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## EDITORIAL

### WHERE DO WE GO FROM HERE?

My first attempt at research in the field of Great Lakes maritime history, back in 1934, turned up one fact that greatly impressed me at the time and has remained in background of all my later thinking on this subject: There was no coordination of effort. I was directed to numerous individuals who were collectors of a wide variety of pictures, objects, and information. Most of these collectors were not in the least interested in making their holdings available to other collectors, much less to the general public. I am glad to see, recently, that more good material is coming out of hiding and is being offered in the form of gifts to the collections which are available to students of Lakes history.

Objects held in isolation can never have the value of those which are exhibited with others of close relationships. The anchor collection of the Museum of Great Lakes History is a good example. Scattered throughout the country, one here and one there, they told no story, but brought together they illustrate how men have labored to produce the very best possible type of "ground tackle". From the stone anchor of primitive men to the modern inventions the story is an interesting one. Because of the broadminded donors who have given anchors to the museum we will be able, when we return to Belle Isle, to show every important type of anchor devised by man.

Something similar is going on in the field of lamps, lanterns, and other devices used upon the waters of the world. Only recently we were able to put on a half-hour T-V show dealing with ship lanterns and lamps. Where did they come from to make up that educational program? Out of basements, attics, and old storehouses. Some had not seen the light of day in more than a half-century, and none had any story to tell until all were brought together, exhibited and explained. Now they have some significance. They have been carefully reconditioned, and as a part of the largest similar collection in the interior of the country, they will be preserved indefinitely to help tell the story of man's long struggle against darkness on the water.

It is very encouraging to see this breadth of vision, which is steadily becoming more manifest among the people of the Great Lakes basin. Of such things are great museums made. If we are to have a truly great maritime museum it will come from cooperative effort. To this point we have made very gratifying progress.

WHERE DO WE GO FROM HERE?

### THE GUILD

Organized in 1952 to locate, acquire, and preserve information and objects related to the history of shipping on the Great Lakes and to make same available to the public through the Museum of Great Lakes History and the columns of Telescope. The construction of authentic scale models of Great Lakes ships is one of the prime objectives of the organization, which has brought into being the largest existing collection of models of these ships. The Museum of Great Lakes History, located at 5401 Woodward Avenue, Detroit 2, Michigan, is official headquarters for the organization and the repository of all of its holdings. The Guild is incorporated as an organization for no profit under the laws of the State of Michigan. No member receives any compensation for his services. Donations to the Guild are Deductible for tax income purposes.

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## REPORT OF THE CHIEF SIGNAL OFFICER

Filed June, 1881

1. - Near Horse-Shoe Bay the tug W. C. Tellison broke her rock shaft. Propeller Conemaugh broke down off Lexington; towed into Port Huron. Steam-barge Potomac aground on the rocky shore of Erie.
3. - Scow D. M. Norton had a hole stove in her bow on Lake Michigan. Scow Louisa Brecom water-logged about 30 miles from Cleveland.
4. - Propeller Alcona disabled in machinery. Schooner American Union grounded on middle ground at Point Edwards. Schooner Oliver Mowatt had her bowsprit broken at Port Colborne. Propeller Acadia is ashore at Fighting Island. Steam-barge Mary Jarecki disabled. A sailor named Robert Morrison was killed by falling from masthead of steamship Brunswick, at Wyandotte.
5. - Steam-barge Tuttle ran aground to avoid a collision in the Neebish.
6. - Canadian schooner New Dominion collided at Buffalo with the barge Oliver Cromwell; had jib-boom and head-gear carried away. Schooner Bell Brown, of Conneaut, collided in river at Chicago.
7. - Yacht Emilie arrived at Milwaukee in leaky condition.
8. - Schooner M. C. Upper, loaded with lumber, bound from Toledo to Kingston, sprung a leak on Lake Erie; leak stopped and schooner pumped out at Amherstburg.
9. - Schooner Harry Brown went ashore at Chicago; afterwards released. Tug John Leatham disabled off Kenosha.
- 10.- Canadian schooner Lady Dufferin ashore at Cleveland; later, scuttled. Steam-barge S. C. Baldwin reached Milwaukee with boiler in a leaky condition.
- 11.- Schooner Gilmore struck Gull Island Reef between Kelly Island and Middle Bass, Lake Erie; valued at \$10,000; later, total wreck.
- 12.- Tug Lizzie Frank broke her wheel and shaft at Grand Haven. Anchor Line propeller Conestoga ran on a bank at Amherstburg, Ontario; released.
- 13.- Schooner North Star sprung a leak at Leamington, Ontario. Steam-barges Whiting and Consort ran on Goose Island in the straits; jettisoned part of cargo. Schooner Fellowcraft from Collingwood lost her topsail-yard in a gale. Propeller City of Winnipeg, when 125 miles from Duluth, lost the key of her wheel. Capt. Archie Ferguson, of the schooner Ostrich, was knocked overboard just outside of Chicago Harbor, and drowned. Benjamin Cassiburn, fireman tug Protector, fell overboard at Buffalo by missing his footing, and was drowned.
- 14.- Schooner Golden West sprung a leak at Escanaba. A sailor on the barge Mohawk fell into the river at Bay City, striking on a log; he cannot live.
- 15.- Schooner Thos. P. Sheldon collided with Pensaukee off Kenosha; damaged \$1,000. By collision at Chicago tug Robert Dunham had her pilot-house completely demolished. Schooner Ottawa had an anchor-stock broken and some head-gear carried away, and the schooner Wm. Jones mourns the loss of her jib-boom, bowsprit, and head-gear.
- 16.- Tug McClellan with schooner Jennie Matthews in tow ran aground on Fighting Island, below the light; later, McClellan released; also



the schooner, after lightering 8,000 bushels.  
Steam-barge B. W. Jennis, bound up, was turned around and driven ashore on Fighting Island; released.

Barge John Gaskin ran aground at Point Free Poult; lightered and floated off.

