

A HISTORY OF THE GREAT LAKES

By Crocket McElroy.

CHAPTER III.

Passenger Propellers—Tugs—Passing of the Clipper Ships.

Following the disappearance of sidewheel steamers came the upper cabin propellers. This class of steamers was better calculated to compete with the railroads, as when rates were fair they could carry enough freight to make their business pay and the passengers they carried added to their profits. Among the earliest upper cabin propellers were the Nile, Manhattan, Princeton, Hercules and Genesee Chief. These were followed by a larger and better class, among which were the Republic, Fountain City, Empire State, Badger State, Oneida, Idaho and St. Louis.

The first iron propeller put afloat on the Great Lakes was the Merchant, built in 1861. The second was the Philadelphia, built in 1868. The iron passenger propellers India, China and Japan were built in 1871. These steamers belonged to the Anchor Line and ran in the Lake Superior trade. In 1872 the large iron freight propellers Cuba, Russia and Java were built. Slow progress was made in building iron boats until about 1885, after that the business grew rapidly and steel soon took the place of iron.

Among the first passenger propellers to engage in the Lake Superior trade were the Iron City, Ironsides, Lac La Belle, Meteor, Pewabic and Water Witch from Cleveland, and the Peerless from Chicago. The Meteor and Pewabic collided on Lake Huron at night in fair weather and the Pewabic was sunk and about 30 lives were lost. These steamers belonged in the same line and the disastrous accident was the result of gross carelessness on the part of a pilot or wheelsman on one of the steamers. They were very beautiful boats, built alike, fast and well adapted for the work they had to do. The accident was one of the most deplorable that ever happened on the lakes, largely because there was no excuse for it. The Pewabic carried a valuable cargo of copper, part of which has been recovered, but the steamer still lies at the bottom of the lake. In 1873, the Meteor took fire at her dock in Detroit and was destroyed. Her hull was repaired and made into a sailing barge and named Nelson Bloom. In 1910 the Bloom was still in commission.

A peculiarity in the Water Witch was the fact that she had a walking beam engine, the walking beam working thwartship. The engine was connected with the propeller shaft by cogwheels so that the revolutions of the wheel would be several times greater than those of the engine. This experiment was tried on a larger propeller named B. F. Wade, and after being used a few years it was taken out and an ordinary propeller engine was substituted.

The hull of the Water Witch was designed for a sidewheel steamer, it was narrow and had fine lines, and as she had large power she was the fastest propeller on the Great Lakes of her day, 1861 to 1863. In November, 1863, while southward bound on Lake Huron in a severe westerly gale, the Water Witch tumbled with all on board. Not a soul was saved to tell what happened, and nobody knows where she went down. This was one of the very few complete extinctions of steamer, cargo, passengers and crew that have happened on the Great Lakes.

In the year 1859 the Detroit & Milwaukee Railway Company had built and placed on the line between Grand Haven and Milwaukee, two 1,100-ton sidewheel steamships named Detroit and Milwaukee. These steamers were built in the style of ocean steamships. They had boxes built over their wheels and guards around them for protection but no guards for widening the main deck. These steamers were intended to be able to cross Lake Michigan in any weather and make reliable connections with railroads. They were very good boats, but neither was worn out on the line. In 1868 the Milwaukee was wrecked against the piers at Grand Haven, and in 1871 the Detroit was converted into a propeller.

What might be called the golden era for screw-wheel steamers and passenger carrying boats was from 1860 to 1880. After that they became less numerous; in fact, the cabins were removed from many of them and they were converted into lumber barges and coarse freight carriers. During the period named there was a line of upper cabin propellers owned by the Northern Transportation Co., that plied between Ogdensburg and Chicago, touching at all the principal ports on the route. There were at one time 28 steamers in this line. They were limited in size to the capacity of the Welland canal, which at that period allowed only the passage of boats not exceeding 140 feet in length, 26 feet beam and ten feet draft through the locks. The steamers of this line were well built, had good machinery, were excellent sea boats, and fought their way successfully through many of the severest storms that ever swept the lakes. When the line was abandoned many of the boats were converted into steam barges and entered the lumber trade. They were good pullers and did splendid work in that business for many years, some of them being still at it. As these steamers were all painted white, were all of one size and all alike, the names of a few only need be given. They were the Maine, Boston, Cleveland, Prairie City, City of Concord and City of Milwaukee.

