

William N. Burton – Transcripts of Newspaper Articles and Notices

SOLD. - The Chicago Tribune says that the propeller tug FRANKLIN, which arrived about a month ago from Buffalo, and has since been employed on the river as a tow boat, was purchased yesterday by Captain Edward Kelly, and Clarence Dyer, from Capt. J. Terrett, for \$5,000. She is two years old, and is in prime condition. Capt. Kelly takes the command to-day, and will continue in the towing business, for which the FRANKLIN is so well adapted.

Buffalo Daily Republic – Saturday, August 6, 1853

The little propeller tug FRANKLIN, which used to be employed in towing in our harbor, was sold last Thursday to Messrs. **Burton & Smith** of Chicago, for the same price she was sold one year ago.

Buffalo Daily Republic – Tuesday, March 7, 1854

Source: Maritime History of the Great Lakes
(<http://images.maritimehistoryofthegreatlakes.ca/28638/data?n=17>)

The prop. ROSSITER has been purchased by Messrs. **Wm. N. Burton** and Capt. Hopkins from Messrs. Richmond & Co., for \$6,000. She will run between Chicago and Green Bay.

Detroit Free Press – April 14, 1853

Source: Maritime History of the Great Lakes
(<http://images.maritimehistoryofthegreatlakes.ca/30351/data?n=18>)

We learn from Capt. Dobbins, Agent of the National Insurance Co. of Boston, that the fine schooner CARLINGFORD, owned by our esteemed fellow townsman, Capt. Robt. Montgomery, which was stranded at the Manitou Islands in the great gale last fall, and on which the underwriters have promptly paid a total loss to Capt. M., has been recovered and is safe in dock at Milwaukee. The recovery was made under the following circumstances: On a recent tour of inspection at Chicago, Capt. Dobbins discovered that a private expedition of wreckers had chartered the prop. LADY FRANKLIN and "gone for" the CARLINGFORD and her cargo. Capt. Dobbins hastened to Milwaukee and employed **Capt. Wm. Burton** to take the fine wrecking stmr. LEVIATHAN and go to the CARLINGFORD and not only rescue her from the hands of the wreckers, but recover the vessel and take them to Milwaukee. Capt. Dobbins received a telegram last evening, announcing the safe arrival of the CARLINGFORD at Milwaukee, in charge of **Capt. Wm. Burton** and in tow of the wrecking tug LEVIATHAN. He reports the vessel as very little damaged.

Buffalo Commercial Advertiser – April 27, 1870 3-5

Source: Maritime History of the Great Lakes
(<http://images.maritimehistoryofthegreatlakes.ca/46092/data?n=48>)

A SAD RECITAL Details at Last of the Terrible Disaster to the Schooner J. P. MARCH.

Young Morey, the son of Mrs. Morey, cook on the J. P. MARCH, was well educated, his mother spending all her hard-earned wages to push him forward. He was about 18 years of age, and a very promising young man. He was his mother's pride and hope, and when he died in her arms on board the wreck it is not to be wondered at that the heart-broken women gave up and died too. Both their bodies were swept overboard, but afterward recovered.

The particulars of the disaster are as following:

The MARCH, which had been lying for refuge in the harbor of Beaver Island, weighed anchor and made sail on the morning of the 30th of October, the storm having mainly subsided, and the wind being from the southwest. When within fourteen or fifteen miles of the North Manitou the wind shifted to northwest and began to blow a gale. Captain Debbage concluded to make South Manitou harbor. It began to snow and the weather became very thick and cold, with darkness approaching. In this condition of things the captain mistook the mainland for the Manitou and struck about a mile and a half above Their's Dock near Good Harbor. At that point the water is quite deep, and with the sea then running the vessel lay some forty rods from the shore, and in a very uneasy position, being apparently on a bearing of some sort about amidships.

At daylight Captain Debbage took two fenders as a sort of float, with a view of reaching land and getting help, the shore being uninhabited except by a couple of fishermen two miles north of the vessel. As the captain struck the water, the sea setting around the stern of the vessel, which lay broadside to the beach formed a sort of current, and carried him under. He sunk and rose twice, and the third time when he came up the fenders were on top of him, and he went down and was seen no more.

The fishermen spoken of above, having got knowledge of the wreck, took their pond boat about 11 a. m. and hauled it up, with a team, to the wreck, not knowing then that any lives had been lost, seeing four men in the rigging, they launched their boat and went out to the vessel, where they found the following in the rigging: Second Mate Moses Mason and seamen Ed McKeivitt, James McFie, and Albert Pegger. These they rescued, though McFie and McKeivitt were almost gone, and could have survived but a few minutes. From the survivors they learned the thrilling story of what had passed.

