and one inch, log run. About 50 men are employed on the vessel and as many more on the dock.

A rumor was started in Windsor Sunday that the steamer *J.W. Steinhoff* had "bust her biler" on Lake St. Clair. It was a hoax, of a pattern with the *City of Dresden* lie circulated in Detroit - that she had been burnt to the water's edge.

On Friday last the Lake Superior Transit propeller *India* passed through the Sault Canal drawing 11 feet 5 inches and carrying 825 tons of freight. She had no trouble in getting through, except over the lower miter sill, on which her stern struck and necessitated flooding in order to release her.

The Port Colborne pier will be completed in three months. The part from the ferry to the breakwater is 950 feet long and 18 feet wide; from the breakwater to the point reached last fall is 1275 feet long by 30 feet wide; and the stretch now under construction is 500 feet long; and all completed makes the pier now 2825 feet<sup>13</sup> in length, the finest pier in Canada.

The *Emily Mayes* left the C.S.R. dock on Friday last with a cargo of 174,071 feet of sycamore lumber from Allister McKay of Chatham, consigned to Albany, N.Y. via Buffalo. The *Mayes* was 15 days loading and the captain claimed \$21 a day demurrage<sup>14</sup> for 10 days. McKay says the vessel was sent to load before the cargo was ready and that he chartered from Detroit parties and they are responsible.

The *Detroit Free Press* has been saying all along that the steam barge *Ketchum*, which was recently aground at Sarnia Bay, would have been got off at once had the American tugs been permitted to work at her, and that the inefficiency of the Canadian tugs was the only reason why she was not. But the fact of the matter is no tug had anything to do with the *Ketchum*, which was lightened and then got off herself. Both the *Prince Alfred* and *Parker* were at Sarnia ready to give assistance but the captain of the *Ketchum* did not want the assistance of any tug.

And now Capt. Gatfield of the tug *Crusader* comes in for a share of the laurels earned for good tows. On Monday night the fine tug *Crusader* passed up with five of the largest schooners on the lakes, three of which belong to Capt. John Pridgeon, viz.: The *Michigan*, *E.L. Coyne* and *Nellie Gardner*. The other two were the schooners *T.P. Sheldon* and *San Diego*, the latter owned by John P. Clark of Detroit. The aggregate tow bill of all is \$471, divided as follows: *Michigan*, \$122; *San*

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<sup>13</sup>950 + 1275 + 500 = 2725

<sup>14</sup>the detention of a vessel, as in loading or unloading, beyond the time agreed upon

*Diego*, \$105; *Sheldon*, \$94; *E.L. Coyne*, \$73; *Nellie Gardner*, \$87.<sup>15</sup> Some remarkably fine tows are being made this year and when discretion is used, money is made for the tugs. It don't pay, though, to go to Buffalo and the Straits for vessels.

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June 27, 1879

Dunbar's dredge, the "*Wild Irishman*," was hauled ashore last Friday for repairs.

The schooner *Princess Alexander* [*Alexandria*] is loading ties here for Jos. McCracken for Buffalo.

Thos. Adair has sold the steam barge *Ada E. Allen* to Mrs. Ramon of Walkerville for the sum of \$2500.

The propeller *Riverside* now hails from Detroit instead of Springwells. The change was made Tuesday.

Wednesday the tug *Wm. Hall* burst her heater while passing through the rapids at Sarnia with a tow and is now lying at the dock here awaiting repairs.

Last Friday the schooner *J.R. Pelton* arrived here from Toledo with 257 tons of coal, consigned to John Mullen for C.E. Dunbar.

Wednesday the tug *John Owen* took the piece of the raft left on the head of Bois Blanc Island two weeks ago by the *Gladiator* and proceeded down.

The steam yacht *Rob Roy* is being covered in, the top being boarded, the sides to be canvass. Her machinery is in splendid shape and she makes lively time.

On Monday the steamer *Gazelle*, in command of Capt. D. Nicholson, took about 200 excursionists from Detroit to Pt. Stanley, from which place they proceeded to Niagara Falls.

The body of an unknown man, supposed to be that of the sailor who fell overboard from the schooner *Eagle Wing*, bound from Buffalo to Chicago, has been found on the beach at Pelee Island.

Quinn Bros., the divers, have bought an interest in the barge *Tioga*, now lying in 30 feet of water off Point au Pelee. They did not get the barge *Arizona* afloat and she still lies sunk in Clinton River.

On Saturday John Mullen sold the tug *Wm. Hall* 15 tons of coal; on Sunday the *Fred. Kelly* 20 tons; Wednesday the steam barge *Annie Smith* 12 tons; and on Thursday the tug *Minnie Morton* 10 tons.

¹⁵122 + 105 + 94 + 73 + 87 = 481

It is understood that John Quinn, the well-known diver, is at work on the wreck of the Northern Transportation propeller *Brooklyn*, which blew up near Fighting Island about five years ago and which is now among the rushes near Grassy Island.

The scow *Matilda* took a cargo of sand from Elliott's Point to Detroit on Friday and the scow *Perry White* took a cargo on Monday. Each cargo consisted of about 100 barrels and these two craft expect to be engaged in this trade during the whole season.

The tug *Satellite*, bound for Duluth, sprang a leak and sank off Whitefish Point, Lake Superior at 2 o'clock Sunday morning in 90 feet of water, and is a total loss. All her crew were saved. She was valued at \$10,000; insured for \$8000. She belonged to the Strong estate of Detroit.

S.H. Ives' new sailing yacht called in here Wednesday evening and anchored overnight. She measures 22 tons, is 51 feet over all, 16½ feet beam, 4½ feet depth of hold, has two spars, is painted white, carries a large quantity of canvass, and will probably turn out to be a very speedy craft.

Thos. Cartier of the Thames Lighthouse has been instructed to remove all snags from the river between Chatham and the mouth and will commence work immediately. The dredge is making good progress with the opening of the channel; one cut has been completed and about 600 feet of the second.

Yesterday forenoon as the tug *Kate Williams* was passing down with a raft, it got foul of a barge of the *Bay City's* tow, which was passing up. The tow-line parted and the barge was dragged down nearly half a mile before she could be released; the *Minnie Morton* went to her assistance and succeeded in getting her back to the *Bay City*, which had stopped at the head of the island, without any serious damage.

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July 4, 1879

The tug *Metamora* took 70 tons coal on July 1st at S. Fraser's dock.

On Monday the schooner *Adain* arrived up with 108 tons of coal for Simon Fraser.

The *Prince Alfred* pulled the steam barge *Raleigh* off Pêche Island on Tuesday morning.

The Canadian propeller *Celtic* will be here en route to supply the Canadian lighthouses on July 12.

On Monday the sch. *John Jewett* arrived here from Black River with 228 tons of coal for John Mullen.

Yesterday the tug *Ransom* took 131 elm logs from the River Canard to Trenton, Mich. for Arden Fitch.

The tug *Sampson* and barges were released Sunday morning, having been aground half the night on Grosse Isle.

The sch. *Amie* of Goderich arrived here from Pike Bay, Lake Huron, on Saturday, with 100 cords of cedar posts for S. Fraser.

The Canada tug *Jessie* went to Point au Pelee Island Monday to rescue the remains of the tug *Owen's* raft, which recently went ashore there.

Sunday, John Mullen sold the tug *Wilcox* 15 tons of coal and the tug *Hall* 7 tons; Monday, the *Erie Belle* 5 tons and the wrecking tug *Jessie* 10 tons.

