

Telescope

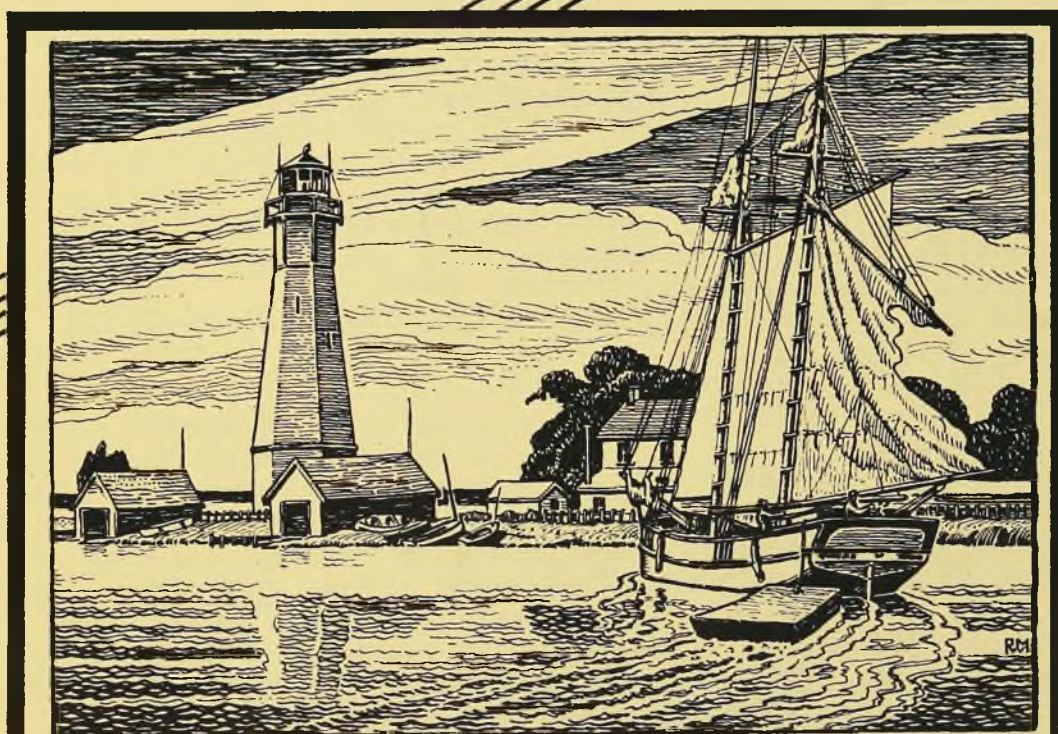
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THE JOURNAL OF THE GREAT LAKES



GIBRALTAR POINT LIGHTHOUSE, Toronto, in 1910, with the schooner *Madeleine*, seen from a point on the lagoon running south from Blockhouse Bay.

From a sketch by Rowley Murphy, A.R.C.A., O.S.A.

PLANS OF HISTORIC LAKES VESSELS-HISTORY-
BIOGRAPHY-TECHNICAL ARTICLES ON LAKES—
SHIP DESIGNS

E d i t o r i a l P a g e
REGARDING THE FUTURE OF THE GUILD

In our October number, we explained why it is necessary to increase our subscription rates. That explanation also applies to membership dues. We are moving ahead on several fronts and receiving recognition in quarters little dreamed of a year ago. Our file on testimonials from prominent persons and groups is becoming bulky in size and gratifying as to contents. Space will not permit us to publish them here. The following is a partial list of letters of appreciation addressed to the Guild, to individual members, to the Museum of Great Lakes History, Editor of TELESCOPE, and/or combinations of these:

Chalmers University of Technology, Gothenburg, Sweden.
The Grace (S.S.Co.) "Log", New York.
Rochester Museum of Arts and Sciences, Rochester, N.Y.
American Red Cross, Detroit Chapter.
Southfield Kiwanis, Detroit.
The Science Museum, London, England.
The National Museum, Greenwich, England.
Children's Museum, Detroit.
United Daughters of the Confederacy, R.E. Lee Chapter, Detroit.
Windsor Public Schools, Windsor, Ontario.
National Fire Protection Association, Boston, Mass.
Department of Parks and Recreations, City of Detroit.
Board of Education, Detroit.
National Geographic Society, Washington, D.C.
St. Francis Home for Boys, Detroit.
Wayne University, Detroit.
High Twelve Luncheon Club, Detroit.
Detroit Trust Company, Detroit.
Daughters of the American Revolution, Dearborn, Michigan.
Brightmoor Exchange Club, Brightmoor, Michigan.
Liberty School P.T.A., Detroit.
Century Club, Holland, Michigan.
Gogebic Industrial Bureau, Ironwood, Michigan..
History Society of Michigan, Lansing, Michigan.

