



TELESCOPE

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TUG AUGUSTA TOWING THE SCHOONER MINNEDOSA

This drawing by Rowley Murphy, member from Toronto, shows the steam tug Augusta towing the cut down schooner Minnedosa into Port Dalhousie in late August 1905, Mr. Murphy being one of the Augusta's company at the time. Minnedosa, Canada's largest schooner was built at Kingston, Ontario, in 1890.

Telescope

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GREAT LAKES MODEL SHIPBUILDERS' GUILD

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EDITORIAL

AT THE DETROIT BOAT SHOW.

The Museum of Great Lakes History and the Guild collaborated in an exhibit at the Detroit Boat Show, at the Detroit Artillery Armory, February 2, to 10, occupying 1500 feet of floor space in a very good location. This is the first time we have been given ample space and a free hand with planning, setting up, and the operation of an exhibit, and it paid off in every way. Eleven new members were attracted by our display of ship plans, publications, and the line drawings taken from TELESCOPE. Other visitors indicated that they would become members in the near future. Many of them had never been aware of either the Museum or the Guild, so we believe that we have made a lot of new friends for both.

Not a little of our success is due to the consistent service rendered by Mr. and Mrs. Kenneth Fairbanks and Bill Hoey. They reported for duty on schedule and attended to all the details connected with the project like oldtimers in the show business.

The Boat Show was sponsored by the Detroit News and it was a pleasure to work with their staff. Their invitation to take a part in the event is deeply appreciated by both the Museum and the Great Lakes Model Shipbuilders' Guild.

Two members of the Guild, Robert H. Davison, and your editor, served as judges in the Detroit News Model Sailboat Contest, an arduous task but a rewarding experience. Since the Boat Show was a complete success we may expect another one next year, so let's get ready for it with a lot more Guild-built models.

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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EARLY GREAT LAKES STEAMBOATS

WESTWARD HO! AND FLUSH TIMES

1831-1837

by H. A. Musham

The first event of 1831 of importance to the shipping interests of Lake Ontario was the incorporation of the Ontario and St. Lawrence Steamboat Company by the New York legislature on 28 January. The company had been organized by Joseph Dennison and associates with a capital of \$100,000. Its existence was limited to 1 May 1850; it was to be managed by a board of fifteen directors; and the stockholders were jointly and severally liable for its contracts. Its operations were limited to the Lakes and the St. Lawrence, and Oswego was to be the place of business. ONTARIO and MARTHA OGDEN were taken over, their owners being given an interest equal to the appraised values of the vessels. Both steamers went into service when the season opened, and the directors busied themselves with plans for the construction of a fine new large boat.

On the Canadian side, GREAT BRITAIN, Captain Joseph Whitney, went into regular service on 1 May, between Kingston and Niagara with occasional stops at Oswego. She was, with the exception of FRONTENAC, the largest steamer built on the lakes to date. Her large size and fine accommodations elicited admiration from both sides, and the Canadians were particularly proud of her. (1).

Across the lake, CHARLES CARROLL, 100 tons, was built at Sacketts Harbor, by Calvin Case for D. Griffith & Co., the owners of BROWNVILLE. She was 81.67 feet long, 14.5 feet wide, and had a depth of hold of 6.25 feet and had a low pressure engine built by J. Dodd. Captain Case was her first master. She ran from Kingston to Rochester. In the summer of 1834, she was rebuilt at Sacketts Harbor. She was lengthened, and the engine

was changed over to the high pressure type. She was renamed AMERICA, and went into service late in the season on the Ogdensburg Lewiston route, with D. Howe as master. (2).

BROWNVILLE was raised after her burning in 1830, rebuilt and ran until 1834, along with CHARLES CARROLL, when she too was lengthened at Sacketts Harbor, to 131 feet, and fitted with a low pressure condensing engine, by Avery of Syracuse. She was then renamed WILLIAM AVERY. (3).

Away to the west, ARGO, 8.07 tons was launched at Detroit, the first steamboat built there. She took the place of OLIVE BRANCH, the old horse ferry that ran across the river to Windsor. She was a catamaran, the hull being formed of two large white wood dugouts joined together, decked over and fitted with a single sharp bow and a square stern. She was 42 feet long, 9 feet wide with a depth of hold of 2.5 feet. She was propelled by sidewheels turned by a little, high pressure engine that puffed out of all proportion to its power, and with a peculiar noise that could be heard for miles. She was built by Shadrach Jenkins, and was owned by John Burtis. She was very slow and at the mercy of the current most of the time. Occasional trips were made to Black River, at the head of the St. Clair River, on which it is said that as her fuel capacity was very small, the crew wooded up whenever she came to a rail fence. In 1832, she was taken over by Louis Davenport. (4). Another river boat, GENERAL GRATIOT, 63 tons was built at Black River, (5) and used on the St. Clair River for some years, after which she was broken up. (6). OHIO, 187 tons, a new boat, built at Sandusky and commanded by Captain W. Cahoon, replaced WILLIAM PEACOCK on the Detroit-Buffalo run, and that vessel was put in service between Buffalo and Erie.

