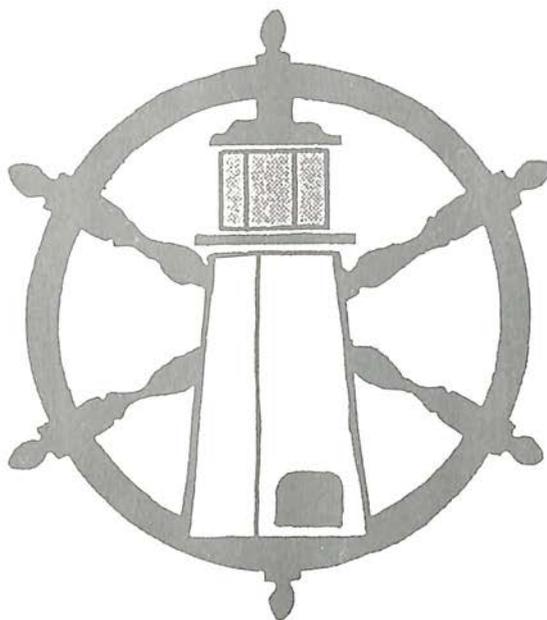


*Echo*  
**SOUNDINGS**

MARINE NEWS of 1881

Excerpts from the  
*Amherstburg Echo*



Volume II, Number 1  
Spring 1999

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

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**Volume II, Number 1**  
Spring 1999

EDITORS  
David Hamilton  
Jennifer MacLeod

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

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Marsh Collection Society  
235A Dalhousie Street  
Amherstburg, Ontario  
N9V 1W6 (519) 736-9191

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## 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, celebrating its 125th anniversary in 1999, and occupies the building constructed for the *Echo* in 1915.

*Echo Soundings* is 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.

February 4, 1881

**Trade and Navigation Returns.**-From the trade and navigation returns of the Dominion for the fiscal year ending June 30th, 1880, we glean the following information regarding the county of Essex.

Total amount of customs duties and other revenues collected at the several ports and out ports:-Amherstburg, including Anderdon, \$28,119.93; Kingsville, \$849.30; Windsor, including Sandwich and Belle River, \$92,399.74. Amounts expended for salaries, &c.-Amherstburg, \$3336.10; Kingsville, \$835.28; Windsor, \$9420.51.

The value of exports from Amherstburg was \$350,746, imports \$167,182, of which \$129,402 worth was entered for consumption and on which duty was paid to the amount of \$26,803.50; Kingsville, exports \$61,819, imports \$5454 worth, all of which was entered for consumption, duty \$676.80; Windsor, exports \$378,969, imports \$522,259, entered for consumption \$488,231, duty \$90,566.47.

Number and tonnage of Canadian and United States vessels entered inwards at the different ports, showing the intercourse (exclusive of ferriage) by inland navigation, between those ports and the United States: Amherstburg - Canadian steam vessels 51, tons register 3100, tons freight 156; Canadian sail vessels 46, tons register 6956, tons freight, 2618; United States steam vessels 421, tons register 91,325, tons freight 9947. Kingsville - Canadian steam vessels 15, tons 1555; Canadian sail vessels 94, tons register 10,121; United States steam vessels 71, tons register 5868, tons freight 128; United States sail vessels 100, tons register 4242, tons freight 50. Windsor - Canadian steam vessels 383, tons register 32,362, tons freight 1839; Canadian sail vessels 786, tons register 54,677, tons freight 7678; United States steam vessels 206, tons register 19,621, tons freight 199; United States sail vessels 271, tons register 16,001, tons freight 7171.

Entered outwards: Amherstburg - Canadian steam vessels 55, tons register 4913, tons freight 236; Canadian sail vessels 39, tons register 6227, tons freight 5911; United States steam vessels 422, tons register 90,062, tons freight 2373; United States sail vessels 111, tons register 11,851, tons freight 2309. Kingsville - Canadian steam vessels 15, tons register 1455, tons freight 1100; Canadian sail vessels 94, tons register 10,121, tons freight 17,998; United States steam vessels 71, tons register 5868, tons freight 1872; United States sail vessels 100, tons register 4242, tons freight 7602. Windsor - Canadian steam vessels 163, tons register

17,090, tons freight 6973; Canadian sail vessels 807, tons register 33,655, tons freight 37,643; United States steam vessels 210, tons register 20,078; United States sail vessels 268, tons register 17,483, tons freight 22,150.

Number and tonnage of vessels employed in the coasting trade of the Dominion which arrived at and departed from the several ports in Essex: Amherstburg, steamers arrived 231, tonnage 25,815; departed 228, tonnage 25,233; sailing vessels arrived 69, tonnage 5995; departed 76, tonnage 6724. Kingsville - steamers arrived 58, tonnage 5438; departed 58, tonnage 5438. Windsor - steamers arrived 305, tonnage 50,238; departed 263, tonnage 41,023; sailing vessels arrived 32, tonnage 2855; departed 22, tonnage 1905.

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March 4, 1881

**Colchester Reef Lightship.**-The following is from the House of Commons Debates of Wednesday, 23rd ult.:-

Mr. PATTERSON (Essex) in moving for copies of all telegrams and correspondence relative to the loss of the Colchester lightship, and to the application of the owners of the said lightship for indemnity, said this light-ship had been stationed at Colchester Reef, which is the most dangerous point in our inland navigation from Kingston to Thunder Bay. The lightship owners were originally paid by the underwriters and shipowners interested in the inland navigation; but of late years that source of income had entirely ceased, and some nine years ago the Dominion Government gave the owners \$500 per year, for some years, as indemnity. Three or four years ago that amount was increased to \$700. It is contemplated now to build a lighthouse on that reef, at a cost of \$20,000, which, at 4 per cent interest, would entail an expenditure of \$800 a year. The services of the men employed will cost from \$800 to \$1000 more, which, with the other necessaries for oil, &c., will raise the amount to about \$2000 a year; while the owners of the lightship, which is to be replaced by the lighthouse, received, at the highest rate, but \$700 a year from the Government for the same service. During the severe gales at the beginning of the winter, the officers in charge of the lightship telegraphed the Hon. Minister of Marine, asking permission to withdraw. They received an answer notifying them to remain at their post. The consequence was the lightship was driven from her position by the ice, the men were rescued with difficulty by a steam tug, the vessel was cut in two by an ice shove and went to the bottom. These men who lost their vessel in the Government service ask for some indemnity for their loss. All they received from the Dominion for the last three or four years was \$700

per year, out of which they had to furnish stores, oil and other necessaries to rig out their ship. In November last when I first heard this lightship had gone adrift, I telegraphed down to the Department of Marine to authorize the employment of a tug to go to the rescue of the vessel. Had that authority been given, the vessel would have been rescued at a cost of \$150 or \$200, but the department did not consider it was justified in spending any money to rescue the property they had chartered and to save the men who had served the interests of the department so faithfully for a long period of years.

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March 11, 1881

Work on the breakwater for Rondeau harbor has been commenced.

Capt. L.B. Goldsmith of the steamer *Alaska* will command the new steam barge *Progress*.

Capt. Morden is building a new barge at Dresden, to be employed as consort to the steam barge *Enterprise*.

Capt. Davis of the steam barge *Fred Kelly* will command the tug *Wm. Goodnow*, having bought an interest in her.

The Wabash Railway Company has purchased the propellers *Morley* and *A.L. Hopkins* for \$110,000 for use between Toledo and Buffalo.

Ice from Lake St. Clair is passing Windsor in large quantities and the boats laid up there for the winter are undergoing the necessary repairs to be ready for service as soon as navigation opens.

Capt. John Duncanson of this town intends leaving tomorrow (Saturday) for Port Dalhousie to fit out the propeller *Lincoln*, which he will again command this season, for the opening of navigation.

Capt. Spence has a force of some fifteen men at work on the schooner *Mary Lydia*, which is being rebuilt here, and will push the work forward as rapidly as possible, so as to have her out early in the season.

Capt. D. Girardin took the tug *John Martin* to Detroit on Wednesday, where she will receive a new deck and new rails, have her cabin repaired and be recalced. The *Martin* was the first boat to arrive in Detroit this season.

The ferry *Garland*, which has been employed here since Christmas by the C.S.R. authorities to break the ice in the river, will leave for Detroit on Tuesday next. She will probably go into dry-dock, as she will require a new wheel and other repairs before going into service again.

The steamer *Riverside* will commence running on the Detroit and Amherstburg

route as soon as she can be got ready. Engineers are now at work putting her boiler and engine in first-class order. Capt. John Desana will again be in command and Joe King, the popular clerk of the route, will again occupy that position.

The purchase of the steamer *City of Dresden* for the Windsor and Lake Shore route was finally concluded this week and the boat will be brought over from Detroit, where she laid up last fall, to Windsor and will be fitted out at once. A new ladies' cabin will be built on the main deck aft, and necessary repairs made. There will be considerable change in the time table this summer.

The work of rebuilding and fitting out C.F. Dunbar's drill and dredges for this summer's work at the Lime-Kiln Crossing has been going steadily on all winter. The steam drill *Far Down* will be ready to launch in a few days and will be put to work as soon as the ice stops running. The dredge *Faugh-a-Ballagh*<sup>1</sup> is being rebuilt and will be ready for work early in the season. The work is going on under the direction of John P. Jones of Amherstburg and quite a number of men are employed, the pay-roll amounting from \$200 to \$300 per week all winter.

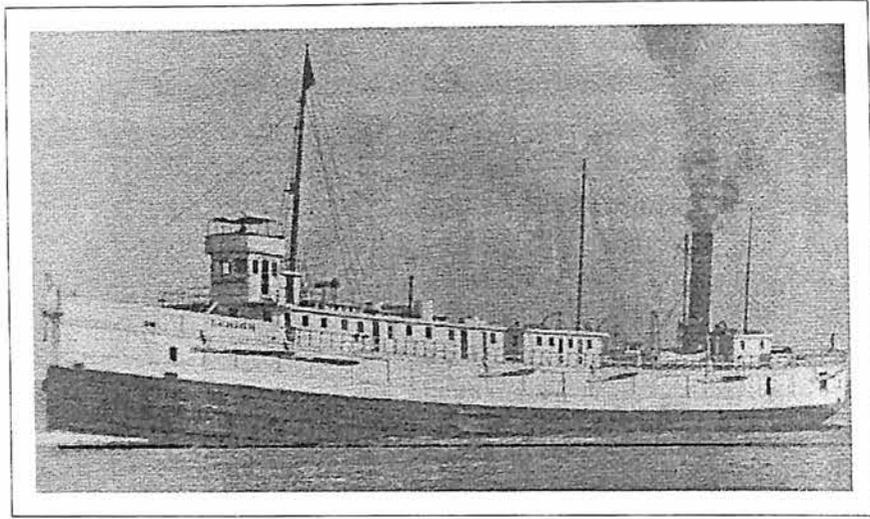
The following boats which were laid up here last fall, having been caught here by the ice, are being fitted out for service as soon as navigation opens. Steam barge *D.F. Rose* and consorts *Chicago Board of Trade* and *Marine City* and steam barge *Yosemite* and consort, lumber laden for Cleveland and Sandusky; steam barge *William Edwards* and schooner *Charles Foster*, corn for Buffalo; schooner *W.I. Preston*, railway iron for Toledo; schooner *New Dominion*, bolts for Buffalo. The large number of marine men resident in Amherstburg are all in high spirits at the prospect of a lively season this year in their line.

Parties who crossed from Pelee Island to the main land this week report that the ice is rapidly breaking up. In the north channel there is an opening half a mile wide, and all over the Bay the ice is full of holes and is extremely rotten. Off Dealtown, a few miles this side of Rond Eau, the lake is open for miles and if the present weather continues a few days, the ice in the head of Lake Erie will be pretty well broken up. On Tuesday the ice moved out of the river and the channel is now clear from here to Detroit, and indications are that, notwithstanding the unusually severe winter, navigation will open nearly as early as usual.

Considerable repairing and re-building of boats is being done at Detroit this

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<sup>1</sup> The battle cry of the 89th Regiment (later the 2nd Battalion Royal Irish Fusiliers) was "faugh-a-ballagh," meaning "clear the way." The 89th came to Amherstburg (Fort Malden) in 1841.



**Steamer Lehigh.**  
Dept. of Canadian Heritage: Fort Malden NHS

winter. The steam barge *H.L. Worthington* is being changed from an open barge to a double decker. One of the steam barge *Inter-Ocean's* engines and wheels has been put into the *Argonaut*, her consort, thus making two steam barges. Both have been thoroughly repaired. The steam barge *Chauncy Hulbert* [*Hurlbut*] has received \$1000 worth of repairs, the *Mineral Rock* \$1400 worth and the barge *Bolton* \$2500 worth. The tug *Balize* has received a \$7000 rebuild. The steam barge *Forest City* has received \$15,000 worth. She has been changed from an open barge to a double decker and everything from below the main deck is completely new, including cabins and pilot house. The steam barge *R.J. Hackett* will be similarly dealt with as soon as she can be removed from Cleveland, and her consort, the *McGregor*, will also receive extensive repairs. The propeller *Empire* has been purchased by J. & C. Hurley and has been cut down into a barge, at a cost of \$3000. The tugs *Torrent* and *Winslow* have also been thoroughly repaired. The steamer *Keweenaw* has received \$8000 worth of repairs and the *City of Detroit* is receiving new wheels, her old ones having been completely destroyed by the ice on her last trip from Cleveland last fall.

The Detroit Dry-Dock Company have now in course of construction at their various yards ten steamers. At the upper dry-dock the screw steamer *Iron Duke* is rapidly nearing completion. As soon as she is launched, the keel for a consort to the

steamship *Iron Age* will be laid and she will be finished about May 15th. Beside the *Iron Duke* is a smaller screw steamer, partly in frame, which the dry-dock company are building on their own account. The Goodrich iron side-wheel steamer *City of Milwaukee* is receiving her upper works. At Springwells the screw steamer *Samuel F. Hodge* is receiving her upper works and machinery, and Capt. S.B. Grummond's new wrecking tug *Martin Swayne* is receiving her upper works. On the stocks is a consort for the *Iron Duke*. This ship has been named *Iron Cliff*. Four iron screw steamers are on the stocks at Wyandotte ship-yard: one for Charles Bewick, two for the Goodrich Company and one for the Anchor Line. The Anchor Line steamer will be an exact sister to the *Lehigh*, which was built at the same yard last summer. She has been named *Clarion*. It is expected that these steamers will be finished early in July.

The Western Transportation Company of Buffalo has contracted with the Detroit Dry-Dock Company for the building of another iron steamer at a cost of nearly \$300,000. The following are the dimensions: length, 300 feet; beam, 36 feet; depth of hold, 15 feet. She will make the run from Buffalo to Chicago in 60 hours average passage.

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March 11, 1881

The following communication from Capt. Charles Gale, of the schooner *H.H. Brown* to the *Cleveland Marine News and Record* and the following article from the same paper been sent to us with a request to publish.

COLCHESTER LIGHTSHIP

EDITOR MARINE NEWS & RECORD.

In your latest issue, I notice an article from a Windsor paper referring to Colchester Reef Lightship. The abuse thrown upon the Hackett brothers is simply shameful. The Windsor paper must be short of news and the one who wrote the article is very saving of the truth, and for entering such sweeping assertions deserves to be set adrift in a small boat with only a supply of bread and water. There can be no Canadian master who would utter such falsehoods and no insurance company or American master would throw such vile abuse on these worthy men, as this Windsor man has. Why did he not put a lightship on this reef, if it has been so much needed by his countrymen and (which strikes deepest into his soul) is such a profitable investment.

He says the ship was built for \$500. Why, that would not buy the timber used in the construction.

Again he states that the old hulk was ten years old. Oh! What a good \$500 hulk, to survive ten years, stand last October and November's gales and then save the life of Mr. Gordon.

I think if I were passing Colchester Reef and the lightship were gone, I would exclaim like Richard Third, "My kingdom for Hackett brothers' ten year old hulk!"

It is not the fault of this vessel if her anchors did not hold. Everything possible has been done to keep this ship on the reef, and the owners got small pay for their efforts, what little they did get coming from American owners and insurance companies, Capt. A. Bradley having contributed largely tow and paying the expenses of keeping the lightship on the reef. But after the American insurance companies heard that the Canadian Government was paying a small sum towards the expenses, they refused further contributions, so the \$500 from the Government was an actual injury to the Hacketts.

I do hope Mr. Patterson will do all he possibly can to help them in getting pay for the vessel from the Government, as they are certainly worthy, and by so doing he will command the good wishes of every sailor on the lakes.

That Windsor man must own stock in Canadian wrecking tugs, and therefore wishes for the downfall of the Hacketts in order that his own stock may rise.

The *Amherstburg Echo* has made a friendly appeal in sympathy with Messrs. Gordon and Hacketts, for which they have the hearty thanks of many masters.

CHAS. GALE.

Cleveland, March 1st.

(from the *Marine News and Record*, Cleveland)

#### COLCHESTER LIGHTSHIP

In our last issue we published an unsigned communication to the *Essex Review*, which refers to the Colchester Lightship and the petition of the Hackett brothers for \$3000 to recompense them for the loss of that valuable lightship.

The writer of the article states that Capt. Hackett "actually has the cheek to ask Mr. Patterson to present petitions signed by a few of his (Capt. Hackett's) friends to the Government to that effect. This ship was built ten or twelve years ago for about \$500. How wonderfully she has improved with age!"

As to the cheek, we will simply say that it is not to be compared with the whole face which he exhibits in this same article, and as to the few friends of which he speaks, they would probably surprise him by their number, if his sluggish nature were capable of appreciating those whom they have gained by the mere act of

placing their lightship. There is not a sailor (American or Canadian) who has passed Colchester Reef on a stormy night that is not one of those "few" and that would not sign this petition.

He either shows his malice or ignorance when he says this boat was built for \$500, and we are only sorry his mind is not as sound as "that old hulk."

He goes on to ask if there was ever such a false assertion as that "Captain Hackett was many years ago induced by the Dominion Government, who were to grant a small consideration to find and maintain a lightship there, to build this." He has only to look over his own article in order to find as many as could be well crowded into so limited a space.

He boldly attempts the truth by stating that sailors and ship-owners (chiefly Americans) saw the necessity of a light on it [the reef]. It was then the Hackett brothers offered to put on a lightship, provided the ship owners and insurance companies would guarantee a sufficient remuneration.

We would like to know how much this generous specimen donated?

As to the petitions for the erection of a lighthouse on this reef, which he parades as such conclusive evidence that the lightship was unsatisfactory, they would tend to show how necessary a light is on that reef, and how much a lightship would be appreciated in the absence of a permanent light.

The Hackett brothers certainly deserve the thanks of every sailor who has occasion to pass Colchester Reef, and many a time would a master give \$25 out of his own pocket rather than find the lightship gone. Some persons can never appreciate the comforts they have until they are taken from them.

"Honor to whom honor is due," he says, but he did not win many honors by his cowardly attack upon the Hacketts, which he did not have the moral courage to sign, showing that even he was ashamed of the article, and we do not think that it improved his chance for the appointment of keeper of the new light to be erected.

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March 18, 1881

The Beatty Lake Superior line are having a new steamer built on the Clyde, Scotland.

The steamer *City of Dresden* will go on the Windsor, Leamington and Pelee Island route about April 1st.

Canadian vessels get over three-fourths of the entire eastern bound freight, which passes overland in Canada during its transit.

W.G. Emery of Port Burwell has sold the schooner *Lady MacDonald* of Port

Burwell to James Sutherland of Owen Sound for \$10,000.

The name of the steamer *Grace McMillan* will be changed to "*Idlewild*" and she will run between Detroit and Wyandotte, etc. as an excursion boat.

The ferry *Coral* is being fitted up at Trenton and will be provided with new cabins and new furniture. Capt. Michael Martin will be in command again next season.

The tug *Bob Hackett*, lying at Windsor, listed so as to take water yesterday and sank to the gunwale, but was buoyed up until a steam pump arrived and pumped her out.

The Union Dry-Dock Company of Buffalo will do some iron ship-building this season. Their first work will be a propeller for the Union Steamboat Company of the same size as the propeller *Rochester*.

The ice on Lake Huron is fast breaking up. On Georgian Bay, between Horse and Cove Islands, it broke and drifted out last Friday. It has also moved in Pigeon Bay and a strong wind would break the ice up in Lake Erie.

W. Hamilton has secured the agency at this place of the Detroit and Amherstburg steamer *Riverside* and of the Windsor and Lake Shore steamer *City of Dresden*. He has opened an office at the foot of Richmond Street at which dock both steamers will land during the season.

L. McCallum, M.P. for Monck and president of the Canada Towing and Wrecking Company, has presented Capt. Jas. Innes, representative of the company in this section, with the title deed to the Rae homestead on Sandwich Street, Windsor, as a token of the esteem in which his services are held.

The first dry-dock at Detroit was built in 1847 in Springwells by the Ives Brothers of Kingston, Ont. The steamer *Illinois* was the first vessel docked. Capt. Hiram Ives, now a vessel owner in Windsor, is the only survivor of the brothers, who, beside himself, were Louis, George and John Ives. Hiram Ives invented the system of dock gates now in use. The old dry-dock is in ruins.

The new steamer *City of Milwaukee*, now being finished for the Goodrich line at the Detroit Dry-Dock, will have her cabins ornamented with about 100 oil paintings set in panel work around the walls. Each of the pictures is about 3½ feet high and 2½ feet wide, and a great variety of subjects have been treated, including marine views, landscapes, animal studies, fruit and flower paintings.

Navigation on the Detroit River was opened Wednesday by the steamer *Riverside*, from Detroit to Amherstburg. Hereafter she will make regular daily trips, leaving Amherstburg at 7 a.m., Grosse Isle at 7:40 and Wyandotte at 8, arriving at

Detroit at 9:15. Returning she will leave Detroit at 4 p.m. Captain John Desana is commander and Joe King clerk. She leaves the foot of Richmond Street. W. Hamilton is agent here.

For some days past Capt. P. Williams of [the] tug *Mystic* has had a gang of men employed in making preparations to raise the *Lake Breeze*, sunk some time ago at Leamington dock. The work is one of considerable difficulty and will require a good deal of labor and time. Piles are driven into the ice, logs of square timber have been placed in position, and it is confidently expected that his efforts will be successful in raising the wreck.

The Bar Point Lightship will be taken to Detroit to be overhauled for this season's service at a dry-dock there. If she goes up she will probably be towed up by the *Garland* when the latter leaves here. It seems strange that the Government should send her to Detroit for repairs, when schooners, dredges and steam drills can be hauled out here and be rebuilt and repaired. There seems to be no good reason why the lightship could not be fitted out here in just as good a manner, and at about one half the expense.

C.F. Dunbar's steam drill "*Far Down*," which has been undergoing repairs at the C.S.R. on Wednesday was launched. On Tuesday the ferry *Garland* had been employed breaking the ice behind of the slip and, with her aid, what was not cut with saws was broken up in short order and the drill went off nicely. Yesterday the tug *Salty Jack* was pulled out and several new planks will be put in her bow. She will also be ironed to prevent the ice damaging her. Dunbar's men are arriving daily and drilling will be commenced the first of next week. The dredge *Wild Irishman* is in good shape and will need but little done to her. Mr. Jones intends putting all the men at work on the dredge *Faugh-a-Ballagh* and pushing her to completion.

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*March 25, 1881*

Capt. H. Ives has sold his steam barge *Coral* to Tiffen & Co. for \$7900 cash.

Captain Smith of Toronto has bought the steamer *Empress of India* for \$12,000.

The river St. Clair is open and navigation between Marine City and Port Huron began yesterday.

It is contemplated putting the steamer *J.C. Clark* on the Dresden and Detroit route in the place of the *City of Dresden*.

The propeller *St. Paul*, Captain Henry W. Fall, has been chartered for six round trips with wheat between Buffalo and Duluth; rate not announced.

The Kingston people want their dry-dock enlarged, but lacking private

enterprise, they want the Government to advance a sum of money at a low rate of interest to do the work.

The schooner *Marco Polo*, lately seized for infraction of the revenue laws and now lying at Rondeau Harbor, has been ordered to be sold by the Customs authorities on March 30th.

John Page, Chief Engineer of the Welland Canal, stated in a recent conversation that he expects the improvement to be ready in July and knows of no reason why it should not be.

The tug *Erie Belle's* boiler is receiving extensive repairs and she is being thoroughly overhauled at a cost of \$2000 at Windsor. She will be commanded this season by Capt. Robt. Sunderland.

A stock company of Cleveland capitalists has been formed to construct an iron propeller for the iron ore trade of the following dimensions: Length of keel, 288 feet; beam, 39 feet; depth of hold, 23 feet; tonnage 3000 net.

During the coming season of navigation the propellers *California* and *Africa* will form a new line between Cleveland and Montreal. Smoked meats from Cleveland to Montreal for the British market will form the principal item of freight.

The tug *Bob Hackett*, which sank at the dock here last fall from being cut through with the ice, is receiving extensive repairs at Windsor. Capt. James Tobin of this town, who so successfully handled her in 1879, will command her this season.

The tug *Champion* has been chartered by Alger & Co. for the season. She will be engaged in raft towing and will be under command of Capt. Alex. J. Rattray. The *Sweepstakes* is chartered by the Peshtigo Lumber Company to tow the company's barge between Peshtigo and Chicago until June 1st.

