

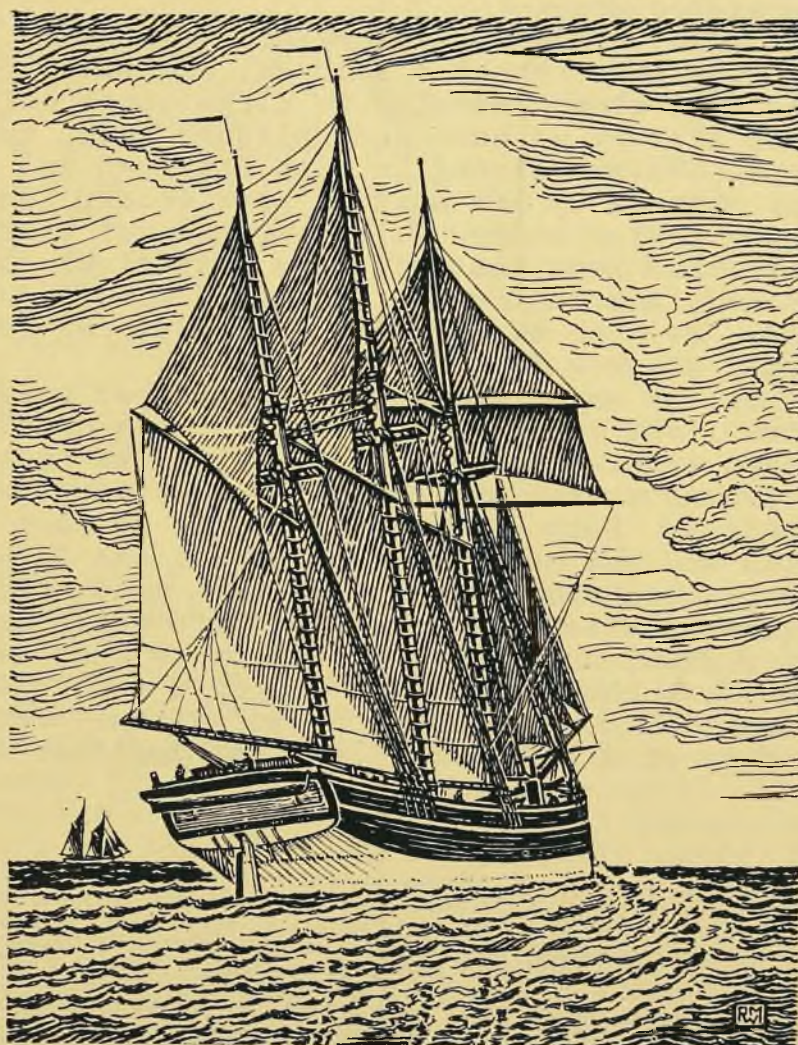
Telescope

25¢

VOL. 5

AUGUST 1956

NO. 8



Schooner "STUART H. DUNN" of Kingston, Ontario, who carried the last square topsail on Lake Ontario. Built for the square timber trade by the Calvin Company, Garden Island, she later carried grain and also coal. She often went to Cleveland in her later years and was a very fast vessel.

Telescope

PUBLISHED BY

GREAT LAKES MODEL SHIPBUILDERS' GUILD

J. E. JOHNSTON,
----- Editor: -----
Membership \$3.00

5401 Woodward Avenue
Detroit 2, Michigan

R. H. DAVISON,
----- Associate Editor -----
Subscription \$2.50

Supported in part by the Detroit Historical Society

EDITORIAL

Comments on the Convention.

The Board of Directors has decided to hold a convention at the Detroit Historical Museum, Woodward at West Kirby on Friday and Saturday, October 5th. and 6th. 1956. There are several reasons why this should be done.

The growth of the Guild, since it was organized in 1952, has exceeded the fondest hopes of the seven charter members, and taken directions we could not foresee at that time. Working in close cooperation with the Museum of Great Lakes History we have accomplished much, but there is still much to be done. We are strong in some quarters and weak in some others. We want the members to see what we have accomplished and have the advantage of their advice on how to strengthen our weak points.

We want to emphasize the fact that we are a historical society as well as a group of craftsmen, and that we do not spend time on work that can not be authenticated. We wish to explain our policy regarding publications, and receive, and use, new ideas in that field.

During our first year as an organization we numbered only twenty--two members. All but two lived in Detroit. Now there are nearly two hundred members, and less than eighteen live in this city. The rest are scattered throughout twenty-nine states and Canada. We have outgrown our Constitution and our by-laws. Both need revising, and we want every member in on that. The Guild and the Museum are both regional in scope requiring regional representation and support. We have made a wonderful start on a wonderful program to establish a really worthwhile maritime museum for the Great Lakes region, but there are limits to what we few Detroit members can do. Now that there is in the offing a suitable building to house the collections it is up to all of us to get our heads together. This is the opportunity of a lifetime. Let's get together on it.

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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THREE FAMOUS SAGINAW SHIPBUILDERS

by
B. E. O'Keefe

The finest ships that sailed the Great Lakes during the last half of the nineteenth century were built in the shipyards located on the shore of the Saginaw River. There was a good reason for this: the world's choicest white pine which grew in great abundance in the Saginaw Valley. These great ships were built of this pine whose strength so well withstood the onslaughts of the Lakes' worst storms. However, even aside from the fact this pine was used for the ribs and sinews of these ships, in yet another way the lumber contributed to the fame of Saginaw's shipyards. There was a critical need for transportation of this white pine from the forests of the Saginaw Valley to the cities of the New World. There were no railroads leading into the wilderness, and the one road was often impassable. There was just one way by which the lumber might be transported to market and that was water. Thus it was that white pine contributed twice to Saginaw's fame as a shipbuilding center. Equally as important as the white pine was the contribution made by the men of vision and courage who invested all their resources in building these ships.