Six buoys have been placed in Rondeau harbor for the purpose of showing the deep water. The three on the port side are black, the others being painted red.

A very large propeller, built for the Union Steamboat Company, was launched at Buffalo Tuesday. She is named the *New York* and is the largest propeller on the lakes, it is said.

Yesterday the schooner *Babineau Geaudry* cleared from here with 2600 ties for Buffalo. They were shipped by H.A. Safford. 1800 were loaded at Courtwright and 800 here.

The tug *Parker* came out of the Detroit Dry-Dock July 1st, where she was having her rudder repaired. She took wood at Fraser's dock on Tuesday. Capt. George Odette is now in command.

The tug *Minnie Morton* has been sold to Macdonald & McGregor, saw-mill owners on the north shore of Lake Superior, 40 miles above Sault Ste. Marie. The price paid was \$1500. Capt. J. Jermin left with her last week. The vessel property now owned in Amherstburg amounts to very little.

On June 28th the sch. *Eliza Allen* cleared from Eagle Dock with 140 cords of wood for A. McKillop & Bro., Buffalo. On the same date the sch. *W.J. Suffel* cleared from the C.S.R. dock here with 263,061 feet of sycamore lumber, shipped by G.L. Gates of Chatham to Richmond, Virginia. Also on the same date, the sch. *Princess Alexandria* cleared from Amherstburg with 3900 railroad ties and the sch. *W.Y. Emery* cleared from Petite Cote with 3500 railroad ties, both loaded by H.A. Safford and bound for Buffalo.

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July 11, 1879

The schooner *Nettie* arrived Monday from Toledo with 110 tons of coal for S. Fraser.

The schooner *Belle Mitchell* had her jib-boom carried away in a squall off Point au Pelee Friday morning.

On Saturday the steam barge *Ada E. Allen* left Sturgeon Point for Trenton with 200 elm logs shipped by Wm. McGregor.

The G.W. railway ferry boat *Great Western* is being quite extensively overhauled. She is also being treated to a fresh coat of paint.

The schooner *Columbian*, Capt. John T. Hutton, arrived at Milwaukee Wednesday, having been about 10 days getting there from here. Head winds, or no winds at all, the cause.

The schooner *Alexander* arrived here Wednesday from Parry Sound with 271,000 feet of lumber and 418,000 lath for McGregor & Anderson. She will go to Lake Superior in a day or two for another load for the same parties.

Last Saturday the scow *Adain* left for Toledo with 300 barrels of sand and the scow *Cora* with 100 barrels for Detroit. Both from Elliott's Point.

This week at the C.S.R. station, Thomas Ouellette has loaded the schr. *Erie Queen* with 240,000 feet of white ash for Buffalo and G.L. Gates has loaded the schr. *M.C. Upper* with 300,000 feet of sycamore for Virginia, via Buffalo.

In a decision just delivered, Judge Brown of the United States court takes occasion to say: "The failure of passing tows to give each other sufficient room is probably the occasion of more collisions in Detroit river than any other single fault. It seems to be a lesson that tug masters find impossible to learn."

The Canadian propeller *Scotia* caught fire in the engine room while lying at Chicago last Sunday afternoon. The fire was almost immediately noticed and six [fire] engines were soon on the spot and extinguished the fire in ten minutes. Damage estimated at \$5000. Capt. Norris of St. Catharines is owner.

The steam barge *Isaac May* with her consorts was seized at Byng Inlet on June 26th for debt at the instance of the Georgian Bay Lumber Company. The crew of the seized vessel arrived at Parry Sound by the *Magnetewan* on Thursday accompanied by a Mr. Scott, who came to attach the *Severn*, another vessel of the line.

In the collision case of the barge *S.H. Lathrop* against the schooner *A.L. Moore* and steam barge *David Ballentine*, Judge Brown of the United States Court at Detroit has ordered that a decree be entered condemning both parties to the scrape, apportioning the damage between them. The collision occurred about 11 o'clock on the morning of May 8th, 1878, at the Lime-Kiln Crossing.

On Friday morning last an old frequenter of the docks called our attention to a

strange coincidence. The tugs *John Martin* and *Sprague* were lying at the dock here while the barge *Sunshine* (formerly barque), was passing up in a tow. He said that some fourteen years ago, on the 4th of July, the *John Martin* was coming down the river a short distance below Detroit with a tow, as was also the tug *Sprague* with another tow, in which was the barque *Sunshine*, both racing, when suddenly the boiler of the *Sprague* burst, killing two men on board herself and one man on board the *Sunshine*.

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July 18, 1879

The *Manitoba* brought down a number of barrels of silver ore on her last trip.

This week S. Fraser sold the *Metamora* 70 tons of coal and the *Van Allen* 5 tons.

The schooner *M.C. Upper* arrived up last week with 284 tons of coal for J.G. Mullen.

The schr. *Suffel* arrived up from Buffalo on Sunday night with 300 tons of hard coal for S. Fraser.

Tugs have been having trouble with their rafts on Lake Erie lately, owing to a succession of squalls and storms.

Monday evening Dunbar's dredge at the Lime-Kilns broke one of her spuds, causing her to lay off one day for repairs.

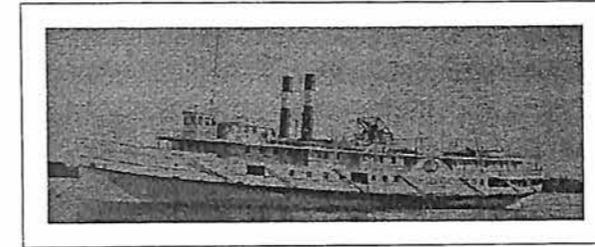
The barges *Lisgar* and *Gibraltar* in tow of the steam barge *Lincoln* are in Toledo loading 56,000 bushels of grain for Kingston, wheat at 4c. and corn at 3½c.

The tug *Owen's* raft, which passed down on Saturday evening, is said to have contained upwards of 3,000,000 feet, which gives it the credit of being the largest to pass down this season, though some have closely approximated it.

The tug *A.J. Smith* passed down Monday night from Bay City to Tonawanda with six barges. Capt. Tom says the storm he encountered on Lake Huron was one of the worst he ever met, breaking up his tow pretty badly and giving the tug herself a bad shaking.

On Saturday the schr. *Dauntless* took 151,500 feet of sycamore lumber from the C.S.R. dock for G.L. Gates to Richmond, Virginia, via Buffalo. This is part of an order for over a million feet from R.H. Whitlock of Richmond, to be used for tobacco boxes. Mr. Gates also has an order from parties in Petersburg, Virginia, for over a million feet.

The propeller *Erie Belle* was in Clark's dry-dock on Friday and Saturday getting her rudder repaired. She laid over one trip in consequence and to fill up the time was scoured and painted from stem to stern. The *Erie Belle* is a favorite on the



*Steamer City of Cleveland.*  
Marsh Collection Society, P1713

route between Windsor and Leamington and, despite the predictions of some months ago, is staunch and seaworthy beyond all expectations.

Frank Kirby has just completed a rough sketch of the *City of Cleveland*, now being built at Wyandotte. The sketch presents a craft of a long, rakish appearance and is decidedly pleasing to look at. The hull of this new steamer is finished up to the top streak of plating and it won't be long before that will be on. Work has already been begun on the guards. Six weeks will probably elapse before the boat is launched, and then instead of being christened the "*City of Cleveland*" she may take some other name.