Mary Moray, the cook, and her son, James Morey, after the death of the captain, died from exposure while the rescuing party was approaching. Their strength having given out, they laid down on the deck, near the bow, with their arms locked about each other. McFie tried to cheer the woman on and said to her: "Mary, cheer up, here is help." At this the boy turned his eyes on McFie, raised up a little and fell over into his mother's arms, dead. The poor woman cried out: "My hope is lost; I might as well go too!" She fainted, and a swell swept the deck and washed them both into the sea.

Ole Anderson, the mate, then made up his mind to make an effort to reach the shore, He stripped off all but his trousers and underclothes, and, walking along the rail several times, jumped into the water and disappeared.

Having landed the survivors the two fishermen commenced to search for the bodies. The mate and captain were first found. The cook was found by two boys, who dragged her ashore. Her neck was broken and she had a cut on her forehead. Toward evening of this day, the 31st, the sea ran down considerably. The bodies of Captain Debbage and the mate were removed to Justice Koch's house, about two miles from the wreck. He then sent his team down after the body of the cook, but, it being late and getting dark, it could not be found. The men, however, found the body of young Moray half buried in the sand on the beach. At 5 o'clock next morning Mr. Koch again sent his team out and the woman's body was found, and all were taken to Mr. Koch's house.

Justice Koch summoned a jury and held an inquest on the four bodies. The storm having destroyed all telegraph communication, and justice Koch being unable to get any word to or from Captain Debbage's friends, on Sunday, Nov. 3. he had them buried in a private graveyard adjoining his garden. The Rev. George Thompson, of the village of Leland, performed the service.

Captain Debbage's body has since been raised and taken to his late home in Oswego, Justice Koch accompanying it. The bodies of the others will remain where they are.

Second mate, Mason and the other survivors, at last accounts, were still in Good Harbor looking after the wreck, their expenses being paid by Messrs. **Burton** & Pierce of Chicago, the owners of the vessel.

Chicago Inter-Ocean (Chicago, IL), Tuesday, November 12, 1878

The following is the latest from the schooner J. P. MARCH. The other dispatch from Mason was sent from Leland. The vessel is ashore at Good harbor.

Traverse City, Mich., Nov. 5, 1878

To **Burton** & Pierce, 133 South Water street, Chicago.

The schooner is a total wreck. Decks all off along starboard side, and back broken. Have got mainsail and two wharp lines ashore.

Please send someone here, as I have no money and can't hire. ----

Moses Mason

Chicago Inter Ocean – Wednesday. November 6. 1878

Source: Maritime History of the Great Lakes
(<http://images.maritimehistoryofthegreatlakes.ca/54030/data?n=98>)

Fire was discovered in the roof of the engine room of the tug WINSLOW of S.B. Grummond's line at 10:30 this morning. The tug lay at the foot of First St. in close proximity to the steamboats ATLANTIC, OSWEGO, A.W. MOORE and CRUSADER. The flames rapidly ate their way forward to the pilot house, and soon the whole top of the cabin was enveloped in a sheet of flame, which a strong wind was driving on to the other boats. It looked as if all the boats tied up there were doomed.

The firemaen had considerable difficulty in getting their lines of hose on to the burning craft, and before they did so the whole of the tug above the main deck was ablaze. The fire burned rapidly downward and to the stern of the WINSLOW. There was not steam enough up to put the boat out into the stream. The firemen soon conquered the fire in the upper part of the boat, but had to flood the vessel to extinguish the blaze in the hold. None of the other vessels were damaged and it will be impossible to estimate the damage on the WINSLOW until she can be pumped out. She is insured.

Capt. Grummond can scarcely estimate the loss, but thinks it will be between \$8,000 and \$10,000; insured with **Agent Burton** in various companies for \$15,000. The engine and upperworks are badly burned. The outfit is ruined. The tug MOORE was slightly scorched.

The fire started in the coal bunkers, and is supposed to have been caused by spontaneous combustion. It worked up through the decks around the smoke stacks and set fire to the upper works.

Capt. Grummond says that nothing but the quick response of the fire department saved his tug and the neighboring vessels from destruction. Chief Engineer Battle directed the movements of the department.

Detroit Journal – November 19, 1887

Source: Maritime History of the Great Lakes
(<http://images.maritimehistoryofthegreatlakes.ca/52345/data?n=162>)