The Bar Point Lightship was towed to Detroit on Saturday by the steamer *Riverside*, which made a special trip down for that purpose. The lightship goes into dry-dock there for repairs. The large amount of work on hand by the shop carpenters here is the reason the work was not done here.

A.N. Moffat, associated with other citizens of Port Huron, has chartered the handsome and fast-sailing steamer *Grace McMillan* to run between Port Huron and Detroit the present season. It is expected that she will make the round trip each day, leaving Port Huron in the morning, arriving at Detroit before noon. Returning, she will leave Detroit between 4 and 5 o'clock, arriving at Port Huron at 10 o'clock. It is possible that she will run into Black River.

Captain Jas. W. Steinhoff has sold another of his barges and is negotiating for

the sale of the staunch and fast-sailing steamer *Steinhoff*. The captain intends to dispose of all his property on the water if suitable purchasers present themselves, as he has been engaged on water for nearly thirty years. Vessel property is valuable this season as there will be a busy season for every class of boats on the lakes and rivers.

An effort is being made to raise the tug *Sampson*, cut through by the ice and sunk off Point Pelee Island last fall. The steamer *Eagle* left Sandusky on the 12th, having on board Capt. Benham and his diver, with apparatus and assistants. They got as far as the South Bay of Pelee Island when it became necessary to disembark the diving apparatus on a sleigh and pull ashore, being about eight miles from their destination. They hope to get the leak stopped, and as soon as the ice breaks up so that the *Eagle* can get to her she will tow the tug to some port.

Messrs. Dunbar and officials in charge of the work of removing the obstructions in the Detroit River at the Lime-Kiln Crossing and most of the employees on the work, who have been spending the winter at their several homes, have returned and in a few days the work on the crossing will again be in full blast. On Wednesday last the drill went out and the work of drilling and blasting is now going on. The dredges will get to work in a few days. The first work done will be the taking out of several hummocks of rock situated almost directly in the channel and nearly opposite the lower end of the lower C.S.R. pier. The nitro-glycerine to be used for blasting purposes on the works this summer will be manufactured here by Gus. Hatch of Bradford, Pa., instead of being imported. It is the intention to sink a scow or crib at some unfrequented spot in the river and build thereon a building suitable for carrying on the work in. 500 pounds per day can be made.

