

out by George N. Brady, of Detroit, and Captain W. R. Clinton, of Windsor. She was named the *Hope*. In their application to the Windsor town council for a license, her dimensions were given as: Length, over all, 104 feet; breadth, 25 feet; and depth of hold, 8 feet 2 inches. The *Hope* had a one-cylinder, high-pressure engine, placed in the hold just back of the middle part and inclined at an angle upwards to connect direct with the wheel shaft. Captain W. R. Clinton had always considered a side-wheel boat as the only effective ice-cutting boat, but a later experience with the *Hope* converted him over to the screw-wheel type.

It was in the heavy ice in the following winter that the *Hope* became fast in the ice and was held so for hours. At that time the screw-wheel steamer *Favorite* was making the passage across all right, and Captain Clinton at last called upon Captain Lew Horn of the *Favorite* to come to his assistance, which he did, and released the *Hope*. Captain Clinton then became convinced of the superior ice-cutting powers of the screw-wheel ferry, and in December, 1872, Messrs. Brady and Clinton brought out the screw-wheel steamer *Victoria*, the most successful ice-cutting boat at that time, and one whose model has never been improved upon, and in the main has been followed in the building of all the larger ferries since that time. She is still running regularly on the ferry after forty-three years of service.

The second period of the ferry business-development was during the years 1871-1883. The regulation of the ferry service between Detroit and Windsor on the Canadian side had been granted to the town of Windsor for a term of twenty-five years by a lease from the Province of Canada, under letters patent, dated at Quebec, the 1st of October, 1863. The lease provided for boats propelled by steam, of not less than a 60-foot keel, and to have an engine power of at least 20 horses—a power just about equal to the ordinary automobile of the year 1916.

In February, 1873, Mr. Brady applied to the Windsor town council for exclusive rights to the ferry for the unexpired term of the government lease to the town of Windsor, viz., fifteen years, basing his claim on the fact that the screw-wheel steamer *Victoria* had during the previous severe winter kept the ferry service open between Detroit and Windsor. A special ferry committee of the council considered the request, but decided not to comply with it at that time. Competition from then on became keener between the rival ferries. In May, 1874, Messrs. Brady and Clinton again made application to the Windsor town council for exclusive rights to the Detroit & Windsor Ferry Co. (with the steamers *Victoria* and *Hope*), under which name they had organized the company under American letters patent, dated October 13th, 1873. At the same time the rival association, under the name of the Windsor and Detroit International Ferry Co., also made application for exclusive rights. This association was represented by W. P. Campbell, for the steamer *Detroit*; W. L. Horn, for the steamer *General Grant*; and Henry and Shadrach Jenking, for the steamer *Essex*. The steamer *Essex* had, during the period 1872-1873, been rebuilt, and nine feet added to her length.

The ferry committee of the town council, after due consideration of the two petitions, refused both requests. All five boats were now running from the Brock Street dock. They were the steamers *Hope*, *Victoria*, *Detroit*, *Essex* and *General Grant*. Competition was not then working in the best in-