

# Telescope

25¢

VOL. 5

SEPTEMBER 1956

NO. 9

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EAGLE HARBOR LIGHT

# 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

Due to conflicting dates we have decided to postpone the Guild convention until Friday, October 12. Too many of our members have notified us that other organizations to which they belong have scheduled events for October 5th and 6th, or very close there to, for us to expect a large attendance on those days. The date for the Guild convention, as stated above has the approval of everyone so far heard from on the matter. You will receive further information from time to time. Be sure to watch for loose sheets in Telescope, containing details of the program as they are worked out.

Incidentally, have you any suggestions on that subject? If so send them in. We wish to have everyone feel that this is their convention. Don't delay. The program is shaping up fast. So----

**CONVENTION POSTPONED**

If you want to see the following items be in Detroit for the 1956 convention. (1) The largest collection of authentic scale models of Lakes vessels. (2) The most complete model shop in any museum in America. (3) The only file of plans of Lakes vessels available to model shipbuilders. (4) The largest public collection of oil paintings of old Lakes vessels. (5) The largest showing of old prints of the same. (6) The only public drafting room devoted solely to naval architecture, and many other worthwhile features. Please let us hear from you NOW.

**REMEMBER!** The Guild is an association devoted to both Great Lakes maritime history, and the craft of model ship building. We locate, acquire, preserve, exhibit, and interpret Great Lakes objects and documents. Members are serious, adult, workers in this field.

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.

## OFFICERS

Robert L. Ruhl, ..... President      John K. Helgesen, Sr. .... Vice President  
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Carl G. Ammon ..... Detroit.      Wm. N. Stevens ..... Detroit.

## WRECK REPORTS AND ADDENDA

This report to the accompanying Wreck Chart details the names, dates, and causes which led to the ultimate loss of each vessel in their relation to the weather experienced at the time of the casualty, and is compiled from available data obtainable through private correspondence, published accounts, Custom-House Wreck Reports, and the Life-Saving Service Reports, besides being brought as near to date as possible by personal interviews with those who suffered loss through the various casualties herein noted.

The province of a Wreck Chart is to point out graphically the most dangerous points and portions of a coast to the navigator, so that, when being in the vicinity of a nest of wrecks extra caution in observing the different phases of the weather may be taken and the dangerous localities guarded against and be passed in safety to life and property.

The value of a closely recorded Wreck and Casualty Chart is inestimable in studying the weather conditions, relation to velocity and direction of prevailing or destructive winds on the lakes as well as on the coasts. Also pointing out where display signal stations are of the most value, and in this connection the well-advised measures now being taken by the Department of Agriculture Weather Bureau to ascertain the gyration of winds, their force and general characteristics on the Great Lakes, will no doubt prove to be of the greatest value to the scientific and commercial world.

The Chart contains 147 wrecks, involving a total estimated loss of \$2,955,590 and 257 lives, of which it is fair to assume that a large proportion might have been saved had the weather conditions been known, in many cases, for only a few hours in advance, as in a number of cases the vessels had left port or shelter in so limited an interval prior to their total loss.

The many cases of stranding in thick foggy weather, through the sudden changing of the winds, or from any other causes, are not noted where the vessels have ultimately been released, as so many hundreds are each season; on the contrary, each circle and number indicates, as near as can be learned, the location of the wrecks though as the terms latitude and longitude are not in ordinary use it has been found necessary to approximate some of the given bearings, &c.

