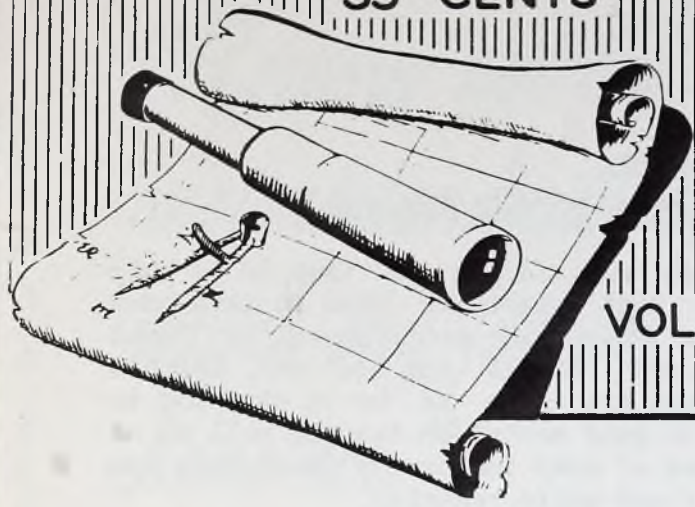


35 CENTS

# TELESCOPE

VOL. 7 . NOVEMBER 1958 NO. 11



*The Detroit River Front*

Cover by courtesy,  
Rueben Ryding.

# Telescope

PUBLISHED BY

GREAT LAKES MODEL SHIPBUILDERS' GUILD

5401 Woodward Avenue  
Detroit 2, Michigan

## Editorial

### OF SIRENS AND SUCH. CAPTAIN FRANK BECKER TO THE RESCUE.

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#### 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 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.

Supported in part by  
THE  
DETROIT HISTORICAL  
SOCIETY  
\*\*\*\*

Joseph E. Johnston,  
Editor

Membership runs by the  
calendar year: \$4.00

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THE NEXT MEETING  
Friday, December 19  
7-30 P.M. sharp.  
Detroit Historical Museum.

Tug boats have but one mission and that is to help other craft and tug boat operators seem to have been born for the work in which they are engaged. At least this is true of our own Detroit tug boat man, Captain Frank Becker. One does not have to be in shipping to know "Cap Becker". He gets around on land as well as on the water. The latest of many incidences which bear this out happened this way and quite recently.

At the University of Michigan, at Ann Arbor, there is a young lady named Sue Deo, a pledge in the Delta Gamma Sorority. She was given the assignment of placing a ship's anchor on the lawn of the Delta Gamma house before a certain date. This could have floored many a seaman, and obviously Sue is not a seaman. Perhaps a siren, but certainly not a seaman, and subsequent events lend some credence to the siren theory. In the best traditions of the ancient order of sirens she approached a seaman with her plea, and as the story always goes she got action.

By long distance phone she stated her case to Captain Johnston, Curator of Maritime History, Dossin Great Lakes Museum. He being an old sea dog, (that is, a domesticated sea wolf) went in, over his head, but did not come up with an anchor. The museum has many anchors, of all sizes and types but they are accessioned items and can not be disposed of for love or money and Sue did not have either of these for the occasion any way.

What did he do about it? Why call Captain Becker at once and relay the plea. "I'll see what I can do," says Cap Becker, and as usual he did something. In good time a fine big anchor appeared on the lawn of the Delta Gamma house, and none other than one from the old convict ship "Success", one of the most notorious vessels that ever sailed the seven seas.

A dinner followed, with Captain Becker the only man present in the midst of a whole "school" of sirens, and I use the word with authority. Those Delta Gammas are sirens. I know. I married one.

What would the Detroit River be without Captain Frank Becker? In the best traditions of the tug boat service he went to the rescue. Sue was initiated. She is happy. The sorority is happy. They got their anchor, and Cap Becker is happy because he got another chance to do a good deed.



*"Remove not the  
ancient landmarks,  
which thy fathers  
have set."*

(PROVERBS 23:28)

The old Detroit and Cleveland Steam Navigation Company building was one of the treasures lost in the attempt to beautify the Detroit river front by the creation of a gigantic Civic Center. Granted, the old building was no thing of beauty, from the viewpoint of architecture, but so much of the city's history was connected with it its destruction can hardly be justified on any grounds.