The best known of Saginaw's shipbuilders was without doubt Jesse Hoyt. His contribution, indeed, to the development of this area was so great that it cannot be measured. His memory shall endure so long as this city, which he helped to carve out of a boundless wilderness, upon the dawdust - filled bayous, shall exist. Every school child knows and loves Hoyt Park, Jesse Hoyt's gift to Saginaw. Every resident has, at one time or another, availed himself of the opportunities offered by Hoyt

Library, another of Hoyt's gifts to the city he built and loved. Jesse Hoyt's name is indelibly written upon the Saginaw Valley, but a man whose name is very nearly now forgotten contributed even a greater share to the development of the city and with Hoyt was engaged in shipbuilding. His name was Norman Little. The first steamboat built in Saginaw the JULIA SMITH, was constructed by Norman Little's brother-in-law, Nelson Smith, in 1838. Since without Norman Little there would, in all probability, have been no Jesse Hoyt, at least as far as Saginaw's history is concerned, and indeed, there might not even have been any Saginaw, as it is known today, this article must begin with the former individual.

Norman Little was born in Avon, N.Y., in the year 1806. With his father, Dr. Charles Little, he came to Saginaw in 1822, but he did not stay long. However, in 1836, he came once more to the swampy Indian Village on the shores of the Saginaw. He made the journey from Buffalo on the GOVERNOR MARCY, the first steamboat to come up the Saginaw. This time he stayed, as he saw possibilities for the development of this region. He was the first to foresee the day when this dismal, swampy, ague - infected land would become a busy center of trade. So great was his enthusiasm, indeed, that he was able to enlist the support of a New York firm in its development. Unfortunately, in the financial crash of 1838, Norman Little lost his backers. In spite of this setback, he kept his dreams and his hopes for his beloved Saginaw, through all the disappointments and failures of the years that followed. At last in 1850 he once more, through his faith and enthusiasm, cajoled an old friend of his father's, James M. Hoyt and his son, Jesse Hoyt, of New York City, to invest money in the development of Saginaw.

James M. Hoyt quickly lost interest, but Jesse Hoyt's enthusiasm for his latest venture matched Norman Little's. With Hoyt's money and Little's knowledge of the region, the two entered into a fabulously

successful career. All of Little's years of frustration were forgotten, as he saw buildings rising out of the sawdust piles, and schooners, loaded with lumber and supplies, plying busily up and down the Saginaw River. Unfortunately, Norman Little was not destined to enjoy his good fortune for long, as he was drowned in the Saginaw River in 1854. However, before his death he did see many of his dreams come true. He became associated with Hoyt in many enterprises, including a shipyard which began at once turning out superior boats of all kinds. Overnight, Little became wealthy. He built himself a fine mansion on the shores of his beloved Saginaw, where he spent the last years of his life.

Norman Little's good friend and backer, Jesse Hoyt, unlike himself, never actually made his home in Saginaw. It was said he enjoyed his visits to the city which he was building out of a wilderness, but he always spent as little time as possible there. The only house in which he ever stayed overnight was that which he built for his son-in-law and daughter, Mr. and Mrs. Mott. (Mr. Mott was Saginaw's first mayor). This house, built of the Saginaw Valley's famous white pine, stood across the street from Norman Little's home, on the S. W. corner of Fitzhugh and Water Streets. On the N.W. corner, on the banks of the Saginaw River was the Mayflower Mills, Hoyt's sawmill. The Mott house was a large, seventeen room Victorian mansion, complete with three marble fireplaces. Atop the square edifice was perched a square cupola where Jesse Hoyt, upon his rare visits to Saginaw, used to go to watch his numerous schooners and barges on their trips in and out of Saginaw. This house, which was torn down several years ago to make room for a trucking company, was well known to the author as it was her birthplace and girlhood home.

Jesse Hoyt was a handsome, well-built man, friendly and likable. He was said to have been kind and very

fond of children. He was never too busy on his brief visits to Saginaw to take time to play with the village small fry, who were devoted to him. The story is told that Jesse Hoyt, this man of the world, did not like to wear a collar, and frequently appeared in public, while in Saginaw, without one. He would not even put one on to attend church. One day his young friends chided him for this failing, and one said, "In the city, men always wear collars in church." It is not recorded whether this youthful scolding had any effect upon the famous gentleman or not!

One of the men most closely associated with Jesse Hoyt in Saginaw was Emil Moores, who came to Saginaw in 1849. He worked for the store of the W. L. P. Little and Company, one of Hoyt's many enterprises, for a number of years, and later was manager of Hoyt's Mayflower Mills. He was very fond of Jesse Hoyt and held him in great esteem. Mr. Moores liked to tell the following story about his distinguished friend: one day he was waiting on a customer, and in the course of making change, discovered he would have to owe him a sixpence. Overhearing the conversation, a stranger standing nearby stepped forward. "I'll loan you the sixpence," he offered. Mr. Moores accepted the loan and shortly thereafter discovered his benefactor was Jesse Hoyt. This was his first meeting with Mr. Hoyt. As time passed, Mr. Moores forgot about the loan, but not Mr. Hoyt. Meeting him again Mr. Hoyt said, "Young man, you owe me a sixpence." Mr. Moores paid!

Saginaw began to boom from the day Jesse Hoyt took an interest in the wilderness settlement. He built a saw mill, a flour mill, and a plank road to nearby Flint. One of his enterprises was a shipyard, down whose ways came some of the finest schooners to sail the Great Lakes. This shipyard was located on the east bank of the Saginaw River. Here were built the barges, brigs, and schooners which formed the Hoyt fleet. In 1858, the fleet was made

up of the following vessels, SUN-SHINE, 516 tons; STARLIGHT, 400 tons; QUICKSTEP, 300 tons; plus the steamers MAGNET and ALIDA: total value, \$120,000.

The MAGNET, built in 1855, was a tow boat adapted to freight and passenger use, with a 600 HP engine. The MAGNET was built after the type favored by Maine shipbuilders, blunt at the stern. She was a curious sight on the Great Lakes. When first seen by a veteran Lakes captain, one Captain Marsac, he was quoted as saying, "Be gad! Been in this countree good many times, seen great many steamboat, never saw him built straight up and down behind, before!"

