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GREAT LAKES MODEL SHIPBUILDERS' GUILD

BELLE ISLE DETROIT 7, MICHIGAN

R. H. Davison,
Associate Editor

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EDITORIAL

OF THIS AND THAT _____

On page 3 we announce the reopening of the museum in its new, and we hope, temporary, quarters. You are invited to visit our section of the Detroit Historical Museum and get an idea of what can be done when and if we get a building on Belle Isle.

Our special offering for March is the oil paintings of Great Lakes vessels. Be sure to see these during March for they may have to make way for our April special exhibit of builders' half-models. Our special exhibit for May will feature "Aids to Navigation". Every month or so we will put on these special exhibits. At this time it is not possible for me to give exact dates for the many subjects but here are a few of them.

Old prints of Lakes vessels. Old and new charts of the Great Lakes. The story of the development of anchors. Plans of Lakes ships, both old and recently constructed. Photographs of early and recent Lakes vessels from various public and private collections. Other subjects will be on at fairly regular intervals. About twenty-four are already on our list, and others will be added as time passes. As soon as possible a schedule will be published, giving dates of opening, etc.

This month's center spread presents the plan of an Ohio pound boat. It has taken a lot of doing to get this into Telescope. It is not a product of our own drafting room but is the work of the distinguished naval architect Howard I Chapelle, and is reproduced by special permission of Mr. Chapelle and his publishers, W.W.Norton Company, N.Y., and to both of them go our thanks. There will be others from the same source published in Telescope from time to time. Full-size plans may be obtained through the publisher. Our reason for presenting them is: Our model builders who like to construct models of small craft may now know where to turn for plans. (See Howard I. Chapelle's "American Small Sailing Craft".

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 ON THE SHORE OF BELLE ISLE, IN DETROIT, 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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MUSEUM OF GREAT LAKES HISTORY RE-OPENED

On Tuesday, March 14, 1956, the Museum of Great Lakes History was officially re-opened to the public after having been closed since October, 1955, the last month of operations in the Schooner "J.T. Wing."

The new location is on the Ground Floor of the main building of the Detroit Historical Museum, Woodward Avenue at Kirby, in Detroit. This is the first time that the Maritime Department has been located in the same building with the parent organization and if the proposed Maritime Museum Building materializes, on Belle Isle, this is a temporary arrangement.

Among the advantages of the new location are, greater space, all exhibits on one level, higher ceilings, more cheerful colors, no dampness, and the office on the same floor with the exhibits. Also, there will be ample space for new and changing exhibits from time to time.

The principal new feature on opening day was the collection of fine oil paintings of old Great Lakes vessels, both sail and steam. These treasures have been considered too valuable to risk in the moisture which prevailed most of the open season on the ship. They include pictures of early Detroit and Cleveland Steam Navigation Company steamers, by Seth Arca Whipple, and several of Lakes schooners. There are seventeen in this hanging. Others will be shown later.

New and different treatment of old subjects are possible in this larger space, and while visitors, who have seen the materials as they were displayed on the old "Wing," will recognize many of the objects they will see them in an entirely different light, thereby gaining more information. For the first time in four years, we will not have to crowd the exhibits one against the other until there is no space for groups on guided tours and the display will take on the dignity appropriate to the subject - - Great Lakes History.

Even with the increased space not all of our materials will be displayed at once. A new exhibit, in a new section will appear from time to time. During the next two years there will be new exhibits opened on an average of one every two months. Not all will feature materials not shown before, but a different presentation will do much to bring out facts that failed to get adequate attention when the facilities were restricted.

The binnacle from the old gun boat "Yan-tic" which, in the "Wing," was a part of the navigator's bridge equipment, is on display, as is the old steering wheel, but they are at present shown separately. Later the ship's bridge will be reconstructed in better form than was possible on the ship at Belle Isle.

For the first time we have been able to display flat, modern, charts of the Great Lakes. Later we will have a special exhibit on charts, when we will show our fine collection of early charts of the Lakes, including one done by hand, on linen, by a private cartographer, and some first-editions by the U. S. Army Engineers and based on surveys as far back as the 1840's.

An exhibit of naval weapons, associated with the Lakes, consists of four boarding pikes that were at the Battle of Lake Erie shown with navy cutlass of 1862 and an old four-pound solid shot taken from the wreck of a British gun boat that was scuttled in the Thames River during the British retreat from Detroit. Boarding pikes are spear-like weapons used in hand-to-hand fighting in the days of wooden ships.

While lumbering was one industry and shipping another they overlapped at some points, and log drives and rafting were very definitely water transportation. Perhaps the most interesting detail of logging has to do with the now long-forgotten practice of marking the logs with symbols somewhat similar to cattle brands. We have prepared an exhibit featuring a number of marks taken from the records in the Muskegon County Court House. Shown with these are a number of pictures of logging scenes along the rivers, and a model of a Lake Superior rafting tug.

One panel exhibit carries a number of fine photographs by Elmer Trelore, showing scenes from rivers and harbors all around the Lakes.

Commodity "Flow Charts" tell the story of cargo movements up and down the Lakes. These hand-painted charts were made especially for the museum.

The continuity of historic models of Lakes vessels is presented in a new manner but since facts do not change the story will be the same as before; only the telling will be different. In this continuity the following models are shown, all built to one scale, thus bringing out the changes in type and the increase in size over the years.

Name	Type	Period
None.....	Dugout Canoe..	Pre Hist.
None.....	Birch Canoe.	Fur Trade.
None.....	Early Mackinaw.....	1685
Nancy.....	Schooner.....	1789
Walk-in-the-Water...	S.W. Steamer....	1818
Challenge.....	Schooner.....	1850
Michigan.....	S.W. Steamer....	1833
Milton.....	Scow Schooner...	1872
James F. Joy.....	Barkentine.....	1872
Lucia Simpson.....	Schooner.....	1882
John Ericsson.....	Whaleback Str...	1900
Wilfred Sykes.....	Bulk Carrier....	1950.