- 19.- Steamship Iron Duke collided with schooner Clara Parker; damaged about \$500.
- 22.- Barge Grimsby and schooner Harrison collided at Chicago, Ill.
- 23.- Schooner John Minor; leaky on Lake Huron.  
Schooner C. S. Fish lost her jib-boom during a fog; Michigan.
- 24.- Tug Sprague disabled at Sand Beach.  
Schooner H. A. Kent grounded on Eleven Foot Shoal; afterwards released.
- 25.- Propellor New York and consort Georger ashore off Lake Dells.  
Schooner J. B. Merrill ashore at Port Huron; afterwards released by tug Kate Moffatt.
- 28.- Propeller Buckeye collided with schooner Kate Lyons on Lake Michigan.  
Schooners H. B. Moore and Colonel Ferry ran on beach south of Muskegon Harbor.  
At Port Huron the schooner Lyman Casey broke adrift from the steam-barge Alpena and ran into the schooner Canadia; damage not known.  
Schooners H. Dudley and Canada collided off Port Sanilac; lost jib-boom and bowsprit each.  
Schooner Bangalore had steering-gear and rudder broken at Port Colborne.
- 29.- Steam-barge Argonaut collided with abutment of a bridge at Chicago; also the steam-barge Inter-Ocean.  
Tug Commodore struck by lightning while lying at her dock at Chicago.  
Schooner J. H. Holmes struck by gale off Racine; lost her jib-boom and fore rigging; also the Winnie Wing had her foresail split to shreds same gale.  
Propellor Milwaukee carried against protection pier in river at Milwaukee and damaged.  
Schooner Jessie Phillips aground on Dunlap's Reef; afterwards released.
- 30.- Tug Ella M. Smith broke coupling to shaft at East Tawas.  
Schooner S. Anderson fouled with schooner David Daws at Chicago, and the former lost her mizzen rigging, mizzenmast, and main-topmast, besides other damage; Daws uninjured.  
Propellor New Era collided with schooner Major Ferry off Chicago; both damaged.

See summary on page 5.

WILLIAM LINE,  
Sergeant, Signal Corps, U. S. A.

#### THE GOOD OLD DAYS

Recently we have been publishing a lot of records of marine casualties, not because we enjoy tragedy, but because a large part of such maritime records as exist are made up of such items. They made news when they happened, so they got front page space and were eagerly read by all who were concerned with ships and the men who sailed them; especially those whose husbands and fathers never returned:---420 in one year were lost on the Great Lakes.



## SUMMARY

	1880						1881						
	July	August	September	October	November	December	January	February	March	April	May	June	Total
Aground.....	6	0	2	3	6	0	0	0	0	1	11	8	37
Ashore.....	3	8	17	51	48	1	0	3	0	2	14	10	157
Dismasted.....	1	0	0	4	3	0	0	0	0	0	2	1	11
Damaged by fire.....	0	1	2	1	4	0	0	0	0	2	0	0	10
Destroyed by fire.....	1	1	2	0	2	1	0	0	0	1	0	0	8
Disabled.....	3	0	12	1	3	0	0	0	0	1	1	5	26
Collisions.....	7	4	12	6	12	0	0	1	0	4	19	13	78
Explosions.....	0	0	1	0	0	0	0	0	0	0	0	0	1
Damaged--miscellaneous..	16	6	20	19	32	0	0	1	4	9	12	14	133
Lives lost.....	22	11	9	14	64	0	0	0	0	0	3	3	254
Sprung a leak.....	2	5	5	1	2	0	0	1	3	1	3	6	29
Sunk.....	3	4	2	4	21	1	0	8	3	1	5	1	93
Water-logged.....	1	0	1	6	2	0	0	0	0	2	2	1	15
Capsized.....	2	1	2	1	2	0	0	0	0	1	0	0	9
Damaged by lightning....	0	1	0	0	0	0	0	0	0	0	0	1	2

## A SMALL BEGINNING IN A BIG FIELD

Looking towards the time when we will have adequate facilities for a motive power section of the museum, we are beginning to collect information on the subject, and exhibit materials. Recently accessioned is a  $1\frac{1}{2}$  H.P., marine gasoline engine of 1903 vintage, from Mr. Robert Allor, of Detroit.

## SOME REASONS WHY I AM PROUD TO BE AN AMERICAN

The Government of the United States has, from time to time, been guilty of ingratitude towards some of its heroes and servants. History records this in several places and times.

The great American heart has never sanctioned these acts and in recent times has expressed its collective sentiments in ways that warm the heart of every individual among us. Here are a few examples:

1. The donation of more than \$160,000.00 by popular subscription to two of our veterans who lost both hands and both feet as a result of combat.

2. The unstinted honors shown General Jonathan Wainright, our only general to suffer complete defeat.

3. The honoring of Colonel Devereaux of Wake Island.

4. The flying of the Confederate flag at the masthead of the battleship Mississippi when she entered Tokyo Bay when the Japanese surrendered.

5. The honesty of General Stillwell on his return to India when he stated, simply: "We just got the hell kicked out of us."

Webster defines MAGNANIMITY as greatness of mind; elevation of soul; nobility. Charity is the greatest of all virtues but it depends upon magnanimity. The above list can be made more complete if we went farther back in time, perhaps starting with General Grant at Appomattox.

Captain Joseph E. Johnston



# EARLY GREAT LAKES STEAMBOATS

WESTWARD HO! AND FLUSH TIMES  
1831-1837

H. A. MUSHAM

(Part II)

MARTHA OGDEN came to her end on 12 November after seven years of service while under command of Captain William Vaughn. She sprang a leak while on the way from Oswego to Sacketts Harbor and made water rapidly. This soon put out the fires. The sails were spread and she continued on her course. While trying to double Stoney Point, the wind, which had been from the southwest early in the afternoon, veered to the west northwest, then to the northwest and finally to the north. Unable to make headway against this wind, Captain Vaughn at 4:00 p.m. dropped both anchors in eight and a half fathoms of water. They held fast until 11:00 p.m., and then parted. The wind drove her shoreward and she struck and was bilged in ten feet of water in Nutting's Bay. One of the crew, after much peril, succeeded in reaching the shore eight rods away. He aroused the people thereabouts and built fires. In the morning a line was passed ashore and made fast, and all on board were safely drawn over it to leave the ship which went to pieces during the day. She was a total loss. (24).