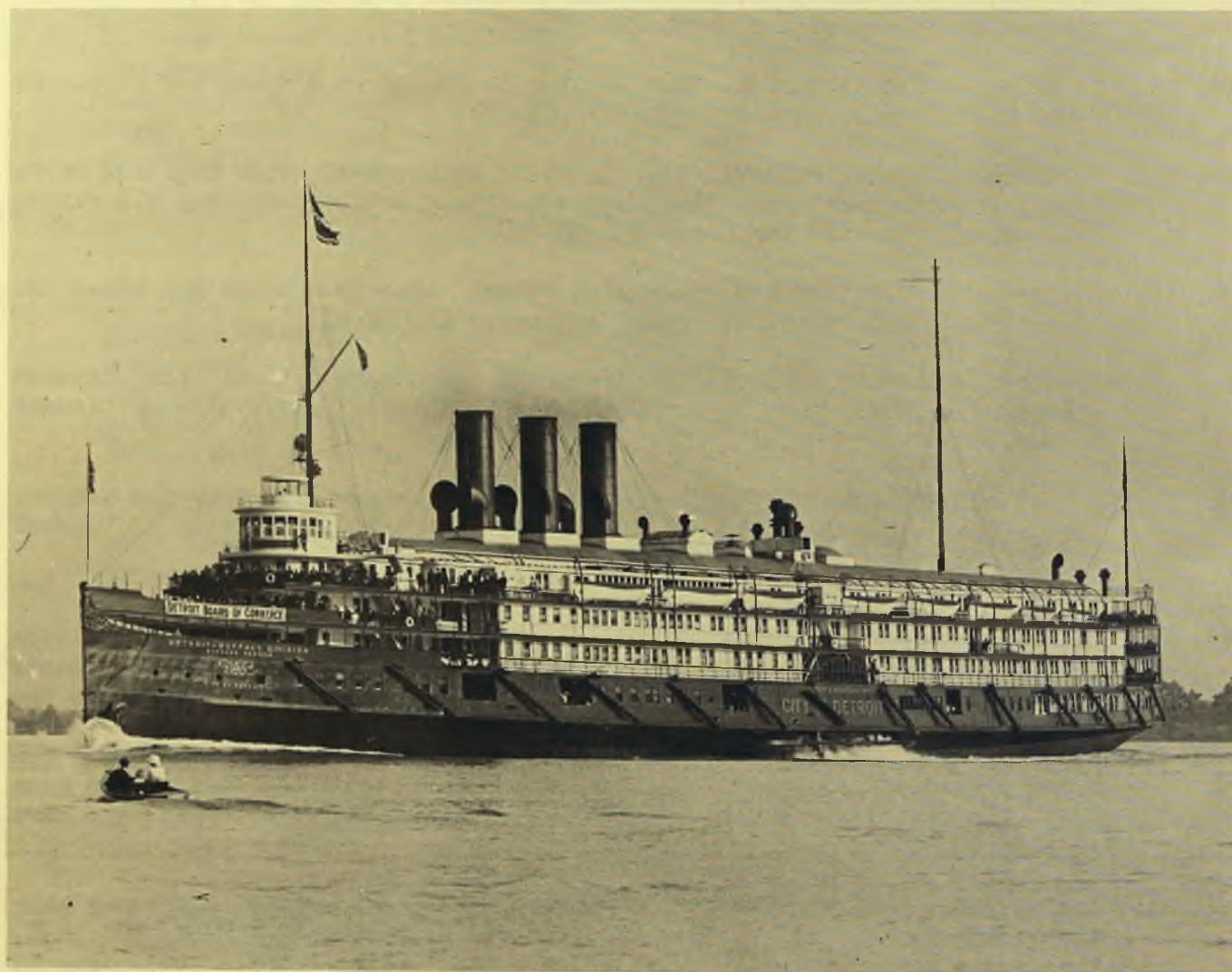
The Department having entered upon a system of wind and current observations on the Great Lakes, it will be but a few years when the physical geography of those inland seas may be presented in an intelligible manner to the average citizen and the lake-faring community and interests in particular. To this end a corps of voluntary observers are requested to aid the Weather Bureau officials in the lake districts, and as but a brief time will be necessary to record the desired particulars, it is hoped that a majority of the vessel masters navigating the lakes will contribute their quota towards the attainment of such valuable information, so that life and property may be benefited and preserved in all seasons.

- No. 1. L. Superior. - Sch. ATLANTA coal laden, parted her tow line in a heavy N-W gale, May 7, 1891. After drifting for some hours, she foundered and became a total loss through stress of weather. Five lives lost. Estimated value, of vessel and cargo, \$37,000.00.
- No. 2. L. Michigan. - Sch. TOPSY drove ashore in a heavy storm, June 9, 1891, and became a total loss, the crew barely escaping with their lives. Estimated value of vessel \$3,000.00.

- No. 3. L. Huron. - Sch. ADAIR encountered a heavy N-W gale, drove ashore and became a total loss. No lives lost. Estimated value of vessel and cargo, \$12,000.00.
- No. 4. L. Huron. - Sch. E. COHEN drove ashore and became a total loss in a heavy gale October 18, 1890. No lives lost. Estimated value of vessel and cargo \$6,500.00.
- No. 5. L. Michigan. - Sch. THOMAS HUME foundered in heavy weather, May 22, 1891. Seven, the entire crew, lost. The vessel left Chicago, Illinois, on the above date bound to Muskegon, Michigan, and was never afterwards heard of, or any wreckage found belonging to her, although rewards were offered for information and every possible means were resorted to, to gain tidings of the vessel or her crew. Value \$4,000.00.
- No. 6. L. Michigan. - Sch. L. C. BUTTS, coal laden stranded Nov. 12, 1891, in a heavy S-W gale and became a total loss. Crew suffered severe hardships, but were all rescued. Est. value of vessel and cargo, \$16,000.00.
- No. 7. L. Erie. - Sch. MONTCALM, laden with iron ore drove ashore in a heavy S-W gale Nov. 19, 1891, and became a total wreck. Est. value of vessel and cargo \$7,000.00.
- No. 8. L. Superior. - Sch. FRANK PEREW experienced a heavy gale Oct. 25, 1891, and foundered after the hatches were destroyed and the vessel became totally unmanageable, the crew took to their small boat, six persons being lost in their attempt to land in the breakers. Est. value of vessel and cargo \$16,000.00
- No. 9. L. Superior. - Sch. MAY FLOWER foundered in a heavy N-W gale June 2, 1891. One life lost. Est. value of vessel \$5,000.00.
- No. 10. L. Erie. - Sch. GOLDEN FLEECE caught in a heavy gale and after becoming disabled through loss of canvas, anchors were let go; they were found insufficient to hold her and after dragging toward the shore for some hours she finally stranded in the position indicated in chart. Ineffectual attempts have been made to release the vessel but without success, and she is now a total loss. No lives lost. Est. value of vessel \$14,000.00.
- No. 11. L. Michigan. - Sch. AUSTRALIA, while running for shelter in a strong S-W gale stranded near Holland and became a total loss Sept. 30, 1888. Est. value of vessel \$4,000.00.
- No. 12. L. Michigan. - Sch. SILVER CLOUD foundered in a heavy storm July 8, 1891. Three lives lost. This is a case of probably low grade equipment wherein the display of the Weather Bureau cautionary signals is of vital importance. Est. value of vessel \$3,000.00.
- No. 13. L. Erie. - Sch. J. D. SAWYER dragged her anchors in a heavy N-W gale, Oct. 29, 1891, and stranded high, and dry as indicated on the chart, prompt assistance was sent by tugs and wrecking outfit but she was finally abandoned by her owner as a total loss. No lives were lost. Estimated value of vessel \$17,000.00.