Another famous shipbuilder, who if not the most famous, was, beyond question the most colorful, was Curtis Emerson. Emerson was born in Vermont in 1810. He first came to the struggling settlement on the Saginaw River in 1838 as agent for a land company. He became so interested in the possibilities of the region that he returned eight years later and became a permanent resident. Emerson went into the lumber business but did not meet with much success. Shortly after his failure in this venture, he built a frame structure on the east bank of the Saginaw River, at the foot of Bristol Street, which became known as the Emerson Mill. Here in 1848, he went into the manufacture of lumber with another early pioneer, C. W.

Grant. The first consignment of lumber ever shipped from Michigan outstate sailed from the Emerson Mill in that year. Thus began a profitable career in lumber for Curtis Emerson. Mr. Emerson early became interested in shipbuilding and many famous ships of the Great Lakes were born at the Emerson Mill. The first steamboat built in Saginaw, the BUENA VISTA, was constructed by Curt Emerson in 1847.

In 1850, Emerson built a mansion which he called "The Halls of Montezuma." This large, two story house, was the scene of many gay parties.

It was said that each launching of a new ship was celebrated appropriately at "The Halls." Emerson was very lavish in his entertaining and no expense was spared in providing for the pleasure of his guests.

Emerson was kind and good-hearted but his temper was very quickly aroused. His appearance was not impressive, although he was always dressed meticulously and in the height of fashion. He was a familiar sight on the streets of Saginaw for thirty-five years and added his own colorful touch to the colorful era of lumber.

The stories told about his adventures are many. His quick temper and love of fun often got him into trouble, but his kindness and generosity endeared him to all. A favorite story concerning a boat trip is the following: One day, he was on a steamboat bound for Buffalo with a friend, Alfred Williams. As another steamboat drew along side, Williams bet that boat would reach Buffalo ahead of theirs. "Very well," said Emerson, "No boat afloat can beat my boat." Shortly thereafter, the other boat started gaining. Emerson, after conversing with the Captain, learned a cargo of ham and bacon was on board. "Put them in the boiler," Emerson demanded of the Captain. "I'll pay for them." The Captain objected, naturally, but eventually gave in to Emerson's demands. Emerson himself helped stoke the boiler and with mounting excitement, watched the pressure rise. At last the safety escape valve was fastened and the boat trembled under the pressure, groaning and creaking under the stress and strain. Then, with a sudden burst of speed, the vessel bore down on its competitor, and in a few moments out-distanced it. Emerson collected his bet, then treated everyone on board to a round of whiskey. When the steamboat docked at Buffalo, everyone, including the Captain, was highly intoxicated. Curt's one weakness was a love of the bottle, but this was a weakness he shared with many of the old pio-

See page 11.

MARINE ENGINEERING

#4

by Robert B. Radunz

The small boy, watching his mother's kettle steam as she boils water, is always fascinated by the thin ribbon of white vapor that flows gently out of the spout. Little does he realize that what he is watching is the basic process for generating the power that drives practically every major ship in the world. The generation of steam is merely taking a big kettle of water, applying heat, and then utilizing the vapor or steam to push the piston in the engine or turn the turbine wheel.

The history or evolution of the kettle will be the topic of this article, for the story of the development of the marine boiler in the United States is tied very closely to the Great Lakes.

Our history of the marine boiler does not start with Mr. Fulton and his CLERMONT, whose steam plant was designed and built in Great Britain. It starts even earlier than the Fulton effort in 1807. Colonel John Stevens, of Hoboken, had developed in 1804, a water-tube boiler to carry 50 lbs. of gage pressure. This boiler contained 100 tubes, 2 inches in diameter and 18 inches long. One end of each tube was fastened to a central water leg, the other end being closed.

The boiler in Fulton's CLERMONT was built in Soho, Scotland, and shipped to this country. It was of copper, about 7 feet deep and 8 feet broad by 20 feet long, set in brickwork and carried a pressure of 5 lbs. above atmosphere. It was provided with one square section return flue running the entire length of the boiler, the grates being installed at the front, and the hot gases passing to the rear under the bottom of the shell and back through the flue to the funnel.

From the time of Stevens until 1850, practically all marine boilers

were of the box and, later, return tubular or Scotch type. Fire tubes had been used in the locomotive boilers of 1830, but the introduction of tubes in marine boilers was slow and as late as 1862, a lively controversy was underway as to the relative merits of the flue boiler versus the tubular boiler. (It should be pointed out that the term flue is used when the tube diameter is more than 5 inches). Some vessels in the 1850's were fitted partly with flue boilers and partly with tubular boilers. The same condition was witnessed in the early 1900's, where vessels were partly fitted with Scotch boilers and partly with water tube boilers because designers were afraid to completely trust the new designs.

The steam pressures carried in 1850 were surprisingly low. A list of 64 vessels (most of them sea going), fitted with boilers designed and built in America shows the highest pressure of all (90 lbs.), was that of a vessel operating on Lake Erie, whose boilers consisted of seven iron cylindrical shells, 30 in. in diameter by about 24 feet long, each fitted with two 12 inch diameter return flues. These boilers were set on deck, the total heating surface being 3,640 sq. feet, and the total grate surface 122 sq. feet.

During the period of 1875 to 1895 the triple-expansion engine fully established its superiority over the compound type. The type of boiler most used was the Scotch marine. Steam pressures rose from 60 to 80 lbs. in 1875 to 160 and 180 lbs. in 1895.

The water-tube boiler did not start coming into its own until the first World War. Prior to this, in 1895, the Babcock and Wilcox Company introduced a modified version of its famous "Reverie" design. The first two boilers of this new type were purchased by the Zenith Transit Company, now the Pittsburgh Steamship Company, for the ship, ZENITH CITY.

See page 11.