The tugs *Gladiator* and *Vulcan*, Capts. T. Honer and T. Hackett, went down Wednesday evening with the largest raft that has ever passed this port, consisting as it did of 3,800,000 feet.<sup>16</sup> It is bound from Tonawanda and is valued at about \$40,000. As soon as it is well out into Lake Erie the *Gladiator* will leave to coal and when she returns the *Vulcan* will do the same; both will then stay with it till it is safe in port. It will probably take six or seven days to tow it down and should there be a gale or two, perhaps longer. It is hoped that it will be delivered safely, escaping the disaster that has followed the largest rafts this season.

The rebuilding of the *Saginaw*- for her repairs amount to about that - is progressing rather slowly at Windsor. Her boilers, which were put in a few days ago, are sixteen feet long and eight feet in diameter, and of first-class make. The engines have been overhauled and are now nearly together again. The cylinders have been rebored and new pistons have been made. With the old boilers there was never sufficient steam, so that the engines could be run with the throttle wide open

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<sup>16</sup>Editors' Note: By our calculations, this raft would have been about ¼ mile long and would have covered approximately 3.7 acres!

for any length of time; but in the future no difficulty will be experienced in that direction. A new and larger wheel has also been put on and the *Saginaw* is thus better equipped than ever before.

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July 25, 1879

Work on the new Grassy Island light goes on steadily but slowly.

The schr. *James Norris* is loading sycamore lumber at C.S.R. dock.

The schr. *Walter H. Oades* arrived from Cleveland last Friday with 481 tons of coal for J.G. Mullen.

The tug *John Martin* was at Desotel & Hutton's dock, Detroit, on Wednesday waiting for a new cross-head.

The schr. *M.C. Upper* is loading sycamore lumber at the C.S.R. dock for Richmond, Va., on account of G.L. Gates.

The U.S. torpedo boat *Intrepid*, which is to come on the lakes for the Government service, is a propeller of 438 tons burden.

The prop. *J.W. Steinhoff* was in the Detroit Dry-Dock on Saturday to have a Detroit wheel taken off and a Philadelphia one put on.

Hereafter vessels passing through the Welland Canal must not go faster than four miles per hour between Port Colborne and Allanburg.

During the past week S. Fraser sold the tug *River Queen* 24 tons of coal, the steam barge *East Saginaw* 15 tons, the steam barge *Tecumseh* 35 tons.

The tug *Minnie Morton* has not been seized but is at work for her owners on the north shore of Lake Superior. The barque *Alexander* took up 30 tons of coal to her from Mullen's dock last week.

Last Saturday the schr. *Northumberland* and *Princess Alexander* [*Alexandria*] cleared from Kingsville with 5000 and 4500 R.R. ties, respectively. The schr. arrived up and will load ties at Petite Cote and Amherstburg for Buffalo.

Saturday afternoon the dredge *Wild Irishman*, at work at the Lime Kilns, broke the thimble of her crane; as it was necessary to send to Lockport, N.Y., for a new casting, she did not get to work till Wednesday noon.

During the past week J.G. Mullen sold the tug *Wm. Hall* 40 tons of coal, the steamer *Erie Belle* 20 tons, the tug *John Martin* 50 tons, the Canadian Wrecking tug *Jessie* 57 tons, the tug *Samson* 50 tons, the str. *Riverside* 11 tons and str. *Alaska* 4 tons.

Early last Friday morning the schooner *John M. Hutchinson* struck bottom at the Lime-Kiln Crossing, but was pulled off some hours later by the Canadian tug *Jessie*.

When she went on she was in tow of the tug *Bob Hackett*. After pulling her off, the *Jessie* took her to Windsor and gave her to the tug *Prince Alfred*, which took her through to Lake Huron. Whether or not she is damaged any is not known.

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August 1, 1879

The foundation for the new lighthouse on Grassy Island will be completed in about a week.

The schooner *Columbian* left Buffalo Tuesday night for Detroit, where she gets a return load of wheat.

The Canadian schr. *T.R. Merritt* is chartered to carry lumber from Windsor to Brockville at \$4 per M.

The channel buoy designating the west shore of Fighting Island is said to have been carried away, probably by some passing raft.

Last Tuesday the scow *Perry White* arrived up with 85 tons of coal for S. Fraser, and next day left with 100 barrels of sand for Toledo.

The engine and boiler are to be taken out of the recently burned tug *Jennings*. The old hull was towed away a day or two ago for that purpose.

Last Friday and Saturday the schooner *W.Y. Emery* took on 3475 ties at McGregor & Anderson's dock for Joseph McCracken. They were consigned to Buffalo.

Besides getting her crosshead repaired, the tug *John Martin* has been overhauled otherwise. A part new rail on the starboard side is one of the improvements.

Bitter complaint is made about the range lights at Cheboygan harbor. The U.S. Government demands that all vessels going into Lake Michigan from Canadian ports shall report at Cheboygan and then leaves two "penny dips" as guides for them.

We are informed that the schooner *John M. Hutchinson* was in tow of the tug *Jessie* when she struck the Lime-Kiln Crossing lately, and that the *Bob Hackett* had nothing to do with her. The *Prince Alfred* had to come down from Windsor and help the *Jessie* to pull her off. Someone has been evidently endeavouring to throw the blame on other shoulders than his own.

The tug *Relief* has been seized at Point Edward, together with a timber raft said to contain about two million feet of lumber, for non-payment of crown timber dues, amounting to about \$1300. The seizure was made by G.N. Matheson and a squad of men, who left the Customs Department with the tugs *Prince Alfred* and *Trudeau*. The raft was from French River, bound for Tonawanda.

Early Saturday morning the Union line propeller *Cainsteo* [*Canisteo*] ran aground on Stoney Island when bound up. The atmosphere was very hazy from fog at the time, so that it was difficult to see the course. Word was sent to Detroit and the ferry-boat *Excelsior* sent down to her assistance, but before the ferry-boat reached her the Lake Superior propeller *Atlantic* came along, passed a line and soon thereafter had her afloat. No damage so far as is known.

The schooner *New Dominion* of Toronto, Capt. Job Malott of Kingsville, sand-laden from Ruthven to Detroit, anchored off Amherstburg Saturday night and on Sunday morning at about 9 o'clock hoisted sail and hove anchor, intending to start for Detroit. Just as the anchor was out of the mud, a sudden gust of wind struck her and forced her on to Stony Island, knocking a hole in her, causing her to sink immediately. She is said to be insured for \$2500 in Canadian companies. She was built in 1867 at Port Dalhousie, is of 154 tons register, rated B 1, and is valued on the insurance register at \$4000. The scow *Newell Hubbard* was at work lightening her on Monday, and on Tuesday the tug *Hercules*, with a steam pump on board, came down from Detroit to assist in raising her. She was got up on Wednesday and taken to Detroit.

Capt. Stone of the ferry boat *Transfer* was in Detroit last Friday arranging for a couple of tugs to tow the barge *Trenton* backward and forward across the river at Amherstburg, transferring cars. Arrangements were concluded with John R. Gillet for the tug *Stranger* and with Angus McDonald, manager of the Canadian Wrecking and Towing Company, for the tug *Wm. Hall*, and at 7 o'clock Saturday morning both boats reported at the Crossing for assignment to duty. Capt. Stone thinks there is a prospect that the tugs will be retained in this service for some time. The railway company furnishes fuel and oil and pays for any damage that may happen to the tugs, save accidents to the machinery. They laid off Wednesday morning for a short time.