Communication between Lakes Ontario and Erie by the Welland Canal had not proved entirely satisfactory. The canal was too small to pass even the smallest steamboats without dismantling them. Then also, navigation

on the reaches of the Chippewa and Niagara Rivers was slow because of the difficulty sailing vessels had in beating upstream. The current, swift in reaches, also made it hazardous. To improve the service between the two lakes, PERSERVERANCE, 60 tons, Captain Sam Vary, was put on the route between Buffalo and Port Robinson at the upper end of the canal. (7). This year the canal company decided to eliminate the upper river reaches by extending the canal due south from its upper end, across the high level to Gravelly Bay on Lake Erie. The government of Upper Canada approved, and, as the company did not have the necessary funds for the project, loaned it \$200,000. Work was started without delay and completed in 1833.

There were two accidents this year. In May, WILLIAM PEACOCK was driven from her dock at Erie by a storm and went aground. The next month, SHELDON THOMPSON was damaged in a collision with the OHIO, near Ashtabula. (8).

UNITED STATES (Plate 5), the new boat of the Ontario and the St. Lawrence Steamboat Company, was launched at Ogdensburg. Thursday, 17 November. She was built on the site later occupied by the wharf of the Rome, Watertown & Ogdensburg Railroad, by William Capes, ship-carpenter of New York City, at a cost of \$50,000. She so much resembled GREAT BRITAIN that the thought arises that she was built from the same model, though on a smaller scale. Her dimensions and tonnage were:

Length on deck	150 feet
Length on keel	about 142 feet
Breadth of hull	26 feet
Breadth over all	55 feet
Depth of hold	10 feet
Draft	8 feet
Tonnage	450

She had two low pressure engines with cylinders 40 inches in diameter, and an 8-foot stroke, built by William Avery of Syracuse. Each turned a sidewheel 18 feet in dia-

meter with buckets 9 feet wide, and independently of the other. The wheels were enclosed by guards which ran from bow to stern. She had two boilers, one on each guard. She went into service on 4 July 1832, Captain Elias Trowbridge in command, on the Ogdensburg-Lewiston run with stops at way points. Her speed was from ten to twelve miles per hour. She carried no sails and burned 130 cords of wood one round trip. (9).

Cholera struck the lakes early in the summer of thirty-two. On 11 June an immigrant ship arrived at Quebec with many of its passengers stricken with the disease. A large number had died on the way over and 34 more passed away soon after the survivors were put on shore. It was carried up the St. Lawrence and across Lake Ontario by them and other travellers. It then appeared at New York, spread up the Hudson to Albany, and westward along the Erie Canal to Buffalo. At this time, United States troops under the direction of Major General Scott were passing through Buffalo on their way to Chicago in what was then the far west, to assist in putting down the Blackhawk uprising in the Rock River country. Four steamers, HENRY CLAY, SHELDON THOMPSON, WILLIAM PENN, and SUPERIOR were chartered to facilitate the movement. HENRY CLAY, Captain A. Walker, got away from Buffalo first about 1 July, carrying 208 men, Colonel Twiggs in command. Cholera broke en route to Detroit where she stopped for fuel, lying to at Hog Island. (10). SHELDON THOMPSON with 220 men and General Scott and staff passed her there on 5 July. Scott ordered Twiggs to proceed to Fort Gratiot, at the mouth of the St. Clair River and there pick up further instructions. HENRY CLAY reached the fort the next day with the troops in a state of panic. Twiggs, also stricken, ordered them ashore. As soon as they landed 156 deserted and scattered over the country. Of the rest of the command, 44 had died on the boat or at the fort, leaving only 8 available for duty. HENRY CLAY returned to Lake

Erie, and lost 5 of its crew from the plague on the way.

Scott pushed on to Chicago in SHELDON THOMPSON. All went well until off the Manitou Islands in Lake Michigan. There at 4:00 p.m., 9 July, when but thirty hours out from Chicago, a sergeant died. His corpse was wrapped closely in his blanket, weighted and put overboard with little ceremony. Before Chicago was reached the next evening twelve others died and were also dropped into the lake. A considerable fleet of supply ships was anchored off the mouth of the river, there being no harbor there. The news that the steamboat had cholera on board spread quickly throughout the vessels and they hastily weighed anchor and stood out in the lake. During the night three more soldiers died on SHELDON THOMPSON and were put overboard early in the morning in fifteen feet of water. The water was so clear that their forms could be plainly seen from the deck. This morbid sight so unnerved some of the crew that Captain Walker had to up anchor and move the boat a half mile away to quiet them. The troops were landed and as at Fort Gratiot, a number deserted and scattered over the country, some dying where they fell. The sick were placed in Fort Dearborn, which was turned into a hospital. Within ten days 97 more died. The well were marched out into the country and put into camp near the Des Plaines River.