Later this year other models will be added to these, and as time goes on the continuity will be expanded to include all significant types of Great Lakes vessels.

Other models displayed are:

Frank E. Kirby, mechanized, visitor operated South American; Surf Boat; Detroit, the first boat to cross the Atlantic under gas power; Yantic, (See Jan. Telescope); brig Niagara, of Put-in-Bay fame; Yosemite, the light armored cruiser made famous in the Spanish-American War by the Michigan Naval Volunteers, and a model of Walk-in-the-Water, made with no other tool than a pocket knife, an excellent piece of craftsmanship.

The schooner "J.T.Wing" has a case all to herself, featuring a superb model by the Kovach brothers of Detroit, and the Museum's Huron boat "Anna S. Piggott" also has her place in the sun.

Other exhibits include many of the items which have come to the Museum through the kind cooperation of scores of donors without whom the Museum of Great Lakes History could not have prospered. We regret the impossibility of listing all such donors. They live in all parts of the Great Lakes basin, on both sides of the border, and their gifts remind one of the sign that once hung in front of a ship chandler's store, "Everything from a needle to an anchor."

MARINE ENGINEERING

by
Robert Radunz

Marine engineering, it is true, is but a branch of mechanical engineering which had its birth in the eighteenth century with the work of Newcomen and Watt, and most of the early marine engines differed little from land engines; but the application of steam power to ships presented so many new problems, gave rise to so many new inventions and led to such splendid achievements that its history claims special consideration. Then, too, the work of the early marine engineers led to a revolution in the design and construction of the ships themselves.

The practicability of the application of the steam engine to boats was demonstrated almost simultaneously in America, Scotland and France. In this country, we know of the experiments made by Rumsey, Fitch, Stevens and Fulton. These trials were all carried out during the last two decades of the eighteenth century and the early years of the nineteenth century. It is interesting to note that we consider the idea of screw propulsion as a later invention in the history of marine engineering, yet the early pioneers such as Stevens and Fitch both experimented with screw propellers.

August 17, 1807, is the date listed in history as the day that steam navigation began in the United States. On that memorable day "Fulton's Folly" the CLERMONT sailed up the Hudson River and steamboats became a regular means of transport.

About ten years later on Lake Ontario, in April, 1817, the ONTARIO shoved off from Sacketts Harbor and steam navigation had traversed through the wilderness and arrived on the Great Lakes. The ONTARIO was followed by the FRONTENAC and in 1818 the WALK-IN-THE-WATER became the first steamboat west of the Niagara River. From this point on steam navigation forged steadily ahead on the Great Lakes, ships became larger, engines grew in horsepower.

Men like James Van Cleve brought new inventions from the coast. It was the interest and energy of Van Cleve that built the VANDALIA, the first propeller on the Lakes. This was 1841.

Progress in the next hundred years was rapid. The names of Harvey, the Sault Canal, Frank Kirby, Alexander McDougall, the Detroit Dry Dock Company, the Globe Iron Works in Cleveland, and many more were all familiar names in the history and advancement of marine engineering. Modern-day firms such as the Skinner Engine Co., Westinghouse, General Electric, and many more are all continuing this great heritage passed on by our early pioneers.

In the laboratories and on the drawing boards the Fultons and Frank Kirbys of today are preparing the way for gas turbine engines, boilers fixed by atomic power and creating a new type of engineering that will make the engine rooms of our Lake vessels more efficient and better places to work.

This is the story we are going to endeavor to tell in the coming months. It is the story of the past, the present, and the future. The tale of the black gang is long overdue and the men who toiled in the heat of an open furnace, who cursed and sweated over a cranky engine and kept her going under impossible conditions, will be our heroes. They gave the Captains and the Mates the unseen power to plow great hulls majestically through our rivers and Great Lakes, took down the sails from the masts and placed a big stack in full view, so all could see that man had harnessed the God of fire and he was working for them.

MARITIME NEWS OF 1855

Nov. 1, --- Telegraph Lines In Canada ---

Canada now has 3400 miles of telegraph wire in operation. The last link of the line, ending on Lake Huron at Goderich, was finished last week and business commenced.

(See page 14.)

OLD PORTS IN MICHIGAN, LELAND, AND NAUBINWAY

Phyllis Robertson

Many chapters of Michigan's thrilling history has been written by her Great Lakes ports. Many of these ports are completely forgotten. Of some, there is not a trace left, others are, today, busy little fishing villages. Two little fishing communities on Lake Michigan were once rather important ports. Leland on the west shore of the "little finger" of the mitten of Michigan and Naubinway at the head of the lake about 50 miles west of St. Ignace.

Leland, today, is famous as an artists' colony, artists coming from all over the United States each summer. "Fish Town" with its many fishing shanties and nets drying is a popular subject for both painters and photographers. From here, commercial fishermen operate ten months of the year. It is located near the mouth of the Carp River, below the power dam. This dam and the powerhouse beside it are on the site of a sawmill erected in 1853. At one time several sawmills were in operation. Four docks supplied cordwood to steamers for fuel. An iron furnace consumed thousands of cords for fuel. Two large masses of iron and slag in the park nearby stand as reminders of the smelting operations carried on between 1870 & 1884.

Naubinway is today a small commercial fishing settlement. It was settled in 1880 by French fishermen and soon attracted a group of lumber operators. Both lumbering and fishing expanded rapidly in the 1880's until the village had a population of 1,500. It has 34 fishing tugs, a sawmill employing about 600 men and a pier to accommodate ten lumber barges. Undoubtedly much of the white pine sawed here was shipped down Lake Michigan to Chicago to rebuild that city after its disastrous fire. The mills closed in 1896. Second-growth timber attracted new operators in 1906 and a sawmill erected in that year continued operations for a decade. But fishing is still a big industry. King fisheries, during the fishing season, ship about a ton of fish every night except Sundays, to Chicago and Milwaukee markets. But it is shipped via train from Engadine, a small community just north of Naubinway on the Soo Line.