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August 8, 1879

The schr. *New Dominion* came out of the Detroit Dry-Dock Tuesday.

Monday morning the schooner *Adain* arrived from Toledo with 108 tons of coal for S. Fraser.

Linn & Craig of Gibraltar have closed a contract with Cleveland parties to build a 60,000 bushel vessel. Price \$28,000 without outfit. Work has been commenced.

We understand the tug *Bob Hackett* will next week take a cargo of nitro-glycerine from here to the Neebish Rapids.

Monday evening the steam barge *Enterprise* arrived down from Georgian Bay with 250,000 feet of lumber and 300,000 lath for S. Fraser's lumber yard.

The schr. *Alexander* arrived down last Thursday night with 300,000 feet of pine lumber from the northern shore of Lake Superior for McGregor & Anderson.

Sunday and Monday the *Riverside* laid on for repairs. This boat seems to be utilized to the utmost just now. She is chartered to carry excursions every day this month and will also make her regular trips every day between this port and Detroit.

The steamer *Gazelle* having given all ferry boats and excursion steamers running out of Detroit a brush and having left them all behind, she has on several occasions lately given the *Erie Belle* a tussle and we hear the *Gazelle* is now quite willing to drop it and leave the *Belle* alone hereafter.

It is said that the Detroit Dry-Dock Company have about concluded to build a ferry boat somewhat larger than the present boats now running between Windsor and Detroit, or about 125 feet long over all, 32 feet beam of hull and 50 feet over the guards. The design is to construct it with three decks, the two lower ones to run flush fore and aft and the upper one to run from aft about two-thirds the way forward.

Last Friday the schooner *D.E. Bailey* left Buffalo with a coal trimmer named Stephen Downing in the hold. The vessel passed here on Monday and the man was taken out alive and well, a telegram having been sent to Messrs. Duff & Gatfield to have the vessel searched by Capt. J.W. Westcott, to whom the information was sent by telegram from J.T. Brown of Buffalo. The *Bailey* left Buffalo Friday night, hence the man must have been in her hold about 60 hours and, as the vessel was coal laden, of course without food and water.

The propeller *Celtic* arrived at Detroit from Lake Superior late Sunday night and was there chartered to take wheat to Montreal. The *Celtic* left Montreal June 30th on a tour of the Canadian lighthouses to supply them with oil and other necessities. She arrived at Fort William, the furthest Canadian point west, on Lake Superior, where there is a light station, Thursday of last week and the same day departed, bound home, and came to Windsor direct. Between Montreal and Fort William, the latter inclusive, there are about 150 lighthouses, every one of which was visited. Capt. Wm. Cavers, master of the *Celtic*, says the trip was uneventful and that all the passengers, some 30 in number, enjoyed it hugely. The remainder of this season the boat will probably run wild. She called at Amherstburg on her way down on Tuesday afternoon.

August 15, 1879

Sunday, Simon Fraser sold the steam barge *Metamora* 85 tons of coal.

Capt. McGowan is not to be deposed from the command of the tug *Andrew J. Smith*, all reports to the contrary notwithstanding.

Tuesday the *Riverside* brought to Sugar Island the surviving veterans, 140 in number, of the old 24th Michigan regiment and their families for a day's picnicking.

Wm. Fairfax, a fireman on the tug *Kate Williams*, fell overboard and was drowned above Marine City Sunday afternoon. He resided at Windsor and was about 23 years of age.

The schooner *Bismarck* and the propeller *Persia* collided in Lake Ontario off Presque Isle on Tuesday morning and both were considerably damaged. Each casts the blame on the other.

Quite a severe gale prevailed on Lake Erie Thursday night of last week, and during its fury the lumber barge *Susan Ward* lost her foremast and foresail when about 20 miles outside of Point au Pelee.

Since August 5th John Mullen has sold the str. *Alaska* 3 tons of coal, the tug *Mocking Bird* 18 tons, the tug *Jessie* 45 tons, the tug *John Martin* 65 tons, the steamer *Riverside* 10 tons and the barge *Ontonagon* 10 tons.

Western grain is already beginning to find its way to eastern markets and in consequence the number and size of the tows on the river are almost daily increasing, giving it a more lively appearance than it has worn for a considerable time.

While Samuel Baker, mate of the schooner *Fellowcraft*, was unloading coal at Port Dover a few days ago, a large piece fell on his head and seriously injured him. The doctor thinks it doubtful if he will recover. He has a wife and four children.

Owners of sail vessels are beginning to seriously consider the practicability of chartering tugs to tow their vessels round trips between Chicago and Buffalo and also between other lake ports. Much of this kind of work has already been done this season and, vessel owners claim, with satisfactory results.

The new elevator at Detroit is now assuming completed proportions. It is all housed in, so that its size can be readily appreciated. The boilers are in place and the frame for the engine is now up. The engine is upright in form, similar to propeller engines. The middle of September will undoubtedly see the elevator in full operation.

The prop. *John Pridgeon Jr.* arrived up Tuesday and called at Detroit for a new tow line to replace one broken on Lake Erie. She left Buffalo with the schooners

Nicholson and *Columbian* in tow, and when partway up Lake Erie the tow line broke and the schooners went adrift. The *Nicholson* was secured but the *Columbian*, Capt. John Hutton, was not.

The schooner *Walter P. Allen* went ashore on Point au Pelee Island during the storm of Thursday night of last week. She was grain-laden, bound from Toledo to Buffalo. On Friday night she heaved herself off and immediately set sail for Buffalo but in a very leaky state. It is surmised that a goodly portion of her cargo of 19,590 bushels of wheat will be found wet when she arrives at her destination.

Sunday the tug *Mayflower*, bound up with four barges and a schooner in tow, broke her tow line during a gale on Lake Erie. The line got in the wheel and unshipped the rudder and went into dry-dock for repairs. Some time Monday night one of the barges, the *M.B. Spaulding*, foundered in two fathoms of water near Port Rowan. Wednesday the Canada wrecking tug *Prince Alfred* left Windsor to go to her assistance, having on board pumps, hawsers etc.

The steamer *Erie Belle* took an excursion of about 250 from Rondeau and other lake shore points to Cleveland on Saturday, and on her return trip a meeting of the excursionists was held in the cabin and the following resolution was out and carried unanimously:—"Moved by C. Coatsworth, seconded by Dr. Samson that the warmest thanks of the excursionists be unanimously tendered to Capt. Laframboise and the officers of the *Erie Belle* for their unremitting kindness to the party, making the trip one of the most enjoyable of the season and further, as a slight return for the enjoyment of the day, the party express a desire to have the resolution published in the local papers."

August 22, 1879

The foundation for the Grassy Island lighthouse is completed and the job will be finished in about two weeks.

The propeller *Ocean* called here Tuesday night on her way up and landed a quantity of freight at Kevill's warehouse.

Fort Gratiot expects Congress to appropriate \$25,000 in December for the erection of a new lighthouse at the entrance to the St. Clair River.

Capt. Joseph Biron, late of the wrecking tug *Parker*, is now in command of the tug *Wm. Hall*, and his place on the *Parker* is taken by Capt. Tom Curry.

Monday the schooner *Jessie* arrived from Cleveland with 279 tons of coal, and on Wednesday the schooner *B. Eveleigh* with 289 tons for John Mullen.

On Friday the schooner *Wacousta* cleared for Buffalo from C.S.R. dock with

228,206 feet of sycamore lumber for G.L. Gates, consigned to Richmond, Va.