Built in the 1840's to serve as a wharf and warehouse for the U.S. Army it stood out from the shore so that vessels could be moored at its doors. Its four and a half stories made it a huge building for its time, and its substantial construction would have survived another century, with reasonable repairs from time to time.

The outside walls were of brick, nearly two feet thick, set upon a firm foundation. All interior walls and floors were of wood supported by framing, some of which measured 20 x 24 inches into which were fitted wedges which could have been driven up to take care of any sagging. A careful examination of the wedges shortly before the building was razed disclosed that there had never been any need to make such adjustments. The wedges had never been touched with a hammer.

The ground floor, the fourth floor and the half-floor above that were for storage of goods while the second and third, at least during the long period of D & C occupancy, were

offices and tile rooms. It appears that the company never discarded a record of any kind, so there were rooms and rooms full of them, in bales and boxes or in obsolete types of filing cabinets, if not arranged along shelves. Four means of raising heavy items to the upper levels were provided when the building was erected back in 18 . Two are shown in the picture and a similar one was on the gable at the far end. These are the beams protruding through the walls above the large windows in the upper floors. Block and tackle (called pulleys by landsmen) were attached to these beams and loads lifted by hand or horse power. Such devices have been used for hundreds of years and are still very much evidence in canal-side warehouses throughout Europe.

Inside the building, and near the center, there were hatches through all floors and installed far up in the roof beams directly above them was a windlass of unusual design but quite efficient. This machine was manually operated and increased purchase was gained through the use of a large wheel around which several turns of an endless rope were wound. Only the barest minimum of metal was used in the construction of this "elevator" but it had been in use for more than a hundred years and was still working smoothly and quietly up until the building was demolished about 1954.

When the writer heard that this old building was to be torn down he made an effort to have it saved but was like an Indian in a bark canoe trying to tow upstream a modern ore ship headed down river under full power. "Progress must not be impeded" he was told. "That old building would be an eyesore among the vast modern improvements planned for the area". I was granted permission to remove any of the contents I might want but I had neither funds nor storage space for more than a few items and was unable to get funds for trucking these away. Among the contents there were filing cabinets and other office equipment representing almost every step in the development of modern office procedure and recording methods, a veritable mus-

eum in itself. The wreckers hauled away to the dump tons and tons of old records, including hundreds of canvas-and-leather bound ledgers with beautiful specimens of that wavy coloring of the edges of the pages which was a feature of all first class account books of the past century. These decorations, when the book was closed presented a pattern of many short waves done in several colors and represented an art that has become lost. It was produced by men at binderies and these men did nothing else. They were highly skilled and very well paid. So far as I know not one of these books was saved. Professor Duncan, of Wayne State University had preceded me through the mounting of records and I am very happy to be able to state that he got possession of the meatyest of them. From these he had written the history of the D & C Company and done it exceedingly well. His history has been appearing serially in INLAND SEAS for several years. It is most fortunate that a man of his calibre got in under the ropes and saved for us the story of what goes into the creating and maintaining of a large steamship company. As far as the routine records are concerned they were extremely repetitious and there was no point in preserving more than a few examples though the few I was able to examine were interesting if for no other reason than the quaint ways in which transactions were recorded in times gone by. Two entries which amused me recorded the transportation of "a horse and a half" and "a wagon and a half", meaning, of course, a horse and a colt and a wagon and a cart.

Up at the other end of the proposed civic center there was another bit of Detroit's past which was scheduled for demolition--Mariners' Church, but enough pressure was brought to bear by influential and historically-minded citizens to save it. The old stone church building was picked up and moved to a new location, completely renovated and even improved, and is now one of the most interesting details of the great project, and by far the most beautiful.

Among the many things which have made America great are spiritual growth and free enterprise. To have preserved Mariners' Church, the symbol of the former, is most fitting. Equally fitting would have been the preservation of the old D&C building (with contents intact) to serve as a reminder of the long road up which we have traveled from pioneer methods of individual effort to modern combinations of capital, Knowledge and skills. To those who would build for us a better world in which to live, we offer the wisdom, from Proverbs 23-28:

" Remove not the ancient landmarks, which thy fathers have set."



WINKY, THE SHIP'S CAT SAYS:

"It takes a magician to get a rabbit out of a hat, but anybody can let the cat out of the bag."