BURNING OF THE WASHINGTON

ON LAKE ERIE, WHILE ON HER PASSAGE FROM CLEVELAND TO DETROIT, ON THE MORNING OF JUNE 16, 1838; BY WHICH MANY LIVES WERE LOST.

The following statement, relative to this disaster, was given by the Rev. R. J. Judd, of Garrettsville, Ohio: -

"The steamboat Washington, Captain Brown, left Cleveland on her passage to Detroit, June 14th, with a full compliment of passengers. She had proceeded on her way safely, until Saturday, at 2 o'clock, A.M., and had arrived in the vicinity of Silver Creek, about twenty-seven miles from Buffalo, when she was discovered to be on fire. The passengers were aroused from their slumbers, and such a scene of confusion and distress ensued, as those only can imagine who have been placed in similar circumstances. Despair did not, however, completely possess them until it became evident that the progress of the flames could not be arrested.

"From that moment, the scene beggars all description. Suffice it to say, that numbers precipitated themselves from the burning mass into the water; some of them with a shriek of despair, and others silently sank beneath the waves. The small boat had by this time put off, loaded with about twenty-five souls, for the shore, where they arrived safely, after picking up one or two by the way. The writer of this was one of the number. Other small boats came to their assistance, which, together with the Washington's boat, saved, perhaps, a majority of the persons on board.

"There is reason to believe that as many as forty perished. It is impossible to compute the precise number. Many remained on the boat until it was wrapped in one sheet of flame. Of these it is supposed that a great portion perished in the conflagration; while others, half burned, precipitated themselves into the watery element - thus suffering the double agony of death, by fire and water.

"Most of the crew were saved - the captain being among the number, who during the awful calamity, acted with the utmost decision and intrepidity. Indeed, no blame, as far as the writer has been informed, has been attached to any officer or hand on the boat. The utmost exertion was used to run her on the shore, until it became necessary to stop the engine in order to let down the small boat, which having been done, the fire had progressed so far as to render it impossible to again start the machinery.

"I will give a few particulars of the losses of the passengers; - Mr. Shudds is the only survivor of his family, consisting of seven. A lady passenger lost three children, a sister, and a mother. Mr. Michael Parker lost his wife and parents, sister, and her child. But I will not further enumerate the cases of individual bereavement. Truly it is not in man to know 'what a day may bring forth.'"

The news of the disaster was brought to Buffalo by the passengers in the steamboat North America. The following is gathered from their statements: -

The Washington passed the North America while the latter lay at Erie, in the early part of the night, and was not again seen by those on board the North America, until within about three miles of the city, when a bright glare of light was discovered by the helmsman in the direction of Silver Creek, and the North America was instantly put about for the scene of apprehended disaster.

On nearing the spot, about 6 o'clock, the burning hull of the large and noble boat was found drifting over the waters, three or four miles from shore, with not a living human being on board. The lake was literally covered with hats, bonnets, trunks, baggage, and blackened fragments of the wreck.

The intense anxiety of the witnesses of this fearful scene, for the fate of the passengers on board the unfortunate Washington, was partially relieved by the discovery of several small boats near the

shore, in which the survivors of the disaster has been rescued from destruction. The alarm has been given at Silver Creek, as soon as the flames were perceived from the shore, and all the boats which could be found were sent to the rescue of the sufferers. There were only three skiffs, besides the yawl of the Washington, which could be thus used.

The North America took on board about forty of those saved, many of whom, including all the ladies, remained on shore. There were six dead bodies picked up, on the spot, - those of four children and two women. One man died of his injuries soon after reaching the shore, and one child was dead in the mother's arms when she was taken from the water.

The fire caught near the boilers, and had made such progress, when discovered, as to defy all attempts to extinguish it. The helm was instantly put up, and the vessel headed for the shore; but, in a few minutes the wheel ropes burnt off, and the boat became an unmanageable wreck. Some of the passengers made their escape in the boats of the Washington; others jumped overboard, and supported themselves on spars and rafts, until they were picked up by the steamer North America, or by the boats which put off from Silver Creek. The number lost cannot be correctly ascertained.

Many affecting scenes occurred in this terrible catastrophe. An English family, consisting of a man, his wife, and two children, came on board the boat at Toledo. While the fire was raging, the man worked till he could stay on board no longer, when he and his wife threw their children overboard, and jumped in after them. The father and two children were drowned, - the mother was saved. Several passengers went into convulsions with terror, at the outset, and perished in the flames. A woman, with a child grasped under each arm, all dead, was picked up by the North American. A newly-married couple, supposed to have embarked at Erie, jumped overboard in each other's arms, and sank together.

Among those lost there were W. Shed, of New York; Captain Clemens, of Dudley, Mass.; Conrad Shurtz, and William Shurtz, with his wife and three children, of New York; Mr. Barker's family of six, (but one saved). There was also a Scotchman on board, who lost his mother, sister and, three children.

