

# TELESCOPE

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Not all Great Lakes maritime activity has to do with big ships. The Smiths, of Port Washington, Wisconsin, began their business enterprises on the Lakes with one small net and their worldwide caviar market grew from home-kitchen experiments. Their nationally-known "FISH SHANTY", shown here, had equally modest beginnings. They still operate their own fishing fleet which makes possible the serving of fish fresh from the water.

See page 3

# Telescope

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## Editorial

### REGARDING COPY.

Our last call for copy brought such favorable response you have not heard much from that quarter for several months, but it is about time we again let our wants be known. We have enough for July, but since putting TELESCOPE together is a tough job at best we like to have more than enough for one month ahead. Three months supply is none too much for comfort.

By way of suggestion we mention as suitable to our needs: Ships, shipyards, ports, rivers, canals, and shipping men. Line drawings are preferred as illustrations, but good, contrasting glossy prints can be used,---sparingly, since they are costly to reproduce.

The one thing needed more than all else is an illustrator for a series of articles on model building. This is highly specialized work and without it our fund of know-how is going to waste. Who will fill this gap?

We are collecting material on Great Lakes shipyards, and will need both pictures and copy. Who has pictures of the old Detroit Dry Dock Company's yard at the foot of Orleans Street? Send them in and we will copy and return them, unless you wish to donate what you have.

### LET US REPEAT.

A recent phone call re-awakened us to the fact that materials of historical significance are still being sent out of the Great Lakes region, to other museums. Wherever there is a possibility of this happening please use your influence to direct such materials towards the Museum of Great Lakes History. Old letters having to do with anything pertaining to the Lakes can be valuable. Just recently we found 25 valuable letters in a sheaf of only 125 from the personal correspondence of one of our Lakes shipping magnates of 50 years ago. Sometimes just a letterhead turns out to be valuable. Send us any you may find from any of the old shipping companies. Do not remove any dates appearing on them.

DO NOT DESTROY ANY FACTUAL DOCUMENT UNTIL IT HAS BEEN EVALUATED BY COMPETENT AUTHORITY.

### 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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# SMITH BROTHERS

BY J.E. JOHNSTON

## OF PORT WASHINGTON

Just a few years ago while on museum business in Milwaukee I learned that a part of the Captain Carus collection had gone to Oliver Smith, of Port Washington, Wisconsin.

I was asked if I knew Mr. Smith. My reply was that I did. Anyway I believed I did. I had eaten at Smith Brothers Fish shanty whenever possible since 1934. I knew the place very well,-- or thought I did. That was in the summer of 1953.

When I arrived there I did not recognize the place. There had been some additions and improvements and though the sign plainly said "Smith Brothers" it did not at once register. But I did go in, and found Mr. Smith, and he made his part of the Carus collection available to me at once. I left there filled with food and information, never dreaming I'd never see that building again. On November 17, of that year the Fish Shanty went up in flames. All the nautical decorations which had given the place so much atmosphere were lost with the building: life jackets bouys, ships lights, nets, bottles, sailor knots, marine paintings, pilot wheel, mounted fish, flags, and all.

It was a terrific blow, but not the first that the Smiths had sustained. In 1899 a fire which began in a nearby building wiped out the fishery which had had its beginnings when William Smith and his son Gilbert, just arrived from Oswego County N. Y., dropped their 100-foot seine in the waters of Lake Michigan, few miles from Cedar Grove.

Again, on August 6, 1924, Sauk Creek went on a rampage and swept away another Smith plant, along with a lot of others. The Smiths again set about repairing their fortunes.

They were a resourceful family, and good team-workers, and this included the women, who sewed sails, mended nets, and still had time for other activities while the men ran the boats. Delia experimented with fish

rice, and turned out a caviar which is now a famous Smith Brothers product. Evelyn, who helped in the kitchen, experimented with Burbot liver, and produced an oil which was pronounced by the University of Wisconsin laboratories to be ten times as potent as codliver oil.

It was Evelyn who sparked the restaurant business. At a large picnic her fish sandwiches were so popular she suddenly found herself with a business on her hands. It became necessary to enlarge their real estate holdings, and by 1936, the year following my first dinner with them, they were occupying about as much property as is now covered by their present plant.

Last fall (1956) I dined there and again had to read their business sign a second time to realize that I was looking at Smith Brothers Fish Shanty. The fire of 1953 had swept away every familiar sight, and here before my eyes stood a completely modern building, done in field stone and red brick, tastefully designed, and substantially built.

