

From 1854 to 1867 no cars were taken across the river on car ferries, but in 1866 the Great Western Railway Company had under construction the steamer *Great Western*, the first car ferry which was to take cars over the river in train-loads. She was built of iron, on the Clyde, in Scotland, brought over in sections, and put together in Henry Jenking's shipyard at Walkerville, and made her first trip on the first of January, 1867, from the slip dock at the foot of Glengarry Avenue, in Windsor, under command of Captain John D. Sullivan, who had been transferred to her from the steamer *Union*. The steamer *Great Western* was at the time of building generally spoken of as "the iron boat," being one of the first boats to be built of iron in this locality. When first built she was enclosed the entire length over the tracks, giving her much the appearance of a floating tube. This was later removed on account of the weight, leaving her deck clear. At the time she was launched many in the crowds who witnessed the launching expected to see her sink when she took to the water, but in this they were, of course, disappointed.

The steamer *Union* was continued in service until 1874, when all the trains, both passenger and freight, were taken across the river on car ferries. At that time she was under command of Captain D. Nicholson, who afterwards became superintendent of the Detroit & Windsor Ferry Company.

It was in the latter part of 1874 that Lord Dufferin, then Governor-General of Canada, in making a tour of the West, landed at the Great Western Railway station in Windsor and crossed the river on the *Union* to the Woodward Avenue dock, where he was given a great reception by the citizens of Detroit after he had landed. After being taken off the ferry run the *Union* was laid up at Sarnia, on the St. Clair River, and shortly afterwards burned to the water's edge.

In 1872 the *Transit* (No. 2), a twin-screw wheel steamer, was built at Jenking's shipyard, and in 1873 the large side-wheel steamer *Michigan* was built at the same shipyard, and both vessels added to the fleet of the Great Western Railway car ferries.

In 1858 the small side-wheel steamer *Gem* was brought out by W. P. Campbell, of Detroit, owner, and Thomas Chilver, captain; and about 1863 the side-wheel steamer *Essex*, built by Henry and Shadrach Jenking, of Walkerville. Captain George Jenking was her captain. He was noted for the care and attention he gave to the matter of dress and to his personal appearance. About 1865 the side-wheel steamer *Detroit*, W. P. Campbell, owner, and Thomas Chilver, captain, was put on the ferry between Windsor and Detroit, and ran until 1875. After the death of Captain Thomas Chilver, his son, Captain William Chilver, for a time sailed the *Detroit*.

The years from 1858 to 1870 marked the first period of the ferry development proper, and that during the time of the American Civil War period—1861-1865. After the steamer *Detroit* came on the ferry run, the steamer *Gem* was run as a ferry at Sandwich for one season during the year 1865, and ran from the town dock in Sandwich across to Clark's dry dock opposite on the Detroit side. On the dock at Sandwich at one side of the landing, and opposite the Custom House, there was a saloon kept for the accommodation of the patrons of the ferry. It was owned by a man known only by the name of "The Indiana Banker." He was one among the large colony of both Northerners and Southerners who sought a temporary refuge in Canada during the