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#### THE DECEMBER MEETING

To avoid conflict with the holidays the December meeting will be held on the 19th. of the month instead of on the last Friday, so mark this down on your calendar, and in big letters.

There are several important questions which must be handled before the end of the year.

All board members are requested to be sure to attend.

# Great Lakes Ship Yards

~ By W. N. Stevens ~

## Algonac-

Abram Smith & Sons. Wooden ships, mostly repair work.

## Ashtabula-

\*Great Lakes Engineering Works plant located here in 1900  
1 dry dock.

## Bay City-

F. W. Wheeler & Co. A quite important company in its day, building both wooden and steel tonnage. The steel construction included the famous car ferry "Pere Marquette" which was designed by Robert Logan and duplicated many times later. After the merger with the American group in 1899 this yard was devoted exclusively to ore carrier construction. Was closed about 1908.

\*DeFoe Shipbuilding Co. This company dating back to about the first World War has worked mainly on small tonnage for the government but has also built two large ore carriers in recent years.

James Davidson. A wooden shipyard devoted mainly to repair work on the large Davidson fleet when it was active.

## Buffalo-

\*American Sbg. Co. Large dry docks. This yard was once the Union Dry Dock Co. and later the Buffalo Dry Dock Co. A number of Package Freighters were built here for the Erie R. R. and for the Anchor Line.

Bell Steam Engine Works. This company built some 53 ships of various sizes from 1862 to 1903 starting with the iron steamer "Merchant" the first iron merchant steamer on the Lakes.

Empire Shipbuilding Co. Mostly barges, drill boats, scows etc.

Buffalo Marine Construction Co. A small yard building tugs, but during World War I. This company cut several large freighters in half, turned them on their side so as to be able to pass thru the Canadian Canals.

Cowles Shipbuilding Co. Tugs.

## Chicago-

\*American Sbg. Co. Formerly the Chicago Shipbuilding Co. founded by W. I. Babcock in the early nineties. Built a number of ore carriers including the "Victory" the first lake steamer to exceed 400 ft. in length. Also built 3 passenger ships including the "Manitou" and has done considerable lengthening of the steamers in the large dry dock at this plant.

\*Calumet Shipyard & Dry Dock Co. Misc. smaller tonnage

Lake Sbg. Co. (1st. World War)

Shipowners Dry Dock Co.

## Cleveland-

American Sbg. Co. Plant with two dry docks was originally the Globe Iron Works, and built a number of Package Freighters for the Lehigh Valley and the Great Northern R. R. the famous passenger liners "Northwest" and "Northland", and a number of the Pere Marquette type lake car ferries. Closed after World War II.

Cleveland Shipbuilding Co. Founded about 1885 by Robert Wallace who was formerly with the Globe Iron Works. This company moved to Lorain in 1896, and when the American Company was formed in 1899, Mr. James C. Wallace, son of the above became President of the merger.

\*Great Lakes Towing Co. This company maintains a yard for building its own tugs.

## Detroit-

A wooden shipyard established by Gorden Campbell and John Owen in 1852 was later bought by the McMillan Interests, who also owned the D. & C. line, and became the Detroit Dry Co. this company for a number of years owning 4 dry docks. When the American Sbg. Co. was formed in 1899, this plant and the one at Wyandotte became a part of the merger but were known as the Detroit Shipbuilding Co. From 1878 when the first "City of Detroit" was built, until 1925 when the "Greater Buffalo" was delivered, this company built 23 sidewheel passenger steamers.

Walter H. Oades operated a small wooden ship yard at the foot of DuBois St. and built yachts, and ferries.

## Duluth-Superior-

American Steel Barge Co. Later Superior Sbg. Co. Division of American Sbg. Co. Established by Capt. Alexander McDougall to build the whale-back steamers and tow barges. Started in the late eighties, joined the American merger and built some standard type ore carriers, the last one in 1910. Two large dry docks.

\*Knudson Shipbuilding & Dry Dock Co.

McDougall-Duluth Shipbuilding Co. (1st. World War)

Globe Shipbuilding Co. (1st. World War)

Whitney Bros. Tug Boats (1st. World War)

Barnes-Duluth Shipbuilding Co. (2nd. World War)

Walter Butler Shipyard (2nd. World War)

## Erie-

This port famous as the place where Perry's fleet was built during the War of 1812, also where the iron gunboat "Michigan" was assembled.