It would take a whole issue of the TELESCOPE to describe in full the interior of the "Shanty". The Planker Room, main dining area; the Old Port Washington Room; The Captain's Mess, are on the main floor. Normal seating, 185. Upstairs there is a seating capacity of 250 diners. Then there is the bar, and the gift shop. The kitchen is as nearly perfect as a kitchen can be made. Offices are on the second floor, and in the basement is the caviar canning plant that has become such an important part of Smith activities.

Beyond the building, but important to its functions, are the Smith Bros. fisheries which include a smoking plant on the dock across the harbor, where all the activities of fishing fleet home ports are carried on.

Fishing operations are carried on at two ports on Lake Superior, where the trout and whitefish are caught. One tug works out of Port Washington and two out of Sheboygan. The 100-foot net of William Smith has grown,

but not without tending. The Smith family is a large one and almost all of them have, at one time or another helped with the tending.

One, among many factors, contribute to the deliciousness of the fish dinners at Smith's, and that is the freshness of the catches that come into the "Shanty".

With their own tugs operating on the Lakes there is no doubt about the freshness of the fish served at the "Shanty". There are few, if any seafood restaurants in the Great Lakes region so well-equipped in this respect.

Oliver Smith, a member of the Guild is not only a master of the profession he follows, but is also a gentleman of wide cultural interest, with a love for Great Lakes history. His knowledge of local history and his friendliness towards those who share his interests make him a perfect host.

#### WESTWARD HO! AND FLUSH TIMES H.A. MUSHAM. (Concluded)

The most serious loss of the year was that of DELAWARE, which ran into a severe storm on the evening of 19 June while crossing Lake Michigan to Chicago shortly after leaving St.

Joseph, and sprang a leak. She was driven ashore near the Little Calumet and became a total loss. Her master and owner was Captain George J. King, who had purchased her a short time before. The passengers and crew were all saved. It was the unanimous opinion of the former that no blame whatever could be attached to him for the unfortunate loss of his vessel. They further expressed their hearty thanks to him for his attention to them while on board, and stated in the strongest manner their entire satisfaction with the coolness and decision which he exerted so successfully to save their lives. (68).

Other steamboat accidents this year were those which happened to UNITED STATES, which ran ashore near Erie in May; WILLIAM PENN, which also went ashore to the east of that port: SHELDON THOMPSON which col-

lided with MONROE in August, in which the former was severely damaged; DANIEL WEBSTER, disabled on Lake Erie in September and towed in to Cleveland for repairs; COMMODORE PERRY, damaged in a collision with UNCLE SAM, and GENERAL PORTER, which ran on a rock at Dunkirk, and was sunk.

This year the steamboat association was dissolved, most likely because it was unable to control effectively the large amount of traffic involved. The land boom continued well on into 1837 but in November three large banks in England failed and large amounts of investments in America in lands and other ventures were thrown on market for what they would bring and with disastrous consequences to the boom. Early in May 1837 it crashed and precipitated a panic which lasted throughout the year. Prices fell all along the line and money, recently so plentiful, became scarce beyond all understanding. Banks and businesses failed all over the country and factories closed. Hundreds of thousands of people were thrown out of work. Along the lakes local interests went bankrupt, vessels, steam and sail, lay idle at their docks and work was stopped on numerous small boats. The times became hard without precedent. But immigration to the West continued at a high rate and many of the steamboats, especially those on Lake Erie were busy well up into the fall.

Anticipating a large increase in business, the steamboat owners ordered twenty-four new steamboats, nineteen for service on Lake Erie and the upper lakes, and five on Lake Ontario. Fourteen of the former were of 390 tons and more up to 755 tons. The other five were of 100 tons and less down to 33 tons. The first new boat to get into service was JAMES MADISON, 700 tons, launched at Huron the preceding December. She was built for Colonel Reed of Erie, by Captain Richards, expressly for the Buffalo-Chicago trade and was 181 feet long on deck, 30 feet wide in the hull and had a depth of hold of 12.5 feet. She was the largest boat built on Lake Erie to date and was fitted out in a style surpassed

by no other boat. She had large cabins with thirty-six two-berth staterooms, and spacious accommodations. (69). The entire cost was \$75,000. Her schedule called for a departure every sixteen days in the first part of the season and every nineteen in the closing months.

She left Buffalo on 17 May, on her first trip to Chicago, reached Milwaukee on the twenty-sixth with one thousand passengers and four thousand barrels of freight, and somewhat over her scheduled time. Captain R.C. Bristol was her master. Kinzie, Hunter & Co., were the Chicago agents. Taking on passengers and freight, she left for the East, stopping at Michigan City and the Grand River on the east shore. She is said to have taken in \$30,000 on this trip. (70).