- No. 14. L. Erie. - Sch. DAVID STEWART caught in a heavy gale and anchored to prevent her being driven ashore. She, however, dragged her anchors and stranded high and dry Oct. 29, 1891. After repeated attempts to release the vessel she was abandoned. No lives were lost. Est. value of vessel \$12,500.00.
- No. 15. L. Michigan. - Sch. HATTIE ESTELLE, wheat laden. This vessel experienced a heavy N-W gale Nov. 17, 1891; foundered making Manistee harbor and became a total loss. Three lives were lost. This was one of the most heart-rending wrecks occurring during the season, as the crew perished in the mouth of the harbor and in the presence of a number of people who were powerless to assist, even the life-saving crew being unable to make the rescue. Est. value of vessel and cargo \$35,000.00.
- No. 16. L. Erie. - GEORGE C. FINNEY laden with wheat; this vessel, well equipped, and under the command of an experienced navigator foundered about the position indicated on chart. All hands were lost and it was only from the reports of passing vessels that her loss became known through her spars being sighted sticking out of water. The heavy S-W gales prevailing on Oct. 22, 1891, caused many losses on the lakes but the total loss of this schooner and her cargo and all hands was a most distinctive case in which a vessel was totally overborne and foundered through stress of weather. Est. value of vessel and cargo \$25,500.00.
- No. 17. L. Erie. - Canadian Sch. BRITISH LION foundered in a heavy S-W gale. No lives lost. Est. value of vessel \$5,000.00.
- No. 18. L. Huron. - Sch. MONTANA, Nov. 2, 1890; this vessel after drifting helplessly in the gale for some hours became a total loss; crew all saved. Est. value of vessel and cargo \$12,000.00.
- No. 19. L. Huron. - Sch. EUGENE became a total loss in a heavy N-W gale. No lives lost. Est. value of vessel and cargo \$1,550.00.
- No. 20. L. Huron. - Steamer J. C. LICKEN foundered and became a total loss through stress of weather May 2, 1890. No lives lost. Est. value of vessel \$6,000.00.
- No. 21. L. Huron. - Steamer RYAN after experiencing a heavy gale from the N-E, became a total loss June 12, 1890. No lives lost. Est. value of vessel \$16,000.00.
- No. 22. L. Erie. - Sch. TWO FANNIES, loaded with iron ore from Escanaba to Cleveland, foundered in a heavy N-W gale, Aug. 10, 1890. No lives were lost. The crew of six men and a woman cook, taking to the yawl-boat as the schooner went down, barely escaped from the suction made by the vessel sinking. The schooner had only left the shelter of Detroit River a few hours previously so that if the probable working of the weather had been known the casualty would have been averted. Est. value of vessel and cargo \$17,000.00.
- No. 23. L. Superior. - Sch. COMRADE, in tow, parted the tow-line in a heavy gale from about W-S-W, and eventually foundered with all hands Sept. 13, 1890. This was a most distinctive case of a vessel being totally overborne by wind and weather. She was a fine strong vessel, well-manned and carried 1,600 tons of ore. Estimated value of vessel and cargo \$35,000.00.

- No. 24. L. Superior. - Sch. REED CASE drove ashore near the ship canal, Oct. 20, 1888, in a heavy S-W gale. One life lost. Est. loss \$5,000.00.
- No. 25. L. Huron. - Steamer OSWEGATCHIE foundered in a heavy gale and became a total loss Nov. 21, 1891. This steamer having three barges in tow was compelled to abandon them, two out of the entire fleet becoming total losses. Several members of the crews were severely frost-bitten. Est. value of vessel and cargo \$9,500.00.
- No. 26. L. Superior. - Steamer C. J. SHEFFIELD became a total loss through collision in a heavy fog June 15, 1890. This fine new steamer remains sunk beyond hope of recovery. Est. value of vessel \$160,000.00.
- No. 27. L. Superior. - Steamer BESSEMER became a total loss in a heavy N-W gale while trying to make a safe harbor on Oct. 5, 1889. No lives lost. Est. value of vessel and cargo, \$40,000.00.
- No. 28. L. Erie. - Sch. FAYETTE BROWN became a total loss June 4, 1891; weather foggy and overcast. No lives were lost. Sunk through collision. This vessel was sunk in the fairway of L. Erie tonnage, and was a menace to navigation throughout the entire season until removed by order of the Dominion Government. Est. value of vessel and cargo \$30,000.00.



## ANOTHER QUEEN PASSES

THE WRECK CHART

"---we shall not see such ships as these again".

---John Maesfield.

See pages 3-4-5-6-8-and 9.

The Detroit and Cleveland Navigation Company's "City of Detroit III" one-time "Queen of the Lakes" goes to scrap pile before cold weather comes to the river. For five years the old steamers have been lying idle along the Detroit waterfront, near the foot of Third Street.

A little more than a year ago, the "City of Cleveland" burned while being converted into a barge. Another one of the fleet is a floating hotel at a Lake Huron port. Three are left at Detroit. The future of the "City of Detroit III" is certain. That of the Greater Detroit and the "Eastern States" is not so at present.