The propeller *City of St. Catharines*, with a cargo of iron for the Canada Pacific Railway, struck a rock and grounded in Lake St. Louis, near Montreal, on Monday night.

The tug *Mystic*, which had been sunk at Rae's wharf, Windsor, for some time, is now being thoroughly overhauled in the dry-dock at Detroit and will be ready for business in a few weeks.

During the past week J. Mullen sold the steamer *Riverside* 30 tons of coal, the steamer *Gazelle* 18 tons, the tug *Jessie* 32 tons, the tug *Prince Alfred* 45 tons, the tug *Hall* 14 tons, the tug *Salty Jack* 25 tons, the tug *John Martin* 8 tons, the steamer *City of Alpena* 33 tons.

Capt. McKay reports that on Saturday night there were 76 vessels of different descriptions to be seen hovering in Pigeon Bay, Lake Erie, and on Sunday morning there were 98 visible afloat and one ashore near Point au Pelee light. This one proved to be the barge *Venice*, which was out high and dry.

The schooner *Northumberland*, which has been in ordinary for the past two weeks, went into commission on Monday of last week and moved down to Leamington and took a load [of] 4700 railroad ties for Buffalo on Thursday the 14th inst. H.A. Safford also shipped on the schooner *Babineau Geaudry* 2735 ties to Buffalo.

Thursday night of last week a gale raged on Lake Erie and some seventy vessels were obliged to take shelter among the islands. The steamer *Northwest*, bound for Detroit, was badly damaged, one of her paddle boxes being broken so badly that it had to be entirely rebuilt. In Lake Huron the steam barge *R.J. Hackett* was forced to let go her barges, so great was the storm there.

Arrangements have been made with the propeller *Erie Belle* to take the *Steinhoff's* place on the Chatham route for the present. The boat will leave Detroit every Tuesday, Thursday and Saturday at 12.30 p.m., or on her arrival up from Leamington, and arrive at Chatham at 5 p.m. Returning she will leave Chatham at 6.30 p.m. and reach Detroit at 10.30 p.m. same day. This will not interfere at all with her regular route.

The surveyors have estimated the damage to the steamer *Steinhoff* at \$11,717.10. Her remains have been towed to Walkerville, where they will remain until it is decided what will be done. Mr. Steinhoff, the owner, is now at Hamilton arranging further with regard to the insurance, as the agency where the insurance was effected is located there. There is hardly a doubt but the boat will be rebuilt.

Early Saturday morning the schooner *Two Fannies*, in tow of the tug *Parker*, got aground at the Grassy Island light. The steamer *Excelsior*, with the schooner *J.U. Porter* as lighter, went to her assistance. After 6000 bushels of her load of corn had been taken off, the schooner was pulled off by the *Excelsior* Sunday morning and towed to Amherstburg, where the grain was reloaded. The *Two Fannies* left here for Buffalo, her destination, Sunday evening, having sustained no injuries.

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August 29, 1879

The tug *Champion* with a big tow of 8 passed up last Saturday morning.

The scow *Ida Belle* of Kingsville has been in the upper dry-dock at Detroit being caulked.

About 40 schooners were wind-bound under the Dummy Monday morning and about half a dozen under Bar Point. It was blowing a gale on the lake.

The car ferry *Saginaw*, which has been at Windsor for some time being repaired, left for Point Edward Saturday morning. She will take her old route between Point Edward and Fort Gratiot.

Last Friday morning the Toledo tug *Carrington* became fast on Fighting Island. She was pulled off by the propeller *Erie Belle*. Later the Port Huron ferryboat *Wesley Hawkins* struck bottom a short distance below Sandwich Point and required the aid of the Canada wrecking tug *Prince Alfred* before she could get free.

Since our last report, Simon Fraser sold the tug *Metamora* 95 tons of coal, the prop. *Delaware* 12 tons, the tug *Champion* 5 tons and the tug *East Saginaw* 12 tons, and has wooded the following:-tugs *Parker*, *Frank Moffatt* and *Thos. Coleman* and the propellers *Garden City* and *Oswegatchie*.

The hull of the burned propeller *J.W. Steinhoff* has been taken to Chatham, where a force of some 30 men in charge of a master builder from Toronto is at work rebuilding the boat. Some changes are to be made in the appearance of the upper cabin and elsewhere, which are said to be great improvements over the old style. The work of rebuilding is to be pushed forward as fast as possible and she will be out in about six weeks.

It was reported Saturday that beginning with Monday, September 15, the steamers *Alaska* and *Pearl* will be put on to run between Detroit and Cleveland, stopping each way at Put-in-Bay. The first mentioned steamer is now running between Detroit and Sandusky via Put-in-Bay, while the *Pearl* is running out of Cleveland as an excursion boat. The above change has been contemplated for some time.

Since August 20th, J. Mullen has sold the tug *Wilcox* 10 tons of coal, the tug *Prince Alfred* 36 tons, the tug *Jessie* 71 tons, the tug *Parker* 10 tons, the tug *Home* 5 tons, the tug *Masters* 10 tons, the tug *Stranger* 4 tons, the tug *John Martin* 28 tons, the tug *Salty Jack* and barge 35½ tons, the tug *McLellan* 18 tons, the tug *Samson* 100 tons, the steamer *Erie Belle* 20 tons, the steamer *Riverside* 42½ tons, the propeller *St. Joseph* 3 tons, the tug *Wm. Hall* 29½ tons.

The tug *City of Alpena* arrived here on Saturday morning with the barges *Empire State*, *Sunshine* and *Midnight* in tow, and the tug and the *Sunshine* were immediately taken into custody by the tug *Jessie* on an order of the Maritime Court. The charge was that the *Sunshine*, while in tow of the *Alpena* on Lake Erie on the 20th, had crossed the bows of the schooner *Princess Alexandria* and collided with her, so that the latter, being loaded with ties, became water-logged and had to be towed to Buffalo by two tugs. It was subsequently ascertained that it was the *Empire State* that struck the schooner and the libel was accordingly taken off the *Sunshine* and one put on the *Empire State*. The *Jessie* towed the *Sunshine* and *Midnight* to Bay City Saturday night. The *Princess Alexandria* is owned by H.A. Safford of Kingsville and sailed by Capt. Spence.

A serious collision occurred near Point au Pelee on Sunday night between the schooners *Jessie Drummond* and *Helvetia*. The *Drummond* passed here on Saturday bound down and the *Helvetia* Sunday evening. The former lay to at the mouth of the river as there was a lumpy sea on the outside, but Sunday evening hoisted sail intending to proceed on to Buffalo. The two reached Point au Pelee nearly together and went outside. The high wind and heavy seas, however, induced the master of the *Drummond* to put about and run back to wait a more propitious time for going on. He had hardly done so when the *Helvetia* came across the bow of the vessel carrying away the jib-boom, bowsprit, catheads, all the bow bulwarks down to the deck and shoving out of place the covering board. The *Helvetia* passed on so that the extent of her injuries is not known. As soon as possible after the collision, one of the *Drummond's* anchors was let go, but it became mixed up with the debris of the wreck, which clung about the bow of the vessel on both sides and would not sink. The other anchor acted in the same manner. After drifting about for some time at the mercy of wind and waves, a kedge anchor<sup>17</sup> was made fast to a line and

<sup>17</sup>a small anchor with sharper flukes for digging into a hard bottom. Usually used by a vessel to pull itself off a shoal.

thrown overboard. Happily this went to the bottom, took hold and brought up the vessel and held her until the *Brockway* came along and towed her here. The crew on the *Drummond* were terribly scared and one, the cook, jumped on board the *Helvetia* as she passed away, and went off on her. The *Drummond* was being looked over by the insurance men on Tuesday with a view of making good the damage. She was towed to the Welland Canal. She had on 20,500 bushels of corn for Port Colborne. Damage, \$4000. Insured in the Anchor Marine and Merchants Marine for \$5800.