In 1833, eighteen steamers were built, fifteen on the lower lakes and three on the upper. (25). The most outstanding of these was MICHIGAN, built at Detroit by Oliver Newberry, merchant and shipping man of that city, for the upper lakes trade. She was the second steamer built at Detroit and was launched on 27 April. In general her model followed that of UNITED STATES on Lake Ontario. Her dimensions and tonnage were:

Length on deck	156 feet
Breadth of hull	29 feet
Breadth extreme	53 feet
Depth of hold	11 feet
Tonnage	472

She was schooner-rigged with three masts, but, unlike UNITED STATES, carried sails. The machinery arrangement was the same but the two boilers were placed in the hull instead of on the guards. She had two smoke stacks. The cylinders of the two low pressure engines were 40 inches in diameter and had an 88-inch stroke. The gentlemen's dining room was in the hold and contained 30 berths abaft the engines. There were 6 staterooms forward with 3 berths in each. The intermediate space between the engines formed a part of the dining room and was richly panelled and gilded. The ladies' cabin on the main deck contained 16 berths and was elegantly furnished. In the forward cabin on that deck were 44 more berths. In all she could berth 108 passengers. It took about six months to outfit her to the satisfaction of her owner. Her first trip was made under Captain Chesly Blake, Newberry's master mariner. (26).

Steamboat service on the St. Joseph part of the overland route to Chicago was resumed this year by the placing in service of MATILDA BARNEY, a flat-bottomed stern-wheeler, built at St. Joseph by Joseph Fisbay. The engine was built by B. P. Andrews. The first trip up river to South Bend was made early in the summer, with David Wilson as captain and Leverett Plum as engineer. There MATILDA BARNEY was given a hearty welcome, the passengers and crew adjourning to the Michigan Hotel for a celebration and a dinner set for one hundred persons. (27).

Competition for business now was keen especially on the upper lakes. To control it, and assure some regularity of service, several steamboat owners joined in an association and consolidated their interests. Rates were fixed and returns of all earnings were made to one office. The accounts were settled at the end of the year. (28).

This season seven new steamers came out on Lake Ontario, two American and six Canadian. BLACKHAWK, 200 tons, the larger of the two American, was built at French Creek for William Baker and Company. She was 106 feet long, 18 feet wide, and



had a depth of hold of 7 feet. She was later sold to some Canadians, renamed DOLPHIN, and used principally on the St. Lawrence River. (29).

Of the new Canadian boats, COBOURG and BROCKVILLE were of more than passing interest. The first-named, of 500 tons, was built at Cobourg and was the third largest boat built on the lake to date, being exceeded in tonnage by only FRONTENAC and GREAT BRITAIN, she had two 50 horse power, low pressure engines. Her owners were Charles and James Mc Intosh, brothers, both of whom died on board of her of cholera in 1834. She ran from Prescott to the head of the lake and for some years under command of Captain Leland. (30).

BROCKVILLE, 380 tons, was launched at Brockville at noon, Wednesday, 4 September. The BROCKVILLE RECORDER reported that GREAT BRITAIN and WILLIAM IV are expected to be in port at that hour, adding that; "she will probably be the fastest and best finished vessel in Canadian waters." The builders were Shay and Merritt of Montreal, the engines being supplied by Avery of Syracuse. She was 145 feet long and 32.5 feet wide. Her main cabin was 84 feet long. Her first trip was made on 1 April, between Brockville and the Long Sault Rapids, with Captain L. Hilliard in command. (31).

BRITANNIA, 200 tons, was owned by McPherson and Company and was built at Kingston, early in the year. She was taken down the St. Lawrence in May, and put into regular service between Montreal and Laprairie under Captain Luckin. She ran in conjunction with the lines between Quebec and Upper Canada and the United States. (32).

A third steamer named after the place of her construction was KINGSTON, of 200 tons. She was built by J. C. Parker, a well-known citizen of that place. She ran between Hamilton and Toronto, with Captain Ives in command, and for a time ran on the Bay of Quinte, under Captain Grass. She was not much of a success. (33). The trend was toward larger boats, and she was too small to compete successfully with them.

The rage for steamboats was now fully on, and they were built even where there was not enough water to float them. One JACK DOWNING, 80 tons, the other American steamer of the year, was built by P. Boynton at Carthage, New York, and drawn on wheels to Sacketts Harbor. There she was launched and fitted up for service as a ferry at Ogdensburg, where she operated for a time. She was also used at Waddington and between Fort Covington and Cornwall.

Up to this year only a few improvements had been made in the harbors other than piers extending into the lake, or cutting shallow channels through the bars that blocked the mouths of the small rivers at which ports were located, and these all on the lower lakes and mainly by local interests. Beyond Detroit navigation was a precarious matter, there being no safe harbors on either Lake Huron or Michigan. The Black Hawk War impressed upon the federal government the need for them, particularly at Chicago. The river there was a narrow, deep, sluggish, stream more of a bayou than a river. Access to it by lake craft was blocked by a sand spit and a bar across the mouth on which there was only one or two feet of water. It required nothing more than cutting a channel through the spit to deep water and protecting it by breakwaters to make it practicable as a harbor. Chicago, lusty infant that it was, made itself heard, and with the support of the State of Illinois and the shipping interests, the Congress on 2 March 1833, was induced to appropriate \$25,000 for the purpose. Work was started on the channel three months later and carried on through the open season.