The first boat launched on Lake Erie this year was the NEW ENGLAND, 405 tons, built at the yard of Banta and Bidwell at Black Rock, for Norton, Carlisle and Company at Buffalo, and Gillespie, Norton and Company of Cleveland. She was launched in February, in fine style into an opening cut in the ice. Fear was expressed for several of the spectators who had put themselves on the ice near by. It broke to a considerable extent when the hull hit the water, but nothing serious resulted. Her length on keel was 150 feet, breadth 26 feet and depth of hold 11 feet. She had a low pressure engine taken from HENRY CLAY. The boilers were new and were built by John Newman, of Buffalo. Jacob Banta superintended the construction. She was ready on the opening of navigation to carry freight and passengers through the lakes to Chicago. (71).

Other important launchings during the season were those of CLEVELAND, 600 tons, at Huron in June; BUFFALO, 670 tons, and MANHATTAN, both at Buffalo in August; ILLINOIS, 755 tons, at Detroit in September; ERIE, 497 tons, at Erie in October and WISCONSIN, 700 tons, at Conneaut. It is not likely that any but the first three were completed in time to make other than a trial trip before the season closed. One of the smallest of the new boats was the steam scow, BADGER, 60 tons, the

first steamboat to be built at Milwaukee. It was used to lighter freight and passengers between vessels and the shore, there being no harbor there. It was lost there during the season.

The five new boats on Lake Ontario were all Canadian. The largest was SIR ROBERT PEEL, 350 tons, 161 feet long and 30 feet wide, built at Brockville at a cost of \$44,000. She arrived at Cobourg on her first trip up the lake on Friday 28 July. The COBOURG STAR described her as:

altogether of novel construction, being built for speed, of remarkable length and narrow in the beam so as to draw little water, - only four feet as she lay at the wharf -- and presents the least possible resistance in her passage through it.

She was tastefully fitted up for the accommodation of passengers. Favorable report was made of her sea-going qualities. She was represented as being wholly free from the disagreeable jar of the engine common to other boats, and it was anticipated that she would prove a great deal faster. (72).

The other Canadian steamers were EXPERIMENT, BURLINGTON and BOYNTON. The last named was quite small.

EXPERIMENT, 150 tons, was built by Gilkison at Niagara for Mr. James Lockhart. She was 98 feet long and 14 feet wide, and could make ten miles per hour. She made her first trip to Toronto on 4 July, with Captain Dick, who commanded her for the remainder of the season, as master. (73). BURLINGTON, also 150 tons, was built at Oakville at a cost of \$16,000 and was launched on 10 July with engine in place. Her trial trip was made a few days later under Captain John Gordon. She ran daily from Dundas to Hamilton and Toronto. (74).

Other steamers completed this season, not mentioned heretofore were the:

Name	Tons	Built at.
Constitution	440	Erie
Bunker Hill	457	Black River, Ohio.
General Wayne	390	Perrysburg.
Milwaukee	400	Grand Island.

Rochester	472	Fairport..
Cons tellation	483	Charleston.
Star	128	Belvedere.
Macomb	100	Mt.Clemens..
Commerce	80	Sandusky.
Governor Mason	33	Grand Rapids.

Losses other than those already referred to this year were those of the old CANADA, BY TOWN and BOYNTON, all on Lake Ontario. CANADA went ashore near Oswego and was broken up. Captain Nat Johnson was in command. (75). BY TOWN was totally wrecked at Kingston, in a severe storm at the end of October. (76). BOYNTON also came to grief by being wrecked at the same place.

Accidents of the year were: NEW ENGLAND, damaged by running into the pier at Buffalo in May; NIAGARA and PENNSYLVANIA in collision near Huron in May; NEW YORK and NEW ENGLAND in collision near Dunkirk in July. COMMODORE BARRIE narrowly escaped being wrecked in a severe storm in

which she lost one of her paddle-wheels, while COBOURG ran on a sand bar at Ferris' Point, eight miles from Kingston. The season closed quietly enough but not without signs of coming trouble in the Canadas. The year ended with the shores of Lakes Ontario and Erie blazing with excitement occasioned by the burning of CAROLINE by a party of Canadian militiamen.

(68) "Chicago Democrat", 22,29 June 1836.

(69) "Chicago American", 31 December 1836.

(70) "Chicago American", 8 June 1837.

(71) "Chicago American", 18 March 1837.

(72) Robertson, op.cit., p.865.

(73) Ibid. p.867.

(74) Ibid. p.867.

(75) Van Cleve, op.cit., p.53.

(76) Robertson, op.cit., p.867.

THE END

### THOSE STRANGE NUMBERS

You have, no doubt, been wondering those strange numbers which appear at the end of most of the lines on page 12 of May TELESCOPE. Through an oversight we inserted the rough instead of the finished copy. Just ignore them. They mean nothing.

Sorry!

