

A HISTORY OF THE GREAT LAKES

By Crockett McElroy.

The largest and fastest boat that floated on the waters of the Great Lakes in 1849 was the steamer May Flower, owned by the Michigan Central Railroad Company and built on the company's ground in Detroit. The May Flower was 285 feet long, had a finely modelled hull, well proportioned cabins and was indeed a beautiful steambot. In passenger accommodations, speed and equipment she was far superior to any other boat on the Great Lakes. Her bridal chamber had full length mirrors over head, at the side and at each end. Her advent created a great sensation and for five years she was the idol of the lakes. She was designed by a New York marine architect who came to Detroit and superintended her construction. She was built expressly to form a connection between the Michigan Central Railroad at Detroit and the railroad at Buffalo, but did a general freight and passenger business. In 1854 she was wrecked on Lake Erie and about 50 persons perished with her.

Simultaneously with the building of the May Flower, Captain E. B. Ward built at Marine City a fine steamer named Atlantic, nearly as large and nearly as fast, which formed a line with the May Flower, each boat making tri-weekly trips. The Atlantic's main deck forward was not housed in. This gave her a squatly loo that detracted from her otherwise fine appearance. These steamers connected with fast trains on the Michigan Central Railroad and with the railroad furnished the shortest and very much the quickest route of travel then open to the public between Chicago and Buffalo.

In the year 1852, the Atlantic collided with the propeller Ogdensburg near Long Point, Lake Erie, and was sunk with a loss of about 150 lives. As she was the largest and finest steamer that had ever been lost on the Great Lakes, the accident was regarded by the public as a great calamity.

A few months after the loss of the Atlantic a boy in Detroit familiarly known as Jim Scott, who was heir to a large fortune which afterward came into his possession, took the house down and won a silver cup at a show by the following conundrum:

"Why is Lake Erie the largest lake in the world?"

The answer was:

"Because it swallowed the Atlantic."

James Scott died in Detroit on March 25th, 1900, by his will he bequeathed to the city of Detroit property valued at \$50,000, to be converted into cash by his executors and used in erecting in Belle Isle Park a fountain and a statue of himself. This fountain will no doubt be placed in a conspicuous position where it can be seen by the tens of thousands of admirers of this beautiful park that pass by on steamers every year.

After building the Atlantic, Captain Ward built the fine steamer Ocean, which was also placed in the Michigan Central Railroad Company's Detroit and Buffalo line. The Ocean was a little faster than the May Flower. After running in this line a few years and Cleveland line, where she rendered the Ocean was placed in the Detroit and excellent service for a considerable time. In 1867 she was converted into a barge.

Captain Ward's shipyard was at Newport on the Saint Clair river, the town now known as the city of Marine City. He built there many sidewheel steamers and a few propellers.

In the year 1854, the Michigan Central Railroad Company caused to be built at Buffalo, two steamers much larger than the May Flower and contemporarily faster. They were named Western World and Plymouth Rock. These steamers were 325 feet long; they had powerful walking beam engines, had large capacity for freight and passengers and high speed. When placed upon the line they were the largest and fastest steamers afloat on the Great Lakes. The size of these steamers, in tonnage capacity, was never exceeded in lake sidewheel steamers until the year 1902, 48 years later. The best time of these steamers from Detroit to Buffalo was about thirteen

hours. Soon after the Michigan Central Railroad Co. put on a line of last steamers between Detroit and Buffalo, the Michigan Southern & Northern Indiana Railroad Company built two fine steamers about the size of the May Flower, which were named Southern Michigan and Northern Indiana. These boats ran between Monroe, Mich., then the eastern terminus of the Michigan Southern & Northern Indiana Railroad, and Buffalo. This railroad company soon after had connection with Toledo, and in 1857 placed on the route between Toledo and Buffalo two steamers slightly smaller than the Western World and Plymouth Rock, but faster and, it was claimed, more elegantly finished and furnished. They were named City of Buffalo and Western Metropolis.

In 1853 the large and magnificent steamers Crescent City and Queen of the West were built at Buffalo and formed a line from that city to Cleveland. The same year two large and fine steamers were built to form a line from Sandusky to Buffalo. They were named Saint Lawrence and Mississippi. After the loss of the May Flower, the Mississippi was bought by the Michigan Central Railroad Company and ran in connection with the steamers Western World and Plymouth Rock on the Detroit and Buffalo route, each steamer making two trips a week.

Western Metropolis was the fastest steamer on the lakes of her day. And notwithstanding the great advantage of lightness in the steel hull over the wooden hull and in feathering paddles, it was more than 20 years before her speed was exceeded by a lake sidewheel steamer, and then only by very little. Looking back 60 years, one can not help being astonished at the wonderful constructive ability of the man who built these magnificent steamers within 50 years of the time that the first successful steamboat ever built led the way against wind and tide.