On Monday morning the tug *Prince Alfred* came down here with Marshal Campbell on board and took into custody the steam barge *James Davidson*, loaded with 8500 barrels of salt, and tied her to the dock here. She was libeled in the Canadian Admiralty Court by the proprietors of the *Isaac May* on a charge of having caused the collision between the *Ogarita*, which she had in tow, and the *Waubashene*, in tow of the *Isaac May*, on St. Clair Flats. The *Davidson* was bonded Monday evening and proceeded on her way up. The matter, although appearing somewhat mixed, stands as follows:-A collision occurred; the *Ogarita* was sunk by the *Waubashene*, but the latter was not injured. A settlement could not [be] effected. Suit was entered by Capt. Davidson, owner of the *Ogarita*, in the United States court to recover damages being laid at \$7324. The barges *Severn* and *Waubashene* of the *May's* tow were seized by Deputy United States Marshal Taylor and are now at the boneyard in Detroit. This is one side. Now the other retaliates. Capt. May, owner of the steam barge *Isaac May* and the barges *Severn* and *Waubashene*, puts in a claim that the steam barge was wholly at fault for the disaster and hence seeks damages through the Canadian Maritime Court for detention of two seized barges, claims \$8400 and seizes the steam barge *Davidson* to secure the claim. The *Davidson* bonds, but apparently the Canadians cannot.

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September 5, 1879

Capt. Hank Bell now pulls the bell on the tug *Coleman*.

Sunday next the *Erie Belle* will take an excursion boat from Detroit to Middle Bass Island.

The schooner *Ferret* arrived up from Toledo on Friday with 107 tons of coal for S. Fraser.

The scow *F.L. Jones* arrived up Tuesday from Cleveland with 195 tons of coal for John Mullen.

The propeller *Alma Munro* called here Saturday on her way up and unloaded

freight at Kevill's warehouse.

On Wednesday morning the prop. *Prussia* from Montreal delivered goods at W. Hamilton dock for merchants in town and down the lake shore.

The yacht *Harry Burk* of Cleveland, with a party of gentlemen from that city returning from a cruise up the lakes, laid over here yesterday on account of the gale blowing on Lake Erie.

Mr. Craig of Gibraltar states that the schooner he is building for Cleveland parties is about half in frame and that work is progressing satisfactorily. He has a large gang of men at work and expects to get more.

Captain John Donnelly of Kingston is about to send his steam pump and other wrecking apparatus to Lake Erie with a view to secure some of the wrecking business on that lake this fall. We hear it rumored that Capt. Donnelly has determined to make his headquarters at Amherstburg.

The schooner *Jessie Drummond*, which was run into by the schooner *Helvetia* on Lake Erie, has been surveyed by Captain Tripp of Toronto and Alex. Mavor of Port Dalhousie on behalf of the underwriters and the vessel has gone into dry-dock at Port Robinson for repairs. She will probably be out in a fortnight.

The collision trouble between the tug *City of Alpena* and the schooner *Princess Alexandria* has been amicably settled. The settlement was secured by the payment of \$1000 damages by the tug and a further payment of one-half the costs of attachment. The entire sum amounted to about \$1100. The *Princess Alexandria* paid the remaining half of the costs of attachment.

During the past week John Mullen has sold the tug *River Queen* 21 tons of coal, the tug *Goodnow* 5 tons, the propeller *Cormorant* 8 tons, the tug *J.P. Clark* 10 tons, the steam barge *Fred Kelly* 8 tons, the tug *Stranger* 4 tons, the steam barge *Swain* 5 tons, the tug *Salty Jack* 18 tons, the steam barge *D.F. Rose* 10 tons, the tug *Jessie* 40 tons, the steamer *Riverside* 13 tons and the tug *Brockway* 8 tons.

Wednesday night's weather on Lake Erie was the roughest of the season. The steamer *Alaska* was detained three hours on her trip up from Put-in-Bay. The seas broke over her bows almost constantly most of the way up and a large party on board were very seasick. Most of the other boats remained in port.

The propeller *Avon*, Capt. Shannon, bound down, struck the reef at the Lime Kilns yesterday between 8 and 9 o'clock a.m. She left Chicago on Sunday evening for Buffalo with 50,000 bushels of wheat and rye and a full deck load of flour, oatmeal and oil cake, which made a very heavy load. She reached Detroit Wednesday evening but laid over there all night on account of low water. Next

morning she started down and reached the crossing at 8.30. She first struck bottom opposite the C.S.R. station and swung around toward the Canadian shore. Owing to the very low stage of water, the swift current and the strong wind blowing at the time, she had swung so far in before she could regain headway that she again struck about 200 yards further down, coming to a stand-still across the channel with her bow right in the course of passing vessels and the stern towards the Canadian shore. She immediately began to fill and though pumps were set to work, the water continued to raise until noon, when it was within 3 feet of the deck. At 4 p.m. the *Prince Alfred* arrived down with the schooners *S. Neelon* and *A. Mulvey* as lighters and a force of 20 men. Work was at once commenced and the deck load transferred to the *Mulvey* and part of the grain to the *Neelon*. Steam pumps were set to work to clear her of water and every effort was being made to get the wet grain out before it would swell so as to burst the hull. The *Avon* is owned by the Union Steamboat Company and was built at Buffalo two years ago. She is the second-largest craft on the lakes. Every tow passing down requires the assistance of a tug to keep the vessels from swinging against the disabled boat, and the *Wm. Hall* is now stationed there for that purpose.

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September 12, 1879

Sunday night the schooner *Murray* arrived with 329 tons of coal from Toledo for S. Fraser.

The steam barge *Enterprise* landed freight at Kevill's warehouse Tuesday morning from Montreal.

The schooner *B. Eveleigh* arrived up from Cleveland Monday morning with 288 tons of coal for John Mullen.

The schooner *Babineau Geaudry* took 2600 railroad ties from Kingsville to Buffalo for H.A. Safford on Tuesday.

Capt. E.M. Peck of Milwaukee has purchased Clark's dry-dock in Detroit and will take formal possession on the 25th inst.

The schooner *Starlight* was towed up by the tug *Quayle* Friday, having lost all her spars and rigging in the late gale on Lake Erie.

About 3000 bushels of the wheat cargo of the schooner *Empire State*, that sprang a leak near the mouth of the Detroit River, were damaged.

On Saturday last the schooner *Wacousta* took 221,169 feet of sycamore lumber to Buffalo for Petersburg, Va., from the C.S.R. dock for G.L. Gates.

Sunday morning the barge *Saginaw* in tow of the *Andrew J. Smith*, which was

stopping here, struck the stern of the barge *Mariner*, lying waterlogged at the lower dock, and split it wide open.

During the past week John Mullen sold the steamer *Riverside* 30 tons of coal, the steamer *Alaska* 8½ tons, the steamer *Gazelle* 5 tons, the tug *Hall* 10 tons, the tug *Hercules* 18 tons, the tug *Jessie* 28 tons, the tug *Salty Jack* 57 tons, the tug *Mocking Bird* 30 tons and the tug *Oswego* 12 tons.