# MARITIME HISTORY OF ERIE PENNSYLVANIA

By Richard J.Wright

It was not until July 23rd that the ships were ready to sail, being fully-rigged and with provisions aboard. Their immediate departure was prevented only by the lack of men to man them.

On July 12th, Perry received the news of the death of James Lawrence on the CHESAPEAKE against H. M. S. SHANNON. The Navy Department ordered Perry to name one of the brigs after the gallant captain.

Now all Perry had to do was to figure a way of getting his ships over the sand bar at the mouth of the Bay and to get the sorely-needed men to man them.

On July 30th, Perry received 60 men from Chauncey. However, the greater number of these were suffering from fever, dysentery, and other ailments. Perry immediately set to training for combat sea duty anyone who was able to stand. He also received 60 recruits from Erie by offering the woodsmen and farmers \$10 a month for four months, or a shorter period if a battle could be fought sooner. By August 1st, Perry had only 300 officers and men for his ten ships, mounting 54 guns. This would mean an average distribution of 30 men per ship. (10).

On August 1st, it was observed that the British fleet, which had been hovering off Presque Isle for several days, had departed. As it turned out, Robert Barclay, the British Commander and a veteran of Trafalgar, was running short on provisions, and had been invited to a banquet at Fort Dover.

The day being Sunday, religious services were held, then preparations were made to get the vessels over the bar. The town of Erie took on a festive mood as crowds appeared to watch the operation.

Perry had built a device called a "camel." It was a scow-shaped float. These were always used in pairs, one being moored on each side of a vessel. The camels were filled with water, permitting long timbers to be run through portholes of the ship, both fore and aft. The timbers rested on the decks of the floats. The camels were then pumped out, thereby lifting the vessel over the bar.

On August 2nd, the smaller ships passed over the bar. Not being as large as the brigs, they needed no assistance. When the LAWRENCE was to be taken across, it was found that the depth of the water over the bar was only four feet, instead of the usual six feet. Consequently, the guns and heavy equipment had to be dismantled before an attempt could be made. The camels could only raise the ship two feet, so another lift had to be made when directly over the bar. The LAWRENCE was finally freed by dragging her over the bar with no inches to spare.

On August 5th, the NIAGARA was taken across in a similar manner. Halfway across, in a helpless and unarmed condition, the British fleet suddenly appeared. Luckily, they were only on a reconnaissance mission and soon drew off.

Finally, on August 12th, Perry set sail from Erie with fewer than 400 men in fighting shape, in search of the enemy.

It is at this point that we leave Perry, as this paper is concerned primarily with Erie. History records that on September 10, 1813, Perry met the British fleet under Barclay off Rattlesnake Island on the western end of Lake Erie, resulting in the capture of "...two ships, two brigs, one schooner, and one sloop.. ."and the saving of the northwestern United States from the British.

#### "Later Enterprises"

Although these early wooden sailing vessels were small, they led the way toward the development of Erie as a major port on the Great Lakes. However, due to the unpredictable

schedules they maintained and their small carrying capacity, it was evident that something else was needed. And so, in 1818, the first steamboat to ply the waters of the Great Lakes was launched.

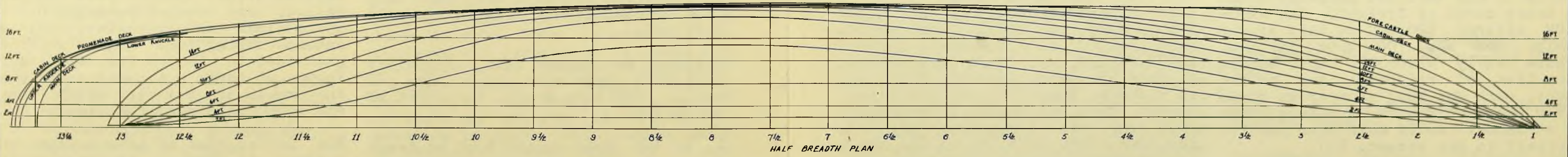
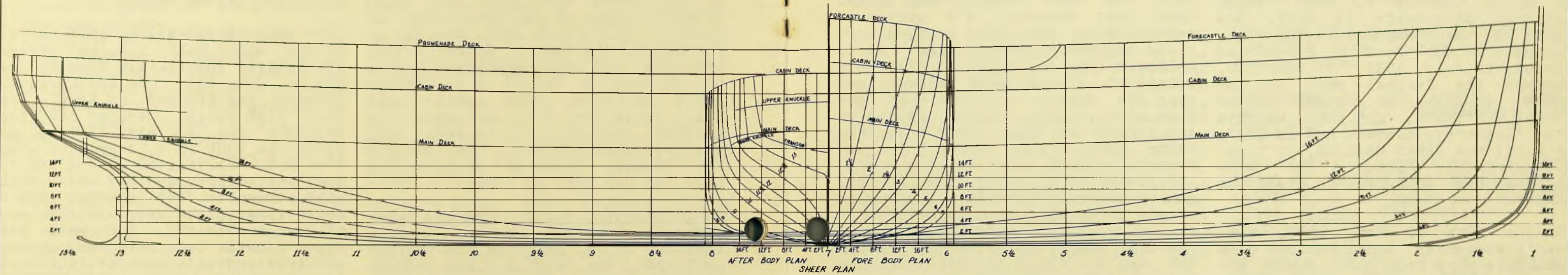
The steamboat WALK-IN-THE-WATER was launched on May 28, 1818, near Buffalo. Her particulars were: length 135 feet; width, 32 feet; depth, 8 feet 6 inches; 338 tons with two masts, carrying mainsail, foresail, and foretopmast staysail. (1). Erie was one of her ports-of-call. The Detroit Gazette had this to say about her maiden voyage. (2):