## Ferrysburg-

Johnson Brothers - Tugs, yachts, etc.;

## Green Bay-

Northwest Engineering Works. Tugs (1st. World War)

## Lorain-

\*American Sbg. Co. Principal plant of this company. Specialty is bulk ore carriers, having turned out more vessels of this type than any other lake yard.

## Manitowoc-

\*Manitowoc Shipbuilding Co. A long established company that has specialized in self unloaders, both new and conversions. Has built a number of car ferries and has rebuilt a number of old ships into passenger steamers.

\*Burger Boat Co. Tugs and yachts.

## Marine City-

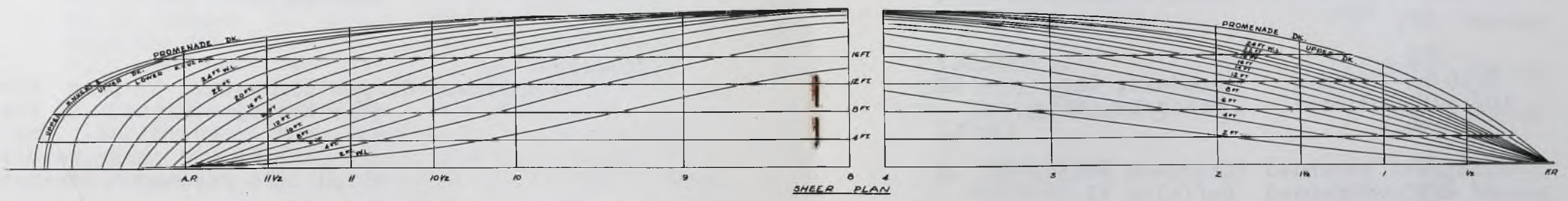
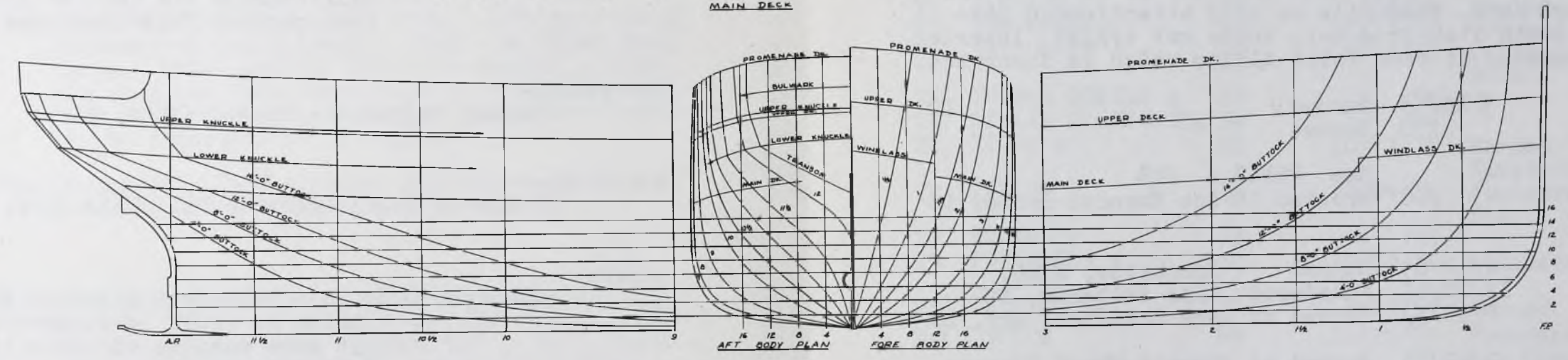
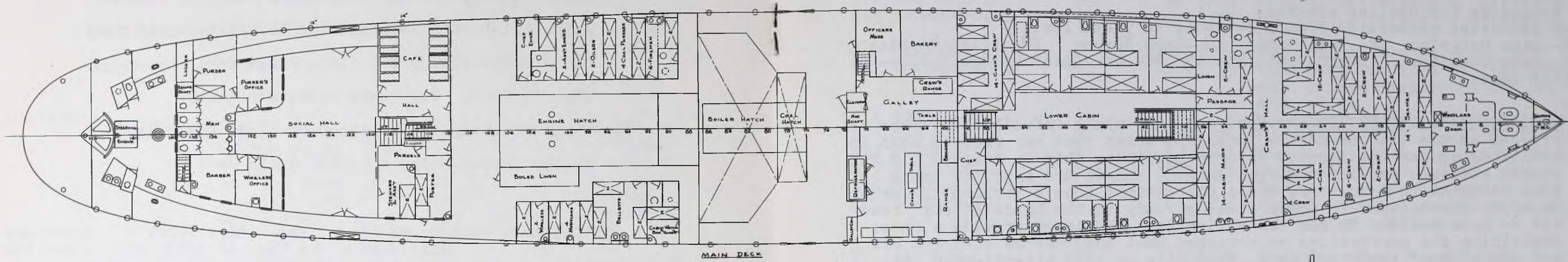
McLouth Sbg. Co.