From the former everything that can be removed is being sold to whoever comes along and wants it. There are, at this writing, four, thirty passenger lifeboats left, the going price being from \$300 up to about \$500 according to their condition.

Whole stateroom interiors are going at \$100, you remove the furnishings and woodwork. There are chairs settees, crockery, glassware and hundreds of other items that go to make up the equipment of a great passenger liner. They could not all be listed in this issue of TELESCOPE and if they were they might all be gone before you read these columns.

Mr. Frank Smith, of Cleveland, Ohio, has acquired the most desirable items, including a beautiful stained glass window of historical significance in Detroit. He is also taking some of the murals, many light fixtures and other things.

The Eastern States, unless some unforeseen circumstance develops, will follow the "City of Detroit" to the scrap bin. After the latter is out of the way she will be moved in alongside the wharf and wreckers will take over as soon as all equipment has been sold. These are the steamers told about in Gordon P. Bugbee's book "Sidewheel Steamers of Lake Erie, by Frank E. Kirby."

The wreck chart presented in this month's TELESCOPE has quite a story behind it. I discovered it while on a visit to Louis MacLeod's place at Bayfield, Ontario, up on the eastern shore of Lake Huron. Louis was one of the builders of our Huron boat, formerly known as the HELEN MAC LEOD II., and now sailing under the name, ANNA S. PIGGOTT. Louis was showing me some of his nautical collections, which he kept stored in his barn, and there, tacked up on the wall was the chart. I was surprised to learn of such a chart, and more so because it was published by the Department of Agriculture of the United States.

Louis was kind enough to let us have the chart for reproduction, and Mr. Burt Piggott brought it down to Detroit and showed it to Mr. Tyndall of the U. S. Lake Survey. Mr. Tyndall showed considerable interest, and offered to make several copies of it, some for his agency, and a few for Louis, Mr. Piggott, and for me.

The print in the list of wrecks is so small when reduced to a size we can print in TELESCOPE, I have had made a typed copy and am running it here. This list is copied verbatim as printed at the time the chart was issued.

I believe this chart is one of the most valuable documents related to Great Lakes history to be located in recent times, and I hope it will answer many of the questions with which we have been bombarded in the past years, and offer clues to the identity of some of the many wrecks that are being located by the numerous diving clubs around the Lakes.

(Editor)



# U. S. DEPARTMENT OF AGRICULTURE, WEATHER BUREAU. WRECK CHART OF THE GREAT LAKES



**WRECK REPORTS AND ADVISORY**

*[Detailed text of wreck reports and advisory information, including dates, locations, and descriptions of incidents.]*

### CAUTIONARY, STORM, AND INFORMATION SIGNALS

**CAUTIONARY SIGNALS.**

**STORM SIGNALS.**

A red flag with a white center indicates that the winds expected will not be so severe but well-founded, sea worthy vessels can meet them without danger. A red flag with a black center indicates that the storm is expected to be of marked violence. The pennants displayed with the flag indicate the direction of the wind; red, easterly (from northeast to south); white, westerly (from southwest to north). The pennant above the flag indicates that the wind is expected to blow from the easterly quadrant; below, from the southerly quadrant. By night a red light will indicate easterly winds, and a white light above a red light will indicate westerly winds. Hoisting signals for each quadrant is an opinion only, offered to aid the public. The "Information Signal" consists of a red pennant of the same dimensions as the red and white pennants (direction signal), and when displayed indicates that the local observer has received information from the central office of a storm covering a limited area, dangerous only for vessels about to sail to certain points. The signal will serve as a notification to shipmasters that the necessary information will be given upon application to local observer.

MARK W. HARRINGTON,  
Chief of Weather Bureau.

- Stations displaying cautionary, storm, and information signals, and where instruments can be inspected.
- Stations displaying cautionary, storm, and information signals.

## WRECK CHART

showing the location of Wrecks occasioned through  
Foundering, Gales of Wind, Fogs and general  
Stormy Weather conditions  
from  
1886 to 1891.



YOU ARE AN OLDTIMER, ----  
if you can call these by  
their right names.

Description of Lights

A first order lenticular apparatus stands nearly twelve feet high, is six feet in diameter, and as already stated, involves in its structure some of the highest principles of applied science. A second order light apparatus is four feet, seven inches in diameter, the lens costing from \$2,760 to \$5,530. A third order light apparatus is three feet, three and three-eighth inches in diameter, and costs for lenses alone from \$1,475 to \$3,650. A fourth order, or harbor light apparatus, is nineteen and five-eighth inches in diameter, and costs from \$350 to \$1,230 for the lenses alone. A fifth order harbor light is fourteen and one-half inches in diameter, and costs for lenses alone \$230 to \$840. A sixth order, or the smallest size in use, is eleven and three-fourths inches in diameter, and costs for lenses alone, \$190 to \$315.