At Gibraltar, across the river, Linn & Craig have two steam barges on the stocks. The one nearest completion is to be called the *Escanaba* and is being built for the Escanaba and Lake Michigan Transportation Company. Her dimensions are: keel, 200 feet; beam, 35½ feet; depth of lower hold, 12 feet; depth of upper hold, 8 feet. She is double iron strapped both inside and out. She was to have been launched this week and is expected to go into commission May 1st. Her engines are being built at the Buhl Iron Works, Detroit, and are compound, with lower cylinder 44x40 and upper cylinder 27x40. The *Escanaba* will be commanded by Capt. John Q. Owen, late master of the *Inter-Ocean*. The other is a steam barge for Jesse H. Farwell. She is of the same build and same machinery as the *Escanaba* and will be launched about April 1st. She will be fitted out with three masts and sail on each mast. Her capacity will be 1400 tons of iron ore. The *Farwell* will tow the barge *J.H. Rutter*.

~~~~~  
April 1, 1881

At the lower dry-dock, Detroit, the Bar Point Lightship is being overhauled.

The Canadian wrecking tug *McArthur* will be taken to Lake Ontario this season.

It is probable that the engine will be taken out of the tug *Mystic* and placed in a new steam barge.

Ashley & Mitchell will put the steamer *Alaska* on the Detroit, Put-in-Bay and Sandusky route April 11th.

The *Ada Allen* took another cargo of wood from Twomey's dock to Walkerville this week for Walker & Sons.

The Welland Canal is almost entirely free from ice. The water is to be drawn out on the 4th of April to make the necessary repairs.

The Commercial line of propellers will run this season in connection with the Grand Trunk, taking the place of the N.T. Co., whose boats performed the service last year.

The steam barge *Coral* has been sold by Capt. H. Ives of Windsor to Stoke & Tiffin of Wallaceburg for \$5500. She will be engaged in the carrying trade between Dresden and Buffalo.

The sun crossed the line with northerly and westerly winds prevailing. Old salts predict that for the ninety days following such winds will be the most prevalent, and numerous instances are cited of such prognostications proving correct.

To enable the work on the lock gates and valves of the new Welland Canal to be finished rapidly, the day hands are working extra quarter time, which together with their regular night staff gives every facility for the prompt execution of the work.

Dunbar's drill on the Lime-Kilns, which went to work last week, was on Friday morning early by the explosion of a cartridge sunk and damaged to the extent of \$500. She has been raised and hauled out on the ways for repairs. She will be out again in a few days, as will also the dredges.

The diver who went over to Pelee Island to fix up the tug *Sampson* has returned to Sandusky, having patched up the leak. Capt. Benham intended to come to Pelee Island Friday with a steam pump to pump out his tug, not being able to do it with hand pumps. There is a large field of ice around his boat yet.

Captain Martin Swain is at Chatham laid up with an attack of rheumatism, but it is thought will be well enough in time to fit out the tug *Winslow*, which he will again command the coming season. It is well that the custom officials at

Amherstburg have not been informed of Capt. Mart's whereabouts, as he is wanted here.

On Tuesday Capt. F.B. Hackett and Andrew Hackett brought in three spar buoys which had remained out all winter. The paint had been entirely rubbed off them by the ice and one of them had been broken by being struck, probably with a propeller wheel. They will be repainted and put out again. Two of them were carried away.

The ice in Pigeon Bay has broken up and on the 29th ult. it left the shore and has gone out of sight. If the wind does not change and drive the ice back again the docks are safe, and it is to be hoped there will be no damage done them, as from the amount of shipping to pass over the docks, they will be taxed to their full capacity during the present year.

The steam barges *D.F. Rose* and *Yosemite*, lumber laden with barges for Cleveland and Sandusky, caught here last fall, intended to make an attempt to go through to their destination on Tuesday by the south passage, which is clear of ice as far as can be seen from Bois Blanc Lighthouse. The steam barge *Sheldon*, from Detroit to Cleveland, went out at 7 o'clock on Tuesday morning and got as far down as Colchester Point and Middle Sister. She returned to Fraser's dock here at noon and reported the ice apparently solid and did not attempt to go through. The *Rose* and *Yosemite* then abandoned the idea of starting at present.

Bailey Bros. are building for Carrington & Casey of Toledo the largest sail vessel ever designed for the Great Lakes. Her dimensions are: Length, 265 feet; over all, 278 feet; beam, 38 feet; and depth of hold, 18 feet. The vessel will have two centreboards, twenty-seven and twenty-five feet wide, respectively ; four bulkheads and three keelsons, sixteen, fourteen and twelve. She will have five masts, four of them rigged fore and aft, and the foremast square-rigged, after the style of the *Michigan*. The vessel is calculated to take 90,000 bushels of grain out of Toledo harbor, but could carry 140,000 with [a suitable depth of] water. She will register about 1600 tons, draw six feet light and fourteen feet when loaded to 90,000 bushels. The cost of her will be \$75,000 and of her fit-out \$15,000 more, or \$90,000. She is to be ready to launch by the first of April, 1881, and will be commanded by Capt. Joseph Skelton.

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April 8, 1881

Bois Blanc Island light was loomed up for the first time this season on Wednesday night.

Capt. Hiram Ives, who was injured by being thrown from his buggy at

Kingsville, is able to be about Windsor again.

The steamer *Grace McMillan* is on the Detroit, Wyandotte and Gibraltar route, pending the opening of the Port Huron route.

Near Alex. Hackett's wharf, Colchester, there is a semi-circular field of ice, the outer edges of which are piled up over 20 feet high.

The str. *American Eagle* is ice-bound at Put-in-Bay. Sandusky harbor is full of ice, and vessels do not expect to get out for a week.

The harbor tariff at Montreal has been reduced on steamers from 1½ to one cent per ton per day, and on sailing vessels from ¾ to ½ a cent.

The tug *Bob Hackett* goes into dry-dock at Detroit to finish her repairs, her owner, Brook Waters, having already spent \$1000 on her at Windsor.

Dunbar's drill at the Lime-Kiln Crossing has been repaired and launched on Wednesday, but owing to the quantity of ice running did not resume work.

Capt. Weston, late of [the] str. *City of Dresden*, has purchased the propeller *Steinhoff* for \$13,000 and will probably run her on the Chatham, Windsor and Detroit route.

Owing to the continued severity of the weather, the water will not be drawn out of the Welland Canal until April 9th, one week later than the date previously announced.

The Canadian Wrecking Company's tug *Prince Alfred* is having her boiler raised and repaired and a new smoke-stack put on. She will be in better condition than ever this season.

At the Detroit Dry-dock the tug *John Martin* is receiving a \$5000 rebuild, which will be finished about the 1st of May, when it is expected that she will come out in first-class order.

The Goodrich Transportation Company has given notice that, on account of the ill feeling existing toward it, growing out of the *Alpena* disaster, it will run no boats between Grand Haven and Chicago this year.

On Monday Capt. Innes had his first wrecking job of the season. He put one of the *Prince Alfred's* steam pumps on board the barge *Transport*, lumber laden and sunk all winter at Windsor, and pumped her out.

Capt. Symes, the owner of the *Lothair* and *Corisande*, is having them thoroughly repaired and refitted at Sarnia, so that they can engage in any trade that may offer during the approaching season. Among other expenditures, he has paid over \$2000 for dry-dock services at Port Huron.

The men are still busily engaged in removing the machinery from the *Lake*

*Breeze* at Leamington. The screw, shaft and some other portions have been already taken out. It is not intended to do anything with the hull. The work has been very difficult and in some instances blasting has been resorted to.

The ice at Cleveland has detained the steam barge *R.J. Hackett* from being taken to Springwells dry-dock, Detroit, to be made a 2-decker and generally repaired. Capt. C.C. Allen will be in command this season with Robt. McMullan, mate and Chas. Scobie, engineer. The barge *McGregor* will also be overhauled.

The barge *Severn* of the Beaver Line, cut down and sunk at Byng Inlet, Georgian Bay last fall by the ice, has been got afloat, and it is expected the steam barge *Isaac May* will be afloat in a short time. They are said not to be injured below the water. Chief Engineer Cathline of this town is at work on them.

The repairs to the Bar Point Lightship were completed at Detroit this week. She has had new planks put in her bottom and her lamp stand has been repaired. Her mainmast, which was partly rotten, has been taken out so that she now has but one mast. The new \$128 lamp gives a much better light than the old one.

Hugh Currie, Capt. Ribble and others, who have been talking for some time of purchasing the propeller *J.W. Steinhoff*, have determined to build a new boat somewhat similar to the latter, to run between Dresden, Wallaceburg and Detroit. They expect to have her running this fall. In the meantime, Capt. Ribble will command the steam barge *Victoria*.

The *Marine News and Record* calls for some improvement in the postal system as regards the delivery of seamen's letters. It says there are hundreds of sailors' letters lying in the post offices at the different ports around the lakes, many of which will never reach the persons to whom they are addressed, and that others will lie there till the opening of navigation.

It is reported that the Canadian government have awarded the contract to keep the light on Colchester Reef this season to Messrs. Young of Leamington for \$1200, the Government to furnish oil and lamps. We hear that they have been negotiating for the schooner *Jenny Lynn*, now in the marshal's hands in Detroit, or for the little schooner *Active*, now on the beach at Ruthven, which they intend fitting out for a lightship. Messrs. Young, we believe, intend to carry on gill-fishing in connection.

On Wednesday the steamer *City of Dresden* came down from Windsor on her first trip and that afternoon proceeded down the shore, although there was considerable ice running. She called at all the lakeshore ports except Colchester, the dock there having been carried away by the ice the day before. She also got within three miles of Pelee Island. She came up yesterday with a large number of

passengers, considerable freight and 40 cords of wood from Leamington for Detroit. Capt. Laframboise reports the north passage clear of ice. The *Dresden* goes down again today.

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April 15, 1881

The schooner *J.L. Quinby* has been chartered from Cleveland to Windsor, coal, at 65 cents.

Capt. J.W. Steinhoff has sold the steam barge *W.S. Ireland* to Capt. Kelley of Wallaceburg.

The Leamington Lighthouse first showed a light this season on Thursday night of last week.

The tug *Pacific* towed the Bar Point Lightship from Detroit to Amherstburg last Saturday.

E.M. Carrington's monster five-masted schooner *David Dows* will be launched at Toledo this week.

Capt. D. Nicholson now commands the steamer *Riverside*, Capt. John Desana having resigned to take command of a steam barge.

The steamer *California* has been engaged for the season to carry boxed meats from Cleveland to Montreal. All this trade formerly reached the sea by way of New York.

The steam barges *D.F. Rose* and barges and *Yosemite* and consort, which laid up here last fall, lumber laden for Cleveland and Sandusky, left for those ports on Sunday morning last.

George Campbell will furnish light for Colchester Reef for 1881. He will use the old lamps off Bar Point Lightship and Andrew Hackett of Bois Blanc has orders to furnish the oil.

The steamer *City of Dresden* has a contract with Watson of Detroit to take cordwood from the Canada shores of Lake Erie to Detroit at \$1.12½ per cord. She carries a deck load of 50 cords.

Capt. John Griffith and J.C. Graham, jr., of St. Catharines have purchased the schooner *New Dominion*, now at Amherstburg, from the Quebec Bank for \$3500. She is loaded with bolts for Buffalo.

The schooner *Mary Jane* has been chartered for seven trips, oak timber from Lake Erie ports to Kingston at \$87.50 per thousand, cubic measure, and the schooner *Elgin*, the same at \$85 per thousand.

Capt. John Pridgeon's tug *Crusader*, Capt. Ed. C. Gatfield, is in dry-dock,

Detroit, being ironed for the ice this spring. She is in excellent condition and Capt. Ed. says she is the dandy of the lakes.

Capt. F.B. Hackett received a telegram last week from Capt. John Estes of Sandusky, stating that the Colchester Lightship, which was taken away by the ice last fall, was seen drifting out the south passage below Kelley's Island. A tug will probably be sent from Cleveland to bring her in.

Capt. P. Williams has removed the machinery from the hull of the *Lake Breeze* and sold it to an American firm. The hull itself is so far decayed as to be valueless. The captain and a company with him are having a large steam barge built by Mr. Jenking of Walkerville, to be used towing between Cockburn Island and American ports.

The ice in Byng Inlet, Georgian Bay, is not likely to break up before May. The steam barge *Isaac May* cannot be raised until pontoons can be taken there to float her. The *May* and *Severn* will then be taken to dry-dock. The damage is greater than at first supposed, but a week's work will put them in shape. Capt. Donnelly of the Montreal Wrecking Association is superintending the work, assisted by M.H. Cathline of Amherstburg, engineer of the Beaver line.

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April 22, 1881

The barge *Pringle* arrived from Toledo on Saturday with 244 tons of coal for C.F. Dunbar.

The Bar Point Lightship will be taken out and stationed at that reef about the 1st of May.

The steamer *Alaska* passed down on Monday, the first time this season, and the *Northwest* on Tuesday.

The tug *Hall* has had a thorough re-build at Dunnville during the past winter and will be up to the river in about two weeks. Capt Thos. Hagan will sail her.

Dispatches from the Sault on the 11th inst. report the ice in the river and Mud Lake two feet thick and as strong as at any time during the winter. No water was visible on Lake Superior.

The steam barge *R.J. Hackett*, Capt. Allen, called here Saturday afternoon on her way from Cleveland to Detroit. On Monday she was taken to the Detroit Dry-dock, her spars were taken out and she returned to Springwells, where she will be made

into [a] double-decker.<sup>2</sup>

A project is on foot at Chicago by leading western shippers to establish an American line of propellers and barges between Chicago and Montreal; and to make special arrangements with a line of steamships from Montreal to all the French, English and German ports.

Capt. Henry Jenking's ship-yard at Walkerville, which has been idle for six years, is again busy with preparations for ship-building. It is intended at no distant date to build a dry-dock there. The Canadian Government at present imposes a duty of thirty per cent on all repairs on Canadian vessels done in the United States.

Capt. Henry Jenkins of Walkerville started work on a steam barge for C.N. Pratt & Co. of Windsor on Monday. The new boat will be used in the lumber trade and will be of the following dimensions: Length, 146 feet; beam, 28 feet; depth of hold, 10 feet. The boat will be built at the Walkerville ship-yard and will be ready for work about the 1st of August.

On April 22nd, 1880, the schooner *M.C. Upper* was lying at the west side of Kingsville pier and the steamer *Erie Belle* at the other. On leaving the dock for Windsor, the *Erie Belle* struck the *Upper's* anchor, which was dropped out beyond the pier to enable the schooner to be worked out clear of the pier when ready to sail. The *Erie Belle* ran for five miles and sank in fifteen feet of water. It cost \$4000 to put her in repair again, for which her owners sued the owner of the *Upper*. The case was tried last February, but the judge reserved his judgement to Saturday last, when he decided that the damage was \$1000 and that each craft should pay half and its own expenses.

In order to accommodate the business on the river, the owners of the steamers *Riverside* and *Gazelle* have concluded to place both boats on the route. The steamers will be run as follows: The *Gazelle* will leave Amherstburg in the morning about 7 a.m. and the *Riverside* will leave Gibraltar at the same time. Connecting at Wyandotte, the *Riverside* will transfer her passengers to the *Gazelle*, and the latter will at once proceed to Detroit, leaving the *Riverside* at Wyandotte to attend to the iron and coarse freight business, regardless of time. For the present, the *Gazelle* will leave Detroit for Amherstburg at 4 p.m., touching at Ecorse, Wyandotte and Grosse Isle, transferring her Trenton and Gibraltar passengers and freight to the *Riverside*

<sup>2</sup> The spar deck well was covered with a layer of planking, thereby making another deck.

at Wyandotte. In this arrangement the *Gazelle*, which is one of the fastest steamers on the river, will attend chiefly to passengers, while the freight will be taken by the *Riverside*. These arrangements permit of the *Riverside* being chartered for excursions between the hours of 9:30 a.m. and 4:30 p.m. Chas. S. Anderson took command of the *Riverside* on Wednesday morning and D. Nicholson commands the *Gazelle*.

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April 29, 1881

On Monday the *City of Dresden* took the Bar Point Lightship from Amherstburg and stationed her on Bar Point Reef.

The propeller *J.W. Steinhoff*, with about 200 excursionists from Chatham, arrived at Windsor on Monday on her first trip.

The tug *Vulcan*, Capt. Thos. Hackett, is all ready at Detroit and as soon as the ice breaks up will commence work. Thos. Beniteau is mate on her.

The double-screw tug<sup>3</sup> *McArthur* left for Port Burwell Tuesday afternoon. She will tow rafts down the St. Lawrence from Lake Ontario ports this season.

The schooner *F.E. Bailey*, with 514 tons of steam coal from Sandusky to Odette & Wherry, Windsor, arrived last week. This is the first coal cargo of the season to Windsor.

Monday evening the *Riverside* got aground near Gibraltar. Several ineffectual attempts were made to pull her off, but on Tuesday evening, the water having come up, she got off herself.

The steam barge *Lothair* with barge *Corisande* remained here Monday night, and the steam barge *Tecumseh* on Tuesday night, both bound for Toledo for grain for Sarnia on their first trips of the season.

Capt. Fagen arrived here Wednesday and will put the steam barge *Wm. Edwards* and schooner *Charles Foster*, which were detained here by ice all winter, in order. They are loaded with corn for Buffalo.

W.B. Guyles of Cleveland, owner of the schooner *Kingfisher*, ashore last fall two miles from Clear Creek, Lake Erie, has been negotiating with Capt. Innes of the tug *Prince Alfred* to release the schooner.

<sup>3</sup> Vessels fitted with two separate and independently acting engines with a propeller fitted to each engine were referred to most often as 'twin screw steamers'. The advantage was more power and much greater maneuverability. The disadvantage was high initial cost to build and higher operating expenses.

On Tuesday the tug *Mystic* with the scow *Abeona* went to Leamington for the machinery &c. of the *Lake Breeze*, which Capt. Williams raised this spring, and passed up yesterday morning, taking the machinery to Windsor.

Yesterday morning the steam barge *Anna Smith*, Capt. J.T. Hutton, with the schooners *Mineral State* and *Columbia*, from Ashtabula to Chicago with coal, called here. She will wait at Detroit until favorable news is received from the straits.

The Canada Southern ferry *Transport* is at Wyandotte having her guards strengthened on the port side. The *Transfer* takes her place at the crossing, taking an average of 700 cars across daily. The *Transport* is expected back here about the middle of next week.

During the past week the following cargoes of coal have arrived at Amherstburg for J.G. Mullen: -Schooner *John Rice* from Sandusky, 306 tons; *J.J. Hill* from Toledo, 158 tons; scow *Ino* from Sandusky, 226 tons; and scow *John L. Green* from Sandusky, 156 tons.

Capt. Henry G. Blanchard of Detroit has purchased the iron steamship *Ellen S. Perry* from the Clyde Steamship Company for \$15,000. The *Perry* is now at New York but will be brought here by way of the Welland Canal as soon as possible. She will be used in towing Capt. Blanchard's lumber barges.

The steam barge *Jesse H. Farwell* was launched at Gibraltar Saturday evening. Her length is 210 feet, beam 35 feet, depth 22 feet. Capt. Eugene Rathbone will command the new vessel, towing the barges *J.H. Rutter* and *Shawnee* in the iron and grain trade. She was aground some time after being launched.

Odette & Wherry have contracted with Capt. Isaac May, owner of the steam barge *Isaac May*, to release her from off shore in Georgian Bay, where she stranded last fall. They will send the tug *Erie Belle* as soon as ice permits, fully equipped for a wrecking expedition. The *Belle* will get \$210 a day. Time to commence when she leaves Windsor.

Dunbar's dredge "*Wild Irishman*," which has been thoroughly re-built here this season, was launched last week and is now being got ready for business. It is admitted by all who have seen her that it is as nice and substantial a piece of work as ever was put in a craft of that kind, and no doubt she will stand her share of racket at stone-lifting on the Lime-Kilns.

A correspondent writes: -"We notice the Colchester Lightship is not in position yet, and the 1st of May just at hand. During the eighteen years the Messrs. Hackett had charge of her, she was never known to have been as late. Where is your marine critic? Surely he is neglecting his duties, or has he already reported the



**Steamer *Idlewild*.**

*Dept. of Canadian Heritage: Fort Malden NHS*

circumstances to the Canadian authorities?"

The Lime-Kiln Crossing night signals will be as follows this season: Fourteen feet 6 inches, one white light; 14 feet 3 inches, two white lights; 14 feet, three white lights; 13 feet 9 inches, one red light; 13 feet 6 inches, 2 red lights; 13 feet 3 inches, three red lights. In the daytime the signals will be similar, white boards being used for white lights and red boards for red lights.

The steamer *Idlewild* has been purchased by the Star Line Company and will be by them placed on the river route between Port Huron and Detroit. The price paid was \$50,000. The *Idlewild* was formerly the property of the Detroit Steam Navigation Company, and by the above transaction the latter company assumes a great deal of the management of the Star Line. The steamer *Evening Star* will run on the Gibraltar and Detroit route.

The barge *May Richards*, which left Cleveland on Sunday in tow of the tug *Goodnow*, and drawing a little over thirteen feet, struck bottom when passing over the Lime-Kilns. She began to leak and the tug made all haste to reach Detroit. It was thought that she could be kept afloat until she could be docked, but in spite of all efforts she sank near Beaubien's wharf and now lies with her stern one foot

under water and her bow out. The *Richards* is loaded with coal.

The shoals in the east channel at the Lime-Kiln Crossing, which heretofore have been so dangerous, are now being excavated. It is expected that those excavations will be completed in a few weeks and until then it is necessary that all boats should pass to the westward of both lightships, as the east channel is completely obstructed. Too much caution cannot be used in passing here and Mr. Dunbar, the contractor of the works, requests that no boats attempt to pass without first obtaining the services of a pilot or all possible information, and not to attempt to pass between the lightships under any circumstances. The west channel is considered unsafe for vessels drawing more than thirteen feet. Any information required can be obtained from Duff & Gatfield.

Another attempt has lately been made to unfasten the lighter *Ark*, under seizure here by the Customs authorities during the past 18 months. Whether the attempt was made to release her or merely to damage her is of course not known. Most people are of the opinion that it is about time something should be done with this craft, instead of allowing her to lie here and rot, when she might be in service. If it is the Government's intention to fine or sell her, do it and settle the matter, instead of letting her remain here, eating herself up with expenses, which she has nearly done already. It is a very poor encouragement for officers to do their duty as laid down to them and then the government not to carry out their part. If the wrecking laws cannot be enforced as they stand, by all means change them.

Orders have been passed in the Dominion council regulating the rates on canals as follows: 1. All west-bound freights shall pay the rates existing on the St. Lawrence canals only, and shall be free of the Welland Canal. 2. Upon eastern-bound freight, that is to say freight from Lake Erie and points westward thereof to Montreal, shall be exacted only the existing Welland Canal rates and it shall be free of St. Lawrence Canals. 3. Freight which has been paid the St. Lawrence tolls and which has been consigned to any intermediate Canadian ports and re-shipped from said port shall pass through the Welland Canal free of charge. 4. Articles in transit and coming under class 4 shall pay 20 cents per ton, either to the Welland or to the St. Lawrence Canal, as the case may be. Goods not otherwise provided for under classes three and four exceptional shall, if using the Welland Canal only in transit westward, pay 15 cents per ton, but coal will be required to pay as at present, 20 cents per ton either way.

May 6, 1881

Capt. Henry Jenking is busy laying the hull for the new barge at Walkerville. A new elevator is to be built at Owen Sound to accommodate the Chicago trade. The tug *Rooth* towed the schooner *W.I. Preston*, which wintered here last winter, to Toledo.

The tug *John Martin*, which has had a complete re-build at Detroit, will be out on the 16th of May.

The tug *Mystic* has been searching for the anchors lost by the barge *Ritchie* last fall off Colchester.

The schooner *Benedict* left Leamington with a cargo of railroad ties for Huron, Ohio, on Tuesday of last week for R.R. Canfield.

The *Babineau* left Union with a cargo of bolts for Detroit on Wednesday of last week for Capt. Ives. She passed down again on Saturday.

The schooner *Cecilia* from St. Catharines arrived at Leamington on Tuesday and is loading ties for D. Hayes, consigned to Buffalo.

A despatch from Thorold says Mr. Page has authorized the announcement that the enlarged Welland Canal will be open for the passage of vessels in July next.

C.W. Gauthier has bought the tug *J.B. Scott* from Frank Jennings of Detroit and will put her in commission as a fishing tug at the Duck Island fisheries on Lake Huron.

The schooner *James Norris* will be here this week to load square timber for Joseph McCracken at \$80 per thousand feet cubic measure. She will load above the C.S.R. and will take it to Port Metcalf near Kingston.

The increase in the tonnage of lake vessels is exciting very general attention. It was not many years since a lake craft of 600 tons was something to be talked of; now we have vessels built in Cleveland and other lake ports from 2000 to 2500 tons.

The tug *Mystic* took the new Colchester Lightship out on Thursday and placed her in position on the reef. She displays the same lights as were on Bar Point Lightship last season. She would have been placed Monday but for the heavy sea running outside.

At 4 o'clock Tuesday afternoon the Canadian steam barge *Tecumseh* towing the schooner *Finney*, bound for Cockburn Island for ties for Chicago, struck on the wreck of the schooner *Sweetheart*, sunk off Port Huron last fall. She was released on Wednesday.

Odette & Wherry have purchased one of the most improved rotary pumps, which they will use on the *Erie Belle* in the wrecking business. On Tuesday the *Erie*

*Belle* took on 150 tons of coal and left that evening for Georgian Bay to work on the *Isaac May*, sunk at Byng Inlet.

General Supt. Corbett of the Dominion Lighthouse Service was here this week arranging to move the range lights on Bois Blanc Island. On Saturday the south light will be moved 35 feet to westward, making the range on the crossing farther to eastward to suit the improvements now being made at the Lime-Kilns. Col. Kallman laid out the work and A. Bastien will do the moving.

About 9 o'clock on Wednesday night the schooner *Geo. M. Case*, bound for Buffalo with 23,000 bushels of flax seed, got on Colchester Reef within five hundred feet of where the lightship is now stationed. The tug *Mystic* went down yesterday morning with the lightship and made an attempt to pull the *Case* off. The *Mystic* came to Amherstburg and took Kevill's lighter and gang of men down in the afternoon. The *Case* is out two feet.

It is rumoured that Mr. Clark intends taking the *Gazelle* off the Amherstburg and Detroit route and giving the Star Line opposition on the Detroit and Port Huron route, and that the *Riverside* will be put on here again. It is also said that in case such an arrangement is made, the *Evening Star* would run from here to Detroit in opposition to the *Riverside* and not go to Gibraltar. The officers of the *Gazelle* say they know of no such a deal. A few days will tell.

Low water at the Lime-Kilns has already commenced to bother the large crafts. On Sunday the *Iron Age* and *Iron Cliff* were detained, but were piloted safely over by Duff & Gatfield. On Tuesday the steam barge *Ketchum* with schooner *E.C. Hutchinson*, drawing 14 ft. 3 in., were also piloted over by Duff & Gatfield. The water was very high and it was the only chance, as water fell an hour later. They all took the west channel. On Wednesday the steam barge *Raleigh*, drawing 14 ft. of water, bound up, took the eastward channel in crossing and struck lightly. Vessels take a great risk in crossing when drawing over 13 ft. 6 in. Messrs. Duff & Gatfield are giving the matter their whole attention. As present signals at the Lime-Kilns do not indicate water low enough, they will probably, after soundings are completed, issue new cards.

D.B. Odette of Windsor, one of the owners of the tug *Erie Belle*, was chosen on the executive committee of the tug owners' association, vice Angus McDonald. Dallas Norvell is again a member. A resolution was adopted that each tug owner or captain shall put his men on shipping articles for one month unless sooner discharged by the captain. There are 52 tugs in the association this season. The tug owners issued the following special notice: Owing to the uncertainty of the channel

and depth of water at the Lime-Kiln Crossing, so called, caused by the government improvements now made at that point, notice is hereby given that no tug or tug owner shall be liable for any damage done to any vessel in tow of said tug by or on account of the grounding or stranding of said vessel, or of any other vessel in said tow, or for any detention of same by reason of said grounding. Vessels are also cautioned against overloading on account of the low water at the St. Clair Flats and in Lake St. Clair.

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May 13, 1881

John Demass of Detroit has bought the schooner *Belle Hanscomb* for \$14,000.

Capt. P. Williams has purchased the tug *Zouave* and will place her machinery in the new steam barge building at Walkerville.

Capt. Archie McDonald, manager of the Canadian Towing and Wrecking Company, has taken up his summer headquarters at the Crawford House, Windsor.

As the steam barge *Ballentine*, bound down with the schooner *A.B. Moore* in tow, was crossing the Lime-Kilns, the schooner struck heavily on Monday.

The schooner *Geo. M. Case* was pulled off the Colchester Reef on Friday morning by the tug *Mystic*. She was towed to Detroit by the *Prince Alfred* on Saturday.

The steamers *Evening Star* and *Idlewild* went on their respective routes on Wednesday. The *Star* runs on the Detroit River and the *Idlewild* to Port Huron.

The range lights on Bois Blanc Island were moved on Saturday three degrees and about fifteen minutes to westward, making the range on the Lime-Kilns further to eastward.

On Wednesday Capt. F.B. Hackett found the anchor which the schooner *Josephine* lost last fall near the Lime-Kilns. It will be used on the schooner *Upper* this season.

The steam barge *William Edwards*, Capt. W.J. Fagan, with schooner *Chas. Foster*, which laid up here for the winter, coaled here on Monday and left the same evening for Buffalo.