NOW AVAILABLE



Complete

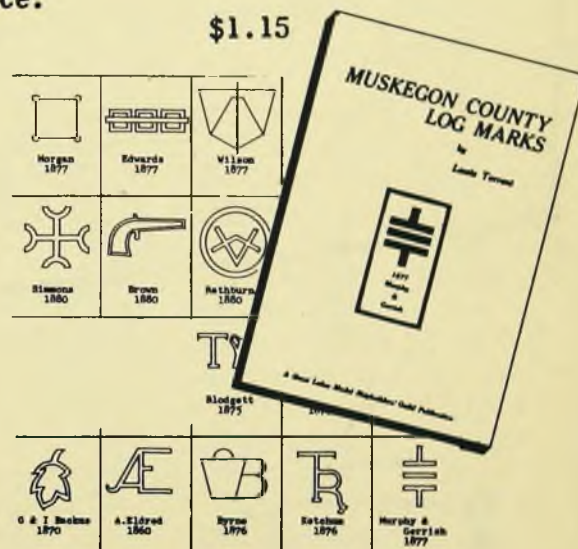
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Package freighter converted to
passenger. Three sheets
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- PUT-IN-BAY(1911)**
Detroit River day excursion
steamer. Three sheets
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Add mailing costs: Folded, 10¢. Rolled in tube add 30¢.

MUSKEGON COUNTY LOG MARKS
This booklet contains a most interesting account of how saw logs, during the boon days of lumbering, were marked by their owners with distinctive brands, monograms or designs, to enable them to be separated according to owners at the end of a log drive. Nearly 200 of these distinctive marks are included in this most interesting study of a long forgotten practice.

\$1.15



NOTICE

Our stock of "Sidewheel Steamers of Lake Erie" is down to about 35 copies. Order now if you want one.

Price \$1.50 ...

"Log Marks of Muskegon County" also is rapidly being depleted. Order now before they are all sold. The price is \$1.22, post paid.

THE AUGUST MEETING

Thursday, August 30, at the Detroit Historical Museum, Woodward at Kirby, 7-30 P.M. All members are urged to attend to help plan a program for the convention.

U. S. COAST GUARD

NINTH C.G. DISTRICT

MAINTENANCE & REPAIR

WORK AREAS

SCALE 0 50 100 200 MILES

LEGEND

- ★ DISTRICT HEADQUARTERS
- ▲ WORK AREA BASE
- ⊕ LIFEBOAT STATION
- MANNED LIGHT STATION
- ⊕ LIFEBOAT AND LIGHT STATION
- ⊗ LIGHT ATTENDANT STATION
- ▲ DEPOT
- LIGHTSHIP
- ✈ AIR STATION
- ⊕ LIFEBOAT STATION, LIGHT STATION, & LIGHT ATTENDANT STATION
- MOORING

NAME GROUP OFFICE (LG LETTERS)

NAME WORK SUB-AREA UNIT

- WORK AREA BOUNDARY
- - - WORK SUB-AREA BOUNDARY
- - - GROUP BOUNDARY



REVISION OF DRWG NO. 1121-S 7-7-54
IN COMPLIANCE WITH HQ LETTER 5-12-54
REVISED 2-16-55 BY 15-55

NINTH COAST GUARD DISTRICT
CLEVELAND
CHIEF ENGINEERING DIV. CHIEF OF STAFF
JUNE 11, 1955 DRAWING NO. 1140-5

MUSEUM NOTES

AIDS TO NAVIGATION

Our special exhibit for the months of August and September deals with "Aids to Navigation," as provided by the U. S. Coast Guard for vessels operating upon the Great Lakes.

SPECTACLE REEF LIGHT

The official government light list states simply that this light-house was established in 1874, and describes it as a gray conical tower on a square concrete pier, and adds such information as is further needed by mariners. What is not told is "What lies below the surface of the water of Lake Huron, and even below the bottom. What kind of foundation is down there?"

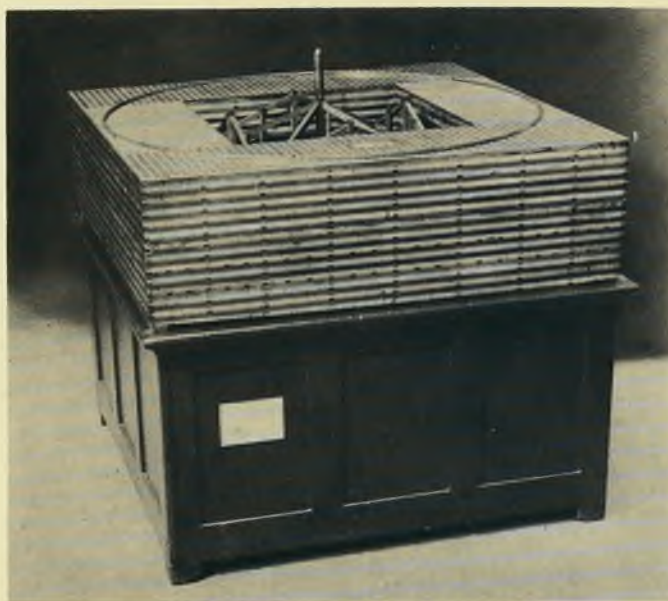
Perhaps such information may seem unnecessary; and it is to the mariner passing by. But after 82 years of service, the old tower is beginning to show here and there. This makes information regarding the foundation important to the maintenance crew of the Coast Guard. Blue prints of the wooden cribbing still exist, and they were consulted. A glance at our illustration showing our model may indicate what a maze of lines appear in those blue prints. The Coast Guard office in Detroit stated that they would like to see our model. It is not surprising that this is so.

The model on exhibit was constructed prior to 1874 and consulted by the contractors or builders of the light. For many years it has been in the collections of Mariner's Museum, and only recently they transferred it to The Museum of Great Lakes History. The fact that it is still interesting to the Lighthouse Service indicates the value of the services that museums can sometimes offer.

PRISM LANTERNS

Another item in our "Aids to Na-

vigation" is our prism lantern which was once used in some Great Lakes Lt. House. This is displayed in connection with one of the old timing devices employed before the invention of electric clocks. The function of the prism lantern is explained in a related diagram showing how the light rays were collected and concentrated.



