

Amelia (Schooner), aground, 9 Oct 1864

Description

Comments (0)

Full Text

The schooner JOSEPH WILSON owned, we believe at Goderich is represented as having been found on the beach near Kincardine, with all hands gone; the schooner JULIA SMITH was also driven ashore on the coast in the late gale. Schooners AMELIA and A.J. RICH have gone to pieces, most of their sails and rigging will be saved; the schooner ALTAIR has been abandoned and is fast going to pieces. - Detroit Tribune.

Toronto Globe

November 30, 1864

The schooner FORWARDER was driven ashore at Kincardine, Lake Huron and is stated will prove a total loss. The tug DISPATCH which went to the relief of the schooner A.J. Rich, on lake Huron, has returned to this port, that vessel having been abandoned as a total loss. Strong doubts are entertained that any of the numerous vessels ashore along that coast will prove otherwise than a total loss, such was the height and force of the seas on lake Huron, that not more than 15 minutes elapsed from the time that the schooner FORTUNE struck ere she was in fragments and the whole of her cargo deposited in the lake. The gale was accompanied with a blinding snow storm, and no land was discovered until the vessel had reached the breakers and passed all hope of working off. Mr. Burton, Insurance agent, who has just arrived here from the Canadian shore on lake Huron, reports a small vessel having come ashore on that coast, with all hands lost. The name of the vessel was not ascertained.

Toronto Globe

Monday, November 21, 1864

R. N. Rice (Steamboat), 13 Jun 1877

Description

Comments (0)

Full Text

The work of repairing the stm. R.N. RICE, which lies at the old Northern Transportation wharf, has not yet commenced. Yesterday J.J. Shepard, of Cleveland, E.C. Johnson, Michigan City, Indiana, Capt Joseph Nicholson, J.C. Burton, with Mr. Carter, of this city, were engaged in computing the value of the furniture destroyed. This morning A. McVittie, of the Detroit Drydock Co., and Mr. Morris, foreman of Clark's drydock, will make a survey of the amount of rejoiner work it will require to place her in her former condition. James W. Bartlett, of the Detroit Locomotive Works, and Wm. Cowles, of the Detroit Drydock Co. will hold a survey on the machinery.

The estimates of the above gentlemen will probably be completed by tomorrow evening when the work of rebuilding will begin at one of the dry docks. On further examination it is found that the fire could not have originated in the lamproom as first reported, as that part of the steamer is almost entirely free of damage. It is now believed that it started in the steerage where the deck hands bunked.

The engine it is believed has escaped serious damage, although a number of rods and braces of the frame are warped.

Steam was got up in the forenoon to ascertain if the cylinders had been cracked by the heat. The test failed to show any flaws and it is thought they are comparatively uninjured.

The immense heat to which the engine was subjected is illustrated by the fact that over 200 pounds of melted brass has been gathered up which formerly did duty on the ends of the walking beam and other parts of the machinery.

The signal bell, which weighed about 75 pounds and hung under the walking beam, was melted in 2 so that the lower part fell on the engine below.

That the fire was stayed, after having gained the headway it did, is invariably spoken of by the large number who visit the RICE as exceedingly remarkable. For this the ferry boat FORTUNE and EXCELSIOR are entitled to great praise, and to them and the Fire Department Capt. McKay expresses his thanks.

Detroit Free Press
June 13, 1877

Lively (Schooner), aground, 3 Nov 1878

Description

Comments (0)

Full Text

The schooner LIVELY, laden with coal for Bay City, is reported ashore 6 miles above Sand Beach, having gone on at 12 o'clock Sunday night.

Port Huron Daily Times
Monday, November 4, 1878

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THE SCHOONER LIVELY ASHORE. - Word was received here yesterday that the schooner LIVELY went ashore six miles below Sand Beach, on Sunday night. She is coal laden, and bound for Bay City. Last evening the tug OSWEGO expected to leave here, going to her relief. She takes a 12 inch pump, hawsers, etc. The expedition is in charge of Mr. J.C. Burton. The LIVELY hails from Buffalo, registers 208 tons, and is partially insured.