To insure peace in the prairie country the federal government made its arrangements to purchase the remaining Indian lands in Illinois. Accordingly its commissioners met the owners, the Indians of the Potawatomie, Ottawa, Chippewa and Kickapoo tribes living around the head of Lake Michigan at Chicago in September 1833. In return for payment of certain claims against them,



certain sums of money, a large gift of goods, and the allotment of a large tract of land in Kansas, the Indians ceded their lands between Lake Michigan and the Rock River to the federal government. Some 6,000 Indians came in for the event. A horde of land speculators, agents and promoters of land companies and the curious came in, overland and by lake. At the conclusion of the council the Indians and the horde departed. But a few remained and the citizenry of the settlement which numbered twenty-nine in 1829 now could be counted at 350. Those that had left took with them, as did the soldiers of the Black Hawk War, lively descriptions of the rich prairie lands around the head of the lake soon to be purchased for \$1.25 an acre. The news was soon carried all over the east and to the islands across the North Atlantic.

There were but two serious accidents to the steamboats this year. WILLIAM IV broke one of the tiller ropes running from the helm to the pilot house while passing through the canal entrance to the harbor of Hamilton, and narrowly escaped destruction. (34). On Tuesday 1 October, the new GEORGE WASHINGTON, 609 tons, the largest steamer on Lake Erie and recently built at Huron for Colonel Reed, was wrecked near Long Point, during a gale while on her third trip. The engines became unmanageable and she was run on shore for the safety of the passengers, and there broke in two, twenty rods from the water's edge. All on board were saved. No insurance was carried and the loss was about \$60,000. (35).

Other new steamboats in 1833 and not referred to were the:

Daniel Webster	358 T.	At Black Rock
Delaware	170 T.	Huron
General Porter	342 T.	Black Rock
Governor Marcy	161 T.	Black Rock
North America	362 T.	Conneaut
Detroit	240 T.	Toledo
Oswego	400 T.	Oswego
Lady of the Lake		Mt. Clemens
Oliver Newberry	170 T.	Palmer

The first event of importance in 1834 was the opening of the channel through the sand spit blocking the mouth of the Chicago River. In February a sudden thaw sent a torrent of water down the river. The old mouth having been blocked off, the water poured through the unfinished channel, scoured out the sand in it and carried it out into the lake. Work was resumed on the protecting piers and when the season opened, Chicago had a harbor of a sort. The first vessel to enter was MICHIGAN from Detroit on a thirteen-day excursion tour, during which she visited Green Bay and points of interest on both shores of the lake. She arrived off Chicago early in June, passed into the channel, and went up the river as far as the bridge at Dearborn Street, the populace lining the banks and cheering her as she passed. (36). Chicago was now the safe head of navigation on the lake.

Business was now looking up across the lake, as the CHICAGO DEMOCRAT for 4 June 1834 carried the notice that:

"The steamboat, MATILDA BARNES, Captain Smith, is now plying regularly between St. Joseph and Niles. Passengers for the East will find it for their advantage to take this route, thereby avoiding the bad roads between Chicago and St. Joseph making only 175 miles between Chicago and Detroit."

This year a rival to MATILDA BARNEY appeared, another small craft, DAVID CROCKETT. She was built at Erie by Captain J.F. Wight especially for service on the river. On her the ERIE OBSERVER reported:

"she is light built and draft, long and lank, as a farmer would say, and has her paddles at the stern. We took a short ride in her yesterday, when she well sustained her motto of 'go-ahead,' she did not exactly 'walk the waters, like a thing of life,' but glided over them as 'smoothly as a new set knife.' She is designed to ply on the St. Joseph's River for which region she



will soon take departure; and where if she does not 'astonish the natives,' she will at least add much to their business facilities."

She ran in competition with MATILDA BARNEY carrying passengers and freight, and towing barges at cut rate. She was lost at St. Joseph in 1836. (37).

The sloops and schooners referred to previously were not to have the crossing of the lake to themselves. The Steamboat Association placed PIONEER on the route. She reached Chicago on the evening of Tuesday, 3 June, and ran regularly across the lake until Wednesday, 9 July, when she was wrecked at the mouth of the St. Joseph River. She was lying at anchor and had just taken her passengers aboard preparatory to starting for Chicago when a very severe windstorm arose and threw her on the bar across the mouth of the river. There were twenty souls on board all of whom were saved by the gallant efforts of Captain Dingley in the schooner MARENGO, one of the Newberry fleet, to whom they expressed their gratitude in a card printed in the CHICAGO DEMOCRAT. (38). She was the first steamboat lost on Lake Michigan.

Eighteen new steamers came out this season, five on Lake Ontario, eleven on Erie, one on Huron, and one on Michigan.

There was little that was noteworthy about the new steamers on Lake Erie. In general they followed the models that had just about become standard. The old SUPERIOR which had had little luck since its service as a troop-ship in the cholera year of 1832, ended its career as a steamboat. The engine was removed and she was fitted out as a full-rigged ship, the old name being retained.

OSWEGO, 400 tons, built by William Young, ship-carpenter, for C. J. Birckle of that place and others and launched the previous November, was the first new American vessel to come out on Lake Ontario this season. She was 143 feet long, 20 feet wide, had a depth of hold of 7 feet, 8 in-

ches, and had two horizontal engines built by William Avery of Syracuse. She went out on her first trip in May, under Captain Macy from New York, and was driven ashore in a blinding snowstorm three to four miles west of Oswego. She was released, repaired and returned to service with Captain W. W. Sherman, Macy having returned to New York in disgust. (39). Another steamer that appeared on the lakes this year was the little CAROLINE, 46 tons, which had quite a career, and later came to her end in 1837 in a most spectacular manner. (40).