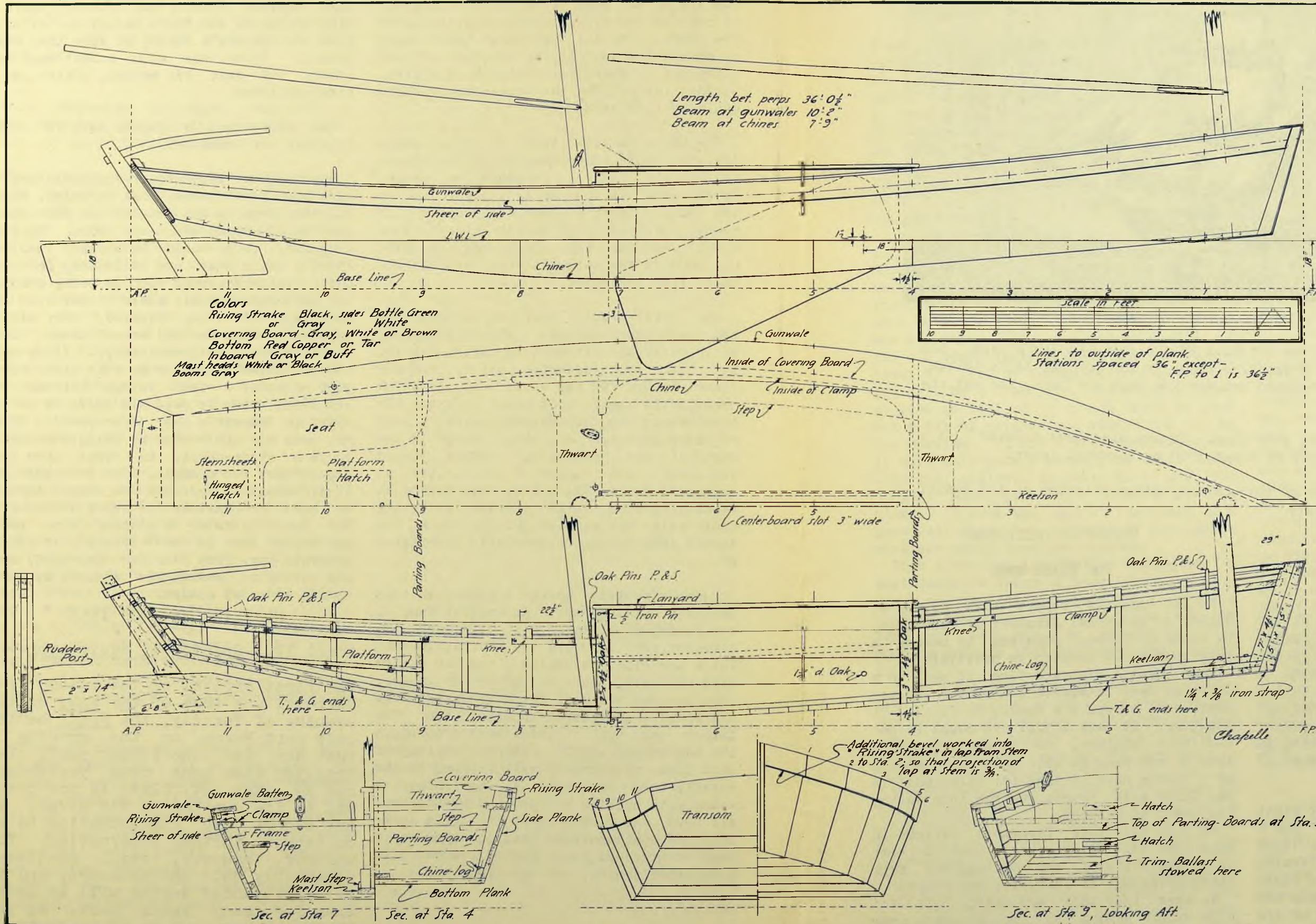
The names of 26 people lost in this disaster were recorded.

One hundred life-preservers would probably have saved every soul on board, even had they been in the middle of the lake, instead of being close in shore. In the long run, these would be cheaper than to furnish extra boats, and infinitely better. Let a life-preserver hang in every berth, and passengers could close their eyes in security. If they pleased, they might sleep with them buckled around them. Let something be done immediately. It is not the passenger's duty to provide them. Perhaps he makes a lake voyage but once in his life. When he pays his fare, he has a right to expect a safe conveyance. If a man gets his arm broken by being overturned in a stage-coach, he comes upon the proprietors for damages. So it should be in steamboats. Captains and owners should be held responsible for every accident. No boat should be allowed to take passengers that is not secured, in every possible way, from fire and explosion, and the safety of passengers secured by providing means of escape.

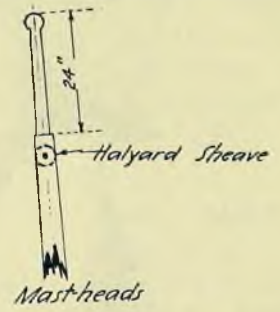
MARITIME NEWS OF 1855

April 12, --Opening of Navigation--

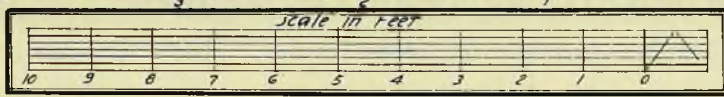
The first arrival of the season from Detroit, was that of the Ruby on the evening of Tuesday, the Pearl having left Port Huron on the morning of that day for the former port. The Forester also went down yesterday, and as Lake St. Clair is now open, and no ice running in the River, we may expect the communication to go on without further interruption. The weather, however, still continues remarkably cold and backward, and to all appearances spring will be later than for many years past. As yet there are no signs of vegetation, whereby everything looks brown and barren.



