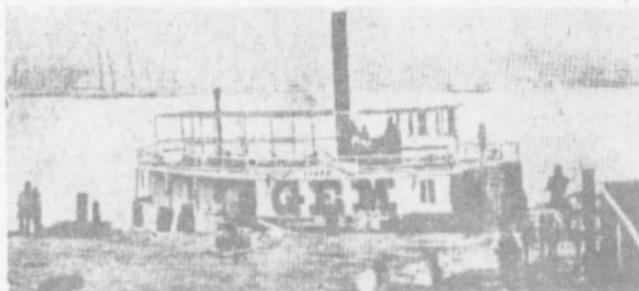


trying times of the American Civil War. From 1865 to 1870 the three regular ferries running between Detroit and Windsor were the steamers *Argo* (No. 2), Captain James Forbes; *Essex*, Captain George Jenking; and *Detroit*, Captain Thomas Chilver, and they ran from 6 in the morning until 6 at night. The steamer *Gem* then took the night run from 6 o'clock until 11 o'clock at night.

The night ferry at that time was not a particularly good paying business, for Captain J. R. Innes, in his application to the Windsor town council for a license for a night ferry, dated 29th June, 1866, asked the council to be as moderate as possible in the fee charged, as the night ferry business was not a very profitable one. Of this period, among the very few remaining veterans of the ferry service is Captain James Carney, retired, of Windsor, who was mate on the steamer *Essex* from 1867 to 1870. During those years the not very powerful regular ferry boats experienced considerable trouble at times in crossing in winter when the ice was heavy.

Owing to a peculiar action of the current in the river at about the foot of



THE STEAMER GEM.

This was the first steam ferry that plied between Sandwich, C.W., and Springwells, Mich., in 1865.

Glengarry Avenue, Windsor, and extending across to the elevator on the Detroit side, there is many times an open space there when the lower river is blocked with ice, so that, in order to keep navigation open as much as possible, the open space above was taken advantage of, and the boats crossed there when possible until the regular crossing was again opened. To reach this landing it was necessary to walk along the Great Western Company's docks as far as Glengarry Avenue, and after landing at the elevator in Detroit, to cross over the tracks of the Detroit and Milwaukee Railway to get to the city proper.

In 1869 the screw-wheel steamer *Favorite* was built by John Horn, of Detroit, and in 1870 put on the ferry run, with W. L. ("Lew") Horn as captain. She was the first regular screw-wheel ferry, and was a greater success as an ice boat than any one of the side-wheel ferries had been up to that time. In 1873 John Horn bought the side-wheel steamer *General Grant*, in Sandusky, Ohio, and, with Captain Lew Horn, she ran as a ferry in the years 1873-4-5. A screw-wheel steamer, the *Clara*, Captain J. R. Innes, and owned by W. P. Campbell, ran as a ferry during the period 1870-1871.

In the spring of 1870 a new and larger side-wheel steamer was brought