

in fog except in the vicinity of other vessels to hold her course, and when off the port to stop until certain.

Sometimes there have been longish passages. One Saturday morning in August, 1903, the *Chippewa* left Toronto at 7 a.m. during a strong gale with a heavy sea from the east. A thick fog was found enveloping the south shore extending some five miles out. On gaining the Bell Buoy off Niagara and not being able to see anything, Captain McGiffin, rather than run any risk, determined to keep close to the buoy ready to run in should the fog lift. Here during all day and evening he remained within sound of the bell, coming up to and dropping away again under the heavy sea, until at last the lights on the land could be seen and *Chippewa* came alongside the dock at 11.50 p.m., 16 hours from Toronto! No other steamer was on the Lake that day. McGiffin kept his passengers well fed and for his carefulness and judgment was advanced to position of "Commodore."

A similar episode of carefulness had taken place in 1886, on the *Cibola* under Captain McCorquodale, when he similarly held his place off the port in a fog from 6 p.m. to 3 a.m. Both considered it was better to be sure than to be sorry.

In those early days the engines of the Michigan Central, would in emergency be placed with their head lights facing out on the river, and their whistles blown to guide the steamers in, but since then the large range lights have been installed by the Government, and made entrance easier.

It was under the leadership of such men as these that the officers of the company were trained up, its rules and traditions formed, and stability of service encouraged. There are not a few officers and men who have been from