A. P. Kenyon

C. T. Morley

These yards mainly devoted to repairs on wooden ships, but did some construction work on same.

Continued in December issue.



S.S. SOUTH AMERICAN  
 BUILT 1915 BY G.L. ENOR'S WORKS  
 GREAT LAKES MODEL SHIPBUILDERS' GUILD  
 5401 WOODWARD AVENUE  
 DETROIT 2, MICHIGAN

Drawn By James B. Jones      Check'd By J.B. Johnston  
 Traced By James B. Jones      DATE 10-9-58



ALPHABETICAL LIST OF LOSSES ON THE GREAT LAKES  
 OF STEAMERS BUILT BEFORE 1868  
 Compiled by Erik Heyl.  
 Part III  
 (Vessels 100 tons or less are NOT included.)

Each letter is numbered serially, starting with 1 and preceded by the letter.

o indicates a sidewheel steamer.

x indicates a propeller steamer.

o-x indicates conversion from sidewheels to propeller.

LO--Lake Ontario; LE--Lake Erie; LH--Lake Huron; LM--Lake Michigan;  
 LS--Lake Superior; DR--Detroit River; SC--St. Clair River; SCL--St.  
 Clair Lake.

ADDITIONS AND CORRECTIONS. Mr. Heyl does not claim infallibility. When he offered us his list of marine losses he asked that our readers send in additions and corrections if such be possible. This we believe is the proper attitude for any research worker, and we are happy to learn of some cooperation. However, these corrections pose a problem. In order to apply corrections to those items already in the hands of our readers we have decided to run the entire list and later provide a sheet containing the corrections so arranged that they may be stripped off and pasted over incorrect data. Meanwhile we call attention to page 11 of our August issue, seventh item from top, where our typist inserted an "L" in Point Abino, making it read Point Albino which is incorrect.

P17	PORCUPINE o (C)	58	5/20/55	Burned		LO
P18	PARKS o (C)	58	/70	Burned		
	a PLOUGHBOY o	58				
	PLOUGHBOY o (C)	58		See PARKS o	P18	
P19	PROVINCIAL o (C)	54	/68	Wrecked in ice	Toronto Harbor	LO
	a WILMINGTON o	39				
Q1	QUEEN OF THE LAKES <sup>o</sup>	53	6/12/69	Burned	Marquette, Mich.	
Q2	QUINCY x	57	12/20/63	Foundered	Cape Hatteras, NC	
Q3	QUEEN OF THE WEST <sup>o</sup>	57	7/10/53	Burned at dock	Hamilton, Ont.	LO
	o (C)					
Q4	QUEEN CITY o (C)	42	1/22/55	Burned at Brown's Wharf,	Toronto, Ont.	
R1	R. PRENDERVILLE x	67	/82			(NoLL)
R2	RACINE x	56	8/10/64	Burned	Rondeau, Ont.	LE
R3	REPUBLIC x	48	10/ 3/57	Burned	Sandusky, Ohio	
R4	ROANOKE x	67	/94			(NoLL)
R5	ROBERT FULTON o	35	10/23/44	Stranded	Sturgeon Point, NY	LE
R6	ROCHESTER o	38	2/ 2/53	Stranded	Buffalo, NY	
S1	ST. CLAIR o	37	8/ 5/50	Burned ?		
S2	ST. CLAIR o	43				L, ? in LL
S3	ST. CLAIR x	67	7/ 9/76	Burned	14-Mile Point, Mich.	
S4	ST. JOSEPH x	46	11/10/56	Stranded	Fairport, Ohio	LE
S5	ST. LAWRENCE o	53	9/18/55	Stranded	Ft. Niagara, Ont.	LO
S6	ST. LOUIS o	44	11/ 8/52	Stranded	Cunningham's (now Kelley's) IIs.	LE