"The WALK-IN-THE-WATER left Buffalo at one and a half p.m. and arrived at Dunkirk thirty-five minutes past six on same day. On the following morning she arrived at Erie - Captain Fish having reduced her steam in order not to pass that place, where he took in a supply of wood. (The boat was visited by all the inhabitants during the day and had the misfortune to get aground for a short time in the bay, a little west of French Street). At half-past seven p.m. she left Erie, and arrived at Cleveland at eleven o'clock Tuesday; at twenty minutes past six p.m. sailed, and reached Sandusky Bay at one o'clock on Wednesday; lay at anchor during the night, and then proceeded to Venice for wood; left Venice at three p.m., and arrived at the mouth of Detroit River, where she anchored during the night.

The whole time of this voyage from Buffalo to Detroit occupied forty-four hours and ten minutes - the wind ahead during the whole passage. Not the slightest accident happened during the voyage, and her machinery worked admirably...

The WALK-IN-THE-WATER was stranded on the beach near Buffalo in 1821. Her engines were salvaged and put in the steamer SUPERIOR.

On April 10, 1826, The Erie & Chataqua Steamboat Company was incorporated with nine men listed as



PASSENGER STR. ALABAMA	
BUILT 1909 BY MANITOWOC DRY DOCK CO.	
GREAT LAKES MODEL SHIPBUILDERS' GUILD	
5401 WOODWARD AVENUE	
DETROIT 2, MICHIGAN	
DRW'g BY James B. Jones	CHK'd BY J.B. Johnston
TRC'd BY James B. Jones	DATE 5-9-37



stockholders. Prominent among them were Daniel Dobbins and R. S. Reed, both of Erie. On May 18, 1826, the first steamboat to be launched at Erie and the sixth on the Great Lakes was launched. The WILLIAM PENN was a 200-ton burthen, 95 feet keel, 25 feet beam, and 8 feet hold. Today she would be just a little larger than an average-sized harbor tug. The steamboat proved such a success that in 1832 the company paid a dividend of ten dollars on each share of stock. The WILLIAM PENN was dismantled in 1837.

In 1832, Charles M. Reed began building steamboats in Erie. His first was the PENNSYLVANIA, 395 tons, launched at the foot of Sassafrass Street in July, 1832. At the time, she was the largest ship on the Lakes. In 1834, he brought out the THOMAS JEFFERSON, 428 tons, Captain John Fleeharty, Master. And in 1837, he built the JAMES MADISON, 630 tons, R. C. Bristol, Master. The Erie Gazette had this to say about the MADISON:

"On the 25th of May, 1837, Gen. Reed's steamboat JAMES MADISON came into this port from Buffalo with upwards of one thousand passengers and a heavy cargo of freight. The MADISON cleared \$20,000 on this single trip. She was 700 tons burthen. Those early steamboat days, before the time of railroads and palace cars, were the most prosperous times ever known on the lakes. Very often a steamboat would more than pay for herself in one season. (13).

In the 1840's, the tide of immigration hit the lakes region. Ships had to be built to accommodate this influx. Such a ship was the ERIE, built by Thomas G. Colt and Smith I. Jackson at the foot of French Street in Erie in 1837. She was sold to Charles M. Reed of Erie. The ERIE was a stirring sight with the bow waves splashing against the gleaming white hull and her paddle wheels thrashing the water, and the rich black smoke belching forth from her twin smokestacks. It was not uncom-

mon to see wagon wheels lashed to the rigging and wagon beds cluttering up the steamers' decks as the immigrants swept on toward a new life, land, and hope in the West. And so it was that on the afternoon of August 9, 1841, some 200 passengers, including 140 Swiss and German immigrants, boarded the ERIE at her dock in Buffalo, bound for Chicago. Also on board was a group of painters who had just finished giving the ship a glistening new coat of paint, bound for Erie, the ship's first stop. About four in the afternoon, Captain T. J. Titus headed her out into the open lake. Just before nine that evening, a darkness settled over the calm lake, a terrific explosion rent the air. It is believed that the highly inflammable painters' stores were stowed too near the stacks and the heat set them afire. The breeze picked up and fanned the flames into a roaring death pyre as they spread over the freshly-painted surface. In all, 175 lives were lost, the greater number being immigrants. Twenty-six of the lives lost were from Erie.