Captain Walker and his crew, fearful of the disease, were anxious to get away from this new plague spot. Being short of wood he bought a log stable and a rail fence around a three-acre field. These the crew tore down, and cut the logs to size and put them on board. The supply was enough to take the vessel to Mackinac. She left on 15 July for Lake Erie.

WILLIAM PENN reached Chicago with supplies and additional troops on 18 July; quickly discharged them; made a trip across the lake to the St. Joseph River for a load of flour which she carried to Chicago, and then departed for the east. SUPERIOR

got no farther than Fort Gratiot where it unloaded its troops. She then returned to Buffalo and lost two of her crew on the way of the disease. (11).

None of these troops saw any service in the campaign, the uprising being put down by the militia, and regular troops moved up the Mississippi. Neither General Scott or any of his officers were stricken. In later years he attributed his and their escape to their not drinking water while on the boat. They took wine instead.

At this time there were two ways for the ordinary traveller to reach Chicago from the east. He could leave the steamboat at Detroit and take the occasional schooner or sloop passing up Lakes Huron and Michigan with supplies for the military posts and the fur traders, or he could take the stage there and cross overland on the Chicago road to Niles on the St. Joseph River. From there he could either follow the road for the rest of the way by whatever means were available, or he could take a small boat to the mouth of the river and there wait for one of the small sloops and schooners crossing the lake to Chicago. The trip around by the lakes was likely to require two or three weeks and be quite uncomfortable. While that by the road was also long it was much shorter, and there were many who preferred it to the long voyage, though the stage ride was rough indeed. Here was an opportunity to profit by the travel down the river part of the route and also by the movement of produce from the upper parts of the St. Joseph Valley to the lake. The first craft used on the St. Joseph River other than a canoe or fur trader's boat were small rafts, barges and keel-boats. (12). Taking them downstream was easy enough, but rowing and poling them up was another matter. The South Bend NORTHWESTERN PIONEER was sure that steamboats could use the river in its natural state, but believed that it would have to be improved before such navigation could be

efficiently and successfully prosecuted. (13). Nevertheless, the attempt was made on the river as it was. NEWBERRYPORT, 75 tons, built at Erie in 1829, was brought around to Newberryport (14) at the river mouth in 1833. Under command of Captain White she made a trip upstream reaching Berrien Springs where she grounded. She was released, brought back to Newberryport in a damaged condition and repaired. It is not recorded that she crossed the lake to Chicago this year, but she did so in later years as she was wrecked near there in 1836. The exact date of her arrival at St. Joseph is not known, but it is stated that it was in the first part of 1832. She therefore was the first steamboat to reach the head of Lake Michigan and may have been the first to visit Chicago (15) instead of HENRY CLAY, usually given that credit.

Canadian steamers built this year were CONSTITUTION, IROQUOIS, JOHN BY, and WILLIAM IV, all on Lake Ontario. CONSTITUTION, 350 tons, was built at Oakville by Messrs. Chisholm and Company. Captain Leland was her first commander. and she plied between York and Niagara. (16).

IROQUOIS was a small stern-wheel, scow model steamer of 100 tons, built at Prescott and intended to run up the Long Sault Rapids of the St. Lawrence between Prescott and Dickinson's Landing. On trial it was found she could not do it. She was a sad failure and was soon put aside. (17).

JOHN BY, also a 100-ton stern-wheeler, was built at Prescott and named after John By, Chief engineer of the Rideau Canal during its construction. She was owned by David John Smith of Kingston, and Captain Kerr was her master. The first stern-wheel installed was too large for the engine and was replaced by a smaller one. This too proved to be unsatisfactory. She was then run on the open lake between Hamilton and York. (18). A traveller who made a trip to Hamilton in July 1833, reported her as: "the worst sailing and ill constructed boat built in Canada. The engine was high pressure and if a vessel was to be built for

roasting passengers, the JOHN BY might have furnished useful hints." (19). She was not a success and came to her end by being wrecked at Port Credit later in that year. (20).

WILLIAM IV (Plate 6), 450 tons, was built at Gananoque by McDonnell and others. Her model was of the usual steamboat type but her appearance was distinctive and she was easily recognized at long distances as she had four tall smoke stacks, placed athwartships in pairs. She had a low pressure engine of 100 horse power built by Bennet and Henderson of Montreal. She came out under Captain Charles Paynter and ran for some years between Prescott and Toronto. She carried large numbers of immigrants westward, on one trip carrying one thousand passengers. Other masters were Captains McDonald, Jones, Cowan, and Hilliard. She was somewhat crank, and to correct this condition false sides were built on to the hull along the water line. (21).