To get a fair understanding of the conditions actuating the minds of railroad managers at the time when they built the ten magnificent and costly steamers just described, and all of which had a short period of existence, it is necessary first to impress strongly upon the mind the fact that the use of railroads and the use of steam boats, in carrying on the transportation business of the country, were then both in their infancy, and the day of the most powerful and far-reaching of all transportation projects, the trunk line railroad, had not yet come.

The assembling of the necessary capital to build a railroad in those days was not easily accomplished. And then, in the construction of the railroad, there were many difficulties that no longer exist. For example, when the Michigan Central Railroad was under construction there was no railroad connection with the east, and the T rails, all the iron machinery, tools and appliances needed, had to be brought from Buffalo to Detroit by water. Even locomotives were carried on the decks of vessels.

Every railroad in the United States was a short railroad. The passengers and freight of each railroad were unloaded at its terminus. Passengers had to buy new tickets and recheck their baggage and freight was reloaded and rebilled. The cars of one line were not allowed to run on another line. It was a long time before reciprocal traffic arrangements were entered into so that passengers could buy their tickets and check their baggage to their destination. In the course of time freight cars were billed through and the advantage of so conducting the through business was so apparent that it led to the consolidation of the short lines into trunk lines which have grown to possess almost invincible power.

The Lake Shore & Michigan Southern Railroad Company, formed by the consolidation of a number of short lines and establishing a continuous line from Buffalo to Chicago under the control of one company, did not fear water competition, and for many years has been one of the best paying railroads in the United States. The feeling of timidity that operated on railroad managers passed out of their minds and landed in the heads of steamboat owners, with the result that many steamboat lines parallel to railroad lines were abandoned. Slowly, cautiously and after 30 to 50 years of hesitation, most of the steamboat lines that were abandoned between 1850 and 1860 have been restored. In the meantime, the commerce of the country bordering on the Great Lakes has grown to such immense proportions that in the year 1910 there was found to be profitable business for the passenger steamers, the freight steamers and for the railroads. The volume of traffic had taken from competition its power to destroy.

The competition of the Michigan Central Railroad to Chicago and its connection with a line of last steamboats from Detroit to Buffalo struck a hard blow at the sidewheel steamboat trade between Buffalo and Chicago. Another hard blow was struck when a similar route was opened by the Michigan Southern & Northern Indiana Railroad Co.; and the destruction of this business was completed when the Great Western Railway of Canada was finished and formed traffic arrangements with the Michigan Central Railroad. It was not long after this connection was made before there was a continuous line of railroad along the south shore of Lake Erie from Toledo to Buffalo, and then there were two complete railroad routes in operation from Chicago to Buffalo.

It was the general belief that the Great Western Railway Company paid the Michigan Central Railroad Company a large sum of money in consideration of its entire abandonment of its steamboat line between Detroit and Buffalo.

In a few years from the time when sidewheel steamers were in the heyday of their glory on the Great Lakes they had nearly all passed away. Not one remained on any of the routes between Buffalo and the cities of Cleveland, Toledo, Detroit or Chicago. The Michigan Central and the Michigan Southern & Northern Indiana railroad companies sold their steamers, some of them at public auction. The buyers took out the engines and shipped them to the Atlantic coast where they were put into ocean steamers. The engine of the Western Metropolis was taken up in a boat in New York by Thomas Fitzpatrick of Cleveland, an exper-

ed lake engineer, who afterward was a steamboat inspector for many years. When this steamer was completed the Civil War was on and she was immediately chartered to be used as a transport at \$800 a day. The hull of the Western Metropolis was converted into a sailing vessel of the same name and she was one of the largest and fastest on the lakes. The hull of the steamer Plymouth Rock was converted into a freight propeller which traded between Chicago and Duluth. Several of the hulls of these large steamers were made into floating dry docks. On the whole, the end of the 30 or more large and magnificent steamers of the sidewheel class, that were the pride of the lakes in the decade between 1850 and 1860, was very inglorious compared to their beginning.

To Be Continued.

Rules of Procedure

Laurier will inform Earl Grey that he has been defeated and advise who his successor should be.

What is the interesting procedure when governments change in Canada? The man on the street, perhaps, thinks it is a simple matter, but don't believe him, for the change of one Government for another is accomplished only after much formalism, the same being bound up, from time immemorial, with plentiful yards of red tape.

What will happen in the present crisis is this: Sir Wilfrid Laurier, defeated Prime Minister, will wait on Earl Grey, Governor-General, and inform him that the Government, of which he was Premier, has been defeated at the polls.