Name & Year Launched		Date	
S7 SALINA x	66	/96	(NoLL)
S8 SAMSON xx	43	11/12/52	Stranded Buffalo - Woodlawn Beach
S9 SANDUSKY o	34	2/27/43	Burned when laid up Cleveland, Ohio
S10 SANDUSKY x	48	10/30/56	Stranded Fairport, Ohio LE
S11 SARATOGA o	46	7/29/54	Sank Port Burwell, Ont. LE
S12 SATELLITE x	64	7/21/79	Foundered Whitefish Point, Mich. LE
S13 SCIOTO x	48	9/ 2/64	Collision Dunkirk, NY LE
S14 SEA BIRD o	59	4/ 9/68	Burned off Waukegan, Ill. LM
S15 SEBASTOPOL x	55	9/18/55	Beached 2 miles S. Milwaukee, Wis. LM
S16 SENTINEL x	63	5/11/96	Foundered New Orleans, La.
S17 SOUTHERNER o	47	10/18/53	Torn from moorings at Ashtabula and driven ashore on the Canadian shore. LE
S18 STAR o	37	/45	Burned Buffalo, NY
S19 SUN x	54	7/12/74	Foundered off Rondeau, Ont. LE
S20 SUNBEAM	61	8/28/63	Foundered off Eagle Harbor, Mich.
S21 SUPERIOR o	45	10/29/56	Stranded Grand Island, Mich.
S22 SYLVAN STREAM o	63	6/23/ 3	Burned Kingston, Ont.
S23 SPEED x (C)		6/24/48	Burned Ottawa River 20 miles below Bytown (Ottawa)
T1 TAWAS x	64	5/14/74	Exploded Sand Beach, Mich.
T2 TECUMSEH o	45	11/18/50	Wrecked Buffalo, NY
T3 TELEGRAPH o	49	8/ 2/58	Collision 40 miles N. Cleveland, Ohio LE
T4 THOMAS QUAYLE x	67	/86	(NoLL)
T5 TILLIE C. JEWETT x	64	/74	(NoLL)
T6 TIOGA x	62	10/ 5/77	Burned 12 miles W. Point Pelee, Kingsville, Ont. LE
T7 TOLEDO x	54	10/24/56	Foundered off Port Washington, Wis. LM
T8 TOLEDO x	62	/98	(NoLL)
T9 TONAWANDA x	56	10/18/70	Foundered off Point Abino, Ont. LE
T10 TRAVELER o	52	8/17/65	Burned Eagle Harbor, Mich.
T11 TROY x	49	10/26/59	Foundered Point Dubuque? Point aux Barques LH
T12 TRENTON o (C)		3/ /58	Burned Pictou, Ont. LO
U1 UNION o	55	12/30/65	Burned Detroit, Mich.
U2 UNION x	61	10/ 1/73	(NoLL)
U3 UNITED STATES o	35	3/ 7/49	Burned when laid up at Buffalo, NY
V1 VERMILLION o	39	11/ 7/42	Burned Huron, Ohio
V2 VERMONT x		10/26/52	Burned Grand River, Ont. while moored Pt. Maitland
V3 VERMONT x	53	2/ /63	Collision off Northeast Pa. LE
W1 WABASH x	63	6/ 5/70	Collision off Lexington, Mich.
W2 WABASH VALLEY x	56	11/22/60	Stranded Muskegon, Mich. LM
W3 WALK IN THE WATER o	18	11/ 1/21	Stranded Buffalo Bay LE
W4 WATER WITCH x	62	10/ /63	Foundered in Saginaw Bay, Mich. LH
W5 WATERLOO o	40		
W6 WAVE o	50	11/ 7/51	Stranded Grand River, Ont. LE

## GREAT LAKES NEWS 1958

Compiled by Robert B. Radunz

January 6

Fruehauf Trailer Co. announces new package shipping method using a container that they hope to introduce on the Great Lakes by 1959. Firm is working with the T. H. Browning Steamship Co. to inaugurate new service.

January 10

Tonnage of coal, limestone and grain hauled on the Great Lakes in 1957 was less than in 1956 but increased iron ore shipments made the total bulk cargo tonnage higher than in any other year except 1953.