This is only a partial list, remember, and does not include all of the institutions and organized groups,--only about half of them. Letters from business firms, and from individuals, expressing their appreciation of services rendered, and their approval of our work, number many times what is listed above. No charge has ever been made for our services. Obviously we can not carry on such a widespread program on the funds derived from 111 members at \$2.00 per year. We need more members, at \$3.00 per year. Few, if any, groups doing constructive work are trying to get along on less, and many are operating on higher dues.

FOR OUR MEMBERS AND SUBSCRIBERS

We have prepared a report on comparative costs, to members, for a given unit of service rendered. This report will be opened for inspection upon request. For the Guild it is 1.6; next lowest, 2.1 No.3, 3.1; No.4, 4.2; and No.5, 5.1. This is based on dues of \$3.00 per year, for the Guild. For subscribers to TELESCOPE it is 1.4, at the new rate,--\$2.50 per year for the enlarged magazine.

MUSEUM NOTES:

SHIP PLAN OF THE MONTH

New Accessions

From Mr. Gordon M. Potter, St. Joseph, Michigan, we have received ten charts of the Lake Superior and St. Mary River regions, which will be of much interest to those who wish to know more about the harbors and channels between the years 1853 and 1873.

Of particular interest are the following: Superior City, St. Louis and Allouez Bays, (1863) showing only seven feet of water at the entrance. Grand Island and its Approaches has only one saw mill where Munissing, Michigan now stands. The date is 1859. The Ste. Marie River (1857) is perhaps the earliest chart showing the Soo Locks. Marquette Harbor was three ore docks, (1859) with thirteen feet of water alongside at the deepest places.

On the first of the above-listed Superior City is shown, but no town at Duluth.

All of these charts were made by the Corps of Topographical Engineers of the U. S. Army and are fine examples of the cartographer's art of nearly a century ago when the work was all done by hand. They are in very good condition and almost entirely free of blemishes. Our thanks to Mr. Potter for his generosity.

WAGE COMPUTATION BOOK

From the steamer "Put-in-Bay", this book constitutes a valuable record of wages paid to unlicensed crewmen for the years 1931-1943, on Great Lakes steam vessels. Twenty-two pages (typed), in leatherette binder.

MODEL OF THE RATTLESNAKE

From Mrs. O.C. Stephan, of Detroit, a scale model of this privateer, done by Lt. Comdr. Otis Howard, a charter member of the Guild and a modelmaker of the first order. Until recently a resident of Detroit, Commander Howard is now living in California.

Cont. pg. 8

The 'GRAMPIAN'

Lying in the Saginaw River, not far from where she was built the three-mast schooner "Grampian" rots away scarcely noticed by the passerby. We have neither time nor space for her life's story at this time, but will call attention to her type instead.

Built at West Bay City, Michigan, "Grampian" was one of the last tries of the die hard wooden-ship-men to come up with a wooden hull for such rough cargos as coal or iron ore.

To withstand the impact of heavy lumps dropped into her from high docks a strong flooring was built on twelve-by-twelve timbers laid longitudinally throughout her cargo holds and directly on top of her frames.

Unlike most Great Lakes schooners she had no centerboard, and where a bow sprit might have been projected there was a towing chock, for it was expected that she would spend most of her time, under way, on the end of a tow line from some tug.

We have included in our drawings a cross section to show how the main deck rail stanchions were mortised into a covering board. No timberhead showed above the main deck.