How Far Lights May Be Seen

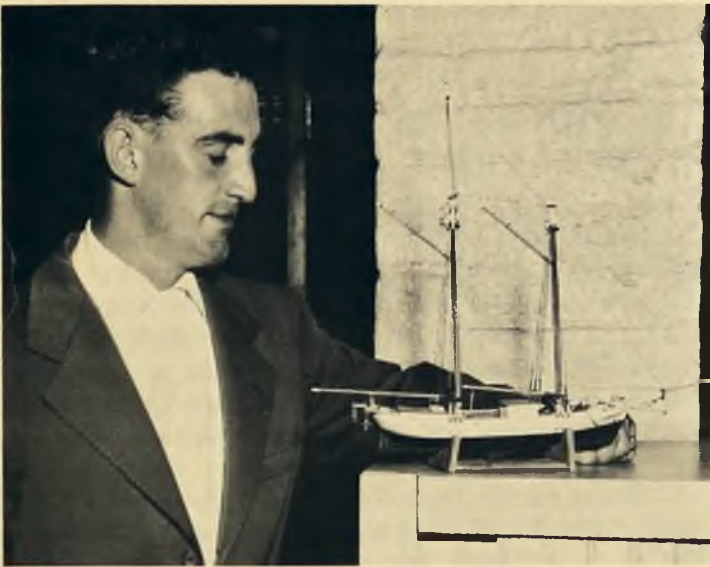
The following is a table of elevation of objects above lake level with their corresponding distances of visibility:

H'gths In Feet	Distances In Statute Miles	H'gths In Feet	Distances In Statute Miles	H'gths In Feet	Distances In Statute Miles
5	2.96	70	11.07	250	20.92
10	4.18	75	11.46	300	22.91
15	5.12	80	11.83	350	24.75
20	5.92	85	12.20	400	26.46
25	6.61	90	12.55	450	28.06
30	7.25	95	12.89	500	29.58
35	7.83	100	13.23	550	31.02
40	8.37	110	13.87	600	32.40
45	8.87	120	14.49	650	33.73
50	9.35	130	15.08	700	35.00
55	9.81	140	15.65	800	37.42
60	10.25	150	16.20	900	39.69
65	10.67	200	18.71	1,000	41.83

The distances of visibility given in the above table are those from which an object may be seen by an observer whose eye is at the lake level; in practice, therefore, it is necessary to add to these a distance of visibility corresponding to the height of the observer's eye above lake level.

THE SEPTEMBER MEETING

Will be held at the Detroit Historical Museum, 7-30 P.M. Friday September 21, 1956. All Board Members are requested to be present.



GUILD MEMBER IN THE NEWS

Guild member, Emmett Priestley, one-time Vice President, appeared in the Escanaba press recently, along with one of his many models. We reproduce here the same picture.

Emmett resigned as Vice President just before going overseas in the Armed Services, but has retained his interest in model building, now having under construction the Mackinaw ferry boat, VACATIONLAND, one of the most difficult hulls to come to our attention. He obtained the plans before entering the army, and only recently got set up again for doing craft work. He writes that he will be at the convention, and we hope he will find a way of transporting his model to Detroit for the event.

We hope to have on display, several models that are under construction. There will be no model contest this year. Much can be learned from an incomplete job, and everyone is urged to bring in, or send in, whatever they have under construction.

Emmett is now making his home in Gladstone, Michigan, but plans on returning to Detroit in the near future.

The engraving represents a novel vessel, the first of its kind, recently built for a railway company to transfer freight cars from Michigan to Wisconsin without breaking bulk. This is done by carrying the cars bodily over a distance of 63 miles across "a dark and stormy water" and through ice which is of all thicknesses and solidity from 18" upward. The ANN ARBOR NO. 1 is peculiar in that she is the first triple screw boat in actual service in this country, she having one at the bow and one upon each quarter. The bow is, as may be seen by the engraving, designed to run up on an ice floe and break it by the weight of the vessel, and to this end has a very rank sheer extending down to the screw itself. The general dimensions are as follows: length over all 267 ft.; beam 52 ft. moulded, and 18½ ft. depth of hold. These vessels - there are two of them in service - are extraordinarily strong and heavy, as may be imagined when we state that the frames are solid on the bottom, and for three feet above and below the water line. The bow is also solid and the outside planking is 5" oak sheathed four feet above and below the water line with 3/16 steel, the bow being similarly sheathed clear to the keel. The engines are three sets of compounds, having cylinders 20" x 40" two in

36"

the stern and one in the bow. They have independent condensers and can be worked at high pressure if occasion demands. There are also three fire-box boilers, two of which are 15 ft. long by 10' 6" diameter, worked at 125 lbs. per square inch; two supply the after engines and one is in the bow, but all three can be connected with the after engines if desired; the boiler in the bow is 6' 6" diam., by 15' long. Cards from the engines show 610 h.p. each when making 86 revolutions per minute. Steam steering gear, steam windlasses and capstans, and all modern improvements for safety and ra-

EAGLE HARBOR  
by Phyllis Robertson

Eagle Harbor today is one of Michigan's delightful little resort towns and a harbor of refuge during storms when the winds lash Lake Superior and the great ore ships must seek safety from their destructive force.

But this peaceful little village has not always been so. During the great rush for copper in the Keweenaw Peninsula, it was a scene of wild activity when, from the docks now rotted away, millions of pounds of raw copper was shipped out to the world markets.

Those early days were hard for the settlers. The only way to get to Eagle Harbor was by Lake Superior. There were no highways to the outer world, and the vessels serving that area were none too staunch. Lucky were the settlers if the last boat in the fall came in November, because no boat arrived again until spring and by spring supplies were always low, and sometimes exhausted, making a situation hard to take when the temperature went to 38 below zero.

One day, well into winter, after the last boat had departed, a man was moving a carboy of acid which was broken in handling, spilling the contents onto the floor of the warehouse, out on the end of the pier. It set fire to the wood flooring and poured into the water below. Almost instantly the warehouse was a mass of flames.