January 13

Chicago's port will start operating its own heavy lift crane--the biggest on the Great Lakes--in April. It is going to cut into the income that Milwaukee's port gets from lifting heavy cargos sent here from the Chicago area. Chicago's crane will have 110 ton capacity compared with Milwaukee's 90 ton capacity crane.

The heads of four AFL-CIO maritime unions will meet in Detroit Feb. 22 and 23 to map a joint organizing drive in the Great Lakes area.

January 15

Foreign cargoes handled over Port of Detroit docks last year fell off by nearly 20,000 tons from the 1956 total.

J. Ward Westcott, president of the J. W. Westcott Co., a marine reporting firm with headquarters in Detroit dies on Jan. 14.

January 16

Capt. William J. Taylor, veteran of the old Lighthouse Service and well known marine photographer dies.

January 21

The Dominion Marine Assn. of Canada and the U.S. Lake Carriers Assn. hold joint session at Seigniory Club, Que. to discuss mutual problems on the Great Lakes with heavy accent on the St. Lawrence Seaway.

January 22

Although volume of commerce declined slightly, revenues for the Milwaukee port reached an all-time high of \$563,472 in 1957.

Plans to modernize the 40 year old Ann Arbor No. 6 owned by the Ann Arbor Railroad are on the drawing boards. Plans are to add 34 feet to her length and install diesel engines.

Zim Israel American Lines announces monthly service between Israel and the Great Lakes.

January 24

Evacuation of the St. Lawrence Seaway's Long Sault Canal--involving removal of 13,226,000 cubic yards of material has been completed.

January 28

Sale of the state ferry docks on the southern shore of the Straits of Mackinac to Mackinaw City for \$1.00 to help compensate the community for loss of its ferry business was proposed today by Rep. John Kilborn of Petoskey.

January 29

Use of experienced Great Lakes pilots on ocean-going vessels

entering the St. Lawrence Seaway is being urged by the Coast Guard. Announcement is made that AQUARAMA will run between Detroit & Cleveland this year.

The Coast Guard icebreaker Mackinaw cruised more than 14,000 miles on the Great Lakes during 1957.

February 2

The Defoe Shipbuilding Co. of Bay City, Michigan has won a navy contract to build two guided missile destroyers for \$33,140,520.

February 5

Most of the existing ship tonnage on the Great Lakes is more than 40 years old. According to one authority to replace it today costs about \$340 per unit of capacity. Compared with an original cost of \$50 per unit this represents a 700 per cent increase in replacement cost.

February 12

With ice piling up in the channels freighters on the coal run from Detroit to Toledo are laid up until about March 1st. Ships on the run are the Sparkman D. Foster and J. R. Sensibar.

Bristol City Line considered the oldest shipping company in the world dating back to 1764 announces plans to run ships from England to Great Lakes ports.

February 17

Coast Guard cutter Tupelo is frozen in its berth at Bayview Park, Toledo.

February 18

Owners of Mayflower II may bring the ship to the Great Lakes in 1959.

February 19

The C & O carferry at Port Huron freed itself from the ice after being stuck 300 feet off the Canadian shore for two days.

Saguenay Shipping Ltd. of Montreal operating to South America will use Detroit as their western terminus during 1958.

H. C. Downer & Associates, Inc. Cleveland naval architects have been awarded a contract to prepare plans for a new Great Lakes ore carrier. Vessel is intended for service in 1960.

February 22

Capt. Joseph V. Cook, former East Coast port captain for Triton Shipping Co. of New York has been named port director for the Greater Muskegon Chamber of Commerce.

February 26

A late opening of 1958 navigation on the Great Lakes was indicated after a survey of steel needs. No great demand seen for steel.

March 2

Kelley's Island in Lake Erie loses electric power when ice cuts lines from mainland. Cutter Tupelo tries to land an emergency generator but low water and rocks prevented her from approaching island.

The Great Lakes tanker fleet moved 16,628,227 net tons of petroleum products in 1957-almost one-half million tons more than in 1956.

March 5

Chrysler Corp. announces that all water shipments to Cleveland & Buffalo from Detroit of Chrysler products will be aboard ships of the T. J. McCarthy Steamship Co. Those going to Duluth will

be handled by the Nicholson Transit Co.

March 18

Imperial Oil Company's tanker IMPERIAL QUEBEC leaves its winter dock at Sarnia for Windsor to start the season.