On Sunday the steam barge *Wm. H. Barnum*, bound down, struck lightly on a boulder lying in the channel at the Lime-Kilns. The boulder has since been picked up by Dunbar's men.

Capt. J.W. Westcott of Detroit has purchased the scow *Wild Flower* for \$400. Capt. Henry Hackett went to Detroit yesterday to fit her out as a lightship. She will be stationed near Grosse Point, Lake St. Clair.

The steamer *California* of Toronto, which has been at the Detroit Dry-dock for repairs, coaled at Windsor on Tuesday evening and then proceeded to Cleveland, at which place she will load for Montreal.

The officers, owners, agents and everyone else connected with her, say there is no truth in the rumor that the *Gazelle* is going to be taken off the Amherstburg and Detroit route this season. We will take their word for it.

Last week while Dunbar's men were engaged dredging at the Lime-Kiln Crossing, they found a boulder in the channel so large that the dredge dipper would not raise it. A hole was drilled into it and a charge of glycerine applied, which blew it to smithereens.

The first boats to reach Chicago this season from the lower lakes were the propeller *Anna Smith* (Capt. John T. Hutton) with the schooners *R. Doud* and *Columbian* of the Parker fleet, coal laden from Ashtabula. They arrived in Chicago at noon Sunday.

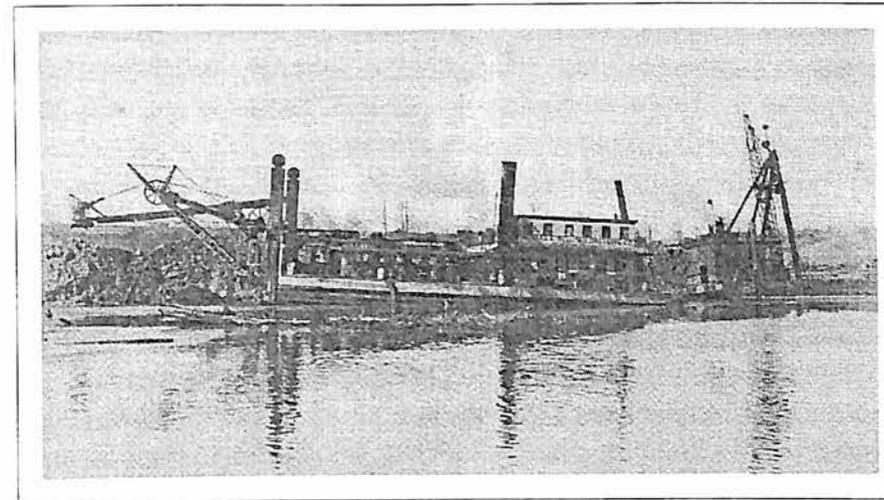
The dredges at the Lime-Kilns are now cleaning up the corner on which the *Avon* was sunk. It is thought that the work will be completed in a few days and that the large boats may then load to a greater depth. A diver is now employed, searching for boulders.

The tug *John Martin* (Capt. D. Girardin) is expected to be out next week. She is being housed in and thoroughly overhauled. She will have a colored hull and white upper works. Her old friends will hardly be able to recognize her when she makes her appearance.

Tug *Sumner* with a tow of barges ran aground on Fighting Island on Friday night. They were released by the *City of Dresden* Saturday night. The tug ran into the propeller *Cuba* in St. Clair Canal, doing considerable damage, and again grounded opposite Port Huron on Monday.

The new tug *Martin Swain* (Capt. Ed. Tormey) came out on Saturday last. She is a fine-looking craft, but it is feared her pulling qualities will not be extra, as she has not enough power. She left on her first wrecking job on Tuesday on the schooner *Clayton Belle* at Presqu'Isle, Lake Huron.

The tug *Erie Belle* arrived at Windsor with the barge *Severn* which went ashore in Georgian Bay last November at 10:30 Tuesday night. Capt. Sunderland reports the *Isaac May* in very bad condition, her bottom being mud chafed. The *Erie Belle* went back to Byng Inlet Wednesday with more pontoons for the *May* and will try to bring her down.



**Dredge *Tipperary Boy*.**

*Marsh Collection Society P1544*

The *Commodore*, *Minneapolis*, *Jarvis Lord*, *Milwaukee* and *Ohio* coaled at Mullen's this week. It is said to be the intention of all the larger propellers to take 50 tons less coal and 50 tons more freight at Lake Erie ports on up trips, and take enough coal at Mullen's on their downward trip to carry them through, while the water is so low on the crossing.

The dredge *Tipperary Boy*, which arrived at the Lime-Kilns a day or two ago from Port Colborne, has a narrow escape from destruction on Tuesday, the roof having taken fire from sparks from the cookstove pipe. A few buckets of water extinguished the flames. The *Tipperary* is to leave tomorrow for Sand Beach. She may be re-built at Amherstburg next winter.

Joseph McCracken loaded the schooner *James Norris* here this week with square timber. He has chartered vessels to carry 6 cargoes from different points in Essex and Kent. He has about 140,000 feet of square timber and 30,000 railway ties, besides a very large amount of lumber of all kinds now being sawed at his mills. Mr. McCracken handles a larger amount of square timber than any man in the west.

The big schooner *David Dows* is likely to prove a "white elephant" to her owners. She was built to carry 140,000 bushels of grain and, loaded with 80,000, was carefully towed out of Toledo harbor last Friday morning, but finally stuck on the shoals abreast of Turtle Island light and was one foot out of water. If she was intended to carry a full cargo from Chicago to Buffalo she could never pass the

Lime-Kiln Crossing without being lightered.

On Monday morning the propeller *Commodore* got safely over the Lime-Kilns after a detention of nearly twenty-four hours by transferring 760 barrels of her deck load of pork to the ferry *Garland*, thus lightering her up to fourteen feet, the greatest depth with which it is safe to attempt to cross. The *Boston* was brought over in the same way Monday evening, about 75 tons of her cargo of oatmeal being brought over by the *Garland*. Duff & Gatfield piloted both propellers over.

About 7 o'clock last Friday night the steam barge *Henry Chisholm* with schrs. *Fayette Brown* and *Negaunee* in tow, bound up, when right on the crossing broke down and became helpless. She grounded and remained on all night. On Saturday morning the tugs *Prince Alfred* and *Mystic* succeeded on releasing her and she came to Amherstburg for repairs. It was found that no damage was done and the tow continued up in good shape on Saturday.

The Merchants' Line propeller *Prussia* (Capt. E. Wright) arrived here on Saturday, being the first boat this season from Montreal. She landed a quantity of freight for M. Twomey, W. Horsman and at W. Hamilton's dock. The *Prussia* is elegantly fitted out for passengers and any of our citizens wishing to make a trip east cannot do better both for pleasure and profit than take the Merchant's Line. A boat is expected to pass each way once a week. Dates of sailing and rates can be had on application to W. Hamilton.

On Thursday of last week a heavy fog came over the river about 5 p.m. The *Gazelle* ran into the mud on Grosse Isle, with ten passengers on board for Amherstburg. The tug *Redwing* with Mr. and Mrs. John P. Clark on board, returning from Capt. Anderson's funeral, ran hard on the Canada shore just opposite the *Gazelle*. The *Prince Alfred*, coming to the relief of the schooner *Geo. M. Case*, ran on Grosse Isle below them but got off herself after a delay of two hours. A steam barge with two barges was reported on about the same place. Three schooners ran aground on Fighting Island, two got off themselves, and the tug *Bob Hackett* pulled the schooner *Anglo Saxon* off the same night. The *Gazelle* was released by the steamer *Alaska* Friday morning at 9 a.m., the *Alaska* bringing the passengers here on her way down. They were all given state rooms on the *Gazelle* and made as comfortable as possible by Capt. Nicholson and clerk King. The crew of the *Gazelle* worked all night trying to release Mr. Clark's yacht, but it was no go, and she did not get off till next day.

The schooner *Mary Lydia*, which is being completely and thoroughly re-built here by Capt. W.R. Spence, is expected to be ready to launch by the 1st of June.

She was hauled out here about January 1st, but the extreme cold weather prevented work being carried on steadily. She has been furnished with new keel, stem and stern posts, new 18-inch centres and new planking nearly all through, only a few of the old planks being left in amidships and in the bottom, new ceiling throughout, with heavy stringers, bilge, eight iron knees amidships, new deck with 8-inch square frame, new covering board 4 x 16 feet, and new stanchions 6 inches square. She will have an entire new outfit above deck, including masts, rigging, standing gear, blocks, capstan, boat and cabin, and when finished will be almost a new vessel. The following are her dimensions:-Length of keel, 102 ft., over all 112; beam, inside to inside, 21 feet; depth of hold forward, 12 feet, aft 11 feet; amidships 9 feet 6 inches. She will be rigged a three-and-after with double top sail, George Middleditch does the blacksmithing, D.L. Wible the general furnishings, W.M. Grant of Hamilton the sails and Wood & Leggatt the iron, while the timber has been partly supplied by Joseph McCracken, D. Sickelsteel and Messrs. Canfield. The re-build will make her a good-sized schooner and her name will be changed.

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May 20, 1881

The *Cecilia* of Buffalo is at Wheatley this week loading ties for D. Hayes.

The schooner *Argo* arrived at Windsor Tuesday with 4500 cedar posts from Cockburn Island.

The propeller *Asia*, the first boat to start for Duluth this spring, left Windsor on Friday last.

The schooner *Stephenson* arrived at Windsor with a load of soft coal on Tuesday for Odette & Wherry.

The steamer *City of Dresden* will give an excursion to Toledo on Sunday next. Tickets for round trip, 50 cts.

Brook Waters of Windsor, owner of the tug *Bob Hackett*, has purchased the tug *Parker* from L. McCallum, M.P., of Dunnville, for \$6000 cash.

C.F. Dunbar is having two new dump scows built at his ship-yard at the C.S.R. for use at the Lime-Kilns. One is partly built and the other will be commenced shortly.

About 300 people from Pelee Island, lakeshore ports and Amherstburg took in the excursion to Detroit on the steamer *City of Dresden* on Monday. The Kingsville Brass Band was on board.

The schooner *Jane MacLeod* has been chartered to carry wheat from Dresden and Amherstburg to Kingston at 6½ cents and the steam barge *Saxon* to carry ties

from Kingsville to Buffalo at 10 cents.

The steam barge *Olean* broke down at the Lime-Kilns Wednesday morning and leaving her tow - the schrs. *Mohawk*, *Rice*, *Cuyahoga*, *Orton* and *Sheldon* - was towed to the lower C.S.R. dock for repairs.

The steamer *Alfred Wilson*, formerly owned and used by John Barron of Sarnia as a ferry-boat, has been sold to Messrs. Steinhoff & Kelly of Wallaceburg. It is said the new proprietors intend using it as a tug on the Sydenham River.

The schooner *Mary Garrett* arrived here Wednesday morning from Black River with 178 tons of coal for J.G. Mullen. Mr. Mullen's men struck for an advance in wages, which was conceded to them in the afternoon of that day, and they are now receiving \$2 per day.

Duff & Gatfield are still engaged in piloting deep draught vessels over the crossing and their services will be available all season for this purpose. They have been very successful in this work so far, no vessels in their charge ever having met with a mishap.

The Merchants' Line propeller *Prussia* called here Monday evening on her way from Chicago to Montreal and took on part of a deck load of bent stuff from Heard & Sons' spoke and bending works. On Wednesday the *Ocean* of the same line, bound up, called and delivered a quantity of oil for S.L. Lauler.

C.F. Dunbar, having been refused the use of Fox Island to store nitro-glycerine, intends to build an island of his own. Stone taken out of the crossing will be dumped on this side of Fox Island and a large scow, recently brought from Port Colborne, will be put on the stone and filled in all around, which in time will form a respectable island, which, no doubt, will be known as "Dunbar Island."<sup>4</sup>

The steam barge *R.J. Hackett* (Capt. C.C. Allen) has been changed from a single to a double decker at the Springwells dry-dock, Detroit, and is now nearly completed. Her improvements will cost about \$8000. In addition to the above, she has been thoroughly overhauled and bad timbers have been replaced. Her consort, the *Wm. McGregor*, has received \$2000 worth of repairs at the same yard. They expected to get away this week.

On Saturday morning the steam barge *Potomac*, with the barge *Sawyer*, bound up with coal, ran aground at the foot of Bois Blanc Island within 500 yards of the lighthouse. The tug *Bob Hackett* went to work on her Saturday with Kevill's lighter

<sup>4</sup> This probably refers to what is now known as 'Powder Island'.

*Picnic* and after 200 tons of coal has been transferred to the lighter and fifty to the tug, she was pulled off early on Sunday morning. The cargo was reloaded at the dock here and the *Potomac* continued her trip Sunday evening. On Monday she and her consort again struck bottom on Harsen's Island, St. Clair River. The tug *Winslow* released them.

The *Cleveland Marine Record* says:-"It has been stated in a local journal that the south range light on Bois Blanc Island in Detroit River is being moved thirty-five feet westward. We have it on authority that this is incorrect. The light is being moved that distance eastward, thus placing the range on the Lime-Kiln Crossing farther to the east. This is an important matter." We have it from Inspector Corbett, the officers in charge of the works at the Lime-Kilns, keeper Hackett and from our own personal observations that the south or large light was moved 35 degrees to westward, changing the range from about White's dock to just above the lower C.S.R. slip. The *Record* is a little off.

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May 27, 1881

The Detroit River tugs now go clear to Buffalo for a tow.

The scow *Emily & Eliza* arrived here from Cleveland on Wednesday night with 135 tons of coal for J.G. Mullen.

The trees on the head of Bois Blanc Island are so thick that the range lights cannot be seen clearly. They should be trimmed.

The little steamer *Eclipse* has been purchased by Capt. Kirby of Sarnia for \$6500 from her Hamilton owners. She will run as a pleasure steamer on the rivers.

The tug *Zouave* has been taken to Walkerville where her engine will be taken out. If her hull is found to be in good condition the engine of the tug *Mystic* will probably be placed in her.

The *Quebec* got to Sarnia on Saturday night last with 15,000 bushels of wheat, 1000 bags of flax seed and 625 barrels of flour from Duluth for Point Edward, and fifty passengers.

The steamer *Saginaw* got aground at Ecorse on Thursday night of last week and was released on Saturday by lightening part of her cargo of shingles on the steamer *Evening Star*.

Capt. John Pridgeon and Albert Schulenberg have bought the ferry boats *Garland*, *Excelsior* and *Fortune* from the Detroit Dry-Dock Company for \$83,000, of which sum Pridgeon pays \$43,000 and Schulenberg \$40,000.

The steam barge *Lothair*, towing the *Corisande*, arrived at Amherstburg from

Parry Sound with 650,000 feet of lumber for S. Fraser. Mr. Fraser made the round trip on the *Lothair* and personally superintended the selecting and loading.

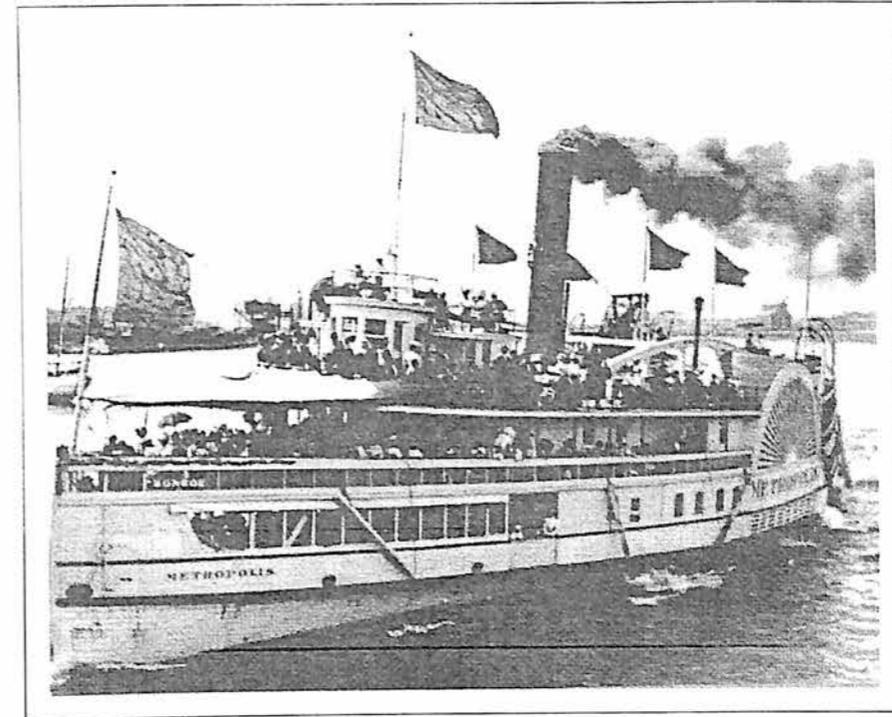
The tug *John Martin* (Capt. D. Girardin), which has been thoroughly rebuilt and made an enclosed tug during the spring, came out Monday, having finished improvements. The *Martin* has now received her second rebuild and is at present one of the finest working tugs on the river.

On Sunday morning the mammoth five-masted schooner *David Dows* passed up in tow of the tug *Crusader*, Capt. E.C. Gatfield. The *Dows* had on 2100 tons of coal from Erie to Chicago. This was her first trip up. She was drawing 13 ft. 8 inches of water. The *Crusader* also had two of Capt. Pridgeon's fleet, the schooner *Michigan* and *Nicholson*. The *David Dows*, tow bill, \$304; *Michigan*, tow bill, \$235; *Nicholson*, tow bill, \$185, making in all \$724, which is the largest tow bill on record for a tow of three schooners. The *Crusader* is now receiving a fresh coat of paint, we suppose on the strength of this tow.

Col. Kallman, the engineer in charge of the improvements at the crossing, reports that they never had better water than at present. During the past few days he has been engaged in making a survey of the reef where the *Moore* struck recently, and states that the obstruction will be removed from that place in a few days. The engineer intends making a survey of the reef at Grosse Point and probably some improvements will be made at that troublesome place during the summer. Tug men are informed that they can now take as many schooners in tow as they see fit, as there is no danger in that direction.

The following will be the signals for the guidance of vessels crossing the Lime-Kilns, and will be shown from a pole eighty feet high above the water level at Texas dock:-For day signals-For fifteen feet, one white board; for fourteen feet nine inches, two white boards; for fourteen feet six inches, three white boards; for fourteen feet three inches, one white over one red board; for fourteen feet, a red over one white board; for thirteen feet nine inches, one red board; for thirteen feet six inches, two red boards; for thirteen feet three inches, three red boards. The boards are seven feet long and twenty-two inches wide. At night lamps will be used instead of boards of like number and color. Duff & Gatfield have cards printed with full instructions, which they will furnish on application. The above does not denote the depth of water, but that vessels laden to those depths may cross.

The steam barge *Isaac May*, which has been on the rocks at Byng Inlet, arrived at Detroit on Saturday in tow of the tug *Prince Alfred*, supported by four pontoons. The *May's* bottom is in such bad condition that she will not float long enough to go



**Steamer *Metropolis*.**

*Dept. of Canadian Heritage: Fort Malden NHS*

into the dry-dock. Mr. Donley, who is in charge of the job of raising the barge, will have divers go down and, after placing some plank on her bottom, spread a sail under her in such a way that she may be pumped out and docked. The *May* looks very bad, her stern being much chafed by rubbing against the barge *Severn*, which was on the rocks with her.

The *Sarnia Observer* says: "The scow *Mollie* of Cleveland, recently wrecked at this port, was purchased by Consul Pace and is now being repaired at Port Huron by Colin McLachlin." How about the wreckers that worked on the *Mollie*, that Dr. Pace, U.S. Consul at Sarnia, puffs so highly. It is the same old story, the American wreckers generally own the crafts or ruin the owners after they have been wrecking on them. Dr. Pace is the man who has been writing down the Canadian tugs and wreckers generally and praising the Americans to the highest, but we do not believe he can state an instance where the Canadians made such a mess of a job as was done with the little scow *Mollie*. Vessel men generally are now more convinced than ever that the Canadian wrecking companies are a blessing to the marine interests. They

believe in "living and letting live." The *Bay City Morning Call* of last week has an article entitled, "Moping and moving," from which the following remark is taken in regard to the wrecking expedition sent to the steamer *Metropolis*: "The tug *Masters* from Detroit arrived after many hours' delay without a hawser, for which she was obliged to run to Port Huron, obtaining a rotten one which snapped like spun yarn the first pull, and the tug *Masters* retired from the field of labor." No doubt the Doctor will report the above fact in his next report. He might add also that the tug *Erie Belle* received a thorough overhauling last winter, that she has the very best and latest style of improved pumps, brand new hawsers, divers' outfit &c., also that the old reliable *Prince Alfred* is better equipped than ever, and always ready.

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June 3, 1881

The steamer *City of Dresden* was cleaned out at Windsor on Sunday last.

The old scow *Neptune* of Windsor lies sunken near the old tannery dock here.

The steamer *Gazelle* took an excursion from Detroit to Port Huron on Sunday last.

The steam barge *Ada Allen* has gone to Sandusky for a load of coal for Odette & Wherry.

On Sunday the steamer *Riverside* brought an excursion from Detroit to Sugar Island, the first of the season.

The work of repairing the Dummy light has been completed. It is stated that a new one will be erected soon.

The schooner *Grace Amelia* arrived here on Monday from Georgian Bay with 250,000 feet of lumber for Park & Borrowman.

The schooner *David Dows* is chartered for 150,000 bushels of oats and the schooner *George W. Adams* for 120,000 from Chicago to Buffalo.

The steam barge *Tempest* broke her crank pin at the mouth of the river Thursday night of last week and was towed to Detroit by the tug *Frank Moffat*.

A.M. Kevill has put a new rudder in his lighter *Picnic*. He is now having her painted and her deck tarred, which will put her in first-class shape for lightering.

The steamer *Alaska* began on Wednesday, making daily trips from Detroit to Sandusky and the Islands. Excursions to the Islands will be run on Wednesdays and Saturdays.

The splendid new steamer *City of Milwaukee* has received her finishing touches at Detroit and left for Milwaukee on Wednesday morning with about 75 invited

guests on board.

The propeller *Argyle* of the Merchants' Line called at Amherstburg on Monday on her trip down to have some slight damage to her machinery repaired. She had the barge *Sligo* in tow.

The schooner *John Stephenson* has gone to Parry Sound for a cargo of lumber for merchants in Belle River and the schooner *H.P. Murray* has gone to the same place for lumber for Windsor parties.

The Canadian wrecking tug *Prince Alfred* with a dredge in tow left Saturday for Port Burwell where she will try to release the schooner *Kingfisher*, which lies ashore near that place. The contract price is \$5000.

The schooner *Louisa* arrived at Colchester on Saturday evening from the Welland Canal. She is loading timber for Simon Wigle. This is her second load this season. David Conkling is superintending the loading.

The tug *Martin Swain*, Capt. E. Tormey, left Detroit on Saturday for the upper lakes for a raft. The pulling abilities of the *Swain* have surprised everyone and Capt. Tormey believes he has one of the best drawing tugs on the lakes.

Mr. Page, chief engineer of the Welland Canal, gives assurances that after it is open, which will be some time in July, there will not be less than 12 feet of water at the lowest and that tonnage drawing that depth will not meet with any obstruction.

Two Detroit papers stated Sunday that C.F. Dunbar makes Hercules powder at his glycerine works in Dunbar Island, but such is not the case. None of the composition made there is Hercules powder, but all are compositions of Mr. Dunbar's own invention.

Capt. Prindiville's yacht *Countess of Dufferin* arrived here Saturday night, bound for Chicago. She continued her trip next morning. She is on her way from New York and is matched against the yacht *Idler* at Chicago for \$3000 in the regatta of June 14th.

The scow *F.L. Jones* arrived up from Cleveland on Friday with 186 tons of coal, and the scow *Irene* arrived up from Black River on Saturday with 175 tons, and on Monday the schooner *Barkalow* arrived from Black River with 263 tons of coal, all for J.G. Mullen.

The steamer *Evening Star* has been sold by the Star Line Company to W.K. Muir in the interest of the Eureka Iron Works and J.V. Moran of the Peninsular Stove Company for \$14,000. The steamer will ply between Detroit and Wyandotte under the management of D. Carter.

About nine o'clock on Saturday night the barge *R.N. Rice*, in tow of the steam barge *Olean*, during the heavy fog ran into Clark's wharf at Sarnia. She ran about fourteen feet into the wharf and grounded. The *Rice* was damaged very little but the wharf was considerably torn up.

Capt. H.G. Blanchard left New York on May 19th with his new iron ocean steamer *Ellen F. Terry*, bound for Detroit by way of the St. Lawrence and Welland Canal. She was purchased from the Clyde Steamboat Company a short time ago and will be used to tow barges in the lumber trade.

The Merchants' Line propeller *Prussia* arrived up on Saturday night on her second trip and discharged about 20 tons of goods for merchants in town and lake shore at W. Hamilton's dock. This line of steamers carries passengers to Montreal and return for \$22. The trip requires about ten days.

On Wednesday Capt. J. Laframboise of the steamer *City of Dresden* received permission from the American authorities to release the schooner *Iron Rail*, ashore at Middle Bass Island. He went over on Wednesday night and made an ineffectual attempt to get the schooner off. She is hard on and full of water. Light.<sup>5</sup>

During the summer the steamers *Gazelle* and *Riverside* will continue to run on the river. One of them will make daily trips from Detroit to Sugar Island and other points of interest along the river. The *Gazelle's* time table on the Amherstburg and Detroit route will not, however, be interfered with. The *Gazelle* will return to Detroit every evening after her arrival here at 6 o'clock.

A survey will be made shortly of the Neebish Rapids in the small steamer *Marie* by the United States engineers with a view to deepen the canal through the rapids to an average depth of sixteen feet. There is already a channel on the Canadian side of the river about thirteen and a half feet deep, but as the bottom is very rocky, a survey of the American channel will be made to ascertain the character of the bottom.

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June 17, 1881

The schooner *New Dominion* is chartered to bring hard coal from Buffalo to Amherstburg at 25 cents net.

The schooner *North Star* has been chartered to carry lumber from Amherstburg to Buffalo at \$2.25 per m.

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<sup>5</sup> empty of cargo

On Tuesday the barge *Cecelia* with lumber and the schooner *Mary* with wheat cleared from Wheatley.

Last Friday the *City of Dresden* took 400 bushels of corn from S. Fraser's dock to Leamington for L. Wigle, M.P.P.

The new propeller *City of Rome* coaled here on her first trip down on Monday night. She has 119,000 bushels of oats from Chicago.

The steam barge *Ada Allen* arrived at White's dock this week with wood from Bear Creek. She takes stone to Sarnia on her return for more wood.

The Anchor Line propeller *Conestoga*, while rounding to here on Sunday afternoon, ran aground below the lower dock. She was released that evening by the tug *Mystic* and continued her trip down, having sustained no damage.

This week the following cargoes of coal arrived for J.G. Mullen:-From Sandusky, scow *Quinby* 183 tons, scow *Conkling* 206 tons and scow *Dawn* 101 tons; from Cleveland, scow *F.L. Jones* 187 tons, sch. *J.J. Hill* 160 tons and scow *Belle Eliza* 218 tons.

The tug *Prince Alfred* with a dredge is still at work on the schooner *Kingfisher*, which went ashore last fall near Port Burwell. It was expected that she would have her off this week. One day she pulled her 12 feet and has broken a 10½ inch hawser in the work.

Monday night the Merchants' Line steamer *Ocean* called here on her trip down and took on ten tons of spokes and bent stuff from Heard & Son's factory, also a quantity of potash and other freight for Montreal. The *Celtic* of the same line, from Montreal, delivered freight at Hamilton's dock Saturday night.

The schooner *North Star* of Montreal loaded at Leamington on Monday with 300 tons of moulding sand for S.S. Hand, Detroit, but sprang a leak that night and was filling at the rate of a foot and a half an hour. On Tuesday night the steamer *City of Dresden*, with a steam pump, went to Leamington and towed the *North Star* to Detroit.

Monday evening the new steam barge *Brunswick* on her first trip down, light, got her machinery out of order just above the Lime-Kilns, drifted down the river and ran into the old tannery dock here, but without doing any serious damage. She continued her trip next morning. She went to Black River to load 1500 tons of coal for Lake Superior.

The schooner being rebuilt here this spring by Capt. W.R. Spence will probably be launched on Dominion Day. The new craft being built by John P. Jones for C.F. Dunbar is about completed and it has been suggested that both crafts be launched

on that day, the men under the direction of Capt. Spence and Mr. Jones assisting each other, and after both have been launched hold a general jollification.

Bradley's new steamer *Rufus P. Ramsay*<sup>6</sup> was launched at Cleveland Tuesday. Her dimensions are: Length of keel, 248 feet; overall, 265 feet; breadth of beam, 36 feet; and depth of hold, 18½ feet. She is three-masted and has two decks; engines, compound, 30 and 56 inches. She is built to carry about 17,000 tons<sup>7</sup> of iron ore on a draft of 14 feet. Officers: Captain, Jas. Stone; mate, Theodore Young.

The tug *Crusader*, owned by Capt. John Pridgeon, has just completed ten days of very profitable towing. From June 4th to 14th she passed with four tows of \$530, \$673, \$685 and \$417. From this it will be seen that during the ten days the *Crusader* has earned \$2302<sup>8</sup> or a trifle over \$230 per day. The *Crusader* is one of the finest, most powerful and best handled tugs on the lakes and is commanded by Capt. Ed. C. Gatfield.

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June 24, 1881

The scow *Hyde* from Toledo is discharging a cargo of coal at White's dock.

The schooner *Louise* is loading walnut timber at Hickory Island this week for S. Wigle.

H.A. Safford of Kingsville has sold the barge *Princess Alexandria* to Michael Ryan of Quebec for \$500.

On Sunday the tug *Mystic* cracked her crank pin on Lake Erie and came here for repairs. Middleditch did the work.

The steam barge *Isaac May*, so badly damaged at Byng Inlet, Georgian Bay, last winter, got out of Detroit Dry-dock this week.

The tug *Swain*, bound up from Buffalo, broke down on Lake Erie on Thursday of last week and had to let go of a \$703 tow - four schooners.

The schooner *Gillmore*, coal-laden, which ran on a reef near Kelly's Island last week, is pounding to pieces. She is valued at \$10,000 and is owned by Black River, O., parties.

The schooner *New Dominion* has been chartered to carry ties from Amherstburg

<sup>6</sup> [sic]. This is actually the *Rufus P. Ranney*.

<sup>7</sup> This should probably be 1700 tons.

<sup>8</sup> She actually earned \$2305.

to Buffalo at 9 cents each, and the schooner *S. & J. Collier* has been chartered to carry sycamore lumber from Amherstburg to Buffalo at \$2.25 per thousand.

The engineer of the tug *Masters* became dissatisfied with the boat when on the middle of Lake Huron and was determined to quit her. The captain, however, prevailed on him to remain until the tug reached Detroit, where he was released.

The schooner *Kingfisher*, which was on the beach below Port Burwell, was released by the tug *Prince Alfred* Tuesday of last week and was towed to Buffalo by the *Prince Alfred*, where she will be repaired. The estimated cost of her repairs is \$4000.

The scow *Dawn* arrived this week from Toledo with 101 tons of coal for J.G. Mullen, and the scow *Mary Garrett* arrived from Cleveland with 180 tons; and the *Adain*, *Thatcher* and *Dawn*, loading in Toledo, also for Mr. Mullen, are expected here today.

Sunday morning the Merchants' Line propeller *Prussia*, bound up, stopped here and left a quantity of merchandise and several passengers. The *Celtic*, bound down, called on Monday for passengers and freight. The steam barge *Shickluna*, bound up, delivered a quantity of iron for G. Middleditch.

The schooner *David Dows* passed up Saturday in tow of tug *W.A. Moore* (Capt. Thos. Honor). She had on board 2400 tons of coal from Buffalo to Chicago and was loaded in the remarkably short time of eight hours. The cargo is the largest one ever taken from Buffalo and the time of loading has never been equalled.

The schooner *S. & J. Collier* discharged a cargo of coal from Buffalo at Windsor this week at 35 cents per ton. The schooners *Argo* and *E.W. Rathburn* with lumber and the *Nemesis* with posts all discharged at Windsor this week. The *Kate Richmond* is chartered to carry coal from Buffalo to Windsor at 35c. and staves back to Buffalo at going rates. The schooner *New Dominion* and scow *Belle Eliza* also discharged coal this week for Odette & Wherry.

Last week when the schooner *North Star*, which sprang a leak at Leamington, was placed in dry-dock at Detroit and the water pumped out, it was found that a large leak in her bottom had been partly stopped by several fish getting fast in it. When the fish were removed the water rushed out of the schooner in a way that convinced the captain that but for the presence of the fish the schooner would have sunk in Lake Erie. The steamer *City of Dresden* received \$217 for bringing the *North Star* from Leamington to Detroit.

During the storm on Thursday night of last week, the tug *McClellan* and the schooner *Jennie Matthews* were driven aground on Fighting Island, and the steam



Capt. Jacques Laframboise.  
*Private collection*

barge *Jenness* went on about one mile below them. The *McClellan* worked herself off, the *Jenness* was pulled off by the tug *Hall* but the *Jennie Matthews*, which was four feet out forward and two feet aft, was not released till Saturday afternoon after 3000 bushels of her cargo of corn were transferred to the steamer *Hope* and the tug *Hall* then pulled her off. She finished reloading Sunday morning and left for Buffalo.