This year ALCIOPE was reconditioned and renamed UNITED KINGDOM. The low pressure engine was replaced by two of high pressure built in Pittsburgh. All this was done by her owner Robert Hamilton, so that his boat would make as much speed and have as great a name as GREAT BRITAIN, owned by his brother John. The cost was disastrous to him as the results expected did not materialize, particularly as to speed. (22).

Two new steamers went into service on Lake Erie and one on the Detroit River this season; PENNSYLVANIA 395 tons, UNCLE SAM, 280 tons, and GENERAL BRADY, 100 tons. The first named was built by Colonel Charles M. Reed, and was one of the largest steamboats built on Lake Erie to date. UNCLE SAM was built on Grosse Isle in the Detroit River and ran until 1844, when it was made into a sailing vessel. GENERAL BRADY, built at Detroit, ran on the Detroit River and like UNCLE SAM was made into a sailing vessel in 1844. A real safeguard to navigation, the first lightship on the lakes, LEWIS MC LEAN was built at Detroit this year and placed in position off Waugoshance Sands in Lake Michigan near the Straits of Mackinac. (23)

- (1) J.Ross Robertson, "Robertson's Landmarks of Toronto". A collection of historical sketches of the old town of York from 1792 until 1833, and of Toronto from 1834 to 1895 (Toronto, 1896, II,856.
- (2) James Van Cleve,"Reminiscences of Early Sailing Vessels and Steamboats on Lake Ontario," Manuscript in Chicago Historical Society,p 86. Captain Van Cleve's "Reminiscences" have been extensively used in the preparation of three earlier articles in THE AMERICAN NEPTUNE: Early Great Lakes Steamboats-- The"Ontario"and the"Frontenac",III 1943,333-334, Early Great Lakes Steamboats,--The "Walk-in-the-water,(1945)27-42, and Early Great Lakes Steamboats, 1816 to 1830, VI (1946), 194-211. See also Franklin B. Hough, "History of St.Lawrence and Franklin Counties,"N.Y.(Albany,1853),p.564, and John H.Morrison, "History of American Steam Navigation (New York,1903, p,381.
- (3) Hough, op.cit., p.564.
- (4) William L.Bancroft, "Memoirs of Captain Samuel Ward, with a Sketch of the Early Commerce of the Upper Lakes", Historical Collections, Pioneer and Historical Society,XXI (1894),358.
- (5) Now Port Huron.
- (6) "History of the Great Lakes,Illustrated (Chicago: J.H.Beers,1899), I,612.
- (7) Ibid.,p.611.
- (8) Ibid.,p.612
- (9) Ibid., pp.611-613. Van Cleve,op.cit., p.87
- (10) Now Belle Isle.
- (11) John Wentworth, "Early Chicago, Fort Dearborn," Fergus Historical Series,II Chicago, 1881.
- (12) The first craft, other than a canos of fur trader's boat, was "Fairplay", built in 1831, by Peter Johnson, carpenter of South Bend. He split a pirogue lengthwise, made it into a hull 40 feet long and 6 feet wide, and fitted the gunwales with running boards 1 foot wide, along the sides and extending outboard, and with cleats nailed on crosswise. His boatyard was located at the foot of Washington Street in South Bend. He captained it down to St.Joseph on its first trip, with a crew of four men. In 1832 he built "Antelope", a keel boat 80 feet long, upside down in front of his shop, 1000 feet from the river, turned it over with the aid of the settlers, and with them pulled it to the edge of the river and put it into the water. He also built "Comet", similar to "Antelope" the same year, but close to the edge of the river. Another keel-boat built by Lyman G.Barnard at Niles the same year, with a capacity of 15 tons, was rigged with a mast and sails and made several trips across the lake to Chicago.
- (13) Otto Knoblock, "Early Navigation on the St.Joseph River", Indiana Historical Society Publications, VIII (1925), 187-193.
- (14) Newberryport was a pioneer name for the sttlement at the mouth of the St.Joseph River, on the north bank, now Benton Harbor.
- (15) Knoblock, op.cit.,pp.194-196."History of the Great Lakes, Illustrated,I,610-685.
- (16)Van Cleve, op.cit.,p.59.
- (17) Van Cleve, op.cit.,p.58. Robertson,op.cit.,p.857.
- (18) Van Cleve, op.cit.P.58.
- (19) Patrick Shirreff, "A Tour Through North America",p.144.
- (20) Robertson, op.cit.,p.857.
- (21) Van Cleve, op.cit.,p.57. Robertson,op. cit., pp.857-875.
- (22) Van Cleve, op.cit.,p.55.
- (23) "History of the Great Lakes, Illustrated,"I,613-614.

To be continued.

The foregoing is the first installment of Mr.Musham's stories about early Great Lakes steamers which he and AMERICAN NEPTUNE magazine have permitted us to reprint in TELESCOPE. This is in keeping with our intentions to bring between the covers of TELESCOPE as much good Great Lakes lore as circumstances will permit, making this publication increasingly valuable for research.