Length bet. perps 36' 0 1/2"
 Beam at gunwale 10' 2"
 Beam at chines 7' 9"



Colors
 Rising Strake Black, sides Bottle Green
 or Gray "White"
 Covering Board - Gray, White or Brown
 Bottom Red Copper or Tar
 Inboard Gray or Buff
 Mast heads White or Black
 Booms Gray



Lines to outside of plank
 Stations spaced 36" except -
 F.P. to 1 is 36 1/2"

Ohio Pound Net Boat
 1888

Drawn from dimensions and sketches
 in Fish Commission field reports

Specifications.
 Stem sides 7", No rabbet, cutwater
 added. Oak Cutwater sides 5"
 Side Plank 1 1/2" White Pine
 Bottom Plank 2"
 Frames spaced 24" E-E, side 2"
 mould 6" at head 2" at heel, Oak.
 Rising Strake 1 1/4" Oak or Y.P.
 Gunwale Batten 1 1/2" x 2" Oak
 Chine-logs, finished to side 2"
 and mould 4 1/2" Y.P. or Oak
 Clamps, sawn from 2" plank to fit
 sides, of lengths scarped together
 and sprung to sheer. Y.P. or Oak
 Keelson 2" x 9" Y.P. or Oak
 Covering-board 1 1/4" Y.P. or Oak
 Transom 2 1/4" White Pine edge-bolted
 Frame 2" x 6" Oak
 Thwarts & Knees 2" Oak
 Lower Case Logs 4" x 8" W. Pine
 Upper " 3" x 8" "
 Case sides 2" "
 Cap 2" Oak
 Centerboard fin. 2 3/4" Oak
 Rudder Blade 2" Oak
 Stock, as shown 2" "
 Platform 1 1/2" Oak
 Sternsheets 2" "
 Side Steps 1 1/2" " Knees 1 1/2" Oak
 Parting boards 1 3/4" White Pine
 Mast Steps 2 1/4" Oak
 Iron-fastened through-out
 Note Rising Strakes are not put on
 until after cutwater is in place.
 The fore-ends of the strakes
 are rounded here on the outside.

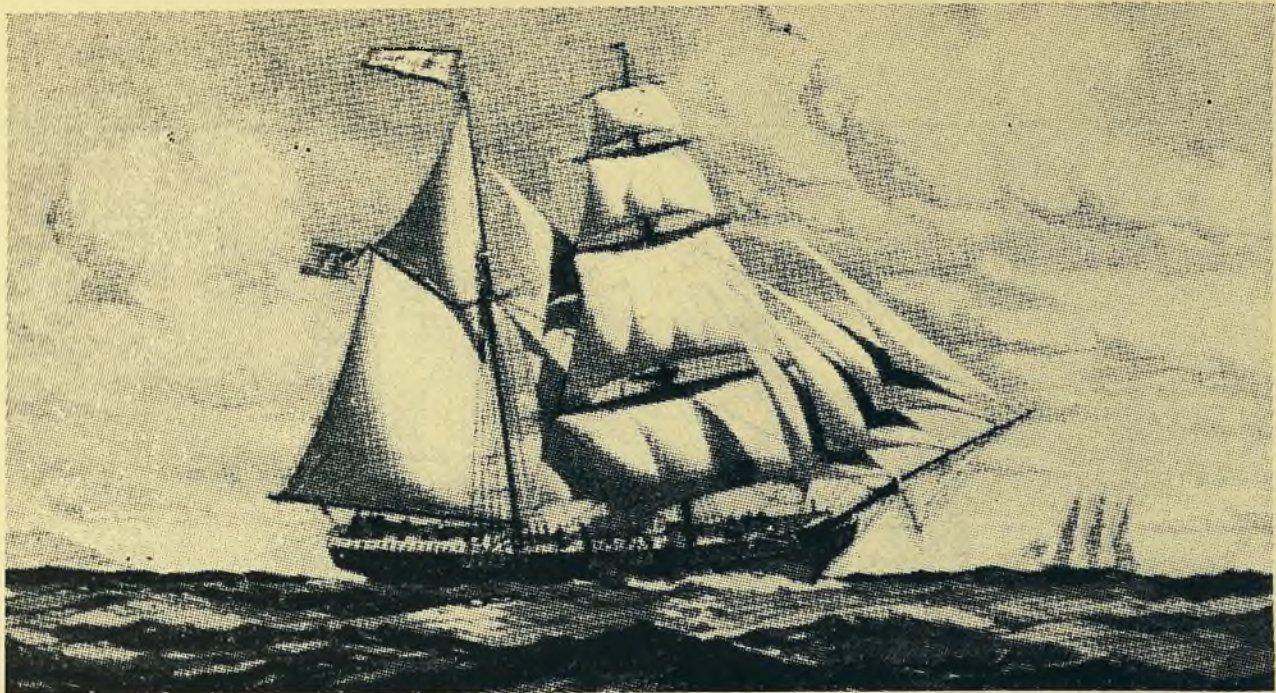
Spars, Spruce or White Pine
 Foremast 46' stick, 5" dia. at
 heel, 6" at partners, 3 1/2" at sheave
 Mainmast 44' stick, 4 1/2" dia. at
 heel 5 1/2" at partners, 3 1/4" at sheave
 Fore Boom 18' 6" stick, 2 1/2" dia. at
 fore-end, 4" two-thirds out, 2 1/2" at end
 Fore-gaff-battens 14' sticks
 Main Boom 16' 3" stick, 2 1/2" dia. at
 fore-end, 3 1/4" two-thirds out, 2 1/4" at end
 Main-gaff-battens 14' 3" sticks
 Foremast rakes 1/2" in 1' 0" height.
 Mainmast rakes 3/4" in 1' 0" height.

Additional bevel worked into
 "Rising Strake" in lap from Stem
 2 to Sta. 2, so that projection of
 lap at Stem is 3/8"

Sec. at Sta. 9, Looking Aft.

Sec. at Sta. 7

Sec. at Sta. 4



We are interested in finding the original of the painting shown here. Can you help us locate it? The brigantine shown is the 100 ton JAMES EDWARD. She was built in 1846 for the trade between New York and Cuba, and was the first Ward Line vessel.

The painting has been lost for some time. It may have been painted to illustrate a Ward Line brochure of about 1900 or somewhat later.