Tug-boat owners are complaining of unprofitable business by reason of the "scarcity of vessels," which is owing to the unfavorable weather since spring opened. There are sixty-one tugs in commission at Chicago, while forty will suffice for the towing to be done. No wonder, therefore, that some of the companies talk of laying up some of the boats for the remainder of the season; on the Detroit and St. Clair Rivers tugs are too numerous to pay well. The development of this business has been great since the days of 25 years ago, when the old side-wheels *Gore* and *Emerald* with a schooner lashed on each side of them were the marvels of these western rivers as they paddled their cautious way upstream. But tow barges with their consorts do away now-a-days with much of the business of the tugs

proper.

On Saturday the Custom Officials at Windsor received instructions from steamboat Inspector Risley of Toronto to detain the steamer *City of Dresden* until she should be furnished with life-boats that would meet the requirements of the law. Capt. Laframboise says that about five weeks ago, by order of the Inspector, he bought a new metallic life-boat, 18 feet long, and that when he was detained on Saturday he was told that he must have a boat 22 feet long, so the new boat was cut in two and made the required length. He also says that the *Dresden* is now the only boat of her class on the lakes carrying a 22-foot boat, and he thinks it hard that the Inspector should condemn the boat he ordered bought. The *Dresden* had to be furnished with a new fog bell before being allowed to leave the dock. She has now three good life-boats in all. The *Dresden* was chartered to bring an excursion from Dresden to Detroit on Wednesday last, but had to get the *Steinhoff* to take her place. The *Dresden* made a round trip between Windsor and Leamington yesterday and today resumes her regular time on the route.

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*July 1, 1881*

The other day the tug *Mystic*, Capt. Joseph Biron, took a tow of five schooners from Windsor to Lake Huron.

The engine of the tug *Mystic* is being removed and will be placed in a new steam barge now building at Walkerville.

On Saturday the steam barge *Isaac May* was libelled at Detroit on a wages claim of \$18.00, and again on a supply bill of \$24. She settled.

The steamer *Gazelle* left here on Wednesday night for Erie, from which place she takes a Masonic excursion to Port Dover. The *Riverside* is on her route between here and Detroit.

Owing to the fact that Dominion Day falls this year on Friday, Capt. W.R. Spence will not launch the new schooner building by him on that day. But if weather is favorable she will slide off on Saturday at 4 p.m.

During the past week the following cargoes of coal were discharged here for J.G. Mullen: schooner *Marysburg* from Cleveland, 315 tons; scows *Dawn*, *Adain* and *Belle Eliza* from Toledo with 102, 115 and 222 tons, respectively.

The Merchants' Line propeller *Ocean*, bound up, called at W. Hamilton's dock Saturday evening and discharged a quantity of freight. The *Prussia*, bound down, called and took on some household furniture for the Thousand Islands.

The schooner *Morning Lark* of Port Huron, coal-laden, got aground here

Saturday morning. She was pulled off at noon by the *City of Dresden*. While pulling her off, the *Dresden's* line got tangled in the *Lark's* rigging, doing some damage.

Odette & Wherry of Windsor have purchased the tug *Minnie Morton* of Amherstburg for \$2500 and have chartered her to Capt. George Odette, who will use her for short towing. Last Friday she brought the schooner *S. & J. Collier* from Windsor to the C.S.R. dock to load hardwood lumber for Buffalo.

Work in Jenkins' shipyard, Walkerville, is progressing rapidly. The frames of the new steam barge are all in position and the sheeting is being finished. It is probable that a new tug will be started in a few days, and another steam barge for Capt. Johnson, who has just taken up his residence in Walkerville.

One day last week forty vessels passed through Lock 3, Welland Canal. The cargoes consisted of wheat and corn, 5049 tons; coal, 2846 tons; iron and salt, 952 tons; timber, 164,000 feet; lumber, 91,000 feet - making a total of 8847 tons and 255,000 feet of timber and lumber. This is the biggest day's business done there for the past five years.

The new monster steam barge *City of Rome* passed down the river on Tuesday morning last from Chicago for Buffalo with 123,000 bushels of oats, the largest cargo of that kind ever taken by any craft on the lakes. The weight of the cargo is only 1968 tons and was not the heaviest one ever carried. The propeller *Commodore* of the Western Transportation Company on one occasion brought down 2640 tons of freight.

The steam barge *R.J. Hackett*, Capt. C.C. Allen, arrived at Detroit late on Monday night in tow of the steam barge *Portsmouth*. When one mile below Sand Beach on Sunday night, the shaft broke at the main journal and immediately the cylinder was demoralized. The *Hackett* is now at the foot of Orleans Street, Detroit, where she will remain about two weeks, at the end of which time it is expected that she will be ready for work again.

Lighthouse keeper Hackett has received instructions from the Department of Marine at Ottawa to change the color of the can buoys from red to black at the mouth of the Detroit River from Bar Point to Dougall Rock, on port hand entering the river. This is on account of the propeller *Potomac* grounding on Bois Blanc owing to red buoys on both sides. The department's attention had been called to the matter. They will be changed about 5th of July. The starboard buoys will remain red; and the black and red spar buoys will denote obstructions and middle ground.

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July 8, 1881

The schooner *Onward* cleared from Hackett's dock with ties shipped by R.R. Canfield to Huron.

The steamer *Eclipse* was detained at Windsor for a few days for neglecting to have her life-boats on board.

The schooner *David Dows* took on 81,065 bushels of corn and the *Adams* 81,738 at Chicago and are on their way to Buffalo.

On Saturday last the schooner *Marysburg* left the C.S.R. station for Buffalo with 150,000 feet of balm and ash from Thomas Ouellette for Nelson Holland.

The tug *Masters* broke her pony pump<sup>9</sup> near Amherstburg last week and had to leave her tow and go to Detroit for repairs. The *Sweepstakes* towed her vessels to Lake Huron.

The *Riverside* is now running on the Amherstburg and Detroit route, the *Gazelle* having been taken off for the purpose of going exclusively into the excursion business.

The barge *Lothair* arrived here from Georgian Bay on Friday evening with 350,000 feet of lumber for S. Fraser. Mr. Fraser left for Georgian Bay on Tuesday to purchase one million shingles.

The schooner *William Shupe* ran on Colchester Reef about 11 o'clock last Friday night. She was loaded with coal and was pulled off by the tug *Parker* on Saturday morning. She proceeded on her voyage, leaking considerably.

The *S. & J. Collier* loaded with 180,000 feet of sycamore at the C.S.R. last week for Buffalo. The *Erie Stewart* left the C.S.R. station on Wednesday with 200,000 ft. of sycamore, also for Buffalo. Both cargoes were shipped by G.L. Gates of Chatham.

The repairs to the breakwater at the foot of Bois Blanc Island will be completed in a few days. The woodwork is already done and about 40 more cords of stone are required. The time for the completion of the work was extended from June 1st to July 14th.

The schooner *Mary Lydia*, rebuilt here this year by Capt. W.R. Spence, was successfully launched on Saturday afternoon last. Her three spars are ready for lifting and will probably be put in position this week. All she will require then will be her rigging and she will be ready for service.

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<sup>9</sup> a circulating pump used to ensure uniform heating and boiling of the boiler water

During Sunday night the Commercial Line propeller *Nebraska*, bound down, ran hard aground at the head of Fighting Island. The lighter *Picnic* was taken up from Amherstburg next morning and the work lightering off the cargo commenced. Tuesday the ferries *Hope* and *Excelsior* aided lightering and, after 22,000 bushels of corn had been taken off, she was released late Tuesday night. The *Nebraska* re-loaded here and at Windsor.

The Marine Inspector detained the steamer *Algerian* at Kingston on Thursday evening of last week because she carried life-boats of insufficient size. The matter was referred to the Minister of Marine, who allowed the steamer to continue her trip. The company owning her will, however, have to comply with the regulations. We wonder why the authorities were not as accommodating to the *City of Dresden*. "Kissing ought not to go by favor" in cases of this kind.

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July 15, 1881

Last Friday Capt. Thomas McGowan took command of the tug *Samson* at Cleveland.

The schooner *Nellie Hunter* arrived here Monday from Toledo with 380 tons of coal for J.G. Mullen.

The new schooner launched here last week by Capt. Spence will probably be called the "*M.L. Canfield*."

The iron propeller *Clarion* will be launched at Wyandotte July 30th - will be all completed and ready for sea.

The schooner *Admiral* arrived at Sandwich on Monday with a cargo of 200 barrels of salt from Goderich for G.W. Mason.

Capt. John O'Neil, recently pilot on the tug *Erie Belle*, has accepted the position of captain of the harbor tug *Thomas Coleman*.

The tug *J.P. Clark* ran hard on Fighting Island Thursday night of last week. She was pulled off on Friday by the Canadian tug *Prince Alfred*.

The barge *Iron Chief* was successfully launched at Detroit Dry-dock Tuesday afternoon. The *Iron Chief* will be commanded by Capt. Shephard.

The schooner *Nellie Hunter* is loading sycamore lumber at the C.S.R. dock for G.L. Gates & Co. and will take her cargo to Buffalo. She takes 200,000 feet.

The tug *Zouave*, put up at Windsor at Marshall's sale on Monday, was knocked down to Capt. P. Williams for \$1025. The *Zouave's* engines will go into Pratt's new barge.

The steam barge *Georgian* loaded timber here this week for Quebec. The timber

was shipped by M. Barrett and George Campbell and is consigned to the Old Country.

It is said that the steamship *City of Rome*, chartered by the Lehigh Valley Transportation Line, received \$32,000 for the balance of the season to run for them between Chicago and Buffalo.

An iron steamship of 1500 tons, named the *Campana*, has been bought in England and is to be placed on the Lake Superior route from Collingwood to Duluth. She sailed from London on June 27th for Montreal, is of light draft and generally adapted for lake traffic.

Wm. Moore, mate of the propeller *California*, a veteran sailor on the Lakes and father of Capt. Moore of the steamer *Quebec*, fell into the hold of the propeller at Cleveland on Thursday, sustaining a fracture of the skull and other injuries, from which he died next day.

The schooner *Stephenson* arrived here Wednesday night with a cargo of lumber from Georgian Bay. Part of the cargo is being discharged here and will be taken to Tonawanda by the steam barge *Isaac May* and the balance will be unloaded at C.S.R. dock for shipment to Ridgetown.

The steam barge building at Walkerville for D.N. Pratt & Co. of Windsor is all planked and her decks are nearly on. This steamer is to receive the boilers of the tug *Mystic*. This yard is also about to build a new tug for the *Mystic's* machinery. Capt. P. Williams is overseeing the work.

The tug *Prince Alfred* left Port Colborne at seven o'clock Tuesday evening with the schrs. *Leadville*, *Sam. Cook*, *Barker*, *Erie Belle* and *Erie Queen* in tow. She will tow the first four to Lake Huron, the *Erie Queen* stopping at Detroit. Capt. Allan McDonald is master and Capt. Jos. Biron, mate.

For rescuing the men employed in lightering the schooner *Samana* at Port Colborne, November 19, 1879, the sum of \$8 each was given by the Canadian Government to J.C. Waison, J.D. Morgan, David McCaverty, Geo. O'Neil, Archer Tolton, John Kelly, George Stone and Frank Manhaffey. The sum of \$5 each was given to Wm. Watts, Matthew Watts, P. Doherty, Alexander Clark, John Foley and David Malcolm of Collingwood in recognition of brave services in rescuing laborers from the schooner *Prince Alfred* at that place May 1st, 1880.

As the propeller *Asia* of the N.W.T. Line was coming down from Lake Superior with 15,000 bushels of wheat and a quantity of merchandise, she collided with the schooner *Helena* near Sault Ste. Marie. The *Helena* cut the propeller down below the water's edge on her starboard side, abreast of the pilot house, and the latter sank

immediately in 20 feet of water, her hurricane deck aft going under the water. The damage to the *Helena* is not as bad as at first thought. All her head gear is gone, jibboom, bobstays, etc. being carried away and her stem split. The passage between the stern of the *Asia* and the stake is only about forty feet wide and it is very difficult for crafts to pass. The passengers and crew were saved and brought to Sarnia by the *Manitoba* of the same line.

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July 22, 1881

The ferry steamer *Transfer* was inspected by Mr. Risley of Toronto on Friday last.

The schooner *James Norris* is loading timber for Joseph McCracken at Clearville, Kent Co.

The schooner *Erie Stewart* loaded ties at Colchester and Ruthven this week for Gorton & Co. of Buffalo.

At Chicago on Monday one hundred and seven vessels reported at the Custom House between the hours of 10 a.m. and 2 p.m.

On Sunday the tug *Winslow* passed down with the largest tow of the season. She had five schooners, whose tow bill aggregated \$839.

The propeller *Buffalo* is in dry-dock at Mills & Co.'s yard, Buffalo, to repair the damage caused by striking an obstruction in the river.

Lewis Wigle has loaded a vessel with 8000 bushels of wheat at Leamington dock and another vessel has been loading 6000 ties there.

The tug *Parker* is lying at the dock at Windsor undergoing repairs to her boiler. It is expected she will be ready for work again in a few days.

The third race between the steamers *Nyack* and *Boston* has been concluded and won by the former. The first race was won by the *Nyack* and the second by the *Boston*.

The propellers *Acadia*, *Shickluna* and *Niagara* have formed a line and will run from Duluth to Montreal without change. Next year 40 feet will be added to the length of the boats.

The scow *Belle Eliza* arrived from Sandusky on Saturday with 225 tons of coal, and the schooner *North Star* arrived from Black River on Sunday with 330 tons, both cargoes for J.G. Mullen.

The Western Transportation Company's large propeller *Commodore* passed down on Monday with the largest cargo ever carried by one boat on the lakes. It consisted of 129,000 bushels of oats and 250 barrels of flour.

The tug *Minnie Morton* left here Sunday night for Rond Eau, from where she tows the tug *New Era* to Detroit, where the latter will be fitted out for service. The *New Era* has been purchased by Capt. Frank Parker of Detroit.

The steam barge *Indian* and tow, timber laden, bound down, got into trouble at Fighting Island on Monday. The *Indian* and one of the barges got aground. The former worked herself off and the latter was released by lightering off part of the cargo into the water. After the barge was pulled off the timber was re-loaded by the *Indian* and the fleet got away Tuesday afternoon. The *Minnie Morton* assisted in releasing her.

The Western Line propeller *Buffalo*, bound down with corn, struck a sunken anchor or some other obstruction near Bar Point Thursday evening, the 14th, and commenced leaking at once. Both pumps were put to work and the boat turned back. When she reached here she had nine inches of water forward, the pumps just keeping the water from gaining. She went to Detroit, got a steam pump and resumed her trip next morning.

Last Friday evening while the steam barge *Graves* with the barge *Adams* and schooner *David Dows* in tow was passing the Lime-Kilns, bound up, the *Dows* got on near the *Avon* reef.<sup>10</sup> The *Graves* had kept a little westward of the course in order to bring the others into deep water. The *Adams*, drawing fourteen feet eight [inches], passed over all right but the *Dows*, with 2239½ tons of coal and drawing 14 feet, swung to the eastward and struck heavily, parting the tow-line. The *Dows* then swung back a little, drifted on broadside and rolled badly several times. The *Graves* continued with the *Adams* to Duff & Gatfield's wharf and tied up. The tug *Salty Jack* pulled on the *Dows* but could not move her. The customs authorities gave the *Graves* permission to pull, but she declined, fearing that the water in the vicinity of the *Dows* was not deep enough. Saturday morning the tugs *Parker*, *Erie Belle* and *John Martin* pulled together on the *Dows* and swung her bow upstream but could not move her bodily. She was resting amidships on the rocks and, as soon as the tugs ceased pulling, dropped back in her old position. The contract to release her was then given [to] the tug *Parker*, Capt. James Tobin. The lighter *Picnic* was then taken up from here, and 150 tons of coal lightered off the *Dows*. At noon on Sunday, the water having come up several inches, the *Parker* got a line to the *Dows'* bow, which she pulled upstream, assisted by the *Salty Jack*. As the monster vessel

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<sup>10</sup> Likely refers to the reef which the propeller *Avon* struck on September 4, 1879.

was thus slowly moved, each inch was taken in by the cable attached to the anchor, and in this way she was floated and was then towed to Duff & Gatfield's dock, where her cargo was re-loaded. The *Dows* left Monday morning in tow of the *Parker*, the *Graves* having continued her trip with the *Adams* on Saturday evening. While the *Dows* was on, some difficulty was experienced by large craft and tows in passing. Duff & Gatfield piloted over several large craft, with Dunbar's tug *Salty Jack* assisting to keep them from swinging against the *Dows*' stern. Tugs with tows took over one vessel at a time. Sunday morning as the steam barge *Chisholm* with the schooner *Negaunee* in tow was passing down without a pilot, the tow line broke and the schooner narrowly missed colliding with the *Picnic* and *Dows*. Had she done so it would probably have completely blocked the crossing.

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July 29, 1881

Capt. C. Miner is now in command of the tug *Parker*.

The schooner *Todman* discharged a cargo of lumber at Windsor this week.

Brook Waters of Windsor is said to be the present owner of the tug *Merrick*.

The scow *Eliza Allen* cleared from Leamington yesterday with ties for Buffalo.

The tug *Wm. Hall* sprang a leak on Lake Erie Friday morning and had to go to Detroit Dry-dock for repairs.

An attempt will be made soon to recover the machinery of the propeller *Brooklyn*, which exploded near Fighting Island about seven years ago.<sup>11</sup>

It is said to have cost the owners of the schooner *David Dows* \$2600 to release her from the rocks at the Lime-Kilns. The *Parker*'s bill was over \$1200.

The tug *Erie Belle* broke her wheel while towing the government dredge *Challenge* and her scows from Port Albert to Bruce Mines, Lake Superior. She had a new wheel put on at Detroit on Monday.

The Merchants' Line propeller *Acadia*, bound up, brought seventy-five cases of boots and shoes for Amherstburg merchants, and the *Celtic* on her last trip up brought 15 tons of iron for S.L. Lauler, D.L. Wigle and a large amount of general merchandise for lake shore parties.

The *Mail* is discussing the merits of side-wheelers vs. screw wheels as a means of power for towing purposes. This is an old question on the Detroit and St. Clair

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<sup>11</sup> The *Echo* of November 27, 1874 mentions that the *Brooklyn* wreck was raised and two more victims found.

Rivers, and has been decided long ago. At the present time, there are some 65 tugs towing on the rivers and not one side-wheeler. The Toronto papers make a great fuss over the tugs *Robb* and *Conqueror*, but if they were up here they would only be considered third-class tugs at best.

The schooner *China* left Windsor on Thursday the 21st in tow of the tug *Minnie Morton*. When near the dredge at the crossing, she met the steam barge *Jas. Donaldson* and in passing her took a sheer. The tug was unable to straighten her up and the schooner collided with Dunbar's dredge *Faugh-a-Ballagh*, forcing her own anchor through her side. She was towed to the wharf, where she was repaired, and resumed work on Saturday. Damages to her about \$200.

The schooner *M.L. Canfield*, built here the past winter by Capt. W.R. Spence, is receiving the finishing touches. She has been painted black with two yellow stripes around her covering boards and white cabin. The masts have been placed in position and she is being fitted out with wire rigging<sup>12</sup> throughout, and she will receive a new suit of canvas<sup>13</sup> from Grant of Hamilton, a new diamond screw wheel from Boston, boat, anchor and chain from Muir of Port Dalhousie and a new capstan, wire-rigging, blocks &c. from Edwards of Detroit. J.D. Burk is furnishing oil-cloth, carpets and general fit-out for cabin. She will be commanded by Capt. Spence and he expects to start on the first trip the end of next week to Georgian Bay for cedar posts for Huron. As she nears completion she improves in appearance. She will be registered and hail from this port.

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August 5, 1881

Lewis Wigle has loaded a vessel with 250,000 ft. of lumber for Hayes & Ryan at Leamington.

The schooner *Benedict* is chartered to carry lumber from Ruthven to Detroit at \$1.75 per M.

The schooner *Pandora* is chartered to carry lumber from Amherstburg to Buffalo at \$2 per M.

Capt. W.R. Spence expects to have the new schooner *M.L. Canfield* ready to sail on Monday or Tuesday next. Difficulty in getting men has caused considerable delay in getting her finished.

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<sup>12</sup> as opposed to rope rigging, which was standard for quite some time.

<sup>13</sup> sails

A three-masted schooner has been discovered sunk three miles east of Clay Banks. An examination of the projecting masts shows that they have been under water for some time. It is said to be the schooner *Trinidad*, sunk in May.

The schooner *White Oak* arrived on Saturday from Ashtabula with 375 tons of coal, and the scow *F.L. Jones* and the schooner *John Rice* arrived on Sunday, the former with 170 tons and the latter with 360 tons of coal, both from Cleveland, all for J.G. Mullen.

The schooner *Augustus Ford* ran aground at the mouth of the Canard River on Sunday night. On Monday the tug *Minnie Morton* took Kevill's lighter to her and, after lightering 300 barrels of salt, released her and brought her to this port, where she re-shipped her cargo and left on Thursday.

The new iron screw steamer *Campana*, purchased by the Canada Lake Superior Company in London, Eng., has arrived at Toronto. As soon as the new locks are ready she will be taken to Collingwood. The *Campana*, which is 1500 tons burden, is intended to ply between Collingwood and Duluth, and will have a capacity of over 60,000 bushels of grain, besides a large passenger accommodation.

As the tug *Bob Anderson*, towing the schooner *David Vance*, was passing the Lime-Kiln Crossing Sunday morning, the *Vance* in making the turn swung her stern in and the bow of the car ferry *Transport* struck her a glancing blow near the stern, smashing in the stern of the schooner and breaking three planks. Capt. Lew Vance said that four frames were broken and Capt. John Griffen went to Milwaukee to investigate.

A fireman named E. Felto of Detroit died on Saturday morning on board the tug *Prince Alfred* on Lake Huron. It seems that the tug's boiler had been leaking in the flues, which were stopped in the ends with plugs. Felto was engaged in putting in a fire when one of the plugs flew out and the hot water scalded him about the face so that he died before reaching Sarnia. The *Prince* was towing a raft of railway ties. The tug *Burnsides* assisted them into Sarnia. The *Prince Alfred* was put in dry-dock at Port Huron.

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August 12, 1881

The schooner *David Dows* suffered more damages when ashore at Lime-Kiln Crossing than was at first supposed. On being docked at Chicago her keel forward was found to be badly damaged.

The new schooner *M.L. Canfield* completed her outfit this week and on Wednesday evening was towed to White's dock by the tug *Wm. Hall*. She will take

on a quantity of stone as ballast<sup>14</sup> and proceed to Pike Bay, where she will load cedar posts for Cleveland. Capt. W.R. Spence is in command.

The schooner *Irene* was at Windsor unloading coal. She was delayed greatly by the slowness with which the coal was handled and the captain threatened to make the coal dealer pay \$75 per day for the delay. On Saturday night only a few tons remained in her hold and the hands proceeded to unload this on Sunday, but were stopped by the Windsor police and forced to remain till Monday morning.

The propeller *Asia* arrived at Windsor on Tuesday in a rather demoralized condition and will go into dry-dock for repairs. The hole in her bow, which is boarded up and covered with canvas, is about ten feet from her stem and did not damage the part of the hold containing the cargo. The pilot house and forward part of the cabin were damaged somewhat by the head gear of the schooner. The cabin at the stern for about ten feet and a strip about five feet wide and 25 feet long on the port side, together with all the stern stanchions and rail, were carried away by a raft which collided with her while she was aground.

Maj. Weitzel, in his annual report to the U.S. Government on the improvement of the Detroit River, says:—"The progress on this work during the year was as favorable as the amount appropriated would permit. The work to be done under the appropriation made March 3rd, 1881, will be let in a few days, and unless an additional appropriation is made by Congress at its next session, the work will soon be stopped. The statistics which have been gathered by my assistant in local charge show that during the season of 1880, 40,521 vessels passed this point and that their total tonnage was 20,000,000 tons. The additional draft to which this improvement, when completed, will permit this large number of vessels to load will, in two seasons, pay for its entire cost by the saving in rates of freight. The damage by detention alone during 1880 on four lines was over \$250,000. The amount available for this work on July 1st, 1881, was \$95,214.78. The amount estimated as necessary to complete this work is \$186,000 and this amount is asked for.

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August 19, 1881

The steam barge *Wo-co-ken* and consort *Delaware*, coal laden, bound up, ran ashore Tuesday night eight miles below Sand Beach.

The steam barge *Isaac May* grounded on Ballard's Reef on Sunday night and

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<sup>14</sup> heavy material carried in a ship to provide desired draft and stability

was pulled off Monday morning by the tug *John Martin*.

One of Dunbar's dredges was at work in the east channel at the Lime-Kilns yesterday and all boats drawing over 13 feet were detained until the dredge was removed yesterday evening.

On Friday last Dunbar's tug *Salty Jack* broke her wheel on the rocks above the C.S.R. dock. The tug *Pacific* has been engaged while the *Salty Jack* was being repaired at Detroit Dry-dock.

The Anchor Line propeller *Gordon Campbell*, bound up with coal, was delayed here from Sunday afternoon until Monday morning with broken machinery. She was repaired at Middleditch's.

The scow *F.L. Jones* with 185 tons of coal from Black River, and the scow *Ontario* with 105 tons from Sandusky arrived on Monday, and the scow *Irene* with 154 tons arrived yesterday for J.G. Mullen.

Wm. Hunt, engineer of the tug *L.L. Lyon*, fell into one of her hatches while passing down the Sault River and received injuries which necessitated his quitting the tug when she passed Detroit on Tuesday.

On Sunday last the schooner *Negaunee* dropped a 2200 lbs. anchor half a mile south of Bar Point Lightship, directly on course of large crafts hauling down the lakes. Capt. F.B. Hackett has been grappling for it.

A Detroit man has lately had a big run on coal. He actually sold 65 tons to steamers in three days and the Detroit papers crow over it. Mullen often drops that amount on steamers before breakfast and thinks nothing of it.

The U.S. revenue cutter *Commodore Perry* called here on Tuesday and the officers spent a few hours with old friends. The *Perry* is now doing part of the work formerly done by the cutter *Fessenden*, the remainder of the work on Lake Huron being attended to by the *Johnson*.

The Canadian propeller *Asia* was placed in dry-dock at Detroit on Tuesday morning and found to be in much worse shape than was at first supposed. Her decks were sprung<sup>15</sup> badly, and the whole boat has been twisted by lying so long on the bottom of the Sault River; she will be straightened up by means of shoes<sup>16</sup> and then the damage in her bow will be repaired, after which she will be thoroughly re-

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<sup>15</sup> The decks became unfastened and heaved out of form due to the hull twisting.

<sup>16</sup> iron straps fastened to the keel, or any other part, to straighten these parts back to their proper form.

fastened.<sup>17</sup> The work will occupy over two weeks.

The *Detroit Post and Tribune* says:- "The new schooner built at Amherstburg, owned by and named *M.L. Canfield*, was anchored in the stream all day yesterday. She was built under the supervision of Capt. W.R. Spence, a man of large experience on fresh and salt water, and her model is the result of careful observation and a thorough knowledge of what constitutes a successful lake schooner. Her dimensions are: Length of keel, 104 feet; over all, 113 feet six inches; beam, twenty-two feet six inches; depth of hold, ten feet. She is of 150 tons measurement and is expected to carry 400 tons of freight. She carries three masts. The new schooner is expected to get away today and will proceed to Pike Bay, where she will load ties for Cleveland. She is commanded by her builder, Capt. W.R. Spence.

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August 26, 1881

The scow *Ino* arrived here on Thursday of last week from Sandusky with 239 tons of coal for J.G. Mullen.

The steam barge *Manitoba* arrived here on Sunday from Chatham with 42,000 bricks for Alex. Ellis. She will bring down another load in a few days.

The new iron propeller *Wisconsin* was launched at the Detroit Dry-dock Company's Wyandotte ship-yard Saturday afternoon. She is a passenger boat, intended for the Grand Haven and Milwaukee route and has been built for the Goodrich Transportation Company of Chicago, owners of the steamer *City of Milwaukee*.

The schooner *Red, White and Blue* grounded on Point au Pelee Island on Saturday afternoon. It is reported by the mate of the tug *Wilcox* that the schooner sailed on in clear daylight while others say that the accident happened during a fog. The propeller *Prussia* attempted to release the stranded schooner but failed, and word was sent to the tug *Erie Belle* which left Windsor Monday afternoon and pulled her off.

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September 2, 1881

Capt. Joseph Biron of this town is now in command of the tug *Thomas Coleman*.

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<sup>17</sup> This vessel appears to have been twisted so badly that nearly every nut, bolt, nail and screw became loosened and had to be replaced.

The scow *Irene* unloaded a cargo of coal at the C.S.R. dock this week for C.F. Dunbar.

The steam barge *Niagara* is loading wheat at the various lake shore ports this week for Howland & Spink.

The schooner *New Era* was aground off Bois Blanc Island on Wednesday. She was pulled off by the tug *Carrington*.

Capt. F.B. Hackett of this town is down at Pigeon Bay looking for anchors &c. in the vicinity of Pelee Island.

The steamer *Josephine Kidd* arrived here from Goderich on Saturday with 300 barrels of salt for M. Twomey.

The steamer *Josephine Kidd* discharged a cargo of salt from Goderich at the C.S.R. dock on Tuesday. It was sent thence to Essex Centre and Ridgetown by rail.

The schooner *Jas. Norris* loaded square timber at Kingsville for J. McCracken of Amherstburg last week. This is the sixth trip this schooner has made for the same firm this season.

The schooner *Alva Bradley*, bound up, light, under sail, was blown ashore near Bickle & May's mill on Wednesday afternoon by a slight squall. She released herself with little trouble.

The propeller *Prussia*, bound down, broke her rudder cable on Tuesday afternoon just before reaching Amherstburg. She succeeded in getting to the dock here, where she was delayed a couple of hours while it was spliced.