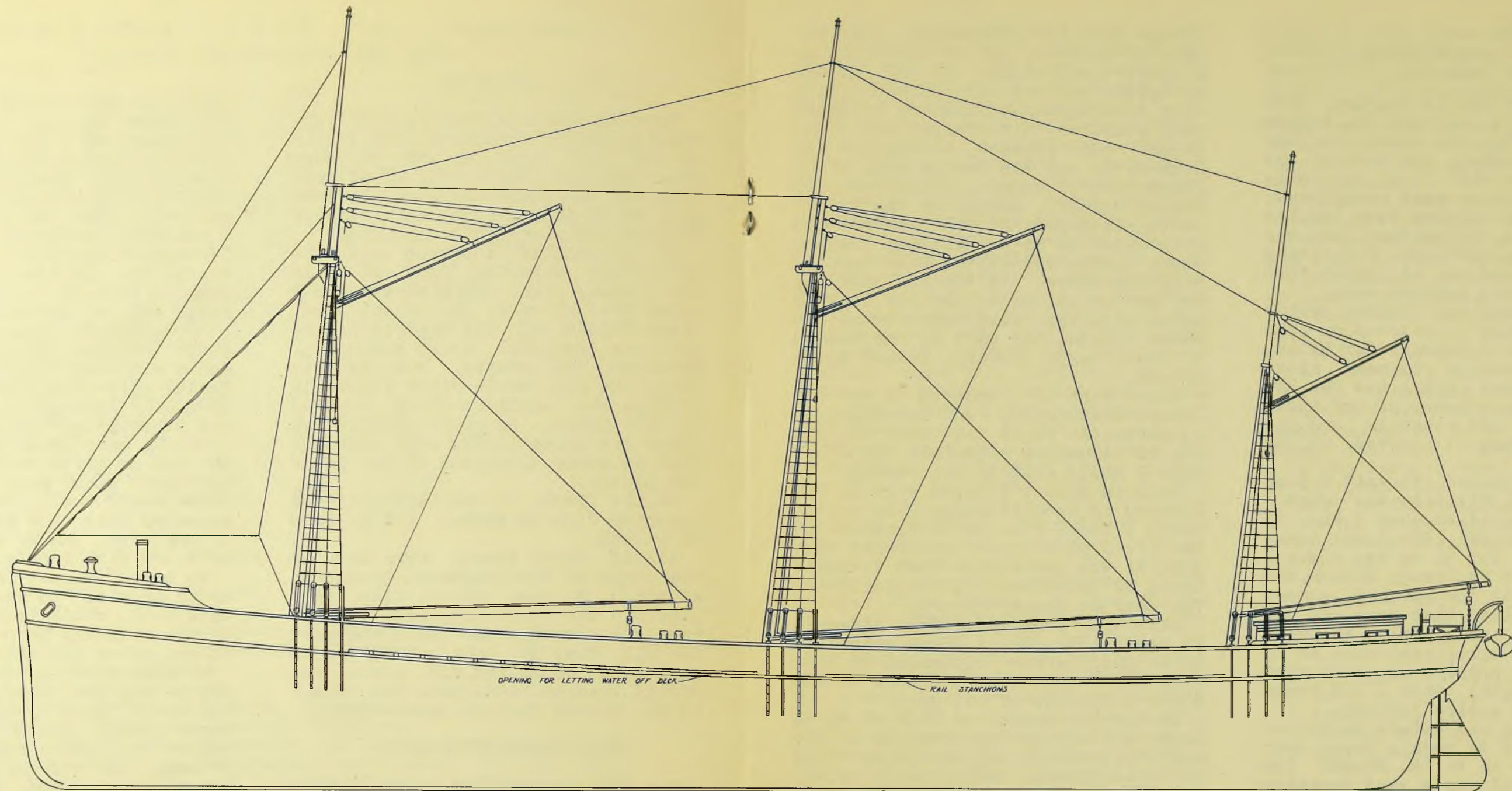
We also show a tween-deck, which may or may not have been installed but could have been, on the transverse beams placed at a suitable height for such a deck. Such a deck if used for stowage of part of the cargo would have prevented heavy rolling. Too much weight, too far down makes for excessive rolling in a beam sea.

We include the "Grampian" in our series of plans of Lakes vessels to show one more way by which men have attempted to meet their problems in transportation on the waters.

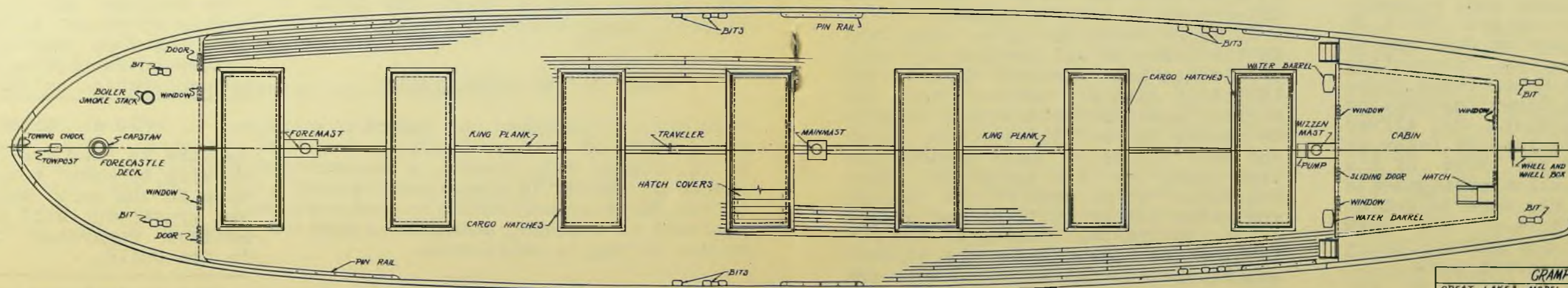
'TO ALL MEMBERS'

Be sure to read the Editorial Page. We wish to have your full cooperation in the work which lies ahead, and trust you will understand our motives regarding increasing dues in the Guild.