Any word about the location of this or any other painting of the vessel would be appreciated. † Editor†

REPORT ON PUBLISHING

THE KIRBY BOOK

REGISTER YOUR MODELS

A visitor at the January meeting of the Guild informed us that there is a market for models of top quality. If you have a good model of a clipper ship and want to dispose of it send full information to the Editor of Telescope. It will be kept on file and made available to possible purchasers and/or their agents. Such a model is wanted at once. Send a good picture of it if possible, and state your price.

Other types may find buyers, but right now there is a search being made for a first class clipper. Don't keep your light under a bushel. Guild members are turning out some good models, and there is a limit to how many one can keep at home. Only top quality is sought at this time, but we are suggesting that you register what you have and state a definite price. Give full description: scale, actual length, etc.

We are happy to report that Gordon P. Bugbee's "Sidewheel Steamers of Lake Erie, by Frank E. Kirby," promises to become a very successful venture in publishing.

Four months from the time it went on sale, we have recovered 50% of our investment, and orders are coming in faster all the time. It took almost one month to get publicity started, so it might be said that it has been on sale only three months or a little more, except for sales made in the Guild sales booth on the ship during the month of October.

We have had five favorable reviews in magazines and daily papers, and the book is on the lists of two dealers who mail their offerings to libraries and others.

We have less than 400 copies left and with orders coming in for anywhere from one to ten copies it appears that the first edition will be exhausted before long. We do not plan a second edition.

OUT OF THE PAST

W. O. Stubig, of Sandusky, reminisces

I was in the schooner "A.J. Rogers", a two-sticker of about 700 tons, with raffee on her fore yard, and booms like telephone poles. When she jibed you'd swear that an earthquake had struck. Was she heavy! We would take up on the peak, then the throat and belay; then the peak and again the throat and belay again, and so on. To get the last twelve inches three heavy men would "swig" on the halyards, with me taking the slack.

It was my first trip in a schooner and in Escanaba I got the job of painting the main top-mast which stood about 130 feet above the keel, a nice job for a beginner. They unbent the top-sail halyard and bent on a bo'sun's chair in a bowline. I can see old Bucky Tigh, a real sailor-man of the old order standing atop the masthead, about 85 feet up and as much at home as a sea gull on a flag pole. Just before they started to haul me up to the truck he took out a bit of marline and siezed the end of the bowline. "It ain't necessary, Billy, but it will only take a minute," he said. Those were real sailors, in those days, and the "Rogers" was a good ship even if she was heavy. It took two men at the wheel in a good fair wind, but in spite of her heaviness she could take the weather.

Then there was the "Nellie Redington," a neat schooner whose skipper belonged to clubs and societies in Buffalo. He was a married man, and he wanted his ship to look smart when his wife brought her club members down to look her over when in port in Buffalo.

When about ten miles out of Fort Gratiot he was picked up by a tug boat for the run through the rivers. He ordered a man aloft with a bucket of white paint to paint the trucks. Sain he, "Nothing sets a ship off like white trucks."

The schooner was in the swift waters of the narrows when out come the "V-Swain," a steam barge, with her forward deck crowded with passengers out for the air. When the two vessels were abreast, the sailor, coming down, was blown away from the mast by a gust of wind. He swung far out, 80 feet up, and being a heavy man he came back against the mast with a bang. The paint pot, a heavy wooden bucket spilled its contents into the air. The air was full

of it, the sailor was full of it, and it floated down over the "Swain," passengers and all, directly below. Said the sailor, afterwards, "I could have spit on them as they ran shrieking for cover. They really got sprayed."

BOOK CORNER

ABOVE BELOW: Text and illustrations by C. C. Knoblock; Northland Publications, DeTour Michigan.

A collection of impressions of persons and places in the North Peninsula of Michigan. All names are fictitious but the characters are so real one must assume that the author has met just such people, or he has the most remarkable imagination that has come to light in a long time.

The most striking characteristic of the people he portrays is persistence. Even Beer Suds Joe, the dissolute "Town Bum" of Big Harbor had a lot of it, of sorts. Stumpy, the hermit of the hardwoods, had a lot more and towards better ends. Captain Jim persisted in ignoring all rules and regulations of the J.S. Coast Guard, to his own undoing. Chet Ollson, the conservation man, tempered his persistence with a lot of horse sense that worked wonders where regulations got him nowhere. And there were others in whom the trait appears in different forms.

This is as it should be in a book that deals with people who live in the land above below and pit their strength against the wild lands and the bitter winters. He who has no persistence will not survive for long, where the odds are so great.

Indian Pete is a lovable fraud you will not soon forget, and the Saints of Deep Harbor make it plan that even in this wilderness world one can relieve the monotony of life if they work at it hard enough.

All in all ABOVE BELOW is crammed full of good entertainment and is just one more of the kind of books we were asking for a few years ago when we deplored the lack of a Mark Twain of our own in the Lakes country.

J. E. Johnston

GREAT LAKES SURVEY, 1833
by B. E. O'Keefe

In the summer of 1833, a coast survey of Lake Huron was made by the War Department under command of a Colonel Anderson. An account of this has been preserved in a speech given by one of the members, Edwin Jerome in 1874 at a meeting of the Saginaw Valley Pioneer Society.

This survey began a few miles above Fort Gratiot. The party continued on past the "rocky, small caverned cape," Pt. Aux Barques. Here they left Lake Huron and entered the "dangerously rough" seas of Saginaw Bay. At this time, according to Mr. Jerome, he entered upon one of the most dangerous adventures of his life, when the expedition made a survey of Charity Island. At the completion of their work on the island, they left a small "cur" dog belonging to a member of the party, on the island. When, upon reaching the mainland, they discovered the dog was missing, Mr. Jerome and four other men set out, in a yawl to rescue the marooned canine. They sailed fifteen miles "propelled by our muscles applied to oars," under a clear, still sky. As soon as they approached the island, they could plainly hear the joyful barking of the dog, who immediately jumped into the yawl as soon as it drew close enough to shore. They turned about at once and began the return journey. However when about eight rods from the island, they met with a sudden Southwesterly gale. Twice, they attempted to turn about and return to the island without success. On the third try, the mast cracked in two, and the sail dripped water, "bringing us in stays double quick, with an ominous and fearful sheet of water pouring over the side." By great effort, the sail lifted and the boat was righted. Hats and shoes were used for bailing. Soon the party was able to row back to Charity Island where they very thankfully prepared to spend the night.