Those Americans are bound to make the enforcement of our Canadian regulations against them severer than ever. When the *Prince Alfred* arrived in Detroit, they showed their spite against her by seizing her on a hatched up charge of liability for failure to raise and bring to port the barge *Spaulding*, which recently went to pieces on Lake Erie. The *Prince Alfred* was promptly bonded, however, and is now ready to relieve the next cute Yankee captain who manifests too great a fondness for our Canadian rocks.

The barge *Mariner* of Detroit, loaded with lumber from Bay City to Buffalo, opened her seams in the gale of Wednesday night of last week in Lake Erie and settled down, so that the crew had to take refuge on the top of the deck load. Friday morning the *Erie Belle* found her in this condition and towed her to Amherstburg with great difficulty. The barge was drawing so much water, being sunk to the rail, that she struck twice on Bar Point reef and both times the tow line parted before the *Belle* could pull her off. Her deck load was transferred to Park's dock and she was taken to Detroit Wednesday for repairs.

The Canadian propeller *Lincoln*, Capt. John Duncanson, with one of her consorts, the *Gibraltar*, downward bound from Chicago with grain, put in at Milwaukee Friday morning, the *Gibraltar* having sprung a leak. They had reached Two Rivers Point and while at anchor the barge was found to be making water freely, but the trouble was discovered before her cargo had sustained damage. It is thought she worked some of the oakum out of her seams while jumping in the seas Tuesday night. The *Gibraltar* went into Wolf & Davidson's dry-dock that afternoon with cargo on board for repairs.

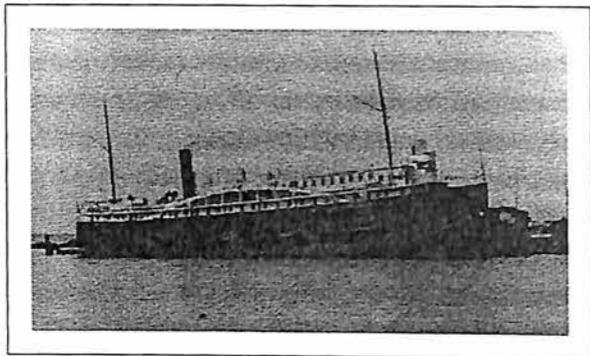
The propeller *Bertschey* was wind-bound Wednesday afternoon of last week at Port Austin. The wind shifted suddenly to the north-west in the evening and the sea running high caused her to strike the rocks. The captain concluded to round the point and work toward Sandbeach Harbour, if possible. In doing so she shipped heavy seas, which soon extinguished the fires. She then drifted on a reef below Grindstone City. Several of the crew tried to make land in the small boat but it swamped, and the crew succeeded in making the shore where the cliffs are forty feet

high. Here they clung until daylight. The balance of the crew and passengers, numbering forty-three, were rescued from the propeller about 10 a.m. by the life-saving crew without accident. The propeller has gone to pieces and her cargo is strewn along the beach. She was insured for \$5000. Most of the baggage belonging to the passengers was saved.

**The Lime-Kilns.**-The past week has been one of continued disaster at the Lime-Kiln Crossing, opposite the Amherstburg C.S.R. station. The Union Steamboat Co.'s propeller *Avon*, which struck there Thursday morning, was released Monday. Sunday afternoon the tugs *Prince Alfred* and *Parker* pulled her around with her stern upstream and then hauled her up to the C.S. railroad slip dock, but during the night she was carried downstream several hundred feet and blown in towards the shore, where she got hard on. Monday morning the two tugs again pulled her out into the stream and at noon had her tied to the Canada Southern railroad dock. The tugs *Prince Alfred*, *Parker*, *Jessie*, *Mystic*, *Wm. Hall*, steam barge *Coral* and three schooners were, at times, at work at her. A large part of her cargo of grain was pumped into the river, besides the great quantity taken off by the lighters, before she could be floated; even then, when she was taken to Detroit Monday afternoon, the steam pumps were kept at work. The continual rising and falling of water, the high winds prevailing most of the time and the tugs having to be continually shifting to allow the large vessels to pass, greatly impeded the work. Most of the *Avon's* deck load has been stored in Kevill's warehouse in this town and is in good condition. She is now in the Detroit dry-dock at Detroit, undergoing repairs. The hole in her bottom is ten feet long and nine inches wide, the plank next the keelson being out. The grain in the hold of the *Avon* consisted of 26,000 bushels of wheat and 24,000 bushels of rye. It was shipped from Chicago for Buffalo and was insured for \$48,000.

The propeller *Avon* was only temporarily repaired at the Detroit dry-dock, which she came out of Wednesday. She arrived here yesterday morning and reshipped the part of her cargo stored in Kevill's warehouse. She left last night for Buffalo, where she will go into dry-dock for a thorough overhauling.

On Saturday morning there came very near being a serious collision at the Lime Kilns, in which the large schooner *John M. Hutchinson* and the sunken propeller *Avon* were the prominent actors. The *Hutchinson* was bound down in tow of the tug *Frank Moffat* and when about to pass by the *Avon* the tow line broke. The natural direction of the schooner just at the moment was head on to the propeller and the current held her from readily answering her helm. The tug, however, was equal to



**Propeller Nyack.**

Dept. of Canadian Heritage: Fort Malden national Historic Site

the emergency, backed up and got out another line and straightened away on it just in time to haul the schooner off and save trouble. It was a time when men's hair stands on end.

Several other large propellers were delayed some time, owing to the low water, but on Sunday the water came up to nearly its usual level, and the *Cuba*, *Dean Richmond*, *Jarvis Lord*, *Conestoga*, *Chicago*, *Buffalo* and other large crafts passed over.

On Monday morning the *Nyack*, another Union propeller, struck four times in crossing the Lime Kilns and was kept from getting hard on only by the prompt action of the tug *Mystic*, which pulled her into safe water and then towed her to the dock here, where it was ascertained that the *Nyack* had not been seriously damaged, and her trip to Buffalo was continued. The water at this time was over two feet below average. In the melee, the *Mystic* was struck in the stern by the *Nyack* and her bulwarks damaged to the extent of \$150.

The schooner *S.J. Tilden* in tow of the tug *Merrick*, also bumped heavily in crossing Monday morning. Monday forenoon, the steam barge *W.H. Barnum* arrived down, loaded with grain for Buffalo, but could not get over. She struck once and then with the assistance of *Salty Jack*, the tug employed by Mr. Dunbar, the contractor, went to Norvell's dock, where she remained until Tuesday morning when the water raised and she got over safely, as well as seven other large steamers, which were all detained above.

The sudden changing of the water level and the presence of large boulders in the channel are not the only causes of these disasters, but the practice of heavy loading has had much to do with it. The high rates offering on grain have induced vessel

owners to load craft of all kinds to the utmost, and the huge propellers of the Union and other companies have been laden so heavily as to make the chances of their getting over the Lime Kilns uncertain, even under more favorable circumstances.

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September 19, 1879

Yesterday the steam barge *Morning Star* arrived from Cleveland with 119 tons of coal for John Mullen.

The water was over 30 inches low at the Lime Kilns' Crossing Wednesday. The propellers *Commodore*, *Gould*, *Kershaw* and *Montana* were delayed at Detroit waiting a rise.

The tug *Prince Alfred* arrived at Detroit Wednesday forenoon with the schooner *Montauk*, having rescued her from her grounding place on an island in the St. Clair River.