Detroit Post & Tribune
Tuesday, November 5, 1878

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The schooner LIVELY went ashore six miles above Sand beach on Sunday night. She is coal laden, and bound for Bay City. last evening the tug OSWEGO expected to leave Detroit, going to her relief. She takes a 12-inch pump, hawsers, ect. The expedition is in charge of Mr. J. C. Burton. The LIVELY hails from Buffalo, and is partially insured.

Chicago Inter Ocean
Wednesday, November 6, 1878

.....

Port Huron, Nov. 5. -- The tug SWEEPSTAKES arrived this evening with the wrecked schooner M. C. CAMERON, having succeeded in releasing her without any difficulty. Capt. J. Rice left this evening with the tug OSWEGO, pumps and lighter. to go to the schooner LIVELY, ashore at Point aux Barques.

Chicago Inter Ocean
Thursday, November 7, 1878

.....

THE WRECK OF THE " LIVELY."

Port Huron, November 10. - The tug OSWEGO arrived here this evening from the wreck of the schooner LIVELY, Capt. Allen reports that she is a total loss, and broken in two forward of the cabin. She was stripped of her outfit, which will be taken to Detroit.

Detroit Post & Tribune
Monday, November 10, 1878

.....

The schooner LIVELY, ashore at Sand Beach, has been abandoned.

Port Huron daily Times
Monday, November 11, 1878

.....

The schooner LIVELY, ashore near Port Hope, has been abandoned, and is fast going to pieces. her cargo of 400 tons of coal, loaded for Chicago, is nearly all lost. She was insured for \$3,000 in the Manhattan and Phoenic companies. The tug OSWEGO which went to her assistance a week ago, was delayed from working at her by the severe northeaster, and returned today, having left the schooner's outfit at Port Huron.

Chicago Inter Ocean
Tuesday, November 12, 1878

Starling (Schooner), aground, 13 Sep 1878

Description

Comments (0)

Full Text

Vermillion, Sept. 13. -- The schooner STARLING of Picton, Captain Blanchard, bound from Toronto to Black River, went ashore this morning two miles east of Vermillion. No lives were lost and the vessel is insured.

Cleveland Herald
September 14, 1878

.....

Cleveland, Ohio, Sept. 13. -- The scow STARLING went ashore near Vermillion early this morning. She is reported as being considerably smashed up.

Chicago Inter Ocean
Saturday, September 14, 1878

.....

HELP FOR THE STARLING. - On Sunday the tug ANDREW J. SMITH arrived here, took on board J.C. Burton's steam pump, and left during the afternoon for Vermillion to relieve the schooner STARLING, which went ashore there during the recent gale.

Detroit Post & Tribune
Tuesday, September 17, 1878

.....

THE STARLING OFF. - On Sunday evening a dispatch was received at this office from Capt. McGowan, of the tug ANDREW J. SMITH, stating that the schooner STARLING had been released, and had been towed to Cleveland, where the tug then was. The extent of the schooner's injuries was not stated.

Detroit Post & Tribune
Tuesday, September 24, 1878

.....

The schooner STARLING was got off on Sunday afternoon by the assistance of the U. S. Steamer PERRY, the MAGNET and the tug SMITH. She has been on the beach near Vermillion since the great storm, and the tug ANDREW SMITH has been at work on her ever since. She was deep in the sand and it was a difficult job to work her out. She leaks now at the rate of about ten inches per hour, and she goes into the Globe Dock today.

Cleveland Herald
Tuesday, September 24, 1878

Schooner STARLING. [no number] Of 198 tons register. Built Sophiasburgh, Ont., 1873. Home port, Picton, Ont. 108.0 x 24.8 x 10.0. Owned by W.O. Stearns, of Port Rowan, Ont.