MUSEUM NOTES

INTERESTING SMALL ANCHOR

W. R. Brown and Gaston Belleck, skindivers hailing from St. Clair Shores, Michigan, have presented the Museum with an interesting small anchor discovered while they were exploring the bottom of Lake St. Clair not far from Olson's Beach.

That it is of considerable age is indicated by its rusty condition and its proportions. The shank, from tip to crown is 31 inches long. From tip to tip of the palms is 17 inches, and the palms measure $4\frac{1}{2}$ by $5\frac{1}{2}$ inches. The metal in the shank is $1\frac{1}{4}$ inches in diameter. The workmanship is good and indicates hand-forging, while the proportions are those which were popular around 100 years ago when almost every family around the Lakes owned a small sloop for general utility uses such as bringing home supplies, taking produce to market, and just going places. This anchor may well have been used on one of those boats.

Brown, who discovered the anchor, tells an amusing story in connection therewith. Just before making the dive he had been looking at a picture of a cobra and the image of it still lingered in his mind. The one fluke of the anchor, all that was not covered by mud, so resembled a cobra in an erect position that he instinctively backed away from it before he realized that cobras do not dive.

"Skeets" Brown, and "Skip" Belleck have been diving together since the summer of 1946, principally in Lake St. Clair and Lake Oakland, above Rochester, Michigan. Until the ice goes out this summer they will work the California rivers for the gold which eluded the placer miners of 1849 and later. If pickings are not good they will return to the Great Lakes and join forces with someone who can help with the financing of more equipment.

The anchor which they have donated to the Museum will serve a very definite purpose in our exhibit program and we are very grateful for their thoughtfulness.

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PUT-IN-BAY (1911)	Detroit River day excursion steamer. Three sheets Scale $1/8$ ".....	3.50

Add mailing costs: Folded, 10¢. Rolled in tube add 30¢.

Great Lakes Marine News of 1956 (Concluded)

Compiled by Robert B. Radunz

April 25

Cause of collision between A. M. BYERS & E. M. FORD caused by two bolts falling out of the starboard connecting rod on the steering engine of the FORD and causing her to go out of control.

May 1

Heavy rains and easterly winds clears virtually all ice from the Sault locks and Whitefish Bay.

May 7

Two new overseas lines calling at Detroit this year for the first time. They are Manchester Liners, Ltd. of England and the Pascidon Line of Germany.

May 8

Freighter DOW CHEMICAL becomes locked in Saginaw River bridge at Bay City. Is freed by tugs after blocking all traffic in the river for more than 12 hours.

May 9

Canadian seamen go on strike. Tieup large part of Canadian Lake fleet.

May 12

Cleveland Cliffs Iron Co. announces its freighter CLIFFS VICTORY will be lengthened 96 feet to a total of 716 ft. and 3 in.

May 13

Tugs SUPERIOR and MARYLAND tow freighter A.M. BYERS from the St. Clair River to Toledo repair docks.

May 14

D&C says its old passenger liners idle since 1950 are not up for scrap sale.

May 19

Canadian steamship strike settled.

Tug MARYLAND of Great Lakes Towing Co. wins annual Detroit Tug Boat race.

May 28

Tugboat captains and engineers of the Great Lakes Towing Co. go on strike, halting operations of 50 tugboats.

May 30

Riot of teenagers on the CANADIANA at Buffalo turns holiday voyage into a nightmare.

June 3

In special ceremonies in Detroit the freighter MICHAEL G. GALLAGHER is rechristened MICHAEL G. BROWNING.

Freighter LEHIGH ran aground in the Detroit River blocking the Ballard Reef Channel.

June 4

LEHIGH is pulled free by the cutter ACACIA and the tug ATOMIC after being grounded for 13 hours.

June 6

The U.S. Senate passed a bill designed to encourage construction of modern vessels on the Great Lakes by granting Government allowances to shipping operators.

June 9

Cruise ship AQUARAMA makes first commercial run from Muskegon past Grand Haven and then back to Muskegon.