The steam barge *Wetmore*, bound down with wheat, got aground yesterday forenoon in the river four miles above here. The *Prince Alfred* went to her assistance in the afternoon.

The tug *Parker*, while bound up with a tow near Walkerville on Saturday, met with an accident to her machinery, which caused her to abandon her tow and return to Detroit for repairs.

The Detroit Dry-Dock Company are about to commence the building of a new composite iron side-wheel steamer for the Cleveland line. She will be built at Wyandotte and will be 200 feet long.

The barge *Mariner*, which went from here to the Detroit Dry-Dock last week, returned yesterday to re-load the cargo of lumber that had been discharged at Park's lower dock. Her repairs, which were only partly completed in Detroit, will be finished at Buffalo.

There has been considerable interest manifested concerning the probable charge of the Canadian Wrecking & Towing Company for relieving the *Avon*. Saturday a reporter asked Alfred Chesebrough, agent of the Union Steamboat Company, to give the public some information on the subject. Mr. Chesebrough said that the bill in question was about \$2000; that it would not vary \$100 from that figure. He considered the bill very reasonable and was entirely satisfied.

On Monday morning the 8th, a small scow manned by two boys ran ashore above J. Templeton's boat house. The boys said they thought they were at Sandwich, that they were employed in Detroit Stove Works and had to go to work that morning, and started for Detroit on foot. The boat was taken possession of by

the Custom authorities here on Monday of this week on suspicion of having been stolen, and is now in charge of J.P. Jones, awaiting the owners. She is painted green with white cabin and white rail, measures about ten tons, has two spars and is worth about \$150.

September 26, 1879

The steam barge *R.J. Hackett*, Capt. C.C. Allen, has carried 11 iron ore cargoes this season and has one more trip to make besides her present one.

Last week's issue of Frank Leslie's paper contains a highly exaggerated picture representing the *Alaska* explosion. The pieces are flying in all directions.

The propeller *Albion* ran ashore on Lake St. Louis, west of Lachine, Sunday night during a fog. Only 2500 bushels of grain out of a cargo of 16,000 bushels were saved.

Capt. W.D. Robinson of Buffalo is about establishing a water gauge at Mamajuda light to indicate the depth of water in the river and thereby inform vessels how it is over the lime-kilns.

Capt. Geo. Odette, who commanded the Canada wrecking tug *Parker* in the early part of the season, was to take command of her again yesterday, when she came out of the Detroit Dry-Dock.

Sunday the schooner *China* with 381 tons of coal, the schooner *S.B. Conkling* with 200 tons and the schooner *F.L. Jones* with 208 tons arrived from Cleveland. The three cargoes were brought up by John Mullen, who sold that of the *Jones* to C.E. Dunbar. It was unloaded at White's dock.

Wm. Leslie of the Collins' Bay Rafting Company left Kingston last Friday night with the tug *McArthur*, having on board steam pumps and all other necessary wrecking apparatus. She will be stationed in the Detroit River. Her aggregate is 164 tons and register 77. The tug *Jessie's* aggregate is 118 tons and register 65, and the tug *Salty Jack's* aggregate is 44 tons and register 28.

The tug *C.W. Parker*, while towing the schooner *S.W. Wood* to Evanstown, burst her boiler Monday morning off Chicago. The following were killed: Robert Leaky, captain; John Callaghan, engineer; Peter Rogers, fireman; and Wm. Burton, cook. The only man on the tug who survived was Wm. McGuire, deck hand, and he is badly injured. The value of the tug was about \$7500. It is believed that the engineer allowed the water to get out of the boiler. The tug went to the bottom of the lake.

The sinking of the propeller *Avon* at the Lime Kilns will cost the Union

Steamboat Company and the insurance people not far from \$40,000. The bill of the Canada Wrecking Company is \$2012 and other items contracted at Detroit previous to her departure for Buffalo, including docking, will swell the amount to about \$4500. Then it is estimated that not less than \$5000 will be expended in permanent repairs at Buffalo. The loss on the grain will reach \$30,000 after allowing a liberal margin for the sale of what was damaged. The *Avon's* repairs are completed and she left Buffalo for Chicago Saturday night.

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Indexed by Jennifer MacLeod

Glossary

air pump	to increase steam engine efficiency, the steam from the engine is exhausted into a vacuum, thereby using all of the pressure of the steam and most of the heat. This vacuum is created by the use of an air pump connected to the engine's condenser.
arches	as wooden steam vessels became longer (over 200 ft.) their hulls tended to sag along their length. This effect was referred to as "hogging." To counter this, "hogframes" or arches were structured into the hull to give it rigidity. They resembled the arched trusses of a bridge and were installed one to each side of the vessel, running nearly the entire length.
barge	a vessel having the hull shape of a regular ship but towed by another vessel, such as a tug or a steamer. Can refer to a schooner barge .
bobstay	part of the forward rigging that holds the bowsprit downward.
bucket	the single blade of a ship's propeller.
bulwarks	the sides of the hull that are built higher than the main deck.
centreboard	small, shallow-draft sailing vessels used a centreboard which could be lowered below the keel for stability. This board or plate swings vertically from a pivot through the centre line of the keel and is adjustable. It is still used in some modern sailboats.
crosshead	a large hinge-like fitting on a steam engine that joins together the piston rod and connecting rod to allow the vertical motion of the piston rod to translate itself to the rotating motion of the crank shaft by way of the connecting rod.
deadwood	located at the sternmost part of the keel, those timbers which give strength to where the keel and sternpost are joined.
draft/draught	the amount of water needed to float a vessel, usually measured from the lowest part of the keel to the loaded waterline.
fore and after	refers to a type of schooner with two masts. Three and after, three masts, etc.
knightheads	two heavy timbers built vertically deep into the bow to keep the bowsprit from slipping sideways.

leadline	(pronounced <i>lead</i>); a lightweight line marked off in fathom (6 feet) increments with a lead weight attached to the end for heaving overboard and "sounding" the bottom for depth of water.
lightship	a manned vessel rigged with a bright light(s) mounted on a tall mast to warn of navigational hazards. They were anchored in one position at the beginning of the season and were recovered at the end of navigation for maintenance. This was thought to be less costly than building a permanent lighthouse.
oakum	material used to caulk or fill the seams between the hull planks for water tightness of the hull.
propeller	refers to a steam-powered vessel driven by a propeller.
rabbit	a small propeller steamer with all cabins and machinery situated aft.
range lights	a pair of tall structures with lights or beacons placed on top, arranged in line with the end of a channel so that a ship keeping these two light towers exactly one in front of the other will be able to navigate within a narrow channel without straying outside the channel and running aground.
schooner	refers to a specific type of sailing craft having two or more masts.
scow	a flat-bottomed vessel of shallow draft. Schooner were often designed with a flat bottom to reach into a shallow port (schooner-scow).
spiles	most likely refers to the dock pilings which were timbers driven vertically into the river bed close to the wharf for protection to the wharf.
steam barge	a large, steam-powered hull designed to carry loose cargoes (grain, stone, etc.). Both rabbits and bulk freighters are sometimes referred to by this term.
steamer	originally referred to a steam-powered vessel driven by side-wheels. In the latter part of the 19th century the distinction became blurred as there were more propeller vessels being built than side-wheeler types. The term applied to both freighters and passenger carriers.
wheel	usually refers to a ship's propeller and occasionally the paddle-wheel of a side-wheeler.

ISSN 1480-6444