HELP US INCREASE OUR MEMBERSHIP



OUTBOARD PROFILE



DECK PLAN
SCALE 1/8" = 1'-0"

GRAMPIAN
GREAT LAKES MODEL SHIPBUILDERS' GUILD
DRAWN BY James B. Corrie
CHECKED BY Capt. J. E. Johnson

LITTLE JOURNEYS:

Southwestern Michigan

J.E. Johnston

My November "Little Journey" came as somewhat of a surprise. The museum ship closed for the season on the last day of October, and most of the tasks connected with final battening down for the winter were completed. The weather should have been bad, but it was not, and the weather map was all good to the westward, indicating that there would be at least four more days without rain or snow.

With St. Joseph and Benton Harbor as a destination I set out on the noon train out of Detroit for Niles, Michigan, expecting to make close connections there with a bus for St. Joseph. A short stretch of bad track put the train off schedule and the bus was gone when I arrived at the depot.

With several hours to wait I took a look around Niles to see what I could find, and liked what I saw. As usual I set out for the local newspaper office, but on my way there I passed the Fort St. Joseph Museum, and then turned back and entered. Almost at once I realized that here was one of the places most likely to be of value to me. A brief statement as to my objectives brought out more good reference material than I had hoped to find on the entire journey.

Not expecting to return by way of Niles I decided to remain there over night and go on to St. Joseph the following day. It was a good decision and paid off beautifully.

I visited the local newspaper where I met Mr. Don Carlson of the editorial staff and got many good suggestions as to who to see and where to find them. While passing down one of the streets I saw an interesting watercolor of some Great Lakes fishing boats. Further investigation led to meeting the artist, Mr. Alfred Pfister who entertained me later at his home. There I saw more of his work and made tentative arrangements for an exhibit of his work in Detroit at a later date. More of his work was being shown at the public library where I did some research work.

I was a day late getting to St.

Joseph than I had expected, but was able to cover a lot of territory in a short time, thanks to Mr. Gordon M. Potter who not only showed me his very interesting collection of small ship pictures, directories, and other items, but somehow he managed to take me to see the Marine Room of the Federation of Women's Clubs, over in Benton Harbor, showed me the interesting landmarks of the harbor, and introduce me to Mr. William Murphy whose memory covers the boom days of shipping there. To top off the day Mr. Potter put me on the bus back to Niles with ten very interesting old Lakes charts, his gift to the Museum of Great Lakes History, tucked under my arm.

Rooms were at a premium at the St. Joseph hostelrys, and according to my advisors there was more in the way of reference materials in Niles than I would find in St. Joseph.

Back in Niles, I began work in the library in earnest digging up everything I could find on navigation on the St. Joseph River. Following this line it was inevitable that I should learn of Mr. Walter C. Hawes, Editor of The Berrien County Record.

Although I made several attempts to contact Mr. Hawes I was unable to do so until after returning to home base but I did have a chance to see a few clippings of his work.

During the summer of 1939 Mr. Hawes began collecting information on his subject, combing old newspaper files in Three Rivers, South Bend, Niles, Buchanan, St. Joseph, and Benton Harbor, and contacting oldtimers who remembered when there were keelboats in operation on the St. Joseph from Niles down to Lake Michigan.

While Mr. Hawes has given some time to the study of all periods his main effort has been directed towards the 1825-1835 rush of settlers into the region, and their subsequent attempt to master the swift, shallow river and make it serve their transportation need. He has agreed to make available to us some of his works, and maybe all of it if he can do so.

Long before the coming of the fur traders and missionaries the St. Joseph River and the Kankakee were the

Indian's preferred canoe route from the Great Lakes basin into the Mississippi valley. To travel westward they would ascend the St. Joseph, then called "The River of the Miamis", to a point near where South Bend, Indiana now stands, and portage some six miles to the Kankakee. Descending the Kankakee to the Illinois River they would eventually reach the Mississippi a few miles above St. Louis.

Over this route passed LaSalle, on his ill-fated expedition to the Gulf of Mexico. The French missionaries used it on their travels to and from their missions in the country of the Illinois, and the early fur traders preferred it because of the better footing along the portage. On the Chicago-Desplaines portage the land was marshy making the carrying of heavy packs quite difficult.