With horror the villagers saw their winter's supply of food rapidly disappear in smoke, helpless to do anything about it because there was a large shipment of blasting powder in the shed. When the fire reached the powder, everything that had not burned was blown to bits. This was tragedy indeed, for no mining camp had supplies to spare for the villagers.

A few of the very hardy folk decided to try to reach Sault Ste. Marie in an open boat, an extremely hazardous undertaking at that time of year. They arrived at their destination well into December only to find it hard to get any ship owner to risk his vessel on such a trip as that to Eagle Harbor, with supplies, but eventually they succeeded.

Superior was wild that December, and the little relief vessel barely held together as she worked to westward into the teeth of the gales that piled up mountainous head seas. Finally, with days of sailing behind her, she rounded into the safety of Eagle Harbor headlands, amid the tumultuous cheers of the villagers, who feted the crew and saw to it that no one went without food during the long winter at the settlement.

It was in Eagle Harbor that the rituals for the order of the Knights of Pythias, (later founded in Washington), were written by Justus H. Rathbone, a school teacher there between 1858 and 1861. To pass the idle hours during the long winters on the Superior shore, Mr. Rathbone presented theatricals in the school building; among them, "Damon and Pythias." From that came his idea for the Order. The tiny school where he taught, in the northeastern section of the village, has been made a Knights of Pythias shrine.

Also, in Eagle Harbor, is the Holy Redeemer Church, one of the oldest Roman Catholic churches in the Upper Peninsula, and still in use. It was established in 1853, and built in 1857.

Very few tourists who travel this wonderful vacation land realize that Eagle Harbor was once a booming territory where 60,000 people lived and wrote a thrilling chapter in the history of not only Michigan, but our nation.

pid handling, together with an arc search light and a complete electric light system complete the outfit. The ship is completely housed in with substantial joiner work to keep out snow and ice, and the captain's, engineers', and crews' rooms are all above deck. They are all fitted, every room, with steam radiators, for very cold weather is the rule on the route of these vessels. They carry 24 loaded freight cars at each trip, a very respectable train, and they make the run - 63 miles in 4 hours, 30 minutes - say 14 miles an hour. This, as we view the matter, is an extraordinarily good performance for a heavy load on a heavy boat.

## MARITIME NEWS OF 1855

Jan. 11, ---The Windsor Herald---

We have recently received No. 1 of a new paper lately started in Windsor, it is a neatly got-up sheet---Reform in Politics and will be, as its motto indicates-----"Ever Watchful over Commerce and Agriculture." It is published by Robinson and Wade, for the Proprietors who we understand to be some of the enterprising residents of the Town, who have formed themselves into a company for that purpose. We wish our new neighbour every success.