DETROIT RIVER LIGHTS

To show how the bouyage system is employed there is a 4 x 8 foot chart of the Detroit River with all but the essential detail eliminated. By employing colored map pins and other devices every lighthouse, beacon, and bouy between Lake Erie and Lake St. Clair is shown in its proper place and color. The effect is that of a long lighted corridor through which the vessels may pass with safety, day and night.



BOUYS AND BEACONS

Scale drawings, and photographs show many of the types of aids to navigation such as bouys and beacons of the past and present. The story of the development of these aids is a long and interesting record of how man has struggled with the problem of safety at sea.

GREAT LAKES LIGHTHOUSES

Ten official photographs, loaned by the U. S. Coast Guard office in the port of Cleveland show offshore installations such as Spectacle Reef, Rock of Ages, and other famous light houses. From Elmer Treloar, of Highland Park, we obtained fine photographs of shore lighthouses and from Mrs. Kenneth Smith, also of the same city, some excellent prints and post cards from her collection of pictures of lighthouses of the world.

OTHER ITEMS DISPLAYED

Among other items is a chart of all the Lakes, showing electronic aids installed during very recent times. Individual prisms from old lighthouse lanterns are included in the current exhibit.

Saginaw Shipbuilders Cont'd from 5

neers. It was contended that whiskey was the best prevention and cure of the ague, that dread malady of the swampy lowlands of the Saginaw! Curt Emerson was a frequent visitor at the Potter Street bars and added his share to the stories told of Saginaw's famous, or should we say, infamous Red Sash Brigade. Many is the time Emerson, with careful and deliberate aim, destroyed every perishable object in a Potter Street bar, while the bar owner stood quietly by. After all, why should he interfere? Mr. Emerson always paid, without complaint, for all damages incurred.

Emerson's "Halls of Montezuma" burned in 1866, much to his grief. It is said that the only other thing in his life that caused him such sorrow was the death of his dog, Ceasar, who, like himself, was a volatile and pugnacious individual, and his constant companion on the streets of Saginaw for many years. In 1864, Curt celebrated the Fourth of July with his usual originality and exuberance. He set fire to his mill on the banks of the Saginaw. All spectators agreed it made quite a sight.

Curt Emerson died penniless and without family, but he left behind many friends and a rich and colorful career. So long as the city he helped carve out of the wilderness remains, he shall be remembered.

Marine Engineering Cont'd. from P.6.

In 1899, the company introduced their "Alert" type water-tube boiler and the first commercial installation of this boiler was in the Great Lakes steamer, ASUNCION in 1900. A similar installation was made in the D. G. KERR in 1902. A version of this boiler was used almost exclusively in the LIBERTY SHIP of World War II.

Many of the ships sailing the Great Lakes today are 40 to 50 years of age, so they still have Scotch boilers, some of the ships have been converted to water-tube and as time marches on, the big reliable Scotch boiler will pass out of the marine picture in favor of the more compact water-tube.

With the introduction of turbines to the Lakes, we have also seen the express type water-tube boiler with its higher pressures and multiple drums. Within the lifetime of most of us, we will also see the passing of these boilers in favor of the atomic type, for as history has shown us, the men of the Great Lakes have always been first in marine engineering.

**VESSELS BUILT
BY
THE DETROIT DRYDOCK COMPANY
Part IV.
Notes by William A. McDonald**

Package Freight Steamer, HUDSON, U.S. #95953, steel hull, steam screw built 1887 at Wyandotte and Detroit by Detroit Drydock Co., to order of Western Transit Co., (N. Y. C. & H. R. R. of Buffalo for the package freight trade. Dimensions 288.0' x 41.0' x 22.7' - 2294 g.t. Engine triple expansion, 1300 H.P., built by Dry Dock Engine Works, Detroit. A duplicate steamer, the "Harlem" followed HUDSON from same builders in 1888. On September 7, 1901, HUDSON foundered in a gale off Eagle Harbor, Lake Superior, all hands being lost.

Freight Steamer - LIVINGSTONE - U.S. #141005 - composite hull, steam screw, built 1889 at Wyandotte and Detroit by Detroit Drydock Co., for Michigan Navigation Co., Detroit. Named for the late William Livingstone, Detroit Banker and Shipping magnate. Livingstone Channel at lower end of Detroit River and Livingstone Memorial Lighthouse on Belle Isle were named in his honor. Dimensions 281.0' x 41.0' x 20.0' - 2134 g.t. Engine triple expansion 1000 HP, built by Frontier Iron Works, Detroit. Had gangways in both sides for handling package freight and was chartered for several years by Western Transit Co., (N.Y.C. & H.R.R.R.) and by Crosby Transportation Co., in package freight trade. Coarse freight was carried in lower hold and between decks. Converted to carry automobiles, was renamed WESTLAND in 1921, owned by Tri-State S. S. Co., of Cleveland. Bought by Nicholson - Universal S. S. Co., in 1929, and was broken up by them for scrap in 1933 in River Rouge at Fort Street, W., Detroit.