The Governor-General will ask Sir Wilfrid who, in his opinion, is a fit and proper person to be appointed as his successor. Sir Wilfrid, in all human probability, will point to Mr. R. L. Borden, leader of the Opposition, as the man.

SEND FOR BORDEN.

Earl Grey will then send for Mr. Borden and ask him if he is willing to undertake the task of governing the country. There is every reason to believe that Mr. Borden will answer in the affirmative. He will then be commissioned by the Governor-General to proceed with his task and will form his Cabinet.

There may be some little time before the reins of Government fall from the hands of Sir Wilfrid, as a retiring Government always wants a little time to wind up its affairs, and an incoming administration never likes to take charge of matters which are in a tangle.

SEEK RE-ELECTION.

After the new Cabinet Ministers have been appointed they must go back to their constituencies for re-election, not that this is necessary for their standing as Cabinet Ministers, but they must seek re-election as members of Parliament. As a matter of fact, Cabinet Ministers are not compelled to be members of Parliament, but custom demands that they shall be. No less a light than the great Gladstone once held office in a Cabinet without having a seat in Parliament, but he eventually obtained one.

TAKE UP DUTIES AT ONCE.

When Mr. R. L. Borden will appoint his Cabinet, it will be seen, is a matter of time, and who its members will be is a matter of conjecture, but when they have been appointed they will at once take up the duties of their offices, and afterwards look for constituencies. Not that there is much danger of their being defeated. In Canadian bye-elections Cabinet ministers are not very often "kicked down."

LAUNCHING OF THE NEW STEEL TUG "D. S. PRATT"

The new steel tug constructed by the Midland Dredge & Construction Co. at Midland, was launched on Saturday, Sept. 23rd, in the presence of a large number of citizens.

The forenoon was spent in greasing the skids, building a platform and decorating it and getting everything in readiness for the christening and launching of the new vessel. At 2.30 sharp the workmen commenced knocking out the supports, and when the word was given the rope was cut and little Miss Edna Pratt and Miss Marion Clark swung the bottle and named the tug "D. S. Pratt," after the manager of the company.

The tug is 80 ft. over all in length, 20 ft. beam and 12 ft. in depth, is strongly constructed, being built of all steel even to its pilot house. The deck house will be 11 ft. 6 in. in length. She will have a powerful engine with a boiler 11 ft. 6 in. in diameter.

The construction of the tug is under the direction of Mr. Wilkinson, a former resident of Collingwood, and a thorough practical man of wide experience.

The new tug will be a most creditable addition to the fleet in Midland, and we wish for it many years of useful service.

WOMEN READ THIS.

PARISIAN SAGE PUTS LUSTRE INTO DULL, FADED HAIR.

Every woman reader of The Bulletin who desires radiant hair that every one admires should go to JURY & GREGORY'S drug store to-day and get a large 50 cent bottle of Parisian Sage.

It is not only a delightful and refreshing hair dressing and beautifier, but it is sold under a rigid guarantee to banish dandruff, stop falling hair and itching scalp, or money back.

Parisian Sage is the best hair tonic known. It is the only one that will cure dandruff, cleanse the scalp and make the hair grow long and beautiful.

Sold and guaranteed in Collingwood by JURY & GREGORY.

MINARD'S LINIMENT RELIEVES NEURALGIA.



SYNOPSIS OF CANADIAN NORTH-WEST LAND REGULATIONS.

ANY person who is the sole head of a family, or any male over 18 years old, may homestead a quarter-section of available Dominion land in Manitoba, Saskatchewan or Alberta. The applicant must appear in person at the Dominion Lands Agency or Sub-Agency for the district. Entry by proxy may be made at any agency, on certain conditions, by father, mother, son, daughter, brother, or sister of intending homesteader.

Duties—Six months' residence upon and cultivation of the land in each of three years. A homesteader may live within nine miles of his homestead on a farm of at least 80 acres solely owned and occupied by him or by his father, mother, son, daughter, brother, or sister.

In certain districts a homesteader in good standing may pre-empt a quarter-section alongside his homestead. Price \$3.00 per acre. Duties—Must reside six months in each of six years from date of homestead entry (including the time required to earn homestead patent) and cultivate fifty acres extra.

A homesteader who has exhausted his homestead right and cannot obtain a pre-emption may take a purchased homestead in certain districts. Price \$3.00 per acre. Duties—Must reside six months in each of three years, cultivate fifty acres, and erect a house worth \$300.00.

10-6 mo. W. W. CORY, Deputy of the Minister of the Interior. N. B.—Unauthorized publication of this advertisement will not be paid for. 46-6 mo