List of Vessels on the Registry Book of the Dominion of Canada on December 31, 1886

George H. Waud (Schooner), U10152, aground, 1 Sep 1878

Description

Comments (0)

Full Text

East Saginaw Mich., Sept. 13. -- The schooner G.H. WAUD, light, for Chicago, went ashore at Sand Beach this afternoon in the gale, and is breaking up. The crew got ashore. She is owned in Chicago and valued at \$8,200

Chicago Inter Ocean

Saturday, September 14, 1878

THE STRANDED SCHOONER - Captain Holliday, master and part owner of the Schooner GEORGE H. WAUD, ashore near Sand Beach, is now in Chicago, and reports to a Times reporter that she is in bad condition, and he has no doubt but she will prove a total loss. She was lying in the harbor with both anchors down when the wind struck her, but they were not sufficient to hold her, and she went ashore in a very rough spot. Before doing so she drove over a reef with only about one and a half feet of water on it. The WAUD had a total policy in the Orient Company for \$4,000, and she was valued at \$6,000. The WAUD was unfortunate during the entire season, and the captain is not in the best of humor after the last mishap.

Detroit Post & Tribune

Saturday, September 21, 1878

.....

The GEORGE H. WAUD - Advices from Sand Beach stste that the bottom is out of the schooner GEORGE H. WAUD, which recently went ashore there. It is now stated that Capt. Grummond has taken a contract to get her off, but we have not the gentleman's word to back the statement. The report further states that if Capt. Grummond succeeds in releasing her and getting her into some port where she can be repaired, he receives \$1,500. If not, nothing will be his reward,

Detroit Post & Tribune

Monday, September 23, 1878

.....

THE GEORGE H. WAUD. - Mr. J.C. Burton stated last evening that the attempt to release the schooner GEORGE H. WAUD, ashore at Sand Beach, has thus far proved fruitless, and so far as his interests are concerned, no further attempt will be made. She lies in such a position that she is almost un-approachable. She lies on rocks, which have to all appearances knocked a hole in her bottom.

Detroit Post & Tribune

Monday, October 7, 1878

.....

It is stated that nothing can be done with the wrecked schooner GEORGE H. WAUD, and that she will prove a total loss where she lies. The WAUD measured 358 tons, was built at Buffalo by H. Williams in 1866, rated B 1 dash, and was valued in the register at \$8,200. She received a new deck in 1873.

Chicago Inter Ocean

Monday, October 14, 1878

.....

The work of raising the schooner WAUD, sunk near Sand Beach, is in progress. She lies in about four feet of water on a reef of rocks, a large boulder being a little forward amidships.

Chicago Inter Ocean

Wednesday, November 13, 1878

.....

Port Huron, Nov. 18. -- The tug MOCKING BIRD left here this afternoon for Sand beach to work at the schooner G. H. WAUD, which went ashore there some time ago

Chicago Inter Ocean

Monday, November 8, 1878

.....

Last fall the schooner GEORGE H. WAUD went ashore a short distance below Sand Beach, but in a place so sheltered by bars and boulders that heavy seas would have little or no effect upon her. At the close of navigation she was still where she first went on, and she is also there now, and apparently in as good condition as ever. The boat seems to rest easy, and her spars are standing as straight and as true as when first put in.

Detroit Post & Tribune

Saturday, May 24, 1879

The tug BARTLETT arrived down this morning with the schooner WAUD, which has been on the beach at Sand beach Harbor for two or three years.

Port Huron Daily Times

Thursday, May 27, 1880

Schooner GEORGE H. WAND [sic] U. S. No. 10152. Of 358.38 tons. Home port, Buffao;, N. Y. Merchant Vessel List, U. S., 1871

Marine Record.

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

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CLEVELAND, OHIO, THURSDAY, JULY 23.

THE LIGHTED TORCH.

If there is a statutory rule that will tend to lessen collisions on the lakes between steamers and vessels, which are becoming very frequent, but that direction be followed to the letter. The lighted torch, provided for by section 424, is undoubtedly a measure in the interest of increased safety against collision, the rule being imperative that any sail-vessel shall, on the approach of any steam-vessel during the night time, show a lighted torch upon that point or quarter in which such steam vessel shall be approaching. In case the admiralty courts are required to settle or render on the fault and damages in the event of collision between a steamer and sail vessel the failure to exhibit such an important hearing on the torch assumes an important bearing on the case. In fact, it is so important that often times the carrier of the sail-vessel loses the case by reason of the neglect. It is only where it clearly appears that the exhibition of a torch-light could not have resulted in a collision, or given any additional information as to the position or course of the sailing vessel that the omission to comply with the section quoted can be held to be immaterial. As the master of a sailing vessel is not very well rely on his judgment to avoid the question whether a torch would or would not be luminescent in the night time or during a fog, and it is clearly one of the requirements of safe navigation and will not command any great amount of trouble, it is but logical strength to his own position if he should do so.