Of the six Canadian boats built this year one, MINNESETUNG, 175 tons, built at Goderich, was the first steamboat launched on Lake Huron. ST. GEORGE, 350 tons, was built at Kingston. She had a 90 horse power engine. Her owners claimed there were none to surpass, if any to equal her as a sea boat (41). RAPID, known as the cigar boat, was built at Prescott, by Sanford of New York according to the ideas of Henry Burden, inventor. She was a catamaran, formed by fastening two cylinders together with a deck. She carried two 30 horse power engines which turned a paddle-wheel placed between them amidships. The cylinders were 177 feet long, by 9 feet in diameter and strongly hooped. Fitted out and loaded her draft was not more than 24 inches. It was expected she would descend and ascend the Long Sault Rapids of the St. Lawrence. She went down all right, but like the others built to do the same thing could not make her way up. She was a sad failure and was soon put aside. (42).

OAKVILLE, 150 tons, was owned by Colonel Chishold of that place. Her name was changed shortly afterward to HAMILTON, and then to UNION. Her engines came out of RAPID. (43). She commenced running daily, Sundays excepted, between Toronto and Hamilton on 7 August. She was described as a very handsome boat and as being elegantly fitted up. Her captain was James Mills. (44). She ended her career as a bark.



## FOOTNOTES (Musham)

- (24) Hough, op.cit., p.654.
- (25) Lakes Ontario and Erie were referred to as the Lower Lakes in those early days, and Huron, and Michigan, and Superior as the Upper Lakes.
- (26) "History of the Great Lakes, Illustrated, I, 397-398.
- (27) Knoblock, op.cit., pp.194-195.
- (28) "History of the Great Lakes, Illustrated, I, 443.
- (29) Van Cleve, op.cit., p.86. Morrison, op.cit., p.381.
- (30) Van Cleve, op.cit., p.57. Morrison, op.cit., p.858.
- (31) Van Cleve, op.cit., p.59. Robertson, op.cit., p.858.
- (32) Van Cleve, op.cit., p.59. Robertson, op.cit., pp.857-858.
- (33) Van Cleve, op.cit., p.59. Robertson, op.cit., p.858.
- (34) Shirreff, op.cit., p.118.
- (35) "Niles Weekly Register", XVI (19, October, 1833).
- (36) A.T. Andreas, "History of Chicago, from the earliest period to the present time (Chicago, 1884), I, 241.
- (37) Knoblock, op.cit., p.196.
- (38) Chicago Democrat, 16, July, 1834.
- (39) Van Cleve, op.cit., p.91.
- (40) Morrison, op.cit., p.369. Van Cleve, op.cit., pp.85-86.
- (41) Robertson, op.cit., p.859.
- (42) "Niles Weekly Register", XLVI (26, June, 1834). Van Cleve, op.cit., p.58.
- (43) Van Cleve, op.cit., p.59.
- (44) Robertson, op.cit., 859.

Continued in April issue.

## WRECK REPORTS AND ADDENDA

- No. 119. LAKE HURON. --Steamer OSCEOLA during murky, foggy weather, wind west, the steamer stranded. The wind went round to the north-east blowing hard and with a heavy sea Nov. 8. The steamer suffered such injury as to make her a total loss. Estimated loss of vessel and cargo, \$115,000.
- No. 120. LAKE SUPERIOR. --Steamer PACIFIC in a heavy westerly gale and snow-storm the steamer foundered and became a total loss Nov. 16, 1887. All hands were saved. Estimated value of steamer and cargo, \$25,000.
- No. 121. LAKE MICHIGAN. --Steamer SOLON H. JOHNSON drove ashore in a heavy north-easterly gale and high sea. The crew suffered great hardships, but were eventually saved through the heroic efforts of the U. S. Life Saving Service. Estimated loss of vessel and cargo, \$11,000.
- No. 122. LAKE HURON. --Schooner EMUE wrecked and became a total loss when seeking shelter from an east-north-east gale with a heavy sea May 3, 1888. Estimated loss of vessel and cargo, \$1,600.
- No. 123. LAKE ERIE. --Schooner JAMES F. JOY, loaded with iron ore, foundered in a northerly gale and became a total loss Oct. 23, 1887. As the gale came on suddenly the crew barely escaped with their lives. Estimated loss of vessel and cargo--Schooner, \$16,000; ore \$6,000. Total \$22,000.
- No. 124. LAKE SUPERIOR. --Schooner GEORGE SHERMAN went ashore and became a total loss Oct. 22, 1887, in a heavy north-east gale and blinding snow-storm. Crew were saved. Estimated loss of vessel and cargo, \$9,000.