## VESSELS BUILT BY THE DETROIT DRYDOCK COMPANY

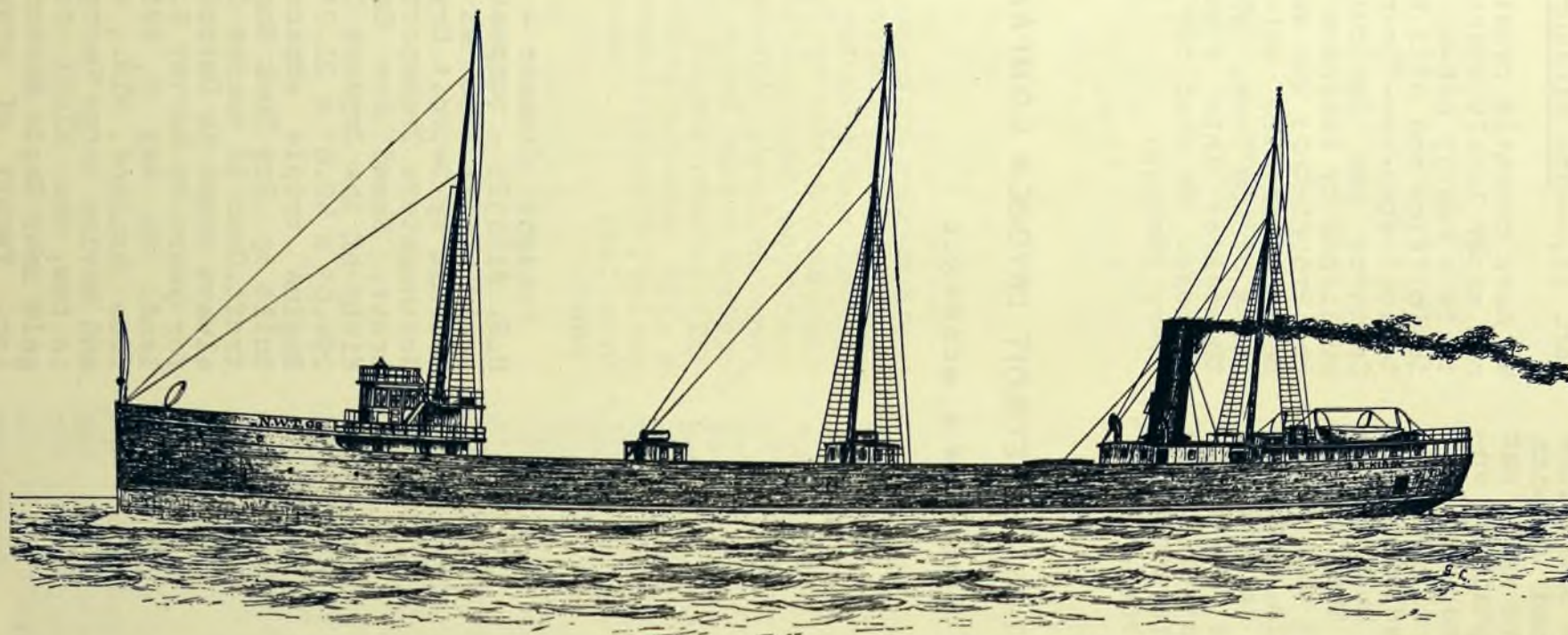
NOTES BY W. A. MCDONALD

Freight Steamer - PIONEER - U. S. #150589 - steel hull, steam screw, built 1892 at Wyandotte and Detroit by Detroit Drydock Co. Dimensions 226.5' x 35.2' x 14.2' - 1123 g.t. Engine triple expansion 900 H.P., built by Drydock Engine Works, Detroit. Built to order of Cleveland Cliffs Iron Co., and designed to carry either iron ore or pig iron, the latter was loaded through side gangways. Sold out of Cleveland-Cliffs fleet in 1912 to Canadian owners, National Steamship Co., Ltd., Toronto, registered in Canada as #133471 and renamed MATIRONCO. On June 19, 1917, was sunk in collision with D & C steamer EASTERN STATES, off Fighting Island, Detroit River. Abandoned to the underwriters, was raised and repaired and sold to the Republic of France the same year.

built by Dry Dock Engine Works, Detroit. Used in coarse freight trades always owned in Detroit but managed for years by Harvey H. Brown, Cleveland. On May 8, 1916, down bound from Ashland, Wisconsin, with iron ore and having barge GEORGE E. HARTNELL in tow, the KIRBY foundered in a gale near Eagle Harbor, Lake Superior. Twenty of crew of twenty-two were lost. L.C. Waldo, Detroit, was owner.

Freight Steamer - S. R. KIRBY - U.S. #116325 - composite hull, steam screw, built 1890 at Wyandotte and Detroit by Detroit Drydock Co., for Northwestern Transportation Co., Detroit. Named for Capt. Stephen R. Kirby of the Drydock Co. Dimensions 294.0' x 42.0' x 21.0' - 2338 g.t. Engine triple expansion 1500 H.P., built by Dry Dock Engine Works, Detroit. Used in coarse freight trades, always owned in Detroit but managed for years by Harvey H. Brown, Cleveland. On May 8, 1916, down bound from Ashland, Wis., with iron ore and having barge "George E. Hartnell", in tow, the KIRBY foundered in a gale near Eagle Harbor, Lake Superior. Twenty of crew of twenty-two were lost. L.C. Waldo, Detroit, was owner.

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14

**COARSE FREIGHT COMPOSITE STEAMER S. R. KIRBY.**

**BUILT BY THE DETROIT DRY DOCK COMPANY FOR THE NORTHWEST TRANSPORTATION CO. YARD No. 100. BUILT IN 1890.**

Length, over all, 311 feet, 6 inches.

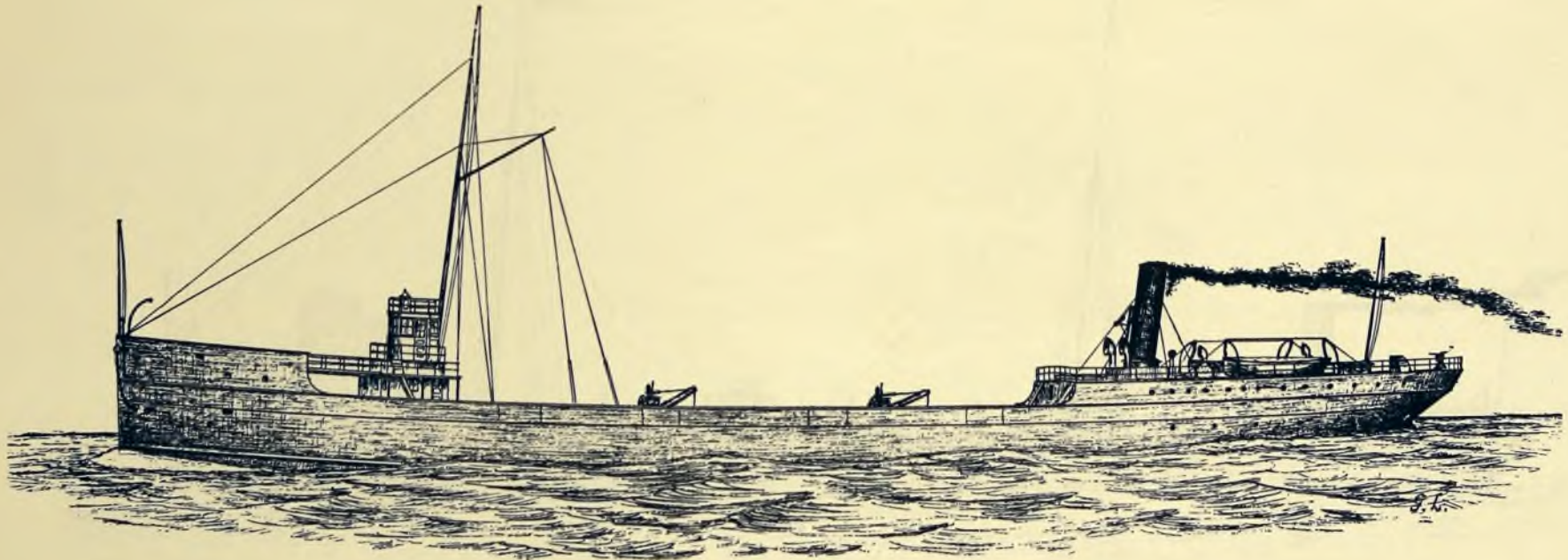
Beam 42 feet.