June 16

Cost of repairing the A. M. BYERS to be more than \$1,000,000. MILWAUKEE CLIPPER, almost collides with Dutch freighter KOLLYRN when the anchors

(Continued on page ten)

Great Lakes Marine News of 1956

(Continued from page six)

- of the KOLLBYRN suddenly drop while entering Muskegon harbor. The CLIPPER following the freighter into the harbor had to swerve to avoid collision.
- June 18
Eisenhower administration in Washington speaks out against subsidies for modernizing Great Lakes cargo vessels.
- June 20
AQUARAMA arrives in Detroit for series of daily excursions.
- June 21
Remaining ships of the D&C fleet are bought by Robert L. Rosen & Abraham Siegel. Announcement is made they may operate the GREATER DETROIT.
- June 27
Sterling St. John Jr. Resigns as executive director of the Port of Detroit Commission.
- July 27
Steamer A.F. HARVEY to be converted to self-unloader. Ship's bell of the old whaleback steamer CHRISTOPHER COLUMBUS being sent to a missionary station in Northern Rhodesia, Africa to be used as a church bell.
- Aug. 9
Federal Mediation Service offers to help settle an officers strike on Pittsburgh Steamship Division ships. Most vessels of the fleet have been tied up since mid-July.
Coast Guard inspectors are aboard the GREATER DETROIT checking her condition. If she is in good shape, new owners may sail her.
- Aug. 18
Striking officers unions propose that negotiations with Pittsburgh Steamship Division be resumed.
- Aug. 19
Northwestern Mutual Life Insurance Co. announces plans to build super freighter. Overall length of 729 ft., width to be 75 ft. Delivery scheduled for spring 1958. Construction to be by Great Lakes Engineering Works.
- Aug. 22
AQUARAMA crashes through steel-faced reinforced-concrete seawall at Windsor's new civic center as she attempted to turn around in the Detroit River.
- Aug. 28
Civic groups in the Michigan thumb area ask that Mackinac ferries be put into service between Port Austin & Tawas, after new bridge is built at the Straits.
- Aug. 31
Two officer's unions on strike against Pittsburgh SS Division are reported to have won bargaining rights on the division's ore freighters.
- Sept. 17
MYRON C. TAYLOR being converted to self-unloader. D&C liner CITY OF DETROIT 3rd being scrapped--wrecking crews start work of stripping her.
- Sept. 22
Tugmen on four freighters of Huron Portland Cement Co. of Alpena go on strike in a contract dispute.
- Oct. 18
Announcement is made that the GREATER DETROIT & EASTERN STATES will be scrapped.
- Nov. 7
Freighter TAMPICO sinks in Livingstone Channel after receiving hole in her starboard side.
- Nov. 10
Freighter TAMPICO is towed to Nicholson docks for repairs.

Nov. 21

J.P. WELLS breaks rudder during storm in Lake Superior. Has to battle 50 MPH. winds and 20 ft. waves. Coast Guard cutters assist the ship to safety.

Nov. 29

Announcement is made that the GREATER DETROIT & EASTERN STATES will be burned in Lake St. Clair on Dec. 10th.

Dec. 1

CITY OF DETROIT 3RD is towed to Detroit Harbor Terminal for final scrapping operations.

Dec. 4

Lake Carriers Ass'n. asks that Sault Locks be kept open until Jan 1, 1957.

Dec. 10

High winds delays burning of old D&C ships.

Dec. 11

Burning of ships delayed again.

Dec. 12

The end of an era came on this date. At 10:25 P.M. in Lake St. Clair the D&C Ships GREATER DETROIT & EASTERN STATES were burned.

Dec. 13

EASTERN STATES is towed to dock for final scrapping. Coast Guard ice breaker starts winter rounds to remove lighthouse keepers from Lake Superior stations.

Dec. 14

GREATER DETROIT is towed to the foot of 3rd St. Detroit to await berth at the scrapping dock.

Dec. 21

Last boat through the Sault Locks is the PHILIP A. CLARKE of the Pittsburgh Steamship Division.

Samuel Ward Stanton Drawings of Great Lakes Vessels

(Continued)

EMPIRE.

Built 1844 at Cleveland, Ohio. Hull, of wood, built by Capt. George W. Jones. Length on water line 251 feet; over all 260 feet. Engine, inclined low pressure, below deck, built by the Cuyahoga Furnace Co., Cleveland, Ohio. Diameter of cylinder 35 inches, by 10 feet stroke of piston. Horse power 600.

Boilers, 6, of iron, locomotive type, constructed by Spang and Company, Pittsburgh, Pa. Length of each 26½ feet, diameter 4½ feet, each containing 22 flues, 6 inches in diameter, 20½ feet in length, offering a fire surface of 5000 square feet. Fuel, wood.

Wheels 28 feet in diameter, buckets 12 feet in length. Tonnage 1136.

A notable vessel, being the first steamboat in the United States to measure over 1000 tons, and was, at the time she came out 200 tons larger than any other steam vessel in the world. Instead of the round, bluff bow and the square stern of the usual build of lake boats at that period, the EMPIRE had an excellent model, being sharp at both ends. She was the fastest as well as the most elegantly fitted up boat on the Great Lakes.

Her best time during her first year was 20 hours and 25 minutes, from Detroit to Buffalo, and 12 hours and 44 minutes from Cleveland to Buffalo.

She ran for many years between Buffalo and Chicago and was afterward used on the Buffalo and Toledo run. Later she was converted into a propeller.

PRINCETON.