For many years, the U. S. S. WOLVERINE was stationed in Erie. She was built by the government as the first iron-hulled ship in the United States Navy in 1843. Her plates were rolled in Pittsburgh, shipped to Cleveland, and then transported to Erie by water. Then the MICHIGAN, as she was then called, was assembled. From the early 1930's until 1946 she was a familiar sight to thousands of tourists as she lay moored next to the Perry Monument in Misery Bay, Presque Isle. In 1946, there was a movement afoot to restore her, but because of insufficient funds, the government scrapped her.

Erie was also the home port for the United States Revenue Service on the Lakes. The Revenue Service was a branch of the Treasury Department and maintained a small fleet of ships to enforce the laws for collection of revenue and to afford relief to any stricken vessels in need.

It was a forerunner of the United States Coast Guard.

As shipping slacked off due to the railroads and better dock and harbor facilities in other ports, the main steamship line operating out of Erie was the Anchor Line, a subsidiary of the Pennsylvania Railroad. They were trim and popular ships of their day. It may be interesting to note that they were all named after Pennsylvania Rivers. In 1915-1916, they were absorbed into the Great Lakes Transit Corporation (14) and have since disappeared from the Lakes almost to a boat.

In 1926, the passenger steamer SILVER SPRAY, once the famous "flyer of the Lakes," the FRANK E. KIRBY, was put on the new cross-lake run from Erie to Port Dover, Ontario. In 1927, the ERIE, once the popular excursion steamer OWANA, was put opposite the SILVER SPRAY. In 1927, the SILVER SPRAY'S name was changed to DOVER. The two ships gave daily service across Lake Erie until 1928, when both the ERIE and the DOVER, while in winter quarters, caught fire at Ecorse, Michigan, and never again resumed service. (15).

Today, sandsuckers of the Erie Sand Steamship Company call regularly at Erie. Also, some small Canadian ships haul pulpwood to the Hammermill Paper Company and take a load of coal on the outbound trip. Erie supports a grain elevator, and also an ore unloading dock where there can usually be found a freighter being unloaded. Occasionally, an oil tanker will stick her nose into Erie Bay. But for the main part, Erie is not on the same caliber so far as port facilities are concerned as are her sister ports on Lake Erie: Buffalo, Conneaut, Ashtabula, Cleveland, Lorain, Sandusky, and Toledo.

#### Foot Notes.

(10) Tucker, op.cit., Vol. I, p.316.

(11) Mansfield, op.cit., p.593.

(12) Ibid., p.594.

(13) History of Erie County, Pennsylvania, Chicago: Warner, Beers, and Company, 1884, p.275.

(14) Detroit Marine Historian, Detroit Marine Historical Society Publication, February, 1950, Vol. 3, No. 6.

(15) Bowen, Dana Thomas, Memories of the Lakes, Daytona Beach, Florida; Dana T. Bowen, Publisher, 1946, p.200.

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#### VERY GOOD NEWS

On one of our recent "Little Journeys" we had the honor of being the guest of Mrs. Julia Altrochi, author of WOLVES AGAINST THE MOON. During the visit we were informed that her book, long out of print, is to come out in a second edition about July.

While the principal character in this work adventures across French America from Quebec to New Orleans. WOLVES AGAINST THE MOON is essentially a historical novel of Michigan. It is a work which we cannot recommend too highly. Shake out the piggy bank and be ready for it. Copies of the first edition have been going at \$10.00. Pageant is bringing it out and to them we present orchids. They are to be commended.

While WOLVES AGAINST THE MOON is not a nautical book it does present a clear picture of the activities which created the first outward-bound cargoes on the Great Lakes.

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#### THE SECOND QUARTERLY MEETING

The second quarterly meeting of the Guild will be held at the Detroit Historical Museum at 7-00 P. M. on

JUNE 28, 1957

While this is essentially a meeting of the Board of Directors all members are urged to attend. The past six months have seen many changes in the pattern of our membership and we feel that our many new members in the Detroit area should join with us in formulating future policy.

Joseph E. Johnston,  
Secretary-Treasurer.

