

Dr. Coventry interviewed Mrs. Medbury, and succeeded in convincing her of the gain both to herself and to the town of Windsor by opening up Ouellette Avenue through her property to the river front and there establishing a central and permanent ferry landing. Mrs. Medbury consented to give a right of way for the street opening, and this was confirmed by a by-law—No. 393—passed by the town council of Windsor on the 20th of November, 1882.

Work on the improvements was commenced at once. A three-store, two-storey brick building and basement stood just across the proposed extension of Ouellette Avenue to the river. A Chicago firm of expert house movers was employed to move the building, which they did, taking it 150 feet west of where it then stood, and without any mishap whatever, which was considered a great engineering feat at that time, the operation being watched by crowds as the work went on. The right of way being then clear, the town filled in and graded the street to the river. A dock was built and waiting rooms, custom house, etc., erected, and in the latter part of the year 1883 the ferries commenced running from that dock, then abandoning both the upper and lower docks.

All boats running from a central dock proved to be a most satisfactory arrangement, and since that time boats have been landing at the Ouellette Avenue dock in Windsor and at the east side of Woodward Avenue in Detroit. In 1880 the screw-wheel steamer *Garland* was brought out by John Horn, of Detroit, and added to the ferry fleet. Soon after coming out the *Garland* met with an unfortunate accident while coming up the river near Wyandotte. She ran down a yacht having on board an excursion party of little children in charge of a priest. The accident resulted in the loss of a number of lives.

Shortly before the opening of the Ouellette Avenue dock the steamer *Hope* was the scene of a tragedy which, on account of its sensational features, was given much prominence. On Sunday night, August 19, 1883, while on the trip to Windsor, the passengers were startled by seeing a man, with a revolver in his hand, chase a woman around and shoot and kill her. The man proved to be a citizen of Detroit and the woman he shot was his wife. Being jealous of her, he had followed her to the boat and taken his revenge. When the boat landed in Windsor the man was arrested. A very fine point of law was raised in the case as to whether the shooting took place in American or Canadian waters. But it was finally decided that it had taken place in Canadian waters, and he was subsequently tried and convicted and hanged in the jail yard at Sandwich.

The steamer *Hope*, originally a side-wheel boat, had been changed to a screw-wheel, and later on was sold and taken to Fort Erie, on the Canadian side, opposite Buffalo, N.Y., there to be used as a ferry on the Niagara River between Fort Erie and Buffalo.

The steamer *Essex* was taken into the Ferry Association in 1878 and withdrawn from the ferry service and laid up for a while; but later on, about 1880, was taken over by the Walkerville Ferry Company to open up the ferry service between Walkerville and the opposite Detroit shore. After a short time she was sold and taken to Sarnia to be used as a ferry on the St. Clair River between Sarnia and Port Huron, and later on was destroyed by fire. The steamers *Ariel*, *Sappho* and *Essex* (No. 2), all screw-wheel steamers, were added to the Walkerville Ferry Company.

The steamer *Sappho* was afterwards bought by the Detroit & Windsor