Albert Carpenter of Ashtabula employed on the *Benson*, in tow of the *Metamora*, fell into the hold of the latter at this port Monday night and severely injured himself, although no bones were broken. He remained off here.

The steam barge *Mackinaw*, bound up with coal, ran aground at the end of Fighting Island about 11 o'clock Wednesday. She had two barges in tow, one of which also got aground. The captain of the *Mackinaw* came here yesterday morning and telegraphed to Windsor for a tug.

The following resolution was presented to Capt. D. Nicholson of the steamer *Gazelle*, who took an excursion from Coatsworth, Buckhorn and Morpeth to Cleveland on Monday:-Moved by J.R. Morris, reeve of Rond Eau, seconded by C., Coatsworth, reeve of Romney, that the thanks of the excursionists be hereby tendered to Capt. D. Nicholson and other officers of the said steamer for the courteous manner in which they treated the passengers during the said excursion, and that Capt. Nicholson is entitled to great credit for punctuality of time. We herewith submit this to the captain as being carried unanimously by the passengers.

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September 9, 1881

The schooner *James Norris* is finishing out a cargo of square timber at Norvell's dock for Jos. McCracken.

The schooner *Defiance* completed her cargo of 8000 bushels of wheat at Kingsville on Tuesday for Norris & Neelon.

The schooner *Cecelia* finished loading with 200,000 feet of lumber for Hayes & Ryan of Toronto at Leamington last week.

Yesterday morning the tug *John Martin* bent her shaft and will have to go into dry-dock. She will be laid up several days.

The schooner *New Dominion* loaded railway ties for Buffalo at Norvell's dock this week. They were shipped by J. McCracken.

The schooner *S. & J. Collier* has loaded 250,000 feet of sycamore lumber at the C.S.R. dock. It is shipped to Buffalo by G.L. Gates.

Last Saturday the steam barge *W.T. Graves* took on 180 tons of coal at Mullen's dock. The coal trade here is booming this season.

The schooner *Evening Star* arrived from Goderich on Wednesday evening with 400 barrels of salt - 300 for J.D. Burk and 100 for S. McGee.

The steam barge *Minnesota*, bound down with a schooner in tow, collided with Dunbar's drill at the Lime-Kilns on Saturday. About \$50 damage was done.

The propeller *Bruno*, after taking on wheat at lake shore ports, completed her cargo of 17,000 bushels at Fraser's dock here on Monday for Norris & Neelon.

The scow *Irene* arrived from Sandusky on Sunday with 180 tons of coal, and the scow *Benedict* also arrived up from Black River Sunday night with 345 tons, both for J.G. Mullen.

The schooner *M.L. Breck* arrived here partially loaded with wheat from Chatham this week and took on considerable [sic] for W.H. Henry at Twomey's upper dock and afterwards took 3500 bushels from Barron & Borrowman.

On Monday last the schooner *M.L. Canfield*, Capt. Spence, passed down with 4500 cedar ties from Stokes' Bay for Cleveland. She was towed through from Lake Huron to Cleveland by the tug *John Martin*. She was chartered by John Mullen to bring a cargo of coal here on her trip up.

A raft of elm timber shipped from Kingsville to Ecorse by Wm. McDonald in tow of the *Pacific* broke up on the lake Wednesday morning and 250 sticks were lost. Most went ashore below Bar Point but the high water came up and they will likely drift down the lake and be lost to the owner.

At 3 o'clock Tuesday morning the steam barge *Progress*, bound down with iron ore, got aground on the spit off Bar Point. The tug *J.P. Clark* made an ineffectual attempt to pull her off that morning and that evening again went out to her, but she had worked herself off and had gone. The ferry *Hope* also went out to her.

On Saturday night the steam barge *Wm. Edwards* with the schooners *Chas. Foster* and *Marion W. Paige* in tow, bound up with coal, got into difficulty at the Lime-Kilns. The *Foster* went a little to the westward and struck and in the confusion that followed the steam barge and both schooners got on, the *Edwards* and *Foster* on the west side of the channel and the *Paige* alongside of the ferry *Transfer*, lying at the lower end of the C.S.R. slip. Sunday morning the *Quayle* got a permit to work and pulled the *Edwards* off. During the day the *Quayle*, *City of Dresden* and tug *Salty Jack* pulled on the *Paige* but could not release her, although the *Dresden* and *Salty Jack* moved her several feet. A little after noon on Sunday, as the propeller *Alaska* with the schooner *Annie Sherwood* in tow was passing the crossing, the tow line broke and the *Sherwood* took a shear and ran up between the *Transfer* and *Paige*, doing some slight damage to the *Transfer's* cabin. She was not drawing water enough to ground and was pulled out shortly after by the *Salty Jack*, which moved the *Paige* back 10 feet at the same time. At 7.30 on Monday evening the *Paige* was released by the ferry *Hope* and tugs *Quayle* and *Salty Jack*, after some of her cargo has been put on the *Hope*. Kevill's lighter *Picnic* lightered off 200 tons of the *Foster's* cargo and she was pulled off the same evening by the tugs *Quayle* and *Swain*. On Tuesday both cargoes were re-loaded and that evening the fleet continued their trip up. The *Foster* was leaking some, but her pumps kept her free. When the *Salty Jack* was about to pull on the *Annie Sherwood*, the captain of one of the big tugs laughed at the idea, but the style in which the gallant little *Salty Jack* jerked the schooner out made the spectators open their eyes, especially the captain who said the *Jack* could not hold her against the current.

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September 16, 1881

The *Saxon* was expected at Fraser's last night to load wheat.

The steam barge *Niagara* finished loading wheat for Howland & Spink along the lake shore this week.

The schooner *Erie Stewart* loaded sycamore timber at Malott's dock for James & Noble of Cottam this week.

The steamer *Josephine Kidd* discharged 200 barrels of Goderich salt at Twomey's dock for John McAfee of Harrow yesterday morning.

The owners of the steamer *J.W. Steinhoff* intend using her as a tug and lighter on the river and at the Lime-Kilns after the 1st of October.

Barron & Borrowman have been loading the schr. *Singapore* along the shore above Windsor with wheat. She came here yesterday to finish.

The large steamer *Don M. Dickinson* is at Port Dalhousie awaiting the opening of the new canal, the date of which, however, is not yet definitely fixed.

The schr. *Ontario*, from Charlotte to Picton with coal, foundered on Sunday morning fifteen miles west of Point Petre Light, but the crew were saved.

During the storm Saturday evening, Dunbar's drill at the Lime-Kilns was lifted bodily and carried fifteen feet out of position. The damage is slight.

On Sunday the steamer *Gazelle*, Capt. D. Nicholson, made her last regular trip for this season to Sugar Island. She will probably go towing on the river the balance of the season.

The steam barge *Kincardine*, bound down with cedar ties, got on the head of Fighting Island Thursday night of last week and was released Friday by the steam barge *Ada Allen*.

Dunbar's dredge, with a diver, was at work in the east channel at the Lime-Kilns on Monday and finished the work in that channel for the present. Several large pieces of rock were taken out, one piece measuring seven feet, six inches long and four feet and a half wide.

This week, Wm. McGregor loaded the new steam barge *Belle Wilson* of Picton at Canfield's dock and Ruthven and she arrived at S. Fraser's yesterday and finished. She carried 13,000 bushels. He also loaded the steam barge *Defiance* at Point Pelee. This is the second cargo the *Defiance* has taken from the lake shore. Mr. McGregor has purchased over 70,000 bushels of wheat this fall in Essex.

As the *City of Rome* left the dock here last Friday morning, the steam barge *John B. Lyon* and tow were passing up, and at the head of Bois Blanc Island the *City of Rome* got mixed with the tow lines of the other boats. At the same time, the scow *Ino*, bound down, collided with one of the schooners, parted a tow line and lost her own forward rigging. The *Lyon's* barges got detached and had to anchor, but were assisted over the crossing by the tug *Salty Jack*.

The schooner *James Norris* finished her load of timber here last week for Joseph McCracken, consigned to Kingston. This is the sixth cargo of timber shipped by Mr. McCracken on the schooner *Norris* this season, he having had her employed from the opening of navigation and having already paid her nearly \$7500 for freight. She will probably carry another load for him before the close of the season. Mr.

McCracken has thus shipped the largest amount of timber of any dealer in western Ontario, besides the large quantity of hardwood lumber and railroad ties he is constantly shipping from Essex.

The schooner *Regina*, laden with salt from Goderich and bound for Owen Sound, foundered off Cove Island on Saturday night during the gale and went down with all on board. The *Regina* was owned by Wm. Foster of Owen Sound and was not insured. The cargo, so far as can be heard, was also uninsured. The following are the names of the lost crew:-Captain Amos Tripp, Collingwood; John Young, Collingwood; John Oaks, Port Huron; and one man whose name is unknown. He shipped from Owen Sound on the vessel's last trip. Later news says that they have all been picked up except Capt. Tripp.

The stern half of the huge iron steamship *Campana* arrived at Kingston Tuesday morning in tow of three tugs, the *Champion*, *Chieftain* and *Hiram Calvin*. She is owned by A.M. Smith of Toronto and intended for the Lake Superior Line of steamers. When reunited she will measure 252 feet long, 35 feet 3 inches beam and 20 feet depth of hold; tonnage, 1500. She will probably be put together at Port Dalhousie and be brought through the new canal. It is estimated that the cost of rejoining her will be about \$20,000. It is the intention of the proprietor to make two trips from Collingwood to Duluth this season, so that the work cannot be delayed.

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September 23, 1881

The schooner *Cecelia* is loading ties at Wheatley this week for D. Hayes.

A dense fog on the upper end of Lake Erie delayed vessels for several hours Wednesday morning.

The scow *F.L. Jones* arrived up from Black River on Wednesday with 188 tons of coal for J.G. Mullen.

A new dry-dock is being constructed at Kingston. It will be 210 feet long, 40 feet wide and has a lifting capacity of 300 tons.

The tug *Mayflower* ashore on Colchester Reef broke up during the storm on Thursday night of last week and now the only thing visible is the dome of her boiler.

The steam ship *Cumberland*, bound down with grain, got aground on Bar Point last Friday forenoon and was released that afternoon by the tug *Wm. Hall*. Bill \$95.

Owing to the stormy weather on Lake Erie on Thursday night of last week, very few craft left the river till morning. Among those detained were the *Chief Justice Waite* with 250 excursionists for Toledo and the *St. Louis* with passengers.

The schooner *Venus* was aground below here Thursday night of last week and

was pulled off by the tug *Minnie Morton*. The schooners *Ellen* and *Mary Jane* were aground on Bois Blanc Island last Friday morning and were released by the tug *Wm. Hall*.

The Colchester Lightship was so roughly handled by the storm on Thursday of last week that she had to be towed to the Walkerville ship-yard for repairs. The *City of Dresden* towed her up. She is now in the Detroit Dry-dock receiving a new stern and some caulking.

On Sunday afternoon the schooners *North Star* and *Mediterranean* collided on Lake Erie, 10 miles from here. The *North Star* lost all her headgear but continued her trip up. The *Mediterranean* lost her foresail and broke her jibboom. She put back here for repairs.

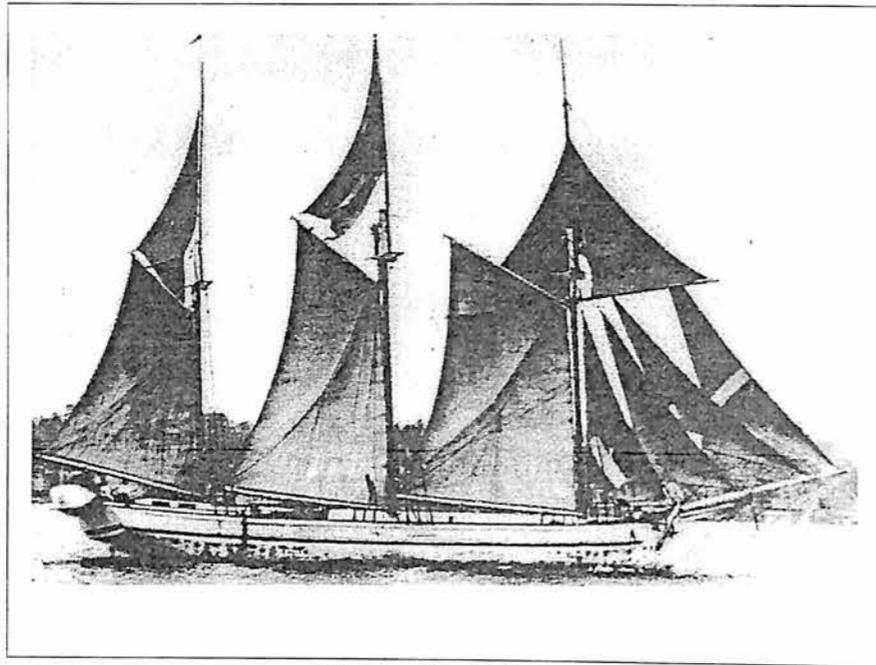
The new Welland Canal was opened last Friday by the passage of the American steamer *D.M. Dickinson*, the trip taking twelve hours and the average time of lockage being about 28 minutes. A strong gale was blowing at the time, but, notwithstanding this drawback, the test was entirely successful.

Yesterday morning the new large steam barge *Columbia*, bound up with coal, struck on the Lime-Kilns. She swung completely around to the westward and is now hard on the rocks near the drill. The tugs *McLellan*, *Salty Jack*, *Gladiator* and *City of Dresden* worked on her but could not release her. The lighter *Picnic* was engaged in lightering the coal. This is the *Columbia's* maiden trip.

The schooner *F.W. Gifford*, bound down with iron ore for Erie, ran aground on Colchester Reef on Wednesday night in the absence of the lightship, within ten rods of the wreck of the tug *Mayflower*. There were several other vessels which were in the same tow which the captain of the *Gifford* went out in the yawl and warned to keep off the reef. The *Jessie* went to her assistance and it was the intention to jetson [*sic*] enough ore to lighten her.

On Wednesday afternoon the schooner *Lizzie A. Law* was towed in here by the tug *Jessie*. The captain of the *Law* says while being towed out by the tug *Erie Belle* on Tuesday night, the vessel struck on Bar Point and that after being let go by the tug she commenced leaking, making eight inches of water an hour. She left here yesterday morning under charge of the Canada Wrecking Co.'s tugs *Prince Alfred* and *Jessie*, with steam pump, for Buffalo.

The schooner *Red Wing*, bound up in tow of the tug *Kate Williams*, got on the rocks at the Lime-Kilns last Friday forenoon. She listed heavily and swung against Dunbar's drill. The steamer *City of Dresden* and tugs *Kate Williams* and *Salty Jack*



Schooner *Fayette Brown*.  
Marsh Collection Society P1352

pulled her off shortly afterwards. The *Red Wing*'s bottom was badly damaged on the rocks. She was leaking when pulled off. Her striking caused some delay to the ferry *Transfer*. The *Red Wing* stopped at Detroit to repair.

Tuesday morning the steam barge *S.J. Macey*, bound up, collided with the schooner *Victor*, bound down in tow of the tug *Jerome*, when abreast of Walkerville, sinking the *Victor* about mid-channel a short distance below Walkerville. The *Victor* is owned by E. Brown of Hamilton, is 30 tons burthen, Canadian measurement, was built in 1867 and her valuation was \$8400. Her classification was A 2½. Her cargo consisted of 16,000 bushels of wheat, which she loaded at Port Lambton for Howland & Spink.

The three-masted schooner *M.L. Canfield*, formerly the scow *Mary Lydia*, which was rebuilt here this summer, foundered in the storm of Thursday night of last week off Bar Point. She left Sandusky at 11 o'clock Thursday forenoon with 316 tons of coal for John G. Mullen of Amherstburg, and encountered heavy weather all the way, the storm increasing in violence as she came this way. She was leaking some, but her pumps kept her free easy enough. When off Bar Point, Capt. Spence

decided to come to anchor and not enter the river till morning, as there was a large number of storm-bound vessels at anchor at the mouth of the river. By one o'clock that morning the sea became so heavy as to roll completely over the schooner, and one unusually heavy sea swept her deck from stem to stern. Her anchor chains were slipped and an attempt made to beach her, but she went under in 16 feet of water. The crew, consisting of the captain, five men and one woman, then took to the yawl and cut loose the lashings as the schooner went down. After being afloat in the yawl for 8 hours, in a drenching rain and heavy sea, the crew reached Amherstburg at 9 o'clock Friday morning in safety. The *Canfield*'s rigging has since been taken off, but the contract of raising her has not yet been given to any person. The *Canfield* was owned by Messrs. Canfield of Kingsville, was valued at \$7000 and was uninsured. She rated A 2. The cargo was also uninsured and it is thought that the loss will fall on the shippers. This was only the second cargo the *Canfield* has carried since being rebuilt. This is about the same locality and under similar circumstances that the large schooner *Fayette Brown* foundered in 1874.

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September 30, 1881

The schooner *Victor*, sunk near Walkerville last week, has been purchased by Pratt & Co., who will at once proceed to raise her.

The steam barge *Anna Smith*, Capt. J.T. Hutton, on her trip down let go her schooners off Bar Point and returned to Detroit for a new crank pin. She will be detained two or three days.

C.W. Gauthier, who manages extensive fisheries at the Duck Islands on Lake Huron, has put the favorite steamer *Gazelle* on the route between Bay City and Alpena for the balance of the season.

The propeller *Lincoln* and consorts cleared from Kingston for Chicago on Saturday night with 2435 steel rails, 617 barrels of fish plates and 124 boxes of bolts. The boats anchored at Nine-Mile Point during the gale of Sunday.

Saturday night the schooner *Walter H. Oades*, with coal for Detroit, while sailing up the river got aground on Fighting Island. The tug *Hackett* got her off Monday evening after lightering 100 tons of her cargo on the lighter *Picnic*.

The propeller *Dean Richmond*, bound up, took on 150 tons of coal here Monday

night, which she could not get at Cleveland on account of the funeral of Garfield.<sup>18</sup> The propeller *Vanderbilt* also took enough for the round trip here for same reason.

The schooner *Volunteer* arrived up from Cleveland on Friday with 101 tons of coal for J.G. Mullen. The schooner *John Rice* arrived up on Monday from Sandusky with 317 tons. On Tuesday the scow *F.L. Jones* arrived from Sandusky with 150 tons. On Wednesday the schooner *H.P. Murray* arrived with 315 tons from Cleveland.

The schooner *Wm. Young*, from Marquette to Cleveland with iron, sprang a leak while coming down the river on Tuesday and came to the dock here, her own pumps keeping the water from gaining. On Wednesday morning R. Martin, a diver from Detroit, stopped the leak and she left that afternoon.

On Wednesday morning the tug *Hall* took Messrs. Canfield, owners of the schooner *Canfield*, Captain Spence and Mr. Andrews of Port Robinson out to the wreck of the *Canfield*. The last named gentleman was here to see about raising her but as yet nothing definite has been decided upon. It is possible that the *Canfield* may be sold where she lies.

The schooner *Garibaldi* arrived here on Saturday night in tow of the *City of Dresden*, with 9000 bushels of wheat from Bear Creek. She took 3500 bushels here to complete her load. Mr. Henry loaded her. While the *Garibaldi* was being towed out of Sydenham River by the tug *Jerome*, the tug ran on the bank and, the tow line being made fast to the tow post on the upper deck, rolled the tug down until she filled and sank.

The steam barge *Missouri*, bound down with barges, all lumber laden, ran on the rocks at the Lime-Kilns on Monday. The drill and dredges were laid off on account of the funeral of President Garfield and the *Missouri* ran into the loose rocks between the lights, where the drill had been working. She struck hard and began leaking. She brought her barges here and went back to Detroit. The steam barge *Alpena* also struck in the same place.

Capt. W.R. Spence, who commanded the foundered schooner *Canfield*, had a \$400 interest in the barge *Princess Alexandria*, which went to pieces on the beach at Port Burwell Sunday night, where she was run to keep her from foundering at anchor in the storm outside. The crew threw over her deckload but they could not

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<sup>18</sup> U.S. President James Garfield, who was shot in July, 1881, and died September 19th. He was a native of Cuyahoga County, Ohio.

keep her free with the pumps, and she would have gone to pieces at anchor. Her crew were taken off before she reached the shore.

John Gray, first engineer of the tug *Erie Belle*, met with a serious and singular accident while at Port Huron on Saturday. During the tug's up trip the grates in her boiler fell down. After she got to the dock her fires were pulled out and before the furnace was cooled the engineer and firemen commenced trying to replace the grates. Mr. Gray was under the grates with a small bar of iron, trying to lift it up, when the ends slipped off the side pieces on the boiler, letting the grates down on his body and limbs. The grates were red hot and burned their shape into Gray's body in many places before the crew could lift them off with crowbars and other irons. He was sent to the Detroit Marine Hospital. He resides at Minden and has a father and mother living at Toronto.

The steam barge *Antelope*, bound up with the barges *Favorite*, *Peck* and *Commodore*, got on Colchester Reef at 2 o'clock Sunday morning. There was no light on the reef. She first ran through the pile of iron ore thrown overboard last week by the *Gifford*, ran about twice her own length and stopped alongside of the remains of the tug *Mayflower*, which ran on there two weeks ago that morning at just the same hour the *Antelope* went on. She was scuttled and filled to keep her from pounding to pieces, as there was a heavy sea on. She broke her rudder by pounding. The tug *Jessie* brought the barges to the river and was given the job of raising the *Antelope*. She went to the *Antelope* that night with a steam pump and lighter, the latter to take off the *Antelope's* deckload of fuel, of which she has 120 tons. Work was commenced Monday morning but the heavy sea running put a stop to the work and the *Jessie* came here. She went out again Tuesday but returned Wednesday for another steam pump, which she took out that evening. The tug *Prince Alfred* also went out yesterday. The *Antelope* was released last night and brought in here.

**Sinking of the *Swain*.**-About 3 o'clock Tuesday morning a collision occurred on the river opposite here between the tug *Martin Swain* and propeller *Jay Gould*. The *Gould* was bound down and the *Swain* bound up with the schooners *Maria Martin* and *Marengo* in tow. Both were well over to this side of the river and through some confusion of signals the collision occurred. The *Gould* struck the tug on the starboard side, amidships, and crashed through her planking and frames, making a hole three feet wide from her upper deck almost to the keel. Those on watch on the tug climbed to the deck of the propeller, which backed down and struck the schooner *Maria Martin*, carrying away her head gear. The *Swain* was

then run to the head of Bois Blanc Island, where she was beached in 13 feet of water, and now lies on her port side with her port rail level with the water. The *Marengo* got clear without a scratch. The *Gould* came to the dock here but, finding she had received no serious injuries, continued her trip. The *Maria Martin* came to anchor and remained there till Wednesday afternoon, when she was towed to Detroit for repairs; she was leaking badly. The *Swain* was commanded by Capt. Ed. Torney and owned by Capt. S.B. Grummond of Detroit. This was her first season and she was valued at \$30,000 and insured for \$20,000.

**Launch of the C.N. Pratt.**-Wednesday afternoon a large crowd gathered in Jenking's ship-yard at Walkerville to witness the launch of the steam barge built there for C.N. Pratt & Co. of Windsor. At the time announced for the launch the scaffolding and braces were being torn down, flags were hoisted on all the peaks and the pounding at the wedges began. From the highest peak of the bow was suspended by a cord a bottle of champagne; attached to this three ribbons extended into the crowd and were held by three handsome young ladies. Miss Galleno of London held the white ribbon in the centre and was assisted on her right by Miss Eliza Jenking of Walkerville, who held the blue ribbon, and on her left by Miss Rutley of Windsor, holding the red ribbon. When the word was given that she was going, the young ladies swung the bottle back from the boat, letting it swing again against the iron-clad prow, where it shivered into a thousand pieces, letting the sparkling liquor flow down the timber while the boat moved gracefully down into the water. At the same time a banner unfurled from her topmast bearing her name, *C.N. Pratt*. She was taken in charge by a tug in waiting and left at the Great Western wharf at Windsor, where she will receive her boilers. The barge is 141 feet over all, 27 feet beam, and 12 feet hold; main keelson, 12 x 16 feet; two sister keelsons, 6 x 15; two rider keelsons, 6 x 10; bilge keelsons, six strakes, 6 x 12; planking 3 x 4; ceiling four inches; one bilge 6 inches; all edge-bolted and through-bolted and forelocked; three strakes shelf, two 4 x 12 and one 5 x 9; rail, 16 x 4½ with two strakes of stringers 9 x 3. She has one mast carrying foresail and jib. Her engines and propeller are in position. The barge is intended principally for the timber trade and is built of the best oak. Her model, designed by Capt. Henry Jenking, has been admired and most favorably commented on by both American and Canadian vessel owners. She has been recommended to the Inland Lloyds to rate as A 1 for 7 years, which is the highest rating allowed by Canadian law. Capt. P. Williams, formerly of the tug *Mystic*, will take command of her.

Many mariners have suggested the desirability of a fog horn or a bell on the

Dummy,<sup>19</sup> as when they are passing near there in a fog they are at present unable to determine their location. The government should supply the want.

September 30, 1881

**A PLUNGE IN THE RIVER.-Narrow Escape from a Serious Disaster.**-On Monday evening about 9 o'clock word was brought to Superintendent of Transportation Huntington, who was at the Park House, that a terrible accident had happened on the ferry steamer *Transfer* at Stoney Island, and the news caused great excitement in town. A crowd accompanied Mr. Huntington to the station, when it was ascertained that about 8:30 o'clock, as the Canada Southern Pacific express from Buffalo was being ferried across from Amherstburg to Stoney Island on the *Transfer*, on account of the strong wind blowing, the boat was not headed directly into the slip and the result was that she struck the pier with terrific force, smashing several heavy timbers and bounding back some little distance from the violence of the shock. As she did so, the sleeping car "*St. Clair*" on one of the side tracks darted forward and, tearing through the chains on the end of the boat, plunged headlong into the river. Two passenger coaches on the same track with the sleeper followed, but fortunately the coupling between the sleeper and first coach gave way just as the latter was poised over the edge of the boat. The forward trucks<sup>20</sup> on this coach fell into the river and let the body of the coach firmly down upon the edge of the boat, where it remained at an angle of about 45 degrees. The passengers ran screaming toward the upper end of this car and clambored out on the boat. Some of the passengers claim that a woman fell into the river from the front platform and was rescued by a man named J.R. Bloom, who jumped in after her. Meanwhile, the sleeper *St. Clair* had lost her heavy trucks and was floating in the slip. W.E. Boyle, the engineer, who was waiting on Stoney Island to take the train to Detroit, sprang from his engine and, accompanied by another engineer and a fireman and two switchmen, got a ladder and reached the car, which was lying partially on its side with the windows just above the surface. Kicking in these windows, Mr. Boyle and his companions dragged out four women and one man, while two other ladies in the meantime had escaped from the door at one end of the car. There were no others in the car when it went off the boat. The dripping people were taken to Grosse Isle

<sup>19</sup> a lighthouse located 2½ miles south of Point Pelee

<sup>20</sup> sets of wheels, usually four, fixed at each end of a rail car

on Mr. Boyle's locomotive and there provided with dry clothes and stimulants. The submerged car was towed out of the slip by the tug *Salty Jack*. Work was commenced early Tuesday morning to ascertain whether any lives were lost by sending a diver into the car floating in the river. He made a long and careful search but failed to find any bodies and, so far as known, no lives were lost. All of the baggage in the car was taken out. The wrecked car has been hoisted out of the water. It is not seriously damaged. It was certainly a most fortunate and almost providential escape for those in the sleeper *St. Clair*, while the result must have been terrible if the passenger coach next to it had gone overboard.

Captain G.W. Stone, the officer in charge of the *Transfer* at the time of the accident, was found in his stateroom trying to get a brief rest. He seemed much worried over the affair, but spoke freely of the incidents connected with the accident. His story is as follows: "On approaching the island, just as we were on the point of checking down<sup>21</sup> for the docks, a light squall from the southeast struck the boat on her port quarter. There was a strong current on her starboard bow. She immediately paid off and made for the lower end of the pier. I ordered the engineer to back the starboard engine strong and to go ahead on the port engine with the hope of being able to slew her around and give her a chance to straighten up in order to avoid collision with the dock. The breeze freshening from the southwest prevented this as quickly as hoped for. We then reversed the port engine, the backing of which deadened the boat's headway, but not enough to avoid striking the dock. The bell wires were in good working order. I want you to italicize that; and I got prompt answers to my signals from the engineer. Had the boat struck a glancing blow, the cars would have felt little or no jar, but the peculiar construction of our ferry-boats, giving them square corners forward, caused one corner to gouge into the dock. The stop was in consequence so sudden that the cars started forward against the car chain. Those on the port side and second track held good, but one of the chains on the starboard side had a flaw in it, which was not discovered before, and this threw all the strain upon one chain; not being strong enough to stand the strain, it parted. The front car started and each car behind added to the momentum. But one car fell into the river; the second projected over the bow of the boat about ten feet. In my experience as a sailor for 19 years I have never had but one accident of this description and never had a car in the river before. In 1880 the *Transfer* made

<sup>21</sup> slowing the engines

13,897 trips and ferried 230,650 cars, the average number of crossings per day being 37. Those persons who say the accident was the result of carelessness do not know what they are talking about. I try to be careful and attentive to my duty and solemnly believe that under the peculiar circumstances the accident could not have been avoided." John Cockburn, the chief engineer, was next interviewed. He said the bell wires were all right and that he received all the signals and responded to them promptly. None of the signals were given in a confused manner, and he says that he heard every one. The wires have not been touched since the accident. The engine responded promptly. He was in the hold of the boat and therefore could not see what was going on above. The peculiar character of the accident makes it notable. That there was no loss of life so far as known is very fortunate. In the confusion among the passengers many of them did not realize what had happened till all the danger was over.

It has been stated by a Detroit paper that an accident like the above might occur at any time, but such is not the case, as there is no chance for any of the cars jumping off the ferry *Transport*, as they do not depend on chains to hold the coaches on, but have iron "dogs" which clasp onto the rail and stand two feet high against the wheels, making it almost impossible for a car to go overboard. The *Transport*, which is the finest of all river ferries in every respect, had been laid up for a few days getting painted, and the old ferry *Transfer* had taken her place. The *Transfer*, owing to her very high arches, is very hard to handle in a gale of wind. This fact probably accounts for the accident. The car was towed across the river on Wednesday night by the tug *Salty Jack* and yesterday morning was hauled out by Dunbar's ways. She is in a rather delapidated-looking condition.

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October 7, 1881

Dunbar's tug *Salty Jack* got ashore on Grosse Isle last Friday night and was pulled off next morning by the steamer *Riverside*.

Commodore M.M. Drake of the Union Steamboat Company, Buffalo, was here Sunday seeking information relative to the *Gould-Swain* collision.

The schooner *John Jewett* arrived here last Friday from Black River with 226 tons of coal for J.G. Mullen. The schooner *H.P. Murray* arrived up yesterday from Black River with 343 tons.