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#### BACK NUMBERS OF TELESCOPE

Members wishing to have complete files of back numbers of TELESCOPE should place their orders at once. Only a few remain.

They are going fast.

SAMUEL WARD STANTON DRAWINGS  
OF  
GREAT LAKES VESSELS  
—CONTINUED—

PEERLESS.

Built 1872, at Cleveland, Ohio. Hull of wood, built by Ira Lanfranier. Length 211 feet; breadth of beam 29 feet 10 inches; depth of hold 12½ feet. Engine, constructed by the Globe Iron Works. Diameter of cylinder 54 inches, by 40 inches stroke. Boilers, two, of iron, by Globe Iron Works. Length 20 feet, diameter 54 inches. Tonnage 1199 Gross, 912 Net.

A large and well - built Great Lakes passenger propeller of the old style. Built for the Lake Superior trade, having a large upper saloon, commodious staterooms and good deck space for freight. Used on the route between Chicago and Duluth in the Lake Michigan and Lake Superior Trans. Co'. line of passenger boats.

CITY OF CLEVELAND.

(Later "City of Alpena" and then "State of Ohio").

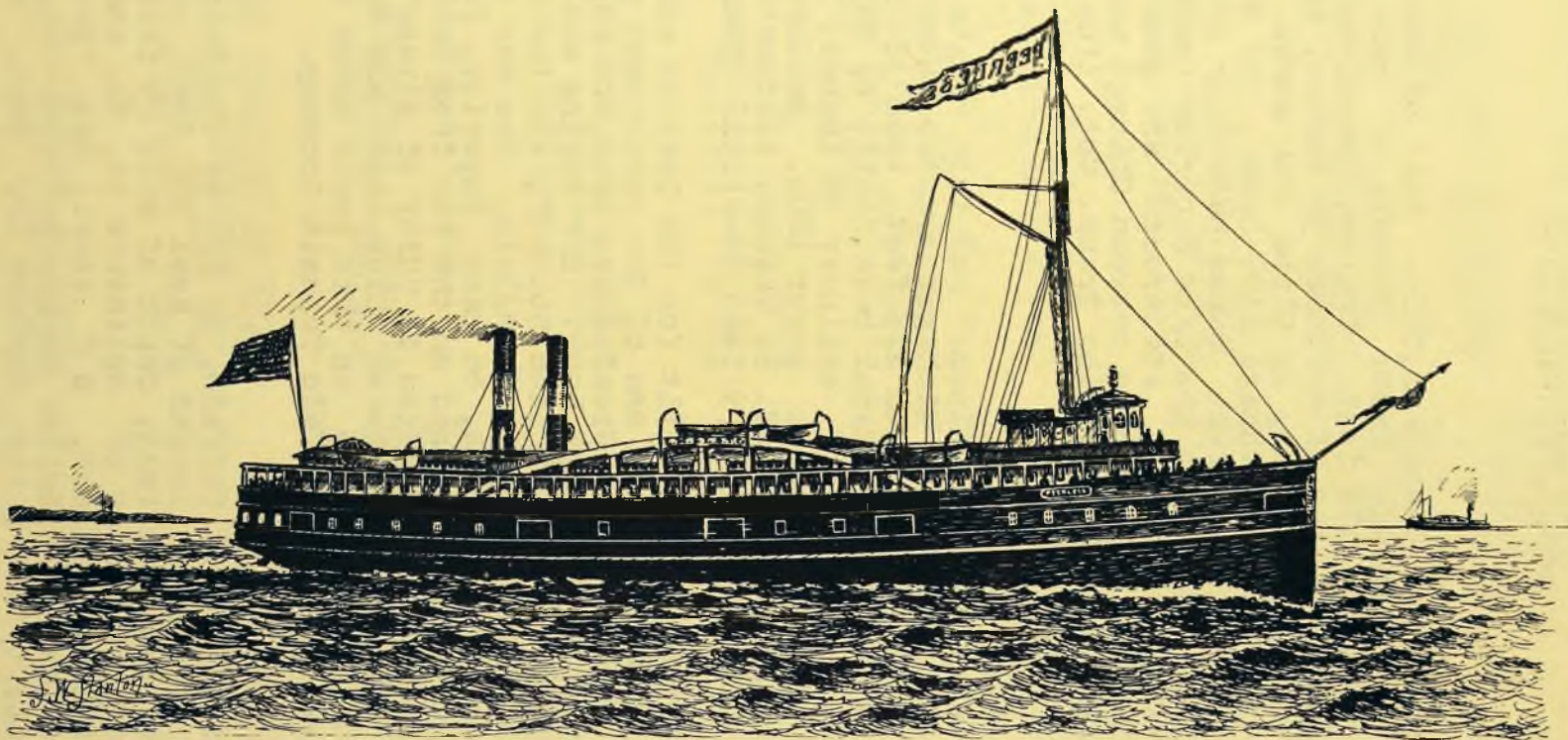
Built 1880 at Wyandotte, Michigan by the Detroit Dry Dock Company. Hull, of iron. Length 225 feet, beam 32 feet, depth of hold 12 feet. Engine, vertical beam, built by Dunham & Co., New York, 1847. Diameter of cylinder 50 inches, length of stroke 11 feet. Nominal horse power 1800. Boilers, two, of iron, by Fletcher & Harrison, N. Y. Wheels, feathering, "Morgan type", 23 feet in diameter by 9 feet in width. Tonnage, 1221; net 917.