The following day, Mr. Jerome, his fellow adventurers, and, presumably, the rescued dog, once more went aboard the yawl, raised the sail to the size of a "farm house window," and quickly sped across the Bay to the survey's camp at

Pigeon River, before a strong Northwesterly wind. Mr. Jerome in his account, said he would add his testimony to many others of the turbulence of the waves in the Saginaw Bay. While on the speedy passage back to Pigeon River, he said he held fast to the mast, and "while in the trough of the wave nothing but the sky could be seen at a 45 degree angle; on looking back at the white-caps chasing in the rear, apparently about to engulf me 15 or 20 feet beneath their crest. my hair pulled fearfully."

Eventually, Mr. Jerome related, the survey party camped for nine days on the site of Bay City, and took observations of the sun crossing the meridian to determine the latitude and longitude of the Saginaw River. Thus, Mr. Jerome ended his account of one of the earliest government surveys of Lake Huron and the Saginaw Bay.



RE: SCHOONER "LEXINGTON"

Can any of our members supply answers to any or all of the following questions?

1. Did the schooner LEXINGTON sink near the mouth of the Detroit River on November 19, 1846?
2. Did she have two or three masts?
3. How many lives were lost?
4. What was her cargo?
5. What two ports was she sailing between when wrecked?
6. Was she sailing or in tow at the time?
7. What caused her to sink?
8. What was the location of the accident?
9. Was she or her cargo salvaged?

The Editor

CHARLES T. HARVEY

"The Greatest Waterway in the World" -- the St. Mary's Falls Ship Canal, linking Lake Superior to Lake Huron -- owes its existence to a traveling salesman who came down with typhoid fever at Sault Ste. Marie, in 1852.

He was Charles T. Harvey, 23 years old, representing the Fairbanks Company of St. Johnsbury, Vermont, manufacturers of scales.

During his slow convalescence, Harvey poked about the bleak outpost settlement and studied the tumbling river that blocked all navigation between the two big lakes. It dawned upon him that the digging of a canal, about a mile long, would avoid the roughest water and open up the great ore deposits of the north to the mills of the East.

Returning to Vermont, he soon had his employers as much excited about the idea as himself. They, in turn, stirred up legislators and other influential people to get help from Congress. At first there was ridicule and opposition. Even the great Henry Clay scoffed at the idea as "a project beyond the remotest settlement of the United States, if not the moon."

The following year, however, Congress donated to the State of Michigan 750,000 acres of land to finance the canal and granted a right of way through the military reservation. Meanwhile, Harvey had organized the St. Mary's Ship Canal Co. and undertook the contract from the state.

On June 1 he arrived at the Soo with a shipload of supplies and 400 men. "We will start digging here and now," he announced. And the first wheelbarrow of earth was removed by June 4.

There was only about a mile of ditch to be dug, but the handicaps were appalling. Workers had to be enticed from the East, for the few hunters and trappers in this backwoods region were not interested in ditch digging. Blasting powder had

to be brought from Delaware; thousands of tons of wrought iron from Pennsylvania; stone from Malden, Ontario. Only the most rudimentary transportation was available.

Much of the course had to be blasted through rock with all the drilling done by hand.

Most formidable of all obstacles was the long northern winter -- five months with days only eight hours long and temperatures ranging from zero to 35 below. Sleet-laden winds slashed down from Lake Superior. Blizzards piled snow to the bunkhouse roofs. Supplies froze in the cook houses. The cooks had to hack the meat with axes.

Harvey built huge bonfires where the numbed workmen could warm themselves momentarily between furious spells of work. He assigned men to watch for the first signs of frost-bite on fellow workers and to give crude first-aid with snow rubs. Always, he worked longer and harder than anyone else. When most of the camp was deep in bone-weary sleep he could be seen taking sights for the next day's work by the weird glow of the Northern Lights.

The second year was worse. There were fears of an Indian uprising. Workmen grumbled and deserted. Once they went on strike. In the spring came a cholera epidemic. Victims had to be buried furtively at night in the forest to keep panic from sweeping the camp.

Harvey's driving fury triumphed over all obstacles. On April 19, 1855, he opened the sluice gate that let the water of Lake Superior flow for the first time through the Soo Canal to Lake Huron. On June 18, the first ship passed through -- the steamer "Illinois" westbound.

On August 17, came the most significant day of all. On that date the brig "Columbia", laden with a hundred tons of Marquette ore, passed through the locks on its way to the iron-making ports of Lake Erie. It began a new era that was to make the United States the greatest steel producing nation of the world.

May 24, ---New Mail Arrangements---

Harvey passed on to other projects, the most notable being the designing and building of the first elevated railroad in New York. With the passing of time, his memory has grown dim in the state he served so well. But the fruits of his pioneering grow greater with the years.

The locks he built served until 1888 when they were supplanted by larger ones. These, in turn, were augmented by others, including the MacArthur Lock opened in July 1943 to speed the flow of iron ore for war.

Today 85% of U.S. iron ore; 10% of the copper; and millions of tons of grain flow through the Soo Locks. On return trips, the ships bring coal and other commodities to the northwest.

Although the locks are open only eight months of the year, more tonnage passes through them than through the Panama and Suez Canals combined. The locks are justly regarded as "The most important mile in the U.S." and the St. Mary's River as "the greatest waterway in the world." Charles T. Harvey truly helped to build America.