The propeller *Lycoming*, Chicago to Buffalo, took 40,000 bushels of corn at the rate of half a cent per bushel. No rate so low was ever made before, although on several occasions last week shippers have refused to let vesselmen take grain for

nothing, to ballast their hulls.

The steamship *John B. Lyon* and consort passed down on Saturday, presenting a sight never before witnessed of a large steamship and consort going downstream light. The large propellers *Rochester*, *New York*, *Chicago* and *Colin Campbell* passed down nearly light, having only a few bushels as ballast.

We understand that Messrs. Dunbar had the measurement of the *Salty Jack* taken one day last week with the intention of having an iron tug built of about the same dimensions as the *Salty*, for their use on public works. The *Salty Jack* is considered just as near perfection as it is possible for a tug for Mr. Dunbar's work to be.

The steam barge *Antelope* was not so badly injured on Colchester Reef as it was expected she would be. It is estimated that \$1000 will put her in good shape. Capt. Buie of the *Antelope* was well pleased with the work of the Canada Wrecking Company and was loud in praise of Manager McDonald, who remained with them night and day and did everything possible. Capt. Cannally of the *Jessie* was also highly praised for his energy and foresight.

About 2 o'clock last Friday morning the barge *Mariner*, bound up light, ran aground at the lower end of Bois Blanc Island. She was pulled off Sunday afternoon by the *City of Dresden* and tug *Hall*, with Mullen's hawser. The *Parker* had made several attempts to release her. On Monday Capt. Laframboise had the barge libelled and tied up for payment of his bill of \$150. The *Hall* also had a bill of over \$350.

Last Friday forenoon the tug *Minnie Morton*, with John McKenna, marine inspector of Buffalo, and diver James Quinn of Detroit on board, arrived from Windsor and the work of patching up the hole on the tug *Swain* was commenced. Work was continued Saturday but on account of the loss of the tug and diving outfit by the sinking of the tug *Minnie Morton*, nothing was done on Sunday. Quinn got the loan of the diving apparatus belonging to C.F. Dunbar at the Lime-Kilns and work was resumed Monday with the ferry *Hope*. She was pumped out with the Windsor steam fire engine and towed to Detroit by the *Hope* yesterday morning.

**Sinking of the *Minnie Morton*.**-When the men who were patching up the *Swain* quit work and came here Saturday night they left the tug *Minnie Morton* tied on the north side of the *Swain* on the head of Bois Blanc Island, with the engineer, fireman and cook aboard. While they were at supper they felt something crashing against the side of the boat. Rushing on deck, bootless and coatless, they saw that the tug *John Owen's* raft had been carried across the *Morton* by the current and was

dragging her away. They had barely time to scramble over on the *Swain* when the raft picked the *Morton* up bodily. She fell across the logs on her port side and was thus carried out to the lake. Capt. Glass of the *Morton* and the *Swain's* mate with a crew took the *Swain's* yawl and started in pursuit. They overtook the raft off Bar Point with the tug still on it. Capt. Glass went aboard the *Morton* but before he had time to get anything off, the logs parted and the tug slipped through and disappeared. As she went down the captain jumped on the raft and with difficulty saved himself. James Quinn's entire diving apparatus, worth \$800, was on the *Morton* and was lost, together with a lot of carpenter tools. The yawl put back and reached here at 11 p.m., bringing the first news of the disaster. The *Morton* lies in four fathoms of water in the channel near the schooner *Canfield*, and will prove dangerous to deep-draft vessels. Part of her upper works and her boat were caught between the logs and recovered. The cabin was seen by an upward-bound boat floating down the lake. Three cribs of the raft broke away and drifted down the west side of Bois Blanc Island. Capt. F.B. Hackett recovered them off Point Mouilli and anchored them. The *Owen* seems to have had a great deal of trouble with her raft. First she ran into the Star Island dock at the flats, then into a dock at Sandwich, where nine cribs broke off, which the *City of Dresden* towed out on Sunday, and next the sinking of the *Morton*, nearly opposite here, on Saturday night by the raft swinging on the head of Bois Blanc Island. The *Morton* was owned by Odette & Wherry of Windsor and valued at about \$2000. Her hull was built here by John P. Jones and was in good condition. She was formerly owned by Capt. Frank B. Hackett of this town. The loss will probably fall on the *Owen* or owners of the raft.

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October 7, 1881

**Drowned at Bar Point.**-The tug *Albert J. Wright*, with barges *Sunshine* and *Theodore Perry* in tow, lumber laden, went outside of Bar Point about 3 o'clock Sunday morning, but turned back to the river for shelter on account of the rough weather. When 3 miles below Bar Point, Capt. Thomas Hawgood of the *Sunshine* fell overboard and was drowned. The mate says he was on watch; that the captain was asleep on the deck aft, and on being called, got up in a half-dazed condition and walked overboard. Lumber was thrown over to him and the yawl of the *Perry*, which was towing astern, was lowered, but the captain could not be found, nor was he heard to call for help. The *Wright* stopped and they searched till daylight but could find nothing. Capt. Hawgood belonged at Milwaukee and was single. His brother Capt. H.A. Hawgood, who owns the steam barge *Belle Cross*, arrived here

Monday night and offers a reward of \$50 for the recovery of his brother's body, which will be paid to party recovering the body by J.G. Mullen. Captain Hawgood was about 24 years old, 5 ft. 8 inches in height, weight 150 lbs.; dark complexion, dark brown eyes and dark moustache; had on a heavy overcoat tied with a piece of marlin, rubber boots. Parties along the shore are requested to keep a lookout for the body. Andrew Hackett, accompanied by Capt. Hawgood, searched along the shore on Tuesday as far as Colchester dock.

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October 14, 1881

The scow *Sassicus* arrived up from Sandusky on Tuesday with 223 tons of coal for J.G. Mullen.

S. Wigle & Son last week loaded the steam barge *Niagara* with 15,000 bushels of wheat along the lake shore.

The schooner *Sea Gull* is taking on a cargo of sycamore lumber at the Canada Southern Railroad dock, Amherstburg, consigned to Buffalo.

The Canada Wrecking Co.'s tug *Prince Alfred* is stationed at Amherstburg and the *Jessie* is laid up at Port Maitland until business looms up.

Captain Nicholson of the steamer *Gazelle* found a gilded eagle floating on Saginaw Bay a few days ago, evidently lost from the pilothouse of some steamer.

The propeller *Europe* loaded over 9000 bushels of wheat at S. Fraser's for W. McGregor on Monday and went down to Colchester Tuesday morning, but was unable to stop there on account of the heavy sea. She struck one of the piles at Hackett's dock and damaged her guard somewhat. She came back to the river on Tuesday and continued loading at Fraser's.

The propeller *Celtic* arrived down from Chatham on Tuesday with 10,900 bushels of wheat, and on Wednesday took 1200 bushels here for M. Henry of Chatham. She left for Tyrconnell to complete her load there. The propeller *Scotia* took a partial load of wheat at Bear Creek and went to Wheatley on Tuesday night to complete her load. The *Prussia* is loading at Wallaceburg and Sombra. These three boats and the *Europe* were all at Chicago last week, but were unable to get cargoes and came down light.

The fourth and last launch of the season at the Wyandotte Ship-yard took place on Tuesday afternoon at 4 o'clock and was, like its predecessors, a success in all respects. The boat launched was the propeller *Wisconsin*, which was built by the Detroit Dry-dock Company for the Goodrich Transportaion Co., Chicago, and is intended, with her sister ship, the *Michigan*, to form a winter line between Grand

Haven and Milwaukee in connection with the Detroit, Grand Haven & Milwaukee Railway.

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October 28, 1881

The U.S. revenue cutter *Commodore Perry* lay at Twomey's dock on Monday and Monday night.

The tug *Salty Jack* broke a piece off her new wheel and was pulled out Saturday and had a piece rivetted on.

The new iron propeller *Michigan*, commanded by Capt. Mackenzie, formerly of this town, called here Thursday morning.

Capt. Robert Ballentine, one of the best known steamboat captains on the lakes, died on Monday in Detroit, aged 55 years.

The steamer *Evening Star* was withdrawn from the St. Clair River route and placed in winter quarters at Detroit Tuesday.

The tug *Sumner* got aground on the foot of Bois Blanc Island about 10 o'clock Sunday night and was pulled off by the *Parker*.

The schooner *Hercules*, from Chatham, completed her cargo of wheat here on Saturday by taking on 2000 bushels for Mr. Henry.

The tug *Parker* filed her bills against the barge *Mariner* with the deputy marshal and the sale is therefore postponed for a few days longer.

The schooner *Georger*, which struck on the Lime-Kilns last week, had to discharge part of her cargo and go on dry-dock at Detroit for repairs.

The barge *Senator* finished unloading her cargo of 716 tons of coal for J.G. Mullen on Tuesday. This is said to be the largest cargo of soft coal ever discharged at a Canadian lake port.

The tug *W.A. Rooth* of Port Colborne, which was ashore at Long Point, was towed to Buffalo Monday by the tug *Maggie*. The *Rooth's* bottom was badly damaged and she went into the Mill's dry-dock for repairs.

Andrew Hackett found on Bar Point last Friday morning the top and side of cabin and the engine room door of the tug *Minnie Morton*. They had just come to the surface and Mr. Hackett has located the spot. He says they were directly in the channel where the large boats go.

The schooner *S. & J. Collier* commenced leaking badly on Saturday when about 15 miles below Rond Eau, Lake Erie. She was kept free by her own pump and arrived at Walkerville Monday, where she discharged her cargo of rye. The captain noted protest at Windsor but her cargo was not injured.

As Capt. Schoales of the scow *Mary Amelia* of Presqu'Isle, Mich., was heaving an anchor off Bar Point about 6 o'clock Tuesday evening, the chain slipped over the top and the windlass backed, the brake striking him on the jaw, breaking it and displacing some of the bones of [his] throat. Drs. Bell and Park attended and he is now getting along all right. The captain is the owner of the scow and was bound up light from Toledo to Detroit.

The new iron propeller *Clarion* of the Anchor Line, bound up, coal laden, Monday night, struck on the Lime-Kiln Crossing, causing her to leak badly, and when below Clark's buoy, Grosse Isle, was beached in three fathoms of water. She filled in less than 30 minutes, her deck aft being under water. Mr. Chesebrough, agent of the line, dispatched a lighter and three steam pumps to her. Two steam pumps were set to work on her on Wednesday but would not raise her, and two more were set up Thursday.

The steamer *City of Dresden* was in the Detroit Dry-dock on Monday receiving a new wheel and some new iron forward. This is the first time the *Dresden* has been on dry-dock since coming out in the spring. She has had a very busy and successful season. She will make her trips twice a week, as long as business offers and weather permits. We know of no steamer that has had more profitable wrecking jobs than the *Dresden* and at no time has Capt. Laframboise neglected the route. She is in as good condition today as when she came out in the spring. The new wheel is a great success and the steamer on Wednesday made the run from Windsor to the C.S.R. in nine minutes less time, with same amount of steam, than usual.

The steamship *John B. Lyon* and consort *John M. Hutchinson* arrived at Buffalo at 4 p.m. Friday with corn from Chicago. About 11 o'clock Thursday morning, while going into Lake Erie, both of the vessels struck bottom near the two stakes and afterwards struck heavily on the reef near Bar Point Lightship. Capt. John Perew of the *Lyon* says they were in the regular channel at the time. The boats were drawing fourteen feet four inches. The *Hutchinson* began to make considerable water and her crew had to work the pumps continually on the way down, and she had to be docked. The *Lyon* was not leaking much. It is quite probable that they touched the wreck of the tug *Minnie Morton*, which is sunk somewhere near that place.

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November 4, 1881

Numerous crafts are preparing to lay up at Detroit.

A large number of vessels, barges and tugs are seeking winter quarters at the

different lake ports.

The schooner *J.J. Hill* from Sandusky discharged a cargo of 160 tons of coal for C.F. Dunbar on Monday and Tuesday.

The steamship *Ballentine* struck twice while going over the Lime-Kilns on Sunday, drawing fourteen feet eight inches.

The little schooner *M.P. Barkalow*, which went ashore Friday near the mouth of the Huron River, was released on Monday by the tug *Pacific*.

Capt. F.B. Hackett left on Wednesday for Pelee Island and other points down the shore to look up two lots of timber recently lost. He will either re-raft or sell them.

Capt. Henry Hackett of this town, who has lately been in command of the ferry *Garland*, is now commanding the ferry *Hope*, which is stationed at the Lime-Kiln Crossing.

The steam barge *R.J. Hackett* (Capt. C.C. Allen) called here for coal Monday, bound down. She will probably make two more trips and lay up. The weather is getting very cold on Lake Michigan.

The steam barge *Vanderbilt* is unloading lumber at Windsor for Chatham. The steam barge *Chicago* and the schooners *Sylvester Neelon* and *Chester B. Jones*, with lumber, and the steam barge *A.J. Wright*, with shingles, all arrived at Windsor this week.

Cleveland papers are endeavouring to make out that the loss of the life of Capt. Hawgood off Bar Point some time ago was no accident, but was a murder. There isn't anything except imagination to base such a notion on and Capt. H.A. Hawgood also denies it, as he has investigated.

Owing to the wind blowing stormy from the westward, the water at the Lime-Kiln Crossing fell to 13 feet 8 inches yesterday morning. The steamship *Oceanica* was detained below and the propeller *Lycoming* and consort *Annie Sherwood* were detained above till the water came up.

Capt. John Hatt of the steam barge *Mary Jerecka* met with an accident while in port in Escanaba. A ladder which he was on slipped on the ice and he fell on the dock, dislocating his knee. He took a run home this week but returned on Tuesday evening to take his boat at South Chicago. He gets about on crutches.

The schooner *Victor* was pumped out and taken to Detroit Tuesday to have her cargo of damaged wheat taken out. She had scarcely touched the wharf at the foot of Brush Street when she was boarded by Deputy Marshal Cash P. Taylor, who seized her at the instance [insistence?] of the Peninsular Transportation Company, owners of the steam barge *Macy*, who had libelled the schooner for \$100 damages

received by the *Macy* when the latter collided with the *Victor* on September 20th. The owners of the *Victor* will give bonds and contest the claim. The 16,000 bushels of wheat which formed the cargo of the *Victor* has been sold to Pfohl, Kennedy, Leman & Johns of Buffalo for \$3500, the purchaseres to take it out of the schooner. It will be shipped per rail to New York to be made into starch.

The Anchor Line propeller *Clarion*, which struck on the Lime-Kilns on Monday, October 24th, and was beached on Ballard's Reef, Grosse Isle, to get her away from the Canadian wreckers, was not released till Monday last. On Tuesday, October 25th two steam pumps were started on her, but they could not lower the water in her and two more were afterwards set up. It is supposed that the *Clarion* suffered more damage by being run on the rocks on Ballard's Reef than by striking on the crossing. By working four pumps continually and by lightering off about 500 tons of coal, the boat was finally floated on Monday last and steamed to Detroit, where she will go in dry-dock. On Sunday night a gang of men was taken from here to finish the work of lightering. When the *Clarion* was put into the dry-dock Wednesday evening, an examination of her bottom showed that her leaking had been caused in a great measure by a large hole in her bottom about midship, a short distance to the port side of the keel. It is thought that other parts of the bottom are damaged.

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November 4, 1881

**Ice Breaker and Remover.**-One of the greatest problems encountered by railways in crossing navigable streams which cannot be bridged is to keep channels open for ferries in winter. There is no difficulty in constructing boats which will break the ice, but up to the present time none have been built which will free the channel from the broken ice, and consequently there is almost a mass of it, sometimes several feet in thickness, to be encountered. Samuel Richards of Philadelphia thinks he has completely solved this problem and is now in Detroit exhibiting his invention to railroad and vesselmen, not, as he says, with a view to selling his patent or the right to use it, but to bring it to public notice so that its merits may be generally appreciated before other steps are taken. The apparatus invented by Mr. Richards can easily and at an expense of only a few hundred dollars be attached to anything from the smallest tug to the largest steamer and can be expeditiously removed when no longer required. Its construction and its mode of operation are as follows: Two pair of cutter or scorers at the end of beams project some distance from each other, greater than the extreme beam of the steamer over all. The cutters in each pair are opposite each other, but inclined so as to score the

ice from above and below, on a level, the bottom being narrower than the top. Three or four feet behind the cutters is a flat inclined platform of angle iron, the front submerged so as to be below the ice, but resting on a float of sufficient power to keep in its position and resist the pressure of the ice. At the top of the platform is a "V" shaped steel cutter with ejector very much like plow irons, to throw the ice to the right and left of the channel on top of the sheet ice, but so constructed that if it is desired the broken ice can all be thrown to one side of the channel. The mode of operation is this: The apparatus is attached to the bow of the steamer and the engine is started; the cutters score the ice, the inclined platform breaks it and raises it, and the ejectors throw it aside, leaving an open canal free from ice. Each cutter is provided with a shoe which enables it to ride over moderate obstacles, but in case of encountering hummocks<sup>22</sup> the cutters must be taken entirely out of the way, the ice broken as best it can be and the platform and ejectors used to clear the channel, very much like a giant skimmer.

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November 11, 1881

The red light on the Bar Point Lightship was broken this week and was sent to Detroit for repairs.

Yesterday afternoon the barge *Mariner* was sold here by Deputy Marshal Campbell of Windsor for non-payment of wrecking bills held by the tugs *Hall*, *Parker* and *City of Dresden*. She was knocked down to Turner & McLean of East Saginaw, Mich., at \$1475.

On Saturday the tug *Vulcan* was compelled to let go her raft near East Sister Island during the gale. On Sunday it was found near Pelee Island, with the exception of 175 pieces, and taken to Sandusky. F.B. Hackett went down the shore on Saturday in search of the balance.

During the gale on Saturday the barge *Dayton*, sailing up the river, dragged her anchor and ran broadside into the tug *Burnside* and schooner *Volunteer* at Mullen's wharf. The *Burnside's* planking on the port quarter was started and the *Volunteer's* head gear damaged.

Captain Felan, who for some years past has been mate of the ferry *Michigan*, has gone to take charge of the ferry *Saginaw* at Port Huron. Captain Maisonville returned from his two weeks charge of the *Saginaw* and will act in Felan's stead till

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<sup>22</sup> ridges in a ice field

his own boat, the *Transit*, is ready for use.

About Wednesday the large schooner *John M. Hutchinson*, in tow of the steamship *John B. Lyon*, grounded on coming out of the St. Clair Flats Canal. The *J.G. Masten* was towing behind the *Hutchinson* and, being unable to steer clear, collided with the stern of the latter, cutting her seriously. The *Masten* lost her boom and bowsprit, had her stem smashed and went aground. On arriving at Windsor the *John B. Lyon* was tied up and Capt. Perew went back to the stranded schooners with the tug *A.J. Smith*. The *Hutchinson* is loaded with corn and the *Masten* with flax seed.

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November 18, 1881

The scow *F.L. Jones* arrived here last Friday with 181 tons of coal from Black River for J.G. Mullen.

The tug *Prince Alfred* left here Tuesday night for Tyrconnel to release the schooner *Mary*, ashore there.

At 8 o'clock Sunday night the steam barge *Ohio*, bound up, struck the Lime-Kilns and was released about an hour afterwards by the tug *Prince Alfred*.

A scow fouled with the No. 9 barrel buoy off Bar Point and towed it up past Detroit, when it drifted down and was picked up by one of the marine reporters, who towed it to the wharf.

On Monday last C.F. Dunbar bought from John MacLeod one of the jack screws used in building the schooner *Thomas F. Park* in this town some 27 years ago. The screw is as good as new.

It is rumoured that Captain Syms of the *Lothair* is negotiating for the purchase of the tug *Prince Alfred*. He intends, if he can purchase her, to make a lumber barge of her hull and put the boiler and machinery in a sawmill in Georgian Bay.

On Thursday night of last week the steam barge *John B. Lyon* and the schr. *J.M. Hutchinson*, which she had in tow along with the *J.G. Masten*, got aground on the head of Stoney Island while rounding to [in order] to cross the Lime-Kilns. The *Lyon* was pulled off by the tug *A.J. Smith* and the *Hutchinson* was released by the same tug after lightening 300 bags of corn on the ferry *Garland*.

C.F. Dunbar's drill "*Far Down*" at the Lime-Kilns quit work on Saturday last. The dredges will continue work as long as the weather will allow. The drill has been pulled out on the ways and her bottom taken out and is being replaced by a new vessel-shaped bottom instead of a flat one as formerly. The dredges are in excellent condition and will require but very trifling repairs this winter. Mr. Dunbar

was here on Monday and is much pleased with the work done this season. The only accident of any account that has happened was the explosion early in the spring. If there is any profit in the business, heaps of money must have been made this year, for in past seasons it was a collision or something worse nearly every week.

The iron ocean steamship *Campana*, which was cut in two to bring through the St. Lawrence canals, arrived here at 7 o'clock last Friday evening, having made the run from Port Colborne in twenty hours and three minutes, or about 12 miles an hour. She remained here till 3 o'clock Sunday morning and took on 150 tons of coal at Mullen's dock. On Friday night and Saturday she was visited by a large number of marine men and others, and all seemed to agree that as a strong sea boat she is the best on the lakes. She is built almost entirely of iron, even her deck and masts being of that material, has four watertight compartments and twin screws, each driven by two compound engines. She is 1500 tons burden, is 1100 horse power and will carry 50,000 bushels of wheat with a full load of passengers. Her total length is 254 feet and she was drawing about 9 feet 3 inches with part of a load of fuel. She is commanded by Capt. Kennedy of Toronto. Capt. James Tobin of this town took her over the crossing when she left here Sunday morning. On her way up from here she ran away from almost everything she came across, the tug *Quayle* being the only boat that made any show with her. On her arrival at Collingwood she took on a load of steel rails for Duluth and will only make the one trip this fall. At Owen Sound she will be fitted up for the passenger trade between that place and Duluth.

A collision occurred on Lake Erie near Dunkirk at half-past one o'clock on Saturday morning, which involved the loss of four lives and at least \$225,000 worth of property. The new iron steamer *Brunswick*, laden with 1500 tons of coal for Duluth, collided with the schooner *Carlingsford*, bound for Buffalo, with 26,000 bushels of wheat from Duluth. The schooner went down head foremost in about twenty minutes and in some 80 feet of water, and a sailor named Edward Conway, hailing from St. John's, Newfoundland, went down with the wreck. The *Brunswick* went down by the head about forty-five minutes after the collision, eight miles or so from Dunkirk in the same depth of water, and the first engineer, John Francomb, and the stewardess, Mrs. A.G. Fletcher, and her daughter Millie, of Detroit, sank at once and were lost. The *Brunswick* was a new boat and one of the finest iron steamers on the lakes. She was built this year by the Detroit Dry-dock Company at their iron yard at Wyandotte. She was owned by Charles Bewick and others of Detroit and was valued at \$150,000. She is insured for about half her value and her

cargo of coal is fully covered. The *Carlingford* was owned by Wickham & Co. of Huron, Ohio, rated A 2, was worth \$20,000 and is insured for the sum of \$17,000. Her cargo of 26,500 bushels of Duluth wheat was covered. Engineer Francomb, lost on the steamship *Brunswick*, first made his appearance on Detroit River about 30 years ago when he brought the old steamer *Mohawk* up from Kingston for the Messrs. Park. Jeremiah Sawyer accompanied him, as did also the late Dan Rice. Mr. Francomb resided there about two years. He put the engines in the old steamer *Earl Cathcart*, which was built here, and was engineer of her. For many years he was engineer on the G.W.R. ferry *Union* at Windsor. He was well-to-do and this was to be his last season on the water. He was about 60 years of age and his home was in Windsor, where his family resides. Capt. John Fraser of Windsor, formerly master of the *Prince Alfred* and *Isaac May*, was mate of the *Brunswick* and had charge at the time of the collision.

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November 25, 1881

The schooner *Norris* is at Beaver Island, Lake Michigan, dismasted and waiting for succor.

On the 11th M.W. Scott loaded the schooner *Dauntless* with ties at the Leamington dock for Buffalo.

Andrew Hackett of Bois Blanc Island Light began Monday to take in the buoys at Bar Point and the mouth of the Detroit River.

The propeller *Boston* passed up Tuesday with 2000 tons of merchandise, the largest cargo of merchandise that ever passed up.

The propeller *Europe* carried away the gates of Lock No. 1, Welland Canal, at Port Dalhousie Monday. Navigation was obstructed for a few days.

The tug *Bob Anderson* and barges were detained here all Thursday night of last week by the barge *Seminole* getting foul of E.G. Park's dock below town.

The steam barge *Lincoln*, Capt. John Duncanson, has laid up in Chicago and has had a new deck put in there. The captain is expected home this week.

The tug *Effie L.*, with three schooners in tow, broke down above the crossing last Friday and drifted on Dougall Rock, but afterwards released herself. The schooners sailed down in safety.

The wreckage thrown ashore after the gale at Port Colborne Saturday morning has been identified as part of the schooner *E.P. Dorr*, bound from Toledo to Buffalo with a load of oak and chestnut. The crew are drowned.

The steam barge *C.J. Kershaw* arrived here yesterday from Buffalo and was

covered with ice three inches thick from stem to stern. She reports it as being very rough on Lake Erie. She is bound for Milwaukee and was detained here on account of low water on Lime-Kilns.

The schooner *Monsoon*, a worthless rotten vessel laden with 107 cords of slabs, has been 22 days out from Muskegon, Mich., and nothing heard from her. It is almost certain she has gone down with all on board, her captain and crew of six men.

The Canadian Wrecking Co.'s *Prince Alfred* released the schooner *Mary*, ashore at Tyrconnel. The *Prince* is at Dunnville, where she will probably lay up. The two steam pumps shipped from here via C.S.R. to schooner *Camanche* arrived back here on Monday.

The remains of the tug *Mayflower*, which went to pieces on Colchester Reef two months ago, were sold last week by Marhsal's sale to Odette & Wherry of Winsdor for \$2540. The tug *Erie Belle* has been at work this week raising her machinery, which will probably be put in a steam barge by the owners.

While the propeller *Conemaugh*, with the schooner *Alleghany* in tow, was rounding to here, the schooner grounded on Bois Blanc Island. The ferry *Hope* worked at her for two hours but did not succeed in releasing her on account of low water. She was pulled off Sunday morning by the *City of Dresden* and tug *Erie Belle*.

A fleet of weatherbeaten craft reached Goderich Monday night. The *Stevenson* ran back minus her jibs, the *Evening Star* with a split foresail and no anchor, and the *New Dominion* with half her deckload of lumber gone. The *New Dominion's* cargo is consigned to Park & Borrowman of Amherstburg and was insured.

C.F. Dunbar, the contractor at the Lime-Kilns, has ordered a new iron tug to be built for him by the Union Dry-dock Company, Buffalo, to cost \$12,000, which will be ready next spring. The tug *Salty Jack* will be taken to Port Colborne in a few days. Her place will be taken by the tug *Payne*, which arrived here from Sand Beach on Monday.

Among the recent decisions of the U.S. Treasury Department is the following: That a foreign vessel cannot clear from Buffalo to Windsor, Ont., via Cleveland and proceed on such trip putting into Cleveland for additional cargo without entering and clearing at Cleveland. She can, however, proceed to Cleveland for that purpose, enter and clear from there and specify the cargo taken on her in manifest.

The body of Mrs. A.G. Fletcher, lost when the *Brunswick* went down, was found just above Bay View on Friday and it had on a life preserver. Of the \$300 she was

known to have when she went down, only \$31 was found. The remains of Mrs. and Miss Fletcher were buried at Buffalo on Saturday, the expenses being paid by Charles Bewick, owner of the *Brunswick*. The only body now missing is that of Conway of the *Carlingford*.

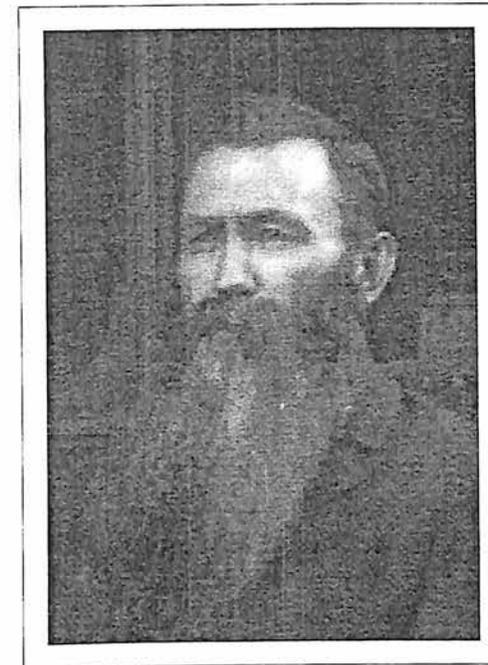
The Canadian barkentine *Mary Jane* left Port Colborne on November 14th with a cargo of telegraph poles from Port Hope for Erie, Pa. Nothing was seen or heard of her till Tuesday, when her wrecked hull was driven on the beach near Dunkirk. She left the Welland Canal on the same day when the schooner *Dorr* was last seen and likely was wrecked the same night, which was very stormy with snow squalls. Wreckage, including boxes with her name, has come ashore at Dunkirk. The vessel was commanded by Capt. Flanagan of Toronto, who was her principal owner, and it is almost certain that all of her crew, consisting of six souls, have been lost.

The steam barge *Middlesex* burned to the water's edge at L'Anse, Lake Superior, last Friday morning while lying at a dock. She had just arrived light when a fire broke out in her cabin and, as a heavy gale was blowing at the time, it was impossible to save her or even to get below to scuttle her. It is believed that what little is left of her is not worth much, and the wreck now lies on a neighboring point, broken in two. The *Middlesex* was owned by David Whitney, jr., Detroit, and was valued by him at \$65,000. She was rated A 1, and the Inland Lloyds' registered value of the craft was \$48,200, and she was not insured. She was built by Simon Langell of Marine City last year. No lives were lost in the fire.

On Wednesday morning the steam barge *Robert A. Packer*, bound from Chicago to Buffalo with 45,000 bushels of flax seed, struck an obstruction near Bar Point and put back to Fraser's dock, leaking. It is thought she struck on the sunken tug *Minnie Morton*. The Canada Wrecking Company put one of their steam pumps on board. Diver George O'Neil made an examination of her bottom and found the planks near the bow to be considerably sprung. Part of her cargo was unloaded in order to make room for the steam pump, so as to let her proceed to Buffalo, but the underwriters interested would not allow her to proceed and ordered her to return to Detroit, where she will go if she can get over the Lime-Kilns, and will be met by Capt. John Rice, who will see to her docking and repairs.