Depth 23 feet.

Gross tonnage, 2,338.66, net 1,823.28.

Engines, triple expansion, 21, 33 and 56 by 42 inches stroke.

Boilers, two cylindrical, 12 feet, 6 inches, by 11 ft., 160 pounds pressure.



**COARSE FREIGHT STEEL STEAMER PIONEER.**

**BUILT BY THE DETROIT DRY DOCK COMPANY FOR THE CLEVELAND-CLIFFS IRON CO, YARD No. 107. BUILT IN 1892,**

Length, over all, 241 feet 0 inches

Beam, 35 feet 2 inches.

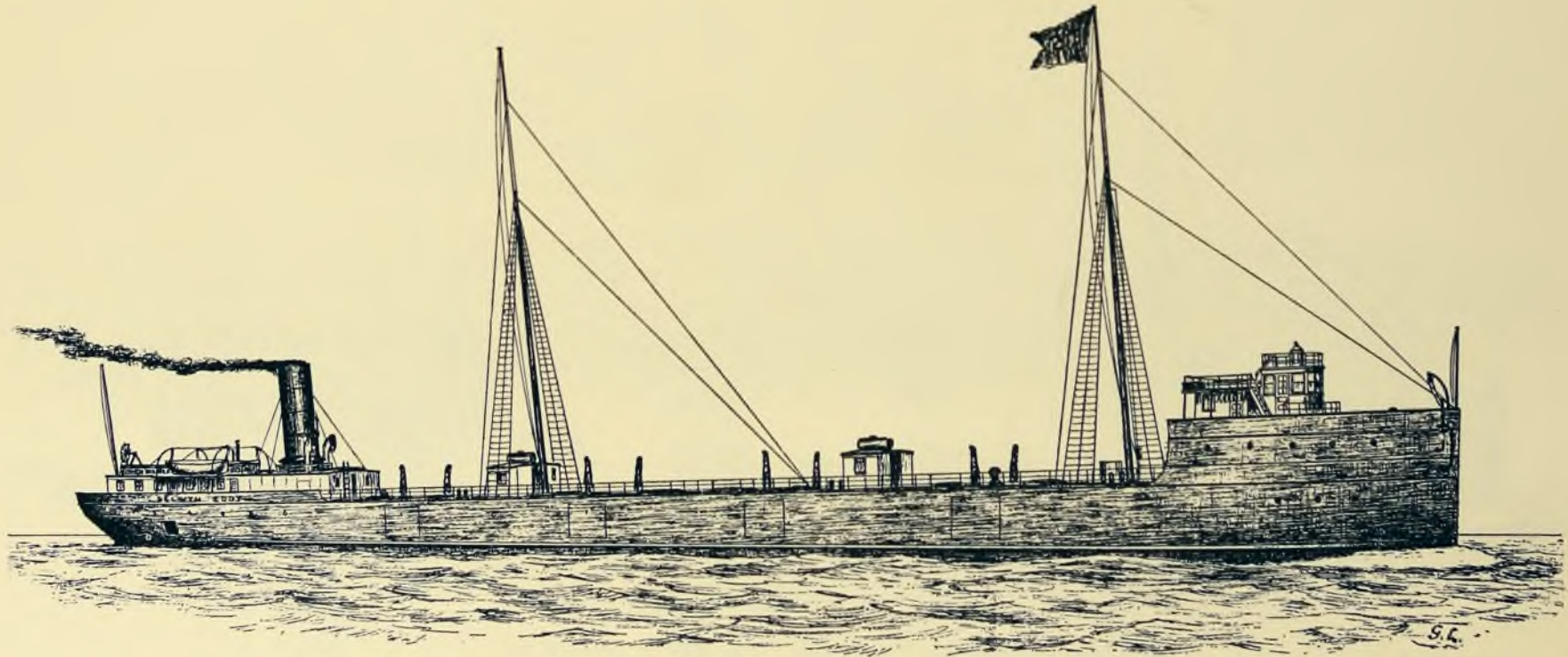
Depth, 17 feet 6 inches.

Gross tonnage 1123.63 net, 774.82.

Engines, triple expansion, 20, 33 and 54 by 42 inches stroke.

Boilers, two cylindrical, 12 feet by 11 feet 6 inches; 165 pounds pressure.

Fitted with Howden's Hot Draft System.



**PACKAGE AND COARSE FREIGHT STEAMER SELWYN EDDY,**

**BUILT BY THE DETROIT DRY DOCK COMPANY FOR EDDY BROS., BAY CITY, MICH. YARD No. 113. BUILT IN 1893.**

Length, over all, 359 feet.	Beam 42 feet, 1 inch.	Depth 25 feet.	Gross tonnage, 2,846.14, net 2,164.11.
Engines, triple expansion, 22, 35 and 56 by 44 inches stroke.	Boilers, two cylindrical, 14 feet, 2 inches by 11 feet, 6 inches; allowed 162 pounds pressure.		