- No. 125. LAKE SUPERIOR. --Schooner PLYMOUTH drove ashore in a north-east gale and became a total loss Oct. 24, --. Crew saved. Estimated loss of vessel and cargo, \$30,000.
- No. 126. LAKE SUPERIOR. --Steamer STARUCCA went ashore in a blinding snow-storm and fresh westerly gale. This large steamer became a total loss November, 1888, crew saved by the U.S.L.S.S. Estimated value of vessel and cargo, \$75,000.
- No. 127. LAKE SUPERIOR. --Steamer LAKETON drove ashore in a heavy north-west gale November, 1888, loaded with provisions and camp supplies and became a total loss. Estimated value of vessel and freight, \$20,000.
- No. 128. LAKE ERIE. --Steam tug ORIENT foundered with all hands, a crew of seven persons, in a heavy westerly gale, Oct. 4, 1887. Estimated loss, \$18,000.
- No. 129. LAKE MICHIGAN. --The new passenger propeller VERNON foundered with all hands, including passengers, numbering about 41 persons, in a heavy north-west gale which swept suddenly down on the steamer. Estimated loss - vessel \$75,000; cargo and valuables, \$20,000; total, \$95,000.
- No. 130. LAKE MICHIGAN. --Schooner BLAZING STAR, laden with lumber, drove ashore in a heavy north-east gale November, 1887, and became a total loss. All hands saved. Estimated loss \$12,000.
- No. 131. LAKE SUPERIOR. --Schooner BESSIE BARWICK foundered in a north-east gale 5 P.M. October 28, 1887. Crew were saved. Loss estimated at \$11,000.
- No. 132. LAKE HURON. --Schooner NELLIE MASON drove ashore in a northerly gale Nov. 6, 1887, and became a total loss. The crew suffered great hardships being badly frost-bitten. Estimated loss \$40,000.
- No. 133. LAKE HURON. --Schooner VENUS, loaded with grindstones, foundered with all hands Oct., 1887. Six persons lost. Estimated value of vessel and cargo, \$11,000.
- No. 134. LAKE SUPERIOR. --Schooner RICHARD MORWOOD, laden with kerosene, was driven ashore in a north-east gale and became a total loss. Crew were saved. Estimated loss \$23,000.
- No. 135. LAKE HURON. --Schooner M. F. MERRICK foundered through collision May 17, 1889, in a dense fog; wind southerly. Five lives were lost. Estimated value of vessel and cargo, \$9,000.
- No. 136. LAKE MICHIGAN. --Steamer FAWN foundered through stress of weather and became a total loss Aug. 8, 1888. No lives were lost. Estimated value of vessel and cargo, \$5,000.
- No. 137. LAKE ERIE. --Steamer PHILIP WALTER capsized and foundered in a hard squall, which is characterized in the report of the Inspector-General of steamboats as a cyclone, June 20, 1887. Eight lives were lost, and the steamer valued at \$12,090.
- No. 138. LAKE MICHIGAN. --Schooner HERCULES caught in a heavy northerly gale July 7, 1886; capsized. All hands saved. Estimated loss, \$2,800.
- No. 139. LAKE MICHIGAN. --Steam barge MILWAUKEE foundered through collision in thick hazy weather, wind about south-east July 8, 1886. One life lost. Estimated value of vessel, \$10,000.



- No. 140. LAKE MICHIGAN. --Schooner ORPHAN BOY. This vessel was supposed lost in a hard gale Dec. 17, 1885, but no trace of her had been found. She was discovered January 2, 1886; all hands, probably seven persons, and cargo of lumber, totally lost. Estimated value \$12,000.
- No. 141. LAKE MICHIGAN. --Steamer CALUMET sprung a leak in a heavy north-east gale and snow-storm Nov. 28, 1889. The steamer was headed for the shore, foundered, and became a total loss. Estimated value of vessel, \$100,000; cargo, \$8,000; total, \$108,000.
- No. 142. LAKE SUPERIOR. --Steamer A. NEFF encountered a terrific north-west gale and foundered Oct. 20, 1886. Crew were saved in their yawl. Estimated value of vessel, \$6,000; cargo, \$2,500; total, \$8,500.
- No. 143. LAKE HURON. --Schooner E. W. RATHBURN drove ashore in a heavy westerly gale Oct. 21, 1886, and became a total loss. Crew saved. Estimated loss \$6,000.
- No. 144. LAKE SUPERIOR. --Barge EUREKA loaded with iron ore broke adrift from the towing steamer and foundered in a heavy north-west gale Oct. 20, 1886. Estimated loss, \$10,000.
- No. 145. LAKE MICHIGAN. --Schooner DETROIT, formerly the MARY BATTLES, ore laden, experienced a heavy westerly gale and high sea, and foundered Nov. 4, 1886. Estimated value of vessel and cargo, \$15,000.
- No. 146. LAKE ERIE. --Schooner GEORGE M. CASE, laden with corn, foundered in a heavy gale Oct. 14, 1886. Three lives lost. Estimated loss \$14,000.
- No. 147. LAKE ERIE. --Steam yacht LEO foundered in a northerly gale and became a total loss, carrying down with her seven lives. The gale increased in force and some days after several of the bodies were washed ashore. Estimated value of vessel, \$2,000.

SAMUEL WARD STANTON'S DRAWINGS OF GREAT LAKES VESSELS  
Continued from February

WESTERN WORLD.

Built 1854, at Buffalo, N. Y. Hull, of wood, constructed by John Englis, at Green Point, (Long Island, N. Y.) and put together in shipyard of Bidwell & Banta, Buffalo. Extreme length 348 feet, breadth of beam 45 feet, overguards 72½ feet. depth of hold 15 feet. Engine, vertical beam, built by Secor & Co. (Allaire Works) N.Y. Diameter of cylinder 81 inches, length of piston stroke 12 feet. Horsepower 1500.

Boilers, three of iron, tubular. Wheels, each 38 feet in diameter, length of buckets 11 feet: breadth of buckets 22 inches. Joiner work by L & H Crampon.

Two of the very finest steamboats ever constructed on the Great Lakes were the WESTERN WORLD and the PLYMOUTH ROCK. These vessels were duplicates and were built to run between Buffalo and Detroit, in connection with the New York Central and the Michigan Central Railroads. They were constructed under the supervision of Isaac Newton, each costing \$250,000.00. The WESTERN WORLD was launched on Tuesday, April 11, 1854, and arrived at Detroit on her first trip on July 7, of that year.



No expense was spared to make these boats as perfect as possible, and when finished they combined the strength of a seagoing steamer with the comfort and elegance of a riverboat. The hull timbers were diagonally braced with iron; the floors were solid and there were four watertight bulkheads. The decoration of the saloons was rich and elegant, the joinery varying from light Gothic to the Ionic and Doric order of architecture. There were handsome stained glass domes and playing fountains, gorgeous satin and lace drapery, and splendid mirrors, with furniture of rosewood. The dining room seated 100 persons; the silver service was made to order and cost \$15,000.00 for each boat.

#### MILWAUKEE.

Built 1889 at Buffalo, N.Y. Hull 247 feet in length, 34 foot beam, 17 feet depth of hold, 1100 tons. One beam engine, built by the Shepard Iron Works, of Buffalo, N.Y., 60 ins. diameter of cylinder, by 12 foot stroke, and 1050 horse power.