~~~~~  
December 2, 1881

The schooner *Monterey* suffered considerable damage to her rigging in Friday's gale on Lake Erie. She was brought here Saturday by the *City of Dresden*, which then towed her to Ashtabula.



Capt. Christopher Cox Allen.  
*Marsh Collection Society*

The well-known steamer *Norseman* went ashore a little east of Oshawa at an early hour Tuesday morning and now lies on the spot with seven feet of water in her hold. In this case there is fortunately no loss of life to deplore.

The propeller *Ocean* cleared from Romney on Thursday of last week with 20,000 bushels of wheat for Montreal, having taken on 5700 bushels at Romney and the remainder of her cargo at ports further up the lake.

During the southwest gale of last Friday the Bar Point Lightship broke her main anchor chain and was obliged to hold on by only one until next morning, when she was brought to the dock here by the steamer *City of Dresden*.

Capt. P. Williams has received permission from the Canadian government to remove the Colchester Lightship from Colchester Reef. The lightship will be allowed to remain in position a few days longer so that navigators may have notice of its removal.

Work on the Lime-Kilns is very nearly wound up for the season of 1881. The dredge *Faugh-a-Ballagh* was put into winter quarters on Wednesday. The *Wild Irishman* will work until stopped by the ice. Capt. Charles Danger of the U.S.

Engineers left for home yesterday. Work in the ship-yard is booming and will continue all winter.

Odette & Wherry have secured the contract for raising the schooner *M.L. Canfield*, sunk on Bar Point, and on Wednesday their tug, the *Erie Belle*, with the schooner *J. Stevenson*, went out to commence work on the wreck. They get \$1675 for the job, of which amount J.G. Mullen will pay \$475 for her cargo of coal, which was consigned to him.

The steam barge *R.J. Hackett*, Capt. C.C. Allen, has been put in winter quarters at Springwells and Capt. Allen arrived home yesterday. Capt. John Duncanson arrived home on Friday. The *Lincoln* and consorts are laid up at Chicago. Capt. John Hatt of the *Mary Jareka*, who was hurt a short time ago, is home. He is able to move around with the help of a cane. Capt. John Jones is also safe at home with another year added to his long service on the lakes.

Last Friday the tug *Erie Belle* left here for Goderich to bring down the schooners *J. Stevenson* and *New Dominion*, the latter loaded with lumber for Park & Borrowman of Amherstburg. On her way up, the *Erie Belle* found the schooner *W.J. Suffel* in distress on Lake Huron and towed her to Goderich, minus her foregaff, foresail, main boom and jibboom. The *Belle* arrived down with the *New Dominion* and *Stevenson* on Tuesday. Captain Sunderland reports a rough trip.

On Saturday the tug *John Martin* came in here with the schooner *Monitor* from Lake Erie, leaking badly. The *Monitor* was bound for Cleveland with iron ore and had struck on North Harbor Reef. By steady pumping, the water in the *Monitor* was kept from gaining and on Sunday the *Martin* took her to Detroit where a steam pump was put on board. The *Martin* then towed her through to Cleveland. On the way back Capt. D. Girardin recovered the anchors which the *Monitor* had slipped, owing to being iced up so bad that they could not lift it.

The steam barge *J.P. Donaldson* and barges *Hutchinson* and *Crossthaite*, bound up from Buffalo, had a rough time before reaching Amherstburg on Friday night last. The *Donaldson's* steering gear gave out and she was tossed on the waves for several hours before she succeeded in getting into the river. When she arrived here, everything in the way of furniture, dishes, provisions, etc. was scattered over her cabin floor, and a great deal of it ruined by the bad handling it received from the rolling and pitching of the barge. The *Donaldson* and barges are bound up with coal.

The Canadian propellers *Northern Queen* and *Lake Erie* collided on Lake Michigan last Thursday, sinking the *Lake Erie*. No lives were lost. They ran on the

Collingwood and Chicago route and the *Lake Erie* was owned by the Lake and River Steamships Co. and hailed from Hamilton. The *Lake Erie's* cargo comprised 16,000 bushels of corn, 50 barrels of corn meal, 140 barrels of mess pork, 50 bales of broom corn and six boxes of meat. A later despatch says:-The New England Transportation Company's steamer *Northern Queen*, which sank the steamer *Lake Erie* of the same line off Poverty Island last Thursday, was lost on Friday evening in the attempt to get into the mouth of the Manistique River. She struck on the bar and broached too, closing the channel, and is so broken up that the schooner *Starkey* ran through or over her amidships into the river. The crews of the *Northern Queen* and *Lake Erie*, comprised of 36 men, went south by rail. The *Northern Queen* was owned in Collingwood, worth \$15,000 and had a cargo worth \$15,000. Insurance \$11,000.

December 9, 1881

The tug *Erie Belle* brought in the Colchester Lightship on Monday.

Duff & Gatfield ceased on Tuesday morning, displaying their signals at the Lime-Kilns.

On Friday last, Capt. Laframboise of the *City of Dresden* picked up the anchor lately lost by the tug *Hercules* off Leamington.

Odette & Wherry of Windsor have chartered the schooner *New Dominion* and, as soon as the weather is favorable, will use her with the schooner *Stevenson* to raise the hull and machinery of the tug *Mayflower* and, if possible, the schooner *Canfield*.

On Wednesday morning, while a northwest gale was blowing 36 miles an hour, the *Winslow* attempted to enter Cleveland harbor with the schooners *H.P. Baldwin* and *Cossack*. The tow-line broke and both vessels were driven on the beach, where it is feared the *Baldwin* will become a total wreck. Both crews were saved. Neither of the vessels was insured.

There seems unfortunately to be no doubt as to the fate of the missing propeller *Jane Miller*, which has not been seen since shortly after leaving Meaford on the 23rd November on her last trip for the season to Michael's Bay. A search among the islands near Wiarton has resulted in oars and other belongings of the vessel being picked up and there is too little reason to doubt that she foundered in a storm or was driven on the rocks. Her passengers and crew numbered 25 persons, nearly all of whom belonged to Meaford, Owen Sound and Wiarton, and there is consequently much distress in those places.

The Detroit papers say:- "A petition is being circulated among captains and

vesselmen generally to have a lighthouse constructed near Bar Point, somewhere in the vicinity of the striped stake. It is reported that this stake is exactly on the boundary between Canada and the United States, but old pilots acquainted with the channel at that place say that if the boundary follows the deepest water, the striped stake is several hundred feet in American water. To those who navigate this portion of the lakes, nothing need be said as to the importance of the proposed light. The Bar Point Lightship has always been deemed insufficient for the requirements of navigation at this point, where all the through commerce of the lakes passes, and a good light established at a proper point could be used as a range with Bois Blanc Light for entering and leaving the river. As things are now, large tows are forced on stormy nights to remain at Amherstburg if bound down, and to lay to on Lake Erie if bound up, and await daylight before it is safe to move. When a sufficient number of names have been subscribed to the petition, it will be forwarded to Congress and it is hoped that within a short time a light will be obtained at this point, which is one of the most difficult to navigate on the lakes.”

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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') their hulls tended to sag along their length. This effect was referred to as "hogging." To counter this, "hogframes" or arches were structured into the hull to give it rigidity. They resembled the arched trusses of a bridge and were installed one to each side of the vessel, running nearly the entire length.

**barge** a vessel having the hull shape of a regular ship but towed by another vessel, such as a tug or a steamer. Can refer to a schooner barge.

**bobstay** part of the forward rigging that holds the bowsprit downward.

**bucket** the single blade of a ship's propeller.

**bulwarks** the sides of the hull that are built higher than the main deck.

**capstan** an apparatus used to raise an anchor or take up slack on a line. Similar to a winch, which lies horizontal, the capstan stands vertical and is man-powered with long wood handles.

**centreboard** small shallow-draft sailing vessels used a centreboard which could be lowered below the keel for stability. This board or plate swings vertically from a pivot through the centre line of the keel and is adjustable. It is still used in some modern sailboats.

**consort** a vessel being towed by another vessel. There can be more than one vessel (consort) in a complete tow.

**covering boards** short flat planks fitted flush to the outer edge of the deck between the timberheads (hull frame tops) and stanchions, sometimes thicker than the deck planking.

**crosshead** a large hinge-like fitting on a steam engine that joins together the piston rod and connecting rod to allow the vertical motion of the piston rod to translate itself to the rotating motion of the crank shaft by way of the connecting rod.



**deadwood** located at the sternmost part of the keel, those timbers that give strength to where the keel and sternpost are joined.

**draft/draught** the amount of water needed to float a vessel, usually measured from the lowest part of the keel to the loaded waterline.

**fore and after** refers to a type of schooner with two masts. Three and after, three masts etc.

**keelson** the keel of a vessel was often strengthened inside the hull by additional timbers or straps of steel called keelsons, running lengthwise and fastened to the keel.

**knightheads** two heavy timbers built vertically deep into the bow to hold the bowsprit from slipping sideways.

**leadline** (pronounced *led*); a lightweight line marked off in fathom (6 feet) increments with a lead weight attached to the end for heaving overboard and "sounding" the bottom for depth of water.

**lightship** a manned vessel rigged with a bright light(s) mounted on a tall mast to warn of navigational hazards. They were anchored in one position at the beginning of the season and were recovered at the end of navigation for maintenance. This was thought to be less costly than building a permanent lighthouse.

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

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

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

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

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

**scow** a flat-bottomed vessel of shallow draft. Schooners 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 19<sup>th</sup> century the distinction became blurred as there were more propeller vessels being built than side-wheeler types. The term applies to both freighters and passenger carriers.

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

## Local Residents with Marine-related Jobs, 1881 from the 1881 Census

### I. Town of Amherstburg

| <u>Name</u>           | <u>Age</u> | <u>Occupation</u> |
|-----------------------|------------|-------------------|
| Allen, Christopher C. | 34         | mariner           |
| Allen, James          | 29         | "                 |
| Anderson, Frank       | 30         | "                 |
| Archer, Herbert T.    | 21         | "                 |
| Auffret, Frank        | 33         | "                 |
| Autin, Stephen        | 22         | "                 |
| Bailey, Robert N.     | 25         | "                 |
| Barron, Antoine       | 28         | "                 |
| Barrons, Thomas       | 31         | "                 |
| Bellecourt, Andrew    | 46         | "                 |
| Bellecourt, Henry     | 24         | "                 |
| Bellecourt, Joseph    | 22         | "                 |
| Bernard, John         | 21         | "                 |
| Biron, Joseph         | 52         | "                 |
| Bonnet, Alex          | 23         | "                 |
| Brantford, George     | 30         | "                 |
| Brock, George         | 22         | "                 |
| Brown, Frank          | 38         | "                 |
| Brown, George         | 28         | "                 |
| Brown, John           | 22         | "                 |
| Bush, Luther          | 46         | "                 |
| Cadarette, Greal?     | 18         | "                 |
| Cadarette, Louis      | 20         | "                 |
| Caniff, James         | 75         | "                 |
| Case, Benjamin        | 22         | "                 |
| Conroy, Charles       | 30         | "                 |

|                     |    |                |
|---------------------|----|----------------|
| Cooper, George      | 55 | mariner        |
| Costen, William     | 62 | ship carpenter |
| Crawford, Charles   | 34 | pilot          |
| Deneau, Lawrence    | 19 | mariner        |
| Deringer, James     | 38 | "              |
| Dornan, William     | 36 | "              |
| Duncanson, J.       | 57 | "              |
| Dupuis, Frederick   | 21 | "              |
| Flamont, Daniel     | 19 | "              |
| Foster, George      | 42 | "              |
| Fowler, Patrick     | 20 | "              |
| Gascon, Charles     | 24 | "              |
| Gatfield, Edward    | 31 | "              |
| Gilbault, Thomas    | 71 | "              |
| Girardin, David J.  | 37 | "              |
| Girardin, Louis     | 21 | "              |
| Gleason, John       | 19 | "              |
| Gleason, Thomas     | 16 | "              |
| Gordon, James       | 45 | "              |
| Hackett, Francis B. | 39 | "              |
| Hackett, Francis J. | 21 | "              |
| Hackett, Henry      | 49 | "              |
| Hagen, Thomas       | 30 | "              |
| Harris, Thomas      | 46 | "              |
| Hatt, William       | 36 | "              |
| Hayes, Thomas F.    | 26 | "              |
| Heriot, Edward      | 25 | "              |
| Holton, James       | 19 | "              |
| Honor, Thomas       | 35 | pilot          |
| Horsley, James      | 45 | mariner        |
| Howe, Thomas        | 17 | "              |
| Hunt, Thomas        | 78 | "              |
| Hutton, John        | 34 | "              |

|                      |    |                  |
|----------------------|----|------------------|
| Jackson, John        | 28 | mariner          |
| Johnson, Frank       | 16 | "                |
| Johnson, Henry       | 31 | "                |
| Johnson, William M.  | 24 | "                |
| Jones, James M.      | 29 | "                |
| Jones, Jno. P.       | 53 | ship carpenter   |
| Jones, John          | 18 | ship carpenter   |
| Jones, John          | 55 | mariner          |
| Jones, John Jr.      | 21 | "                |
| Jones, William       | 16 | ship carpenter   |
| Keenan, John         | 46 | mariner          |
| King, Henry          | 26 | "                |
| King, Joseph         | 30 | steamboat clerk  |
| King, William        | 30 | mariner          |
| Kirtley, Hiram       | 47 | marine engineer  |
| Kolfage, Walter J.   | 23 | mariner          |
| Laframboise, Jacob   | 18 | "                |
| Laframboise, James   | 40 | "                |
| Laframboise, Larkin? | 16 | "                |
| Lalonge, James       | 19 | "                |
| Lemay, Thomas        | 44 | ship carpenter   |
| Malloy, James        | 35 | mariner          |
| Maloney, Joseph      | 22 | "                |
| Manson, John         | 35 | lightship keeper |
| Marcott, Edmond H.   | 18 | mariner          |
| Marcott, Patrick P.  | 16 | "                |
| Martin, Frank        | 28 | "                |
| McGuire, James       | 33 | "                |
| McGuire, Thomas      | 79 | "                |
| McKinley, Albert     | 36 | "                |
| Menzies, William     | 16 | "                |
| Monroe, William      | 56 | "                |
| Monroe, William J.   | 21 | "                |

|                        |    |                |
|------------------------|----|----------------|
| Moore, James           | 45 | ship carpenter |
| Morin, Felix           | 29 | "              |
| Mullen, William        | 27 | "              |
| Nall, James            | 19 | "              |
| Naom, Peter            | 46 | "              |
| Nicholson, Duncan      | 32 | "              |
| Park, Frank H.         | 20 | "              |
| Quinlan, Thomas        | 31 | "              |
| Robinson, William J.   | 28 | dredgeman      |
| Rose, Walter           | 35 | mariner        |
| Smith, Albert          | 19 | "              |
| Smith, Clarence        | 25 | "              |
| Smith, James A.        | 55 | "              |
| Smith, James Jr.       | 28 | "              |
| Smith, John            | 75 | "              |
| Smith, John W.         | 32 | "              |
| Smith, Roman           | 18 | "              |
| Smith, William Robert  | 20 | "              |
| Spence, James          | 28 | ship carpenter |
| Spence, William R.     | 31 | mariner        |
| Sunderland, William J. | 32 | "              |
| Tobin, James           | 29 | "              |
| Tobin, John            | 33 | "              |
| Tobin, Richard         | 35 | "              |
| Walsh, James           | 49 | "              |
| Williams, Albert       | 24 | "              |
| Williams, Benjamin     | 32 | "              |
| Williams, William      | 54 | "              |
| Wright, Henry          | 22 | "              |
| Young, Benjamin        | 16 | "              |
| Young, Henry           | 46 | "              |
| Young, Theodore        | 36 | "              |

It is interesting to note that in the Town of Amherstburg in 1881 there are 897 residents listed with an occupation. Of these, 126 appear in the list above. Therefore 14% of Amherstburg's employed residents, or one in seven, had a marine-related job.

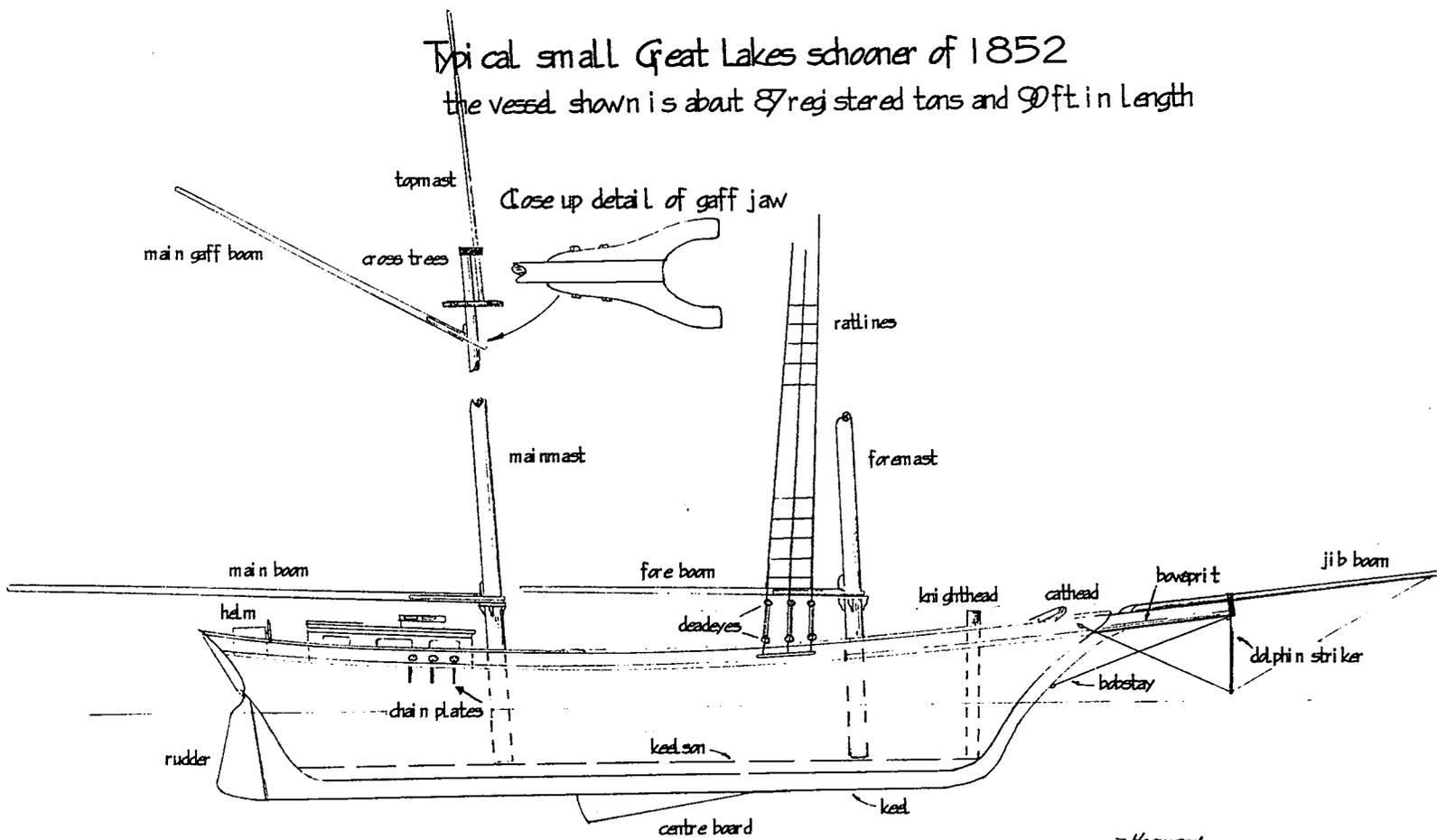
### II. Township of Anderdon

| <u>Name</u>       | <u>Age</u> | <u>Occupation</u> |
|-------------------|------------|-------------------|
| Armstrong, John   | 38         | steward           |
| Barnes, John C.   | 45         | sailor            |
| Brown, John       | 53         | seaman            |
| Duff, George      | 39         | "                 |
| Fryer, Jarod      | 23         | sailor            |
| Fryer, Robert     | 21         | "                 |
| Gatfield, William | 36         | seaman            |
| Langisse, George  | 15         | sailor            |
| Meloche, James    | 48         | mariner           |
| Meloche, Xavier   | 44         | sailor            |
| Odette, George    | 43         | "                 |
| Prince, John      | 29         | steward           |
| Stokes, Michael   | 25         | seaman            |

### III. Township of Malden

| <u>Name</u>       | <u>Age</u> | <u>Occupation</u> |
|-------------------|------------|-------------------|
| Barron, Richard   | 28         | sailor            |
| Boyle, William    | 22         | mariner           |
| Caldwell, William | 48         | vessel capt       |
| Hackett, Andrew   | 36         | light keeper      |
| Hackett, Thomas   | 41         | steam capt        |
| Kett, Nathan      | 52         | mariner           |
| Sawern, Robert    | 31         | "                 |
| Trotter, David    | 47         | steam capt        |

Typical small Great Lakes schooner of 1852  
 the vessel shown is about 87 registered tons and 90ft in length



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