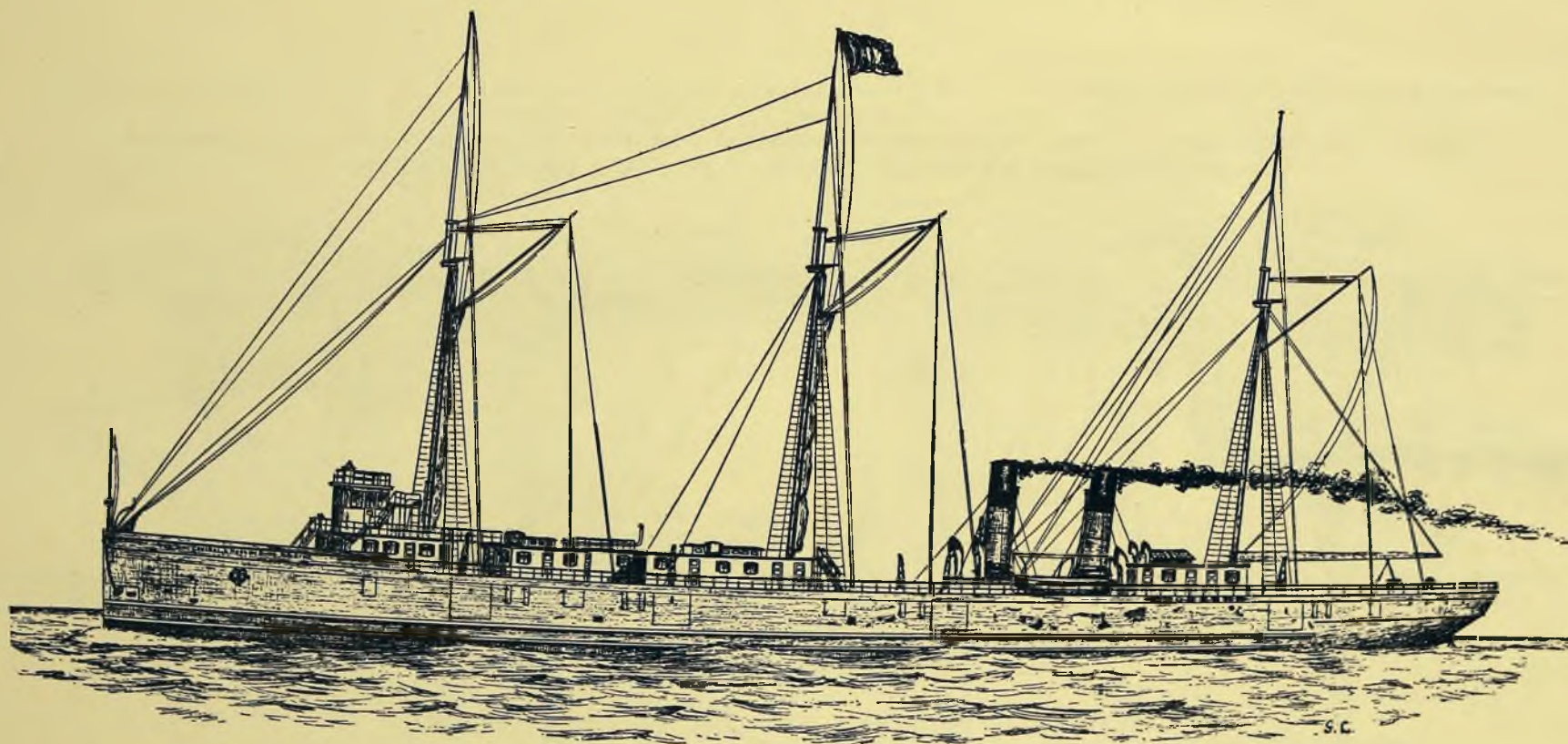
Freight Steamer - CHARLES A. EDDY - U.S. #126561 - wood hull, steam screw built 1889 at Detroit by Detroit Drydock Co., for Eddy Bros., (Hampton Transportation Co.) Bay City,

Michigan. Built for coarse freight trade, mostly grain and coal. Dimensions: 281.0' x 40.8' x 20.7' - 2075 g.t. Engine triple expansion, 1275 H.P., built by Samuel F. Hodge and Co., Detroit. Sold by Eddy-Shaw Co., to Gilchrist Transportation Co., Cleveland in 1901. In Gilchrist fleet until sold in 1913 to Charles S. Neff, Milwaukee, Wisconsin, and owned, by him, until dismantled at Milwaukee in 1918. Hull was later taken to Sturgeon Bay, Wisconsin, and used as a drydock by Leathem and Smith.

Freight Steamer - A. MCVITTIE - U.S. #106710 - wood hull, steam screw built 1890 at Detroit by Detroit Drydock Co. Named for Alexander Mc Vittie, President of the Drydock Co. Dimensions 240.0' x 42.0' x 23.4' - 2046 g.t. Engine fore and aft compound 825 H.P., built by Drydock Engine Works, Detroit. Built to order of Central Vermont Railroad for their lake connection the Ogdensburg Transit Co., and used in package freight and grain trade through the old Welland Canal from Chicago or Duluth to Ogdensburg. The operating company changed names several times, and was probably best known as the Rutland Transit Co. Sold to Montreal Transportation Co., Ltd. of Montreal in 1917, registered as Canadian No. 138491. Cut down to 1458 g.t. and used in coal trade between U.S. and Canadian ports. Dismantled in Nov. 1925, the hulk was sunk in deep water in Lake Ontario.

MARITIME NEWS OF 1855

According to the instructions furnished to the P.M. here, letters may be forwarded on Goderich every Monday and Thursday evenings, for Ashfield, Port Albert, Kincardine, Clinton, Harpurhey, St. Helens, Wawanosh, Bagfield, Brucefield, Varna and Holmesville. On Moore, every Wednesday and Saturday morning, for St. Clair Mich. On Baby's Point, same days for Algonac, Mich., and for Ouagah, Chatham, Dresden, Dawn Mills, Croton, Zone Mills and Newbury. On Windsor same days, for Chatham, Detroit and the Western States:



STEEL PACKAGE FREIGHT STEAMER HUDSON.

(DUPLICATE OF THE HARLEM.)

BUILT FOR THE WESTERN LINE, (N. Y. C. & H. R. R. R.) BY THE DETROIT DRY DOCK COMPANY. YARD No. 82. BUILT IN 1887.

Gross tonnage 2,294.14, net 1,853.37.