A case in point, and one which would, without doubt, have been decided in favor of the sailing vessel, is that of the collision between the schooners Cyclone and Lucke, and the tow of the steamer Oregon, and the schooner Richard Mott, on the 10th of June, 1885. The first part of the collision is given on another page of this issue (the balance to follow next week). A dense fog, accompanied by rain, and a good sailing breeze came up about midnight, making navigation extremely difficult, and dangerous. Whether sail fog came down, but without effect, as the Oregon brought to in the fog about fifty feet from the Mott, and two of the schooners in the tow raked her on both sides, and Judge Fryer of the district court for the eastern district of Wisconsin, passed a decision dividing the damages. In reaching this verdict he held, first, that the Mott complied with all the provisions of the law with the single omission of showing a lighted torch, and that if the vessel had shown a clear starboard light for damages against the Oregon and the tow. Many cases of the same nature can be cited to show of how much importance admiralty judges consider the torch, and how easily they can consistently divide the damages in her of years, noting to a dispute about the insurance.

one applying to the fog horn or steam whistle.

The rules of the tug against a steamer and in favor of a schooner are imperative, but Judges are now requiring proof of a lighted torch, if it is proper, in every case, thus equalizing the measure of precaution. Admiralty courts will not admit that a "simple looking of a steamer by a lighted torch is always enough. She must run at a moderate speed, and is never justified in changing a collision course unless she is unable to do so. This implies such speed only as is consistent with the utmost caution. Having complete control of herself, and being equipped on a much damage if a collision does take place, the law has imposed on her the obligation of so directing her own movements, in the midst of the uncertainties of a fog as to be at all times under "easy command." If she falls in this she must suffer the consequences. The more dense the fog the greater the necessity for moderation. The object is to keep her under such control that she can be stopped after another vessel, with which she is in danger of collision, shall have passed. If it will be seen that the steamer is held to all these requirements it is but justice that the schooner should be held to the requirements governing sailing vessels. Light your torch, and you will be well satisfied with the law as having a strong case.

SENATOR HENNEPIN comes to the front with a resolution which if urged to passage, will discover whether the United States government is strengthened with a backbone like an angle-worm or like that in a steel vessel, to-wit:

Resolved, That the Committee on Foreign Relations be, and is hereby, instructed to inquire into the rights of American fishing vessels and merchants within the North American possessions of the Great Britain, and whether the rights of such vessels have been violated. If so, to what extent; that said committee report upon themselves, and report to the Senate. It is necessary to be taken by Congress to enforce the protection of our fishery within the North American possessions; that said committee have power to send for persons and papers, and to examine witnesses, and to sit during the recess of the Senate, either as a full committee or by any sub-committee thereof; that such sub-committee shall for the purpose of such investigations be a committee of the Senate to all intents and purposes.

The government's warrant inspectors at Chicago have examined the master of the Gazelle from all blame in connection with the disaster to the yacht Josie, which was recently sunk by collision with the Gazelle. In this connection it is proper to say that many of the harbor tug's at this port have, during the last few months, neglected to put up lighted after drag, causing much inconvenience to masters of arriving steamers. Also, at times, in the absence of a watch on the tug they run up to bridges and run a drag without giving signals therefor. The above decision should be a warning against this negligence without proper lights set as they are sometimes liable to the disaster of every description.

SOME time past we designated the Hennepin canal scheme as an obstruction measure as an amendment to the river and harbor bill. The bill at this writing is before a conference committee of the two houses and Mr. Willis has been served with notice that in case the Hennepin canal provision is stricken out the jobbers will filibuster to kill the entire bill. If the Hennepin canal has merit let it come before Congress and show more interest in its passage than they have in the improvement of all the Michigan, Wisconsin and Illinois harbors the same should be jinked after. There seems to be no hope in the scheme.