Built 1845, by Samuel Hubbell, at Perrysburg, Ohio. Designed by Amos Pratt Hubbell. Length 185 feet, breadth 27 feet (over guards 39 feet); depth of hold 10 feet. Two twin-screw engines, 24 inch cylinders by 24 inch stroke; built by the Auburn, N. Y. States Prison. Two boilers, 6 x 14 feet. Speed 11 miles. The PRINCETON was the first propeller on the Great Lakes to have an upper cabin. She was one of a fleet of 14 steamers forming the line of passenger boats from Buffalo to Chicago.

ATLANTIC.

Built for E. B. & S. Ward, by J. L. Wolverton, at Newport, Michigan, 1848. Length 267 feet, 33 feet beam, and 13 feet 4 inches depth of hold. 1,155 tons.

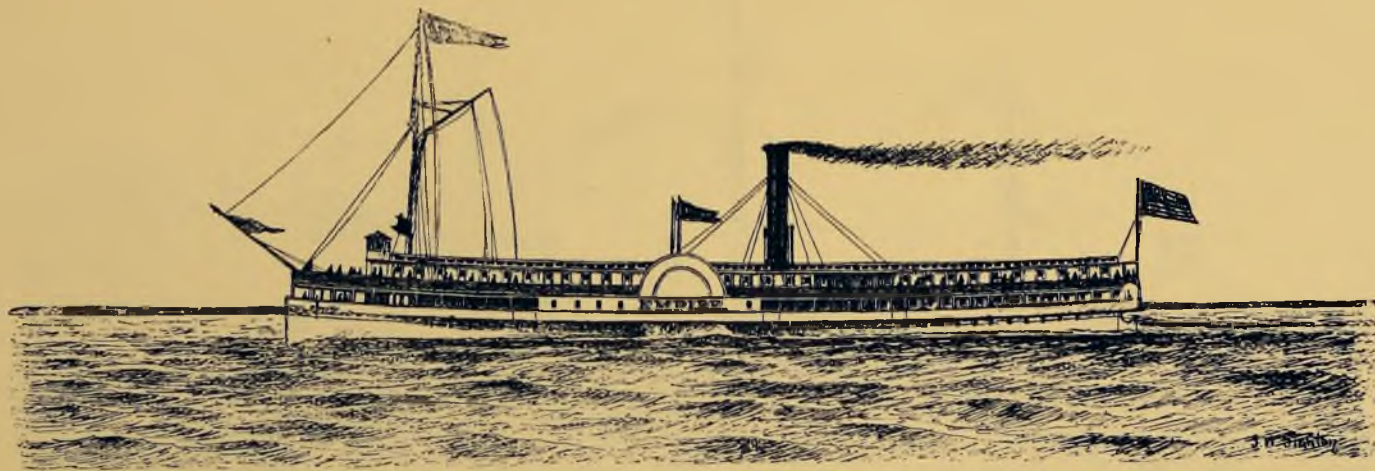
Engine by Hogg & Delamater, N. Y., cylinder 60 inches by 11 feet stroke. Two boilers, each 10 feet diameter by 34 feet long. The steamer cost \$110,000.

The Atlantic was chartered as soon as finished to run between Buffalo and Detroit with steamers MAYFLOWER and OCEAN, in connection with the Michigan Central R. R., and continued on this route from 1849 to 1852. On August 20, 1852, while on passage from Buffalo to Detroit she was run down and sunk by the propeller OGDENSBURG, off of Long Point, in Lake Erie. 150 lives lost. In 1849 she made a record passage from Buffalo to Detroit in 16½ hours.

MISSISSIPPI.

Built in 1853 at Buffalo, N. Y., by F. W. & B. B. Jones. Length 335 feet; beam 40 feet, depth of hold 14 feet. Tonnage 1829. One beam engine by J.P. Morris & Co. of Philadelphia, 82 inch cylinder by 12 feet stroke. Walking beam 12 feet wide by 24 feet long. Three boilers, each 50 feet long by 11 feet diameter.

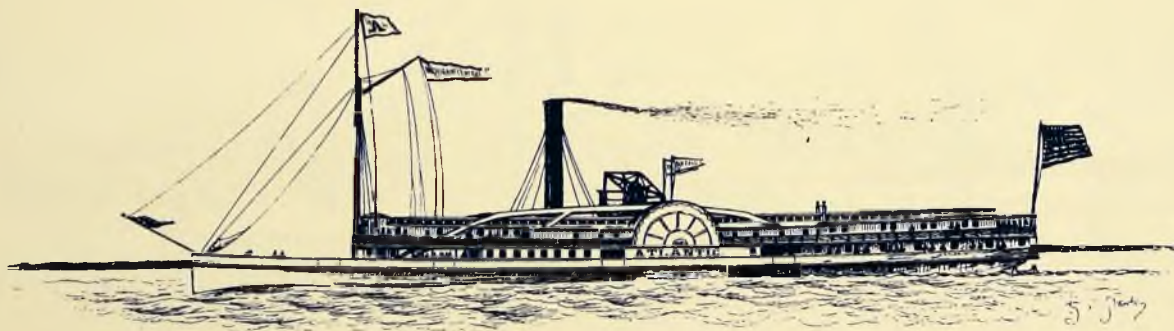
This steamboat, during her day, was one of those floating palaces of Lake Erie, which became so widely known and popular with travelers on account of their luxurious appointments and great speed. She was built for the Buffalo and Sandusky line, and ran with the steamer St. Lawrence. The MISSISSIPPI went out of commission in 1859, and after lying idle at Detroit until 1863 was dismantled, the hull being remodeled into a dry dock, portions of the cabins and joiner work transferred to the steamboat RACINE, and the engine taken to New York and placed in the new steamship GUIDING STAR.