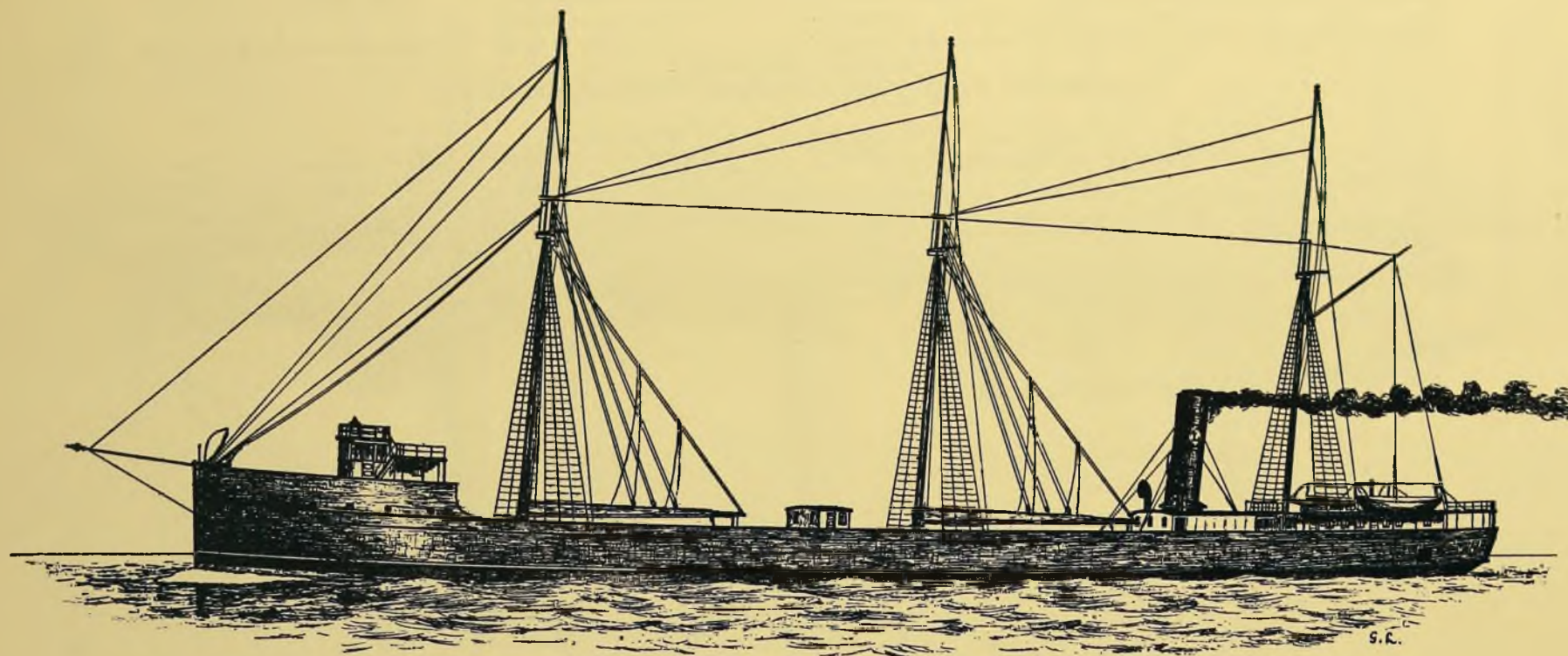
Length, over all, 304 feet.

Beam 41 feet.

Depth 26 feet.

Engines, triple expansion, 23, 36 and 62 by 48 inches stroke.

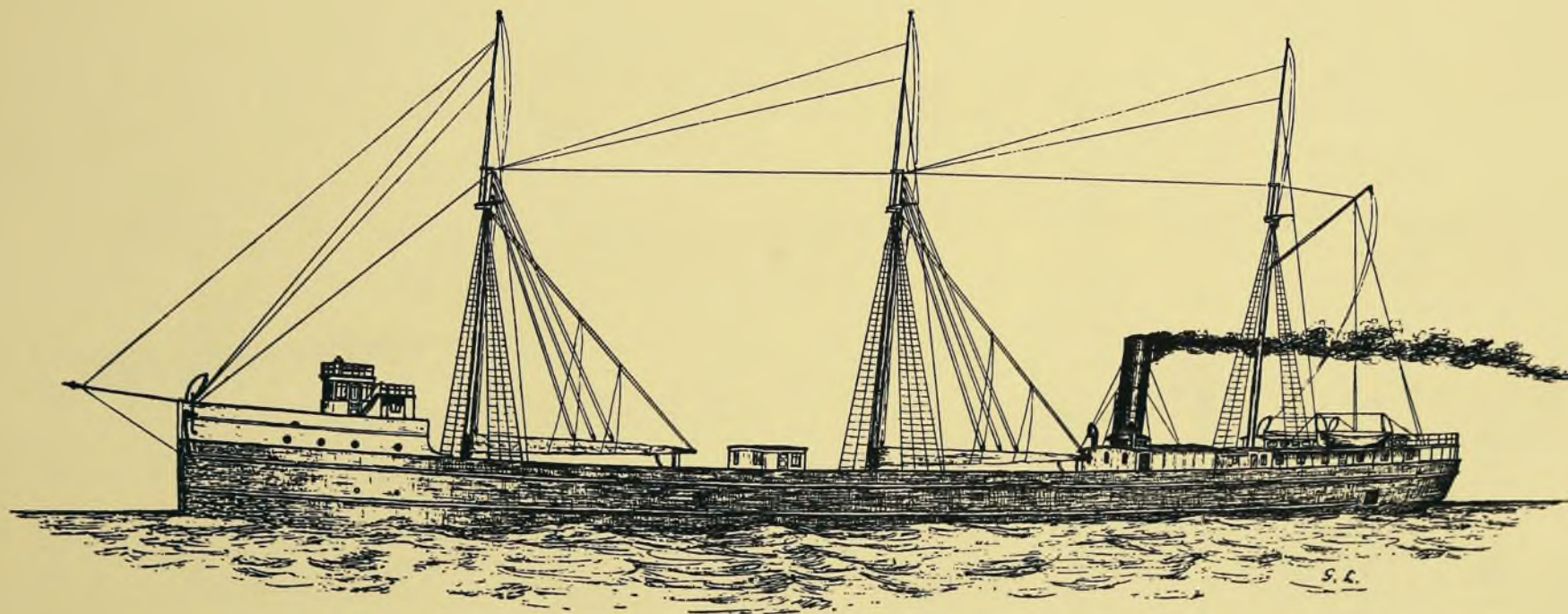
Boilers, two double-ended cylindrical, 11½ by 19 feet.