AS improvement in the wrecking regulations between the United States and Canada would form a valuable step to the improvement about to be effected in the provision for the extradition of criminals, Great Britain and America having decided not to prosecute and encourage crimes, they should also agree out to promote loss of life and property on the lakes.

THE secretary of the Treasury says that small boats must carry lights under a penalty of \$200 fine. This decision is in conformity with section 2344 Rev. Stat. of the 23rd of October 1879, which reads: "The master of the vessel... shall show a clear starboard light for damages against the Oregon and the tow. Many cases of the same nature can be cited to show of how much importance admiralty judges consider the torch, and how easily they can consistently divide the damages in her of years, noting to a dispute about the insurance."

OIL ON THE WATERS.

FOR some time the hydrographic office has been collecting and publishing information about the use of oil upon vessels at sea. Reports furnished by captains from all parts of the world have been printed upon the monthly pilot charts, and at the end of the last calendar year the reports for twelve months were issued in a pamphlet. The dissemination of the facts narrated by these observers appears to have convinced many admiralty officers that the use of oil is not only a waste of a few cents worth of oil, specially prepared for use in gasolene, but also a "fad" in carrying oil on board ship, and to use it when vessels are threatened by heavy seas.

No one can read the testimony published by the hydrographic office without coming to the conclusion that the value of this method of protection to a ship in a gale has been over-estimated. The record for 1885 sets forth the results attained in about seventy five cases, although not all of these are assigned to that year. A very small number of the vessels were destroyed.

OIL is used by the sailing vessels, and the results of an exhausted investigation of the subject were published two or three years ago by the life saving service. Light your torch, and you will be well satisfied with the law as having a strong case.

It had been generally supposed that the use of vegetable or animal oils. Captain Smith, of the bark Emma, used refined petroleum in a gale, emptying barrels of it to windward and towing several logs alongside. It had been generally supposed that the use of vegetable or animal oils. Captain Smith, of the bark Emma, used refined petroleum in a gale, emptying barrels of it to windward and towing several logs alongside.

Now that the great value of this simple and inexpensive method of protection is generally recognized by all mariners, it is probable that all of the right quality will be supplied at all large ports, and that the machinery for applying the oil to the waves will be perfected. A complete outfit, consisting of specially prepared bags, oil, etc., will cost only a few dollars, and no vessel should leave port without one.

Acting Secretary of the Treasury Fairchild has instructed Collector Seeger to remit any fine ordered against the schooner Delia DeWolf for violating the law relative to the carrying of fougasse and number on the main beam. The vessel was being rebuilt during the recent labor troubles, and her master, thinking that it would be heat to get away from port, left before the carrying could be done. He pointed the figures on the main beam in order to show that he was at least desirous of complying with the law. Yet an inspector thought that the violation of the law was willful, and he reported it to Collector Seeger, who fined the DeWolf. The fine imposed was \$100. The tug A. B. Ward had been ordered remitted also. The total amount is \$200. The Ward was lying at the waterworks crib late on the evening of July 5, and there was a large crowd of visitors there who were very anxious to get aboard, because they believed that there would not be any more excursion boats out to return them. Captain Tyrrell consented to take the party on the pier, but he refused to accept any money from them for the ride. Secretary Fairchild held that the violation was merely technical.

Around the Lakes Continued from last page.

THE new steamer Henry A. Root, for Detroit & Parks, was launched Saturday. She is designed for the lumber trade. Dimensions: 115 feet keel, 215 feet beam, 10 feet depth of hold. Her engine is 185 hp 20; capacity 25,000 feet of lumber; she will be one of the staunchest on the lakes.

A HARBOR SPERRER. James Gillman, aged 25, son of parent who resides here, fell overboard from schooner Chrysler, at St. Ignace Saturday night, and was drowned. Gillman was wheelman on the Chrysler.