The first towing done on the Great Lakes was by paddlewheel steamers, for the good reason that there was no other kind to do it. These steamers were passenger boats and did towing only occasionally. Owing to the guards sidewheels and cabins they were poorly adapted to the business. They were at first used only to move vessels in port, tow them around bends in the rivers and for lightering vessels that had got aground. As the business increased larger boats got into it and confined themselves to that work. A number of passenger boats had their cabins removed and were converted into tugs. Among these were the Ohio, Bay City, H. B. Morton, Canadian and Dart. On the other hand, a few sidewheel boats built for tugs and lighters were converted into passenger boats. Among these were the J. B. Smith, W. R. Clinton and Philo Parsons. The latter steamer, while plying on the Detroit and Sandusky line during the Civil War, was seized at Sandwich, Ont., by a party of armed men who had in view releasing about 4,000 Confederate pris-

Sandusky Bay. On arriving near the island they discovered that the United States gunboat Michigan was on guard and there was no chance for them to succeed. Then they abandoned the project, ran the boat back to Sandwich and stepped ashore.

The slow revolutions of the wheels made sidewheel boats unsatisfactory as tugs. When the engine was passing centers the wheels would almost stop. There would be two jerks and two halts to every revolution, whereas the rapid revolutions of the screw wheel kept a steady strain on the tow line and a steady movement of the vessel. The screw-wheel tugs could come alongside of vessels or themselves and they soon drove the sidewheel tugs out of the business.

To Be Continued.

SUFFERERS FROM PILES!

ZAM-BUK HAS CURED THESE!

Friction on the hemorrhoid veins that are swollen, inflamed and gorged with blood, is what causes the terrible pain and stinging and smarting of piles. Zam-Buk applied at night will be found to give ease before morning. Thousands of persons have proved this. Why not be guided by the experience of others?

Mr. Thomas Pearson, of Prince Albert, Sask., writes: "I must thank you for the benefit I have received from Zam-Buk. Last summer I suffered greatly from piles. I started to use Zam-Buk and found it gave me relief, so I continued it, and after using three or four boxes I am pleased to say it has effected a complete cure."

Mr. G. A. Dufresne, 183-185 St. Joseph street, St. Roch, Quebec, P. Q., writes: "I can highly recommend Zam-Buk to every one who suffers from piles."

Magistrate Sanford, of Weston, King's Co., N.S., says: "I suffered long from itching piles, but Zam-Buk effected a complete cure."

Mr. William Kenty, of Upper Nine Mile River, Hants Co., N.S., says: "I suffered terribly from piles, the pain at times being almost unbearable. I tried various ointments, but everything I tried failed to do me the slightest good. I was tired of trying various remedies, when I heard of Zam-Buk, and thought as a last resource I would give this balm a trial. After a very short time Zam-Buk effected a complete cure."

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Try Zam-Buk Soap, 25c tablet.

CATTLE GO THROUGH A BRIDGE.

A drove of cattle running over the Mad River bridge, concession 2, Sunnidale, at recent date caused its collapse. Both cattle and man in charge went down with the bridge, but escaped without serious injury. The bridge has been used with safety for engines and threshing outfits and it is fortunate that the accident did not occur when one was crossing. As is generally known bridges of a strength sufficient for heavy traffic will not stand the vibration caused by animals running across.

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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 along side 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 to-6 mo.

W. W. CORY, Deputy of the Minister of the Interior. N. B.—Unauthorized publication of this advertisement will not be paid