Perhaps another factor entered into the matter, though I have never come across any mention of it. On the river route one passed through good trapping country where there were more streams and consequently more beaver, on both sides. The rivers offered protection from storms which delayed canoe travel on Lake Michigan, sometimes for days on end.

The beginning of the fur trade in this region is perhaps not recorded anywhere, but one may assume that it had reached considerable proportions prior to 1679 because LaSalle's ship "Griffon" was scheduled to proceed to the mouth of the St. Joseph River, for a cargo of furs, instead of the Green Bay country to which she was diverted.

There are records to support the belief that a detachment of French troops were at some point on the St. Joseph River about 1693. In 1697 the French built a fort on the east side of the river one mile south of the present city of Niles. This fort commanded the stream which was navigable for a distance of 150 miles from its mouth.

Far-removed from the jealous aspirations of European nations the fur trade in this remote region prospered for nearly three quarters of a century. Leaflet No. 4, of the Fort St. Joseph Historical Association, Edited by J. B. Plym, and published at

Niles in 1948 gives a clear, concise account of the life of Sieur Louis Chevallier, who came to Fort St. Joseph in 1748 to engage in the trade.

He prospered until the British, in 1761 took over the region, and even after that was a power in the region because of his ability to control the Indians.

I have at hand no information that would help determine the cash value of a beaver skin, at any point on its long journey from the trader in the wilderness to the back of a rich nobleman in Europe, but since only the rich could afford furs we may be sure they brought a nice price at the end of the trip. Transportation costs on that long trip were, of course, something to be considered. Then there was the item of loss and damage enroute, plus storage costs along the way. While such details well may forever remain a mystery to us the following record of commodity prices, at Fort St. Joseph, expressed in beaver skins, indicates that good returns were possible to everyone in the trade.

1 pound of shot.....	1 skin
1 pound of powder.....	4
2 fish hooks.....	1
3 musket flints.....	1
1 blanket.....	12
1 hat.....	7
1 axe.....	4
1 gallon of brandy.....	4
1 shirt.....	7

After the capture of Quebec by the British in 1757 unsettled conditions prevailed in the St. Joseph country. It was not until 1761 that a British garrison was established there, and one year later Pontiac's warriors killed ten of the soldiers and took two others prisoners, along with the commander. Through all trouble Sieur Chevallier remained the strong man of the region, working for peace and stable conditions, even though the banners of France no longer flew over the fort.

In 1781 a Spanish force came up from St. Louis and, aided by Indians captured the fort, confiscated the stores, raised their own banner for

Journey (cont'd)

a day, then went home claiming the region for Spain.

Through a treaty of peace with the British, in 1783, the Americans took over all of the country between the two great lakes, Michigan and Huron, including the beautiful valley of the St. Joseph. Settlers came slowly at first, but by 1830 they were well established there. They needed transportation and the river was there, swift and shallow, to be sure, but this was a challenge to be met, not an insurmountable obstacle. From the times of the Indian, far back in the past, to the completion of the rail road into St. Joseph, Michigan, there were boats of one kind or another on the river. Dugout and birch-bark canoes, small planked boats, keelboat, sailing craft, and steamers have all served, according to the needs of their day. Through Mr. Hawes we hope to give you much more on this subject.

The story of St. Joseph and Benton Harbor, with their fine, famous, and fast trans-Michigan steamers to the great city of Chicago, would never have been, without the fertile valley of the St. Joseph River.

Notes (Cont.)

The U.S. "Rattlesnake" was built to serve as a privateer and received her first commission June 12, 1781. She was designed by John Peck, of Boston, who is said to have been the first "American Naval Architect", that is, the first to give full time to designing, without being both designer and builder.

The "Rattlesnake" was captured by the British before she was a year in service, and taken into the British Navy. This model is built from plans found in the British Admiralty files and may be considered correct and authentic in every detail. While it is not a Great Lakes vessel it will serve as a reference for those who wish to build Lakes naval vessels of that period.

GUILD ANNOUNCEMENTS

At the November General Meeting it was unanimously agreed that because the December holidays fall on days immediately preceding the last and next to the last Fridays, that the Regular December Meeting shall not be held this year.

DIRECTORS' MEETING

On Friday evening, December 17, a meeting of the Board of Directors will be held at the Detroit Historical Museum, at 7:30 P.M. As this is the most important meeting of the year, all members of the board are urged to attend.

REGARDING INCREASED DUES

At the General Meeting for December an increase in membership dues was unanimously approved. Beginning with the year 1955 dues will be \$3.00 per year. Subscriptions to TELESCOPE will be \$2.50 per year.

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