GREAT preparations are being made on Grindstone Island in Zea bay, for the annual meeting of the American Canoe Association. It is reported that the propeller Ocean, which was built upon the Thousand Islands park dock, has recently been sold to parties in New York city, and will be related at once. The propeller Ocean, of Cleveland, has arrived on the river and brought lumber to the new hotel at Edgewood park.

THEIR has been a very busy time during the past week at the wharves. The schooner America has been overhauled and had general repairs; the schooner Mary A. Gregory

has been repaired and called, and also the tug Oliver C. Williams. The Lytle, not wishing to wait her turn in the drydock, was hauled out on ways, her damaged planks repaired, hull calked, and other minor repairs made.

REVENUE.

THE Lackawanna has already shipped 22,000 tons of steel rails by the lake this season, and will receive lake shipments after a while. Just now an order for 25,000 tons of going to the Texas Pacific and other south-western roads by Nickel Plate and C. C. & I. Lines. The amount shipped was from here by lake and rail now reaches 100,000 tons.

Captain Patrick E. Laugan, a well known lake sailor, was arrested and after an examination committed to the state insane asylum. He imagines himself the owner of a vast amount of real estate. Captain Laugan was a short time ago relieved at Chicago of the command of the schooner O. C. Finney, after being accused of appropriating freight money due him. He arrived here a few days ago. The owner of the Finney is going to the Texas Pacific. Laugan has for several years been considered eccentric.

THE Express has the following notice of news: Preparations for building the new Union Lake propeller at the Union drydock are going on actively. Excavations have been made to build a 100-foot wide and 10-foot deep canal, which are to be in August 10th. The merits of the triple expansion engine are being seriously considered, and though that engine is regarded by some people in this country to be better than the single expansion engine largely used in England and is generally recommended there it is not unlikely that it will save from 25 to 30 per cent in fuel.

The iron drydock has been engaged on repairs to the propellers Ocean, C. N. Pratt, and S. Balton the past week.

THE survey of the O. M. Bond was in progress, but no result was arrived at so far as the engine boiler.

Captain McCurtain has resigned his position as master of the schooner C. H. Burton, and Captain Richardson was sworn in as master. The Burton will depart to return in the tow of the Iron Age.

THE schooners Dayton, Ellen Spry, M. Stalker, and Henry cleared light for Sandusky. The Gladiator and consorta Drama, Carpenter and Stephenson will return there when the schooners are released. All go for new wheat.

THE propeller C. H. of the Union Line is doing remarkably good work. Her record shows that she is actually faster than her first trip has enjoyed the undisturbed first place on the lakes in regard to speed.

THE immense power to be put into the new Anchor Line propeller Sandusky, built by the same yard that built the others.

THE association up yesterday offered only 60¢ to Chicago and Milwaukee. The outside shippers, who on Tuesday took the schooner Our Son for Milwaukee at 65¢, also engaged the steamer Henry Chisholm and J. S. Fay for Chicago at the same rate. It was agreed, however, to keep the matter private. Also, the same shipper chartered the schooner Barton W. Page for Chicago at 65¢. This was the first time since the war for even better figures. The schooner D. G. Pratt will take a cargo of bulk salt to Milwaukee at 75¢ per ton. The steamer Smith Moore, which brought wheat from Toledo, will be engaged to bring wheat to Detroit.

CANAL freight here was strong at 50¢ on wheat and 45¢ on corn to New York. Boats were quickly taken as fast as they could be got ready.

PORT ARTHUR.

THE Port Arthur Stevedores give an account of the destruction of the steamer Butcher Boy last week by fire. The flames are supposed to have originated from the kitchen. She was tied up at her dock, but when the fire broke out she was towed out into the bay where she drifted about for some time, and finally was blown back to shore where a fire company extinguished the flames, but not before she was practically a total wreck. She was owned by H. H. Mitchell, a Port Arthur butcher, and was insured for \$7,000. The Butcher Boy was built by Gray (1879). She was a screw steamer with a registered tonnage of 118, net weight of 110 tons as the A. H. Morrison, and was purchased by Smith & Mitchell, of Port Arthur, in 1883, and was refitted in Duluth at that time.