PACKAGE AND COARSE FREIGHT STEAMER LIVINGSTONE.

BUILT BY THE DETROIT DRY DOCK COMPANY FOR THE MICHIGAN NAVIGATION COMPANY. YARD No. 92. BUILT IN 1889.

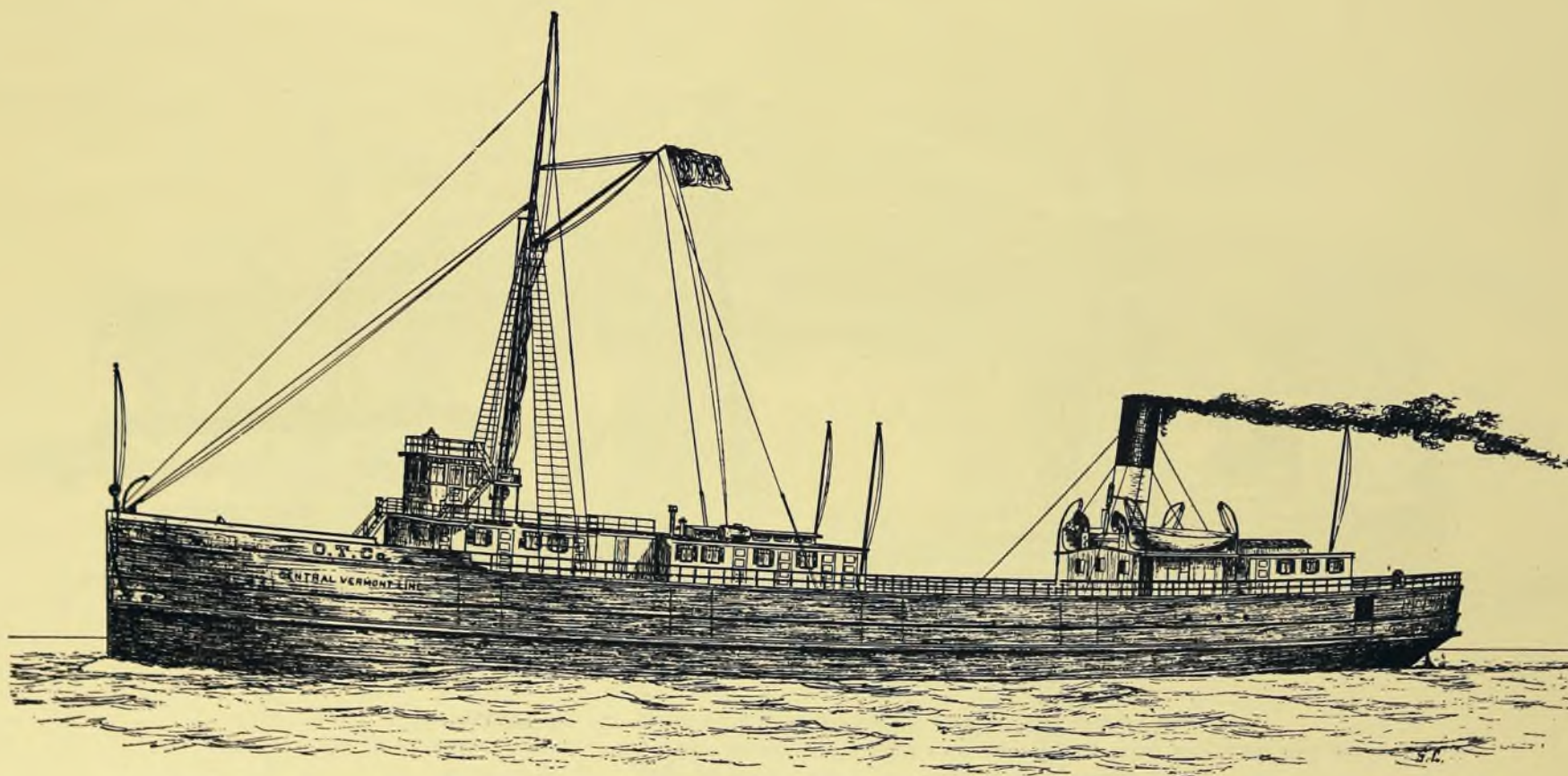
gross tonnage, 2,134.38, net 1,622.34.	Length, over all, 296 feet, 1 inch.	Beam 42 feet.	Depth 22 feet, 6 inches.
	Engines, triple expansion, 20½, 33 and 55 by 42 inches stroke.		Boilers, two cylindrical, 12 by 11 feet; 160 pounds pressure



COARSE FREIGHT WOODEN STEAMER C. A. EDDY.

BUILT BY THE DETROIT DRY DOCK COMPANY FOR EDDY BROS., BAY CITY, MICH. YARD No. 94. BUILT IN 1889.

	Length, over all, 295 feet, 10 inches.	Beam, 41 feet, 10 inches.	Depth, 23 feet.
Gross tonnage, 2,075.51, net 1,552.69.	Engines, triple expansion, 20, 32 and 54 by 42 inches stroke.		
	Boilers, two cylindrical, 12 by 11 feet, 6 inches, allowed 160 pounds pressure.		



WOODEN PACKAGE FREIGHT STEAMER ALEX MCVITTIE.
BUILT FOR THE CENTRAL VERMONT LINE BY THE DETROIT DRY DOCK COMPANY. YARD NO. 99. BUILT IN 1890.

Length, over all, 253 feet, 4 inches.	Beam 42 feet.	Depth 25 feet, 6 inches.
Gross tonnage, 2,046.90, net 1,552.88.	Engines, compound, 27 and 44 by 50 inches stroke.	Boilers, two cylindrical, 8 by 15½ feet.