The MILWAUKEE and her mate the DETROIT were constructed by Mason & Bidwell, at Buffalo, and employed as passenger boats on Lake Michigan, running between Milwaukee and Grand Haven. They were designed by H. O. Perry and were the only ocean-style side-wheel steamships ever put afloat upon the Great Lakes.

The MILWAUKEE ran successfully until 1868. On the 9th. of October that year while attempting to enter the harbor at Grand Haven, during a gale of wind, struck on the bar, and becoming unmanageable, was forced toward the beach, where she grounded, half a mile from shore and lay exposed to the fury of the storm. She soon after parted amidships, the forward half going to pieces. All on board were saved.

During the winter following their advent they had the position of their boilers altered, they being placed further forward, which served to increase their speed. On May 27, 1855 the WESTERN WORLD arrived at Buffalo in 14 hours running time from Detroit. The PLYMOUTH ROCK was even faster.

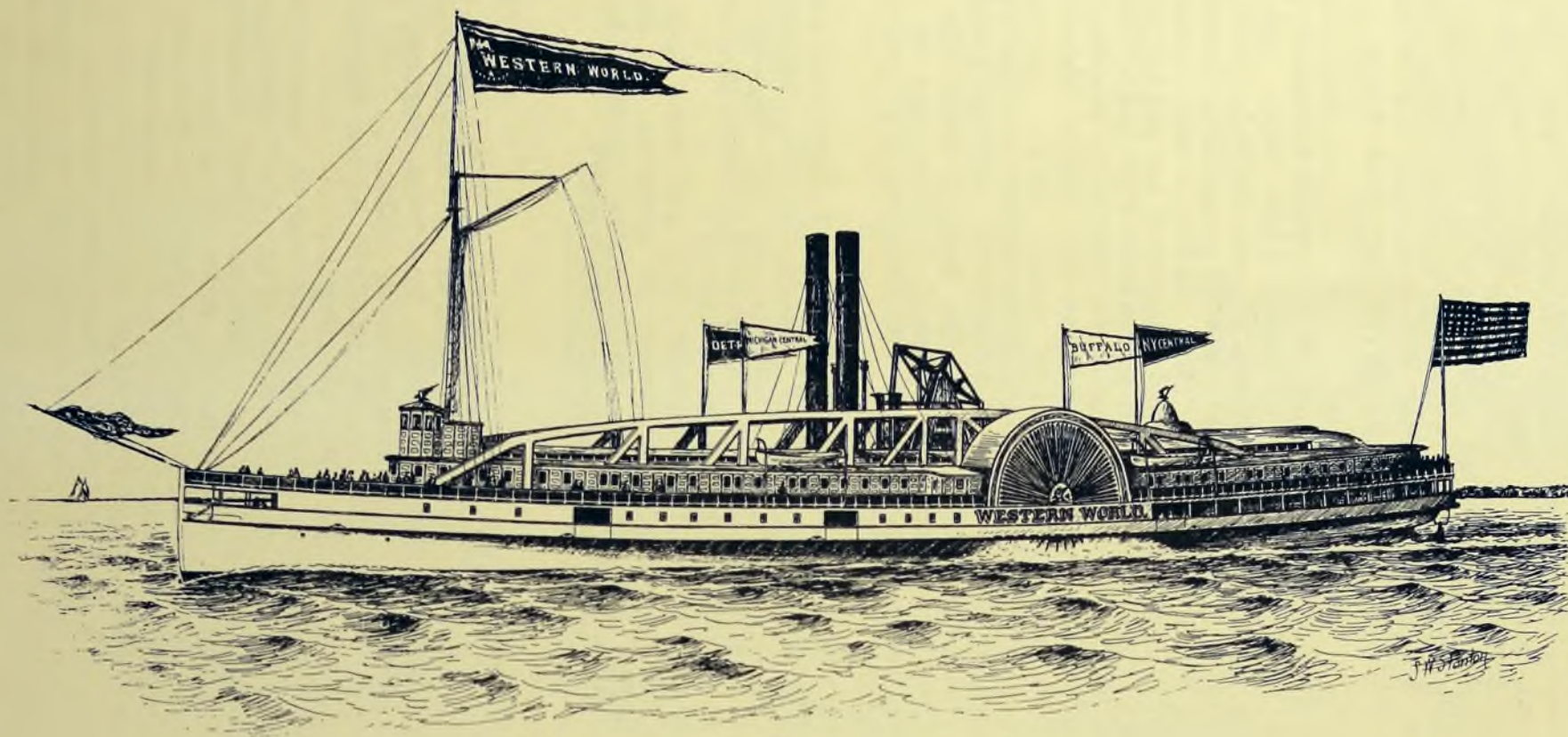
These boats ran for a few seasons only and were laid up at Detroit, where they were idle a number of seasons. On June 24, 1863 the WESTERN WORLD was towed to Buffalo and dismantled, her engines going into the FIRE QUEEN, at New York.

#### WESTERN METROPOLIS.

Built 1856, at Buffalo, N.Y. Hull of wood by Bidwell, Banta & Co.; 340 feet over-all; 40 foot beam, and 18 feet depth of hold. Tonnage 1860. One beam engine, by Merrick & Towne, Philadelphia, Pa., diameter of cylinder 76½ inches, by 12 foot stroke. Two boilers, by Buffalo Steam Engine Co., each 12 feet in diameter by 30 feet in length.