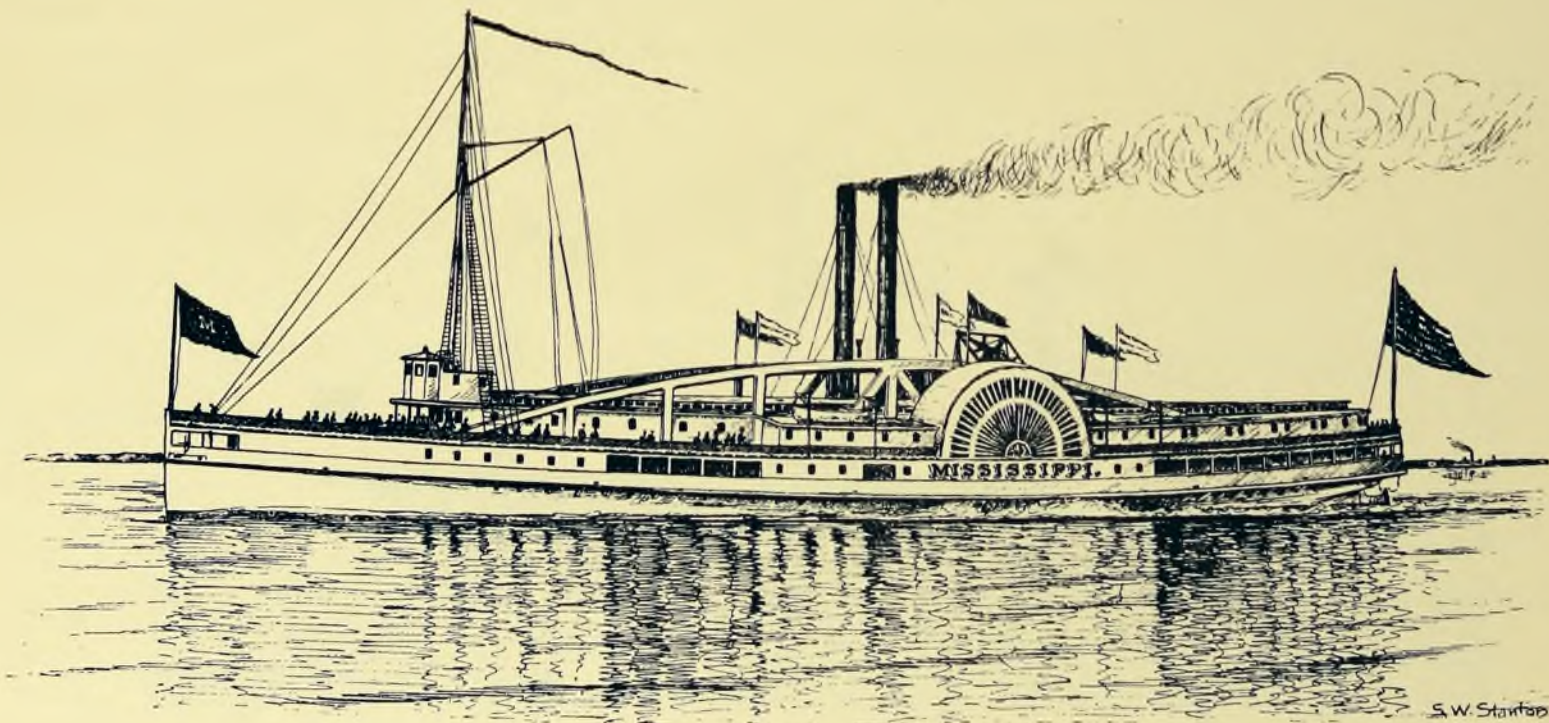
GREAT LAKES PASSENGER STEAMBOAT EMPIRE, 1841.



GREAT LAKES PROPELLER PRINCETON, 1845.



LAKE ERIE STEAMBOAT ATLANTIC, 1848.



LAKE ERIE STEAMBOAT MISSISSIPPI, 1853.