LOG MARKS OF MUSKEGON COUNTY

Movement of this very interesting little booklet is just getting underway. We have printed only 275, each one numbered. Costs ran high, due to the amount of hand work on the 180 or so illustrations, but we are sure of its success, even at what might appear to be a high price...\$1.21 post paid in the United States. About 18 of the illustrations have been reproduced in color, enlarged and are displayed in the maritime exhibits at the Detroit Historical Museum, Woodward at W. Kirby. Logging was one form of water transportation in the Great Lakes region and as such is entitled to a place in maritime history.



"Commencing with Monday last the 21st inst., we learn that an arrangement has been entered into between the P.O. authorities, and Captain Eberts of the Steamer Canadian, for the transmission of a Mail between Windsor and Goderich, and vice versa, twice weekly, and of course, exchanging mails at the intermediate points on the route, where the Canadian generally touches--these places being Baby's Point, Moore and Sarnia on the Canada side, and from which places mails will be sent to points contiguous on the American shore. Letters may also be mailed on board of the steamer for any of the places above mentioned, which will be received by the several postmasters and routed accordingly. The arrangement will be a great convenience during the season of navigation, letters or papers for Goderich and its neighbourhood having hitherto been sent by the circuitous route of London, and those for Windsor by Chatham, in which instances a great delay has occurred. Even letters for Detroit, or any parts of the Western States will be forwarded with much greater celerity than under former system of mailing then at Port Huron, and thence by river or land as the case may be. Our neighbours over the way take credit to themselves for being a fast people; how fast, in some things, may be judged from the fact, that it usually takes five or six days for a newspaper to find its way from St. Clair, 12 miles down the river, to this place! Compared with this rate of speed, we expect that under this new arrangement it will be somewhat more telegraphic and that Captain Eberts will teach our neighbours a lesson in mail carrying, which they please will copy.

May 24, ---Steamer Canadian---

We learn that the trips of the Canadian will in future be limited to the route between Windsor and Goderich, making two trips weekly.

MARINE HISTORICAL SOCIETY OF DETROIT
The Story of Its Founding

Because there has arisen some doubt and misunderstanding about the early history of our Society, the Founder, Mr. Roy M. Bates, has been asked to relate the events which brought the organization into being. The following account has been prepared by him with the approval of the co-founders, Mr. Robert H. Larson and Mr. John M. O'Brien.

Early in 1943, Mr. Bates visited the Detroit Historical Museum in the Barlum Tower in Cadillac Square, Detroit, and made the acquaintance of the Curator of the Museum, Mr. Robert H. Larson. Having common interests and friendship, they discussed the possibility of getting together a group of people interested in Lake Shipping, to meet occasionally at the Museum or elsewhere, and talk boats, look at photos and eventually work out a program of meetings along marine lines. At the same time a Museum Committee on Shipping was being appointed to design models and to plan an annual Museum Shipping Exhibit. Among the members of this committee were Mr. William A. McDonald and Mr. John O'Brien, both of whom Mr. Bates contacted and both of whom were enthusiastic backers of the idea of a ship lovers' organization. Mr. O'Brien saw Mr. Bates frequently thereafter, and it was his enthusiasm and insistence that did much to bring the plans to a head. So Messrs. Larson, O'Brien and Bates began work in earnest to organize what is presently the Marine Historical Society of Detroit. Mr. Larson persuaded Mr. George W. Stark of the Detroit News to mention the proposal and announce the first meeting date, July 13, in his "Town Talk" column in the News on July 9, 1944.

On that eventful evening, high in the Barlum Tower, the following persons appeared: Bates, Larson, McDonald, Norbert Neff O'Brien, Kenneth E. Smith, Captain W. J. Taylor and Alastair Weir. Bates called the meeting to order and briefly announced what was intended to be done, and then turned the meeting over to O'Brien as secretary. A committee on Constitution and By-Laws was appointed, comprising Bates, McDonald and Neff. This group completed its work at a later meeting at the old Bob Lo Club at the foot of Woodward Avenue.

The next meeting of the organization was held on July 27, with Captain William J. Taylor as the first speaker to appear on our program. His subject was "The Lighthouse Service." At this meeting too, the organization was officially named the "Marine Historical Society of Detroit."

At the August 31 meeting, the Constitution and By-Laws were discussed and adopted, and the charter membership closed with the addition of the following names: Miss Louisa Butler, Rev. Edward J. Dowling, S. J., Gerald Holland, John G. Ivers, Lowell Johnson and Thomas Weber, making a total of fourteen charter members.

On September 28, another meeting was held and Mr. Smith led a brief discussion on the history and ships of the White Star Line. Permanent officers were then elected, as follows: President, Kenneth E. Smith; Vice President, Roy M. Bates; Secretary, John M. O'Brien; Treasurer, R. H. Larson.

Thus, the organization brought into being by a Swede (Larson), an Irishman (O'Brien) and a Hoosier (Bates) was on its way. That which has happened since is a matter of secretarial record.

Roy M. Bates
Fort Wayne, Indiana
June 3, 1955

BOOKS



ON THE LAKES REGION

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IF YOU KNOW THE UPPER PENINSULA OF MICHIGAN AND THE PEOPLE WHO LIVE THERE YOU WILL CATCH YOURSELF THINKING "I HAVE BEEN TO THAT VERY PLACE", OR "I FEEL THAT I KNOW THE FELLOW", WHEN YOU READ C.G. KNOBLOCK'S "ABOVE BELOW". DEEP WARBOR, BIG ISLAND, AND ALL THE OTHER PLACES MENTIONED IMPRESS YOU AS BEING TOO REAL TO BE FICTIONAL, JUST AS ARE ALL THE CHARACTERS. YET THAT IS WHAT THEY ARE, AND IT IS VERY GOOD FICTION.

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