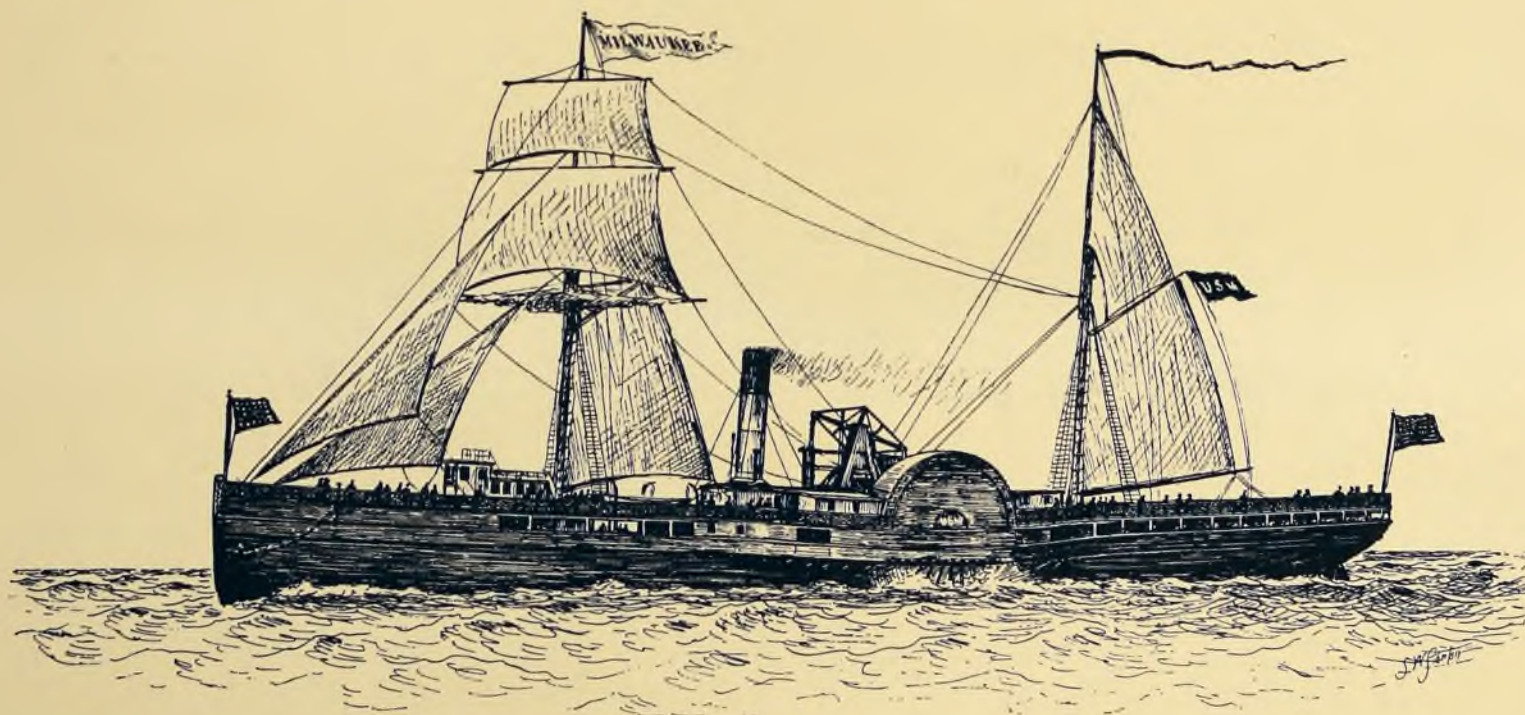
The WESTERN METROPOLIS was built to run on Lake Erie, between Buffalo and Toledo, in connection with the Michigan Southern and Northern Indiana Railway Co. She had iron paddle wheels, 38 feet in diameter and could easily make 21 miles an hour. She afterwards ran out of Cleveland but only for a short time, as about the year 1862 she was dismantled and converted into a bark and as such was able to carry 65,000 bushels of grain. Her engine, which had originally been in the Lake steamboat EMPIRE STATE was taken to the Atlantic coast and placed in a steamship, also called WESTERN METROPOLIS. As a bark the WESTERN METROPOLIS carried 5,000 yards of canvas, and during her short career was never beaten by any sailcraft. She was lost on Lake Michigan in 1864.





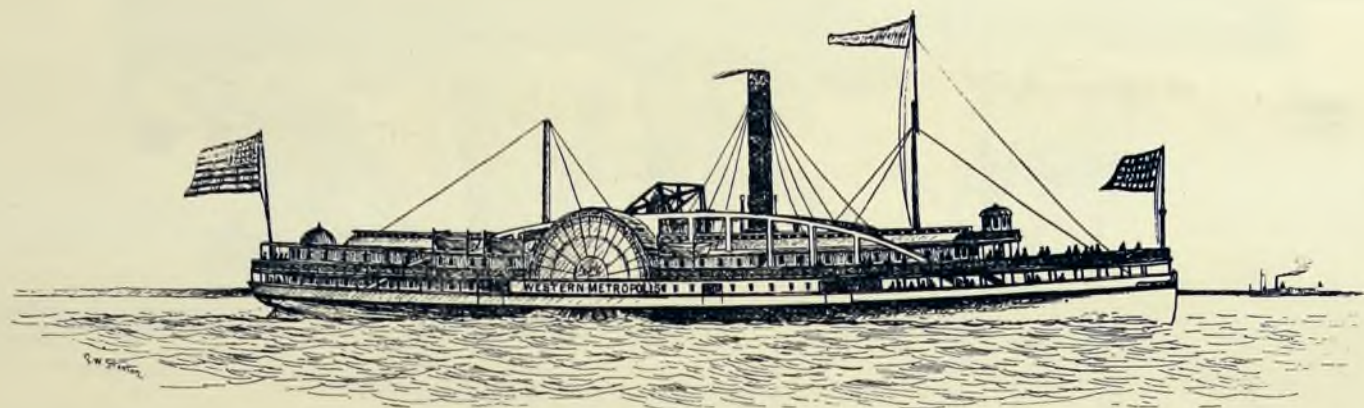
LAKE ERIE STEAMBOAT WESTERN WORLD, 1854.





LAKE MICHIGAN SIDEWHEEL STEAMSHIP MILWAUKEE, 1859.





LAKE ERIE STEAMBOAT WESTERN METROPOLIS, 1856.