The City of Cleveland was built for the Detroit and Cleveland Steam Navigation Co., and was one of the handsomest as well as the fastest steamboat on the Great Lakes when she appeared. Her maximum speed was 19 miles per hour. Her engine was taken from the Lake Champlain steamer "United States", and the cabins from the "Adirondack", also of Lake Champlain. She was used on the route from Detroit to Hancock, on Lake Superior, for two seasons, and was afterwards placed on the run from Detroit to Alpena, having had her name changed to "City of Alpena". In 1893 a new line was inaugurated between Cleveland and Buffalo, and as the "State of Ohio" she ran on this route under the management of the Cleveland and Buffalo Transit Company.

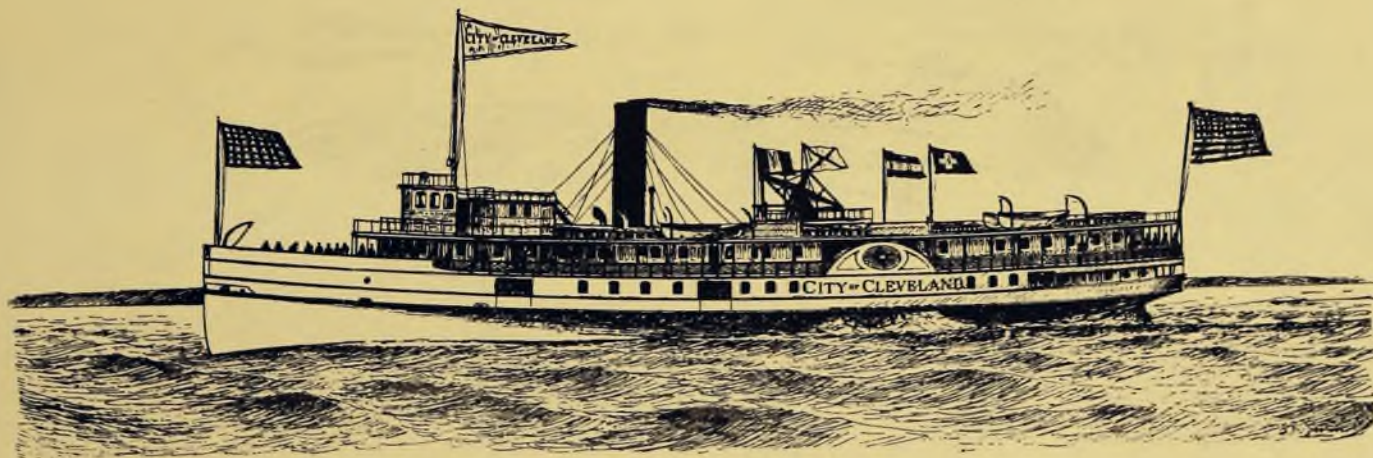
SUSQUEHANNA.

Built 1886 at Buffalo, N. Y., by the Union Dry Dock Company. Hull, of steel. Length of keel 302 feet, over all 320 feet; breadth of beam 40 feet; depth of hold 24 feet. Engine, triple expansion. Diameter of cylinders 36, 51, and 51 inches by 48 inches stroke. Boilers, of steel, two. "Scotch" type, built by the Lake Erie Boiler Works, Buffalo, length 11 feet, diameter 13 feet; total grate surface 120 feet. Wheel, four blades. Diameter 14 feet. Pitch, at first 21 feet, afterwards changed to 18 feet. Tonnage 2500 gross; 2065 net.

A modern steamship of the Great Lakes, built for the "Anchor Line", and used carrying package freight. Was one of the finest ever constructed for service on the Northwestern Lakes when she first came out.



GREAT LAKES PASSENGER PROPELLER PEERLESS, 1872.



GREAT LAKES STEAMBOAT CITY OF CLEVELAND, 1880.



GREAT LAKES STEAMSHIP SUSQUEHANNA, 1886.