March 20

S. T. Crapo of the Huron Portland Cement fleet opens navigation at Detroit.

Sen. Potter of Michigan warns that Sault Ste. Marie might become a bottleneck for the St. Lawrence Seaway unless new lock facilities are constructed.

March 20

Dr. J. L. O'Donnell, chairman of the Michigan State University Bureau of research states that by drawing cargo from 33 nearby counties, foreign shipping facilities on the Saginaw River could be developed into one of the leading ports on the Great Lakes.

March 24

Capt. Morgan L. Howell will captain the AQUARAMA again in 1958. Lake Carriers Association figures navigation will get underway about three weeks later this year than last. There isn't the need for iron ore at lower lakes ports this year. Ice breaker MACKINAW is scheduled to attempt passage in Whitefish Bay about April 15th.

March 25

New foreign steamship line, Liverpool Liners Ltd. of Liverpool, England will open service to Great Lakes ports this year. St. Clair River is closed to navigation due to heavy ice jams.

March 26

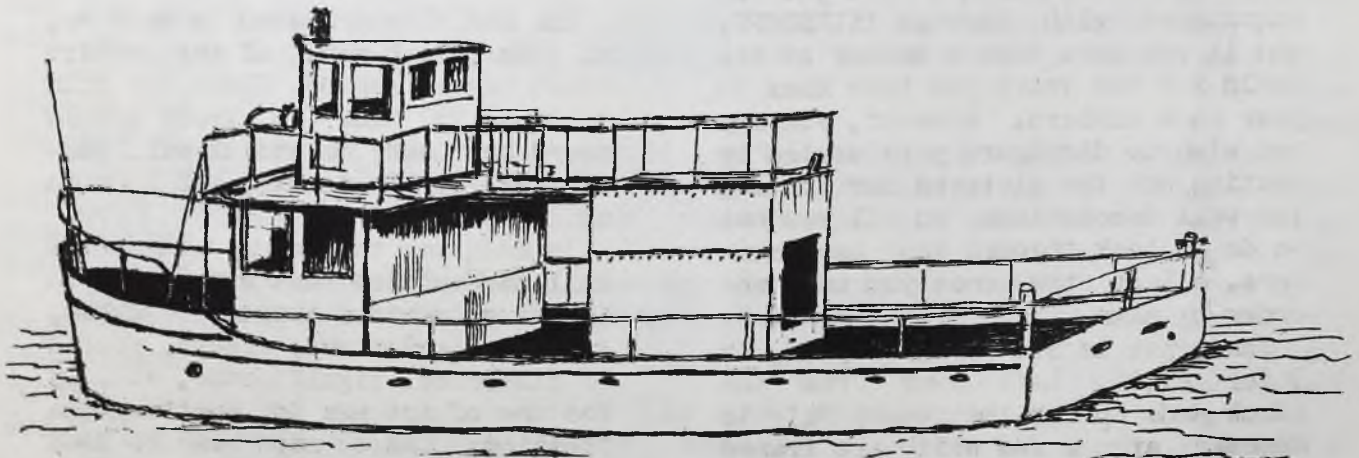
Tanker IMPERIAL QUEBEC returned to Walkerville today after failing in an attempt to run the St. Clair River ice blockade.

March 27

T. J. McCarthy Steamship Co. filed suit asking for an injunction against City of Detroit Smoke Abatement Bureau. Company says has done all it can to limit smoke from its five coal-burning ships. It says the Bureau keeps ticketing its ships as nuisances and asks relief until the Michigan Supreme Court rules in another case on the constitutionality of the smoke ordinance.

March 31

The Maritime Administration reports that Detroit-Atlantic Navigation Co. has applied for mortgage loans to build two container ships.



**HERE IS ANOTHER GREAT LAKES "SPECIAL TYPE" BOAT.**  
Can you give her name, home port, and occupation?

It is only at long intervals that something truly representative of the Great Lakes is offered for wall decorations and usually such offerings are costly.

To remedy this situation the Guild is making available, at nominal cost copies of the art work which has in the past appeared in TELESCOPE over the signatures of Rowley Murphy, of Toronto, John Leonetti, of Warren, Michigan, and Samuel Ward Stanton, whose portraits of early American steamboats won world-wide praise in the last decade of the 19th century after the first showing at the great Columbian Exposition.

#### The Artists

Rowley W. Murphy is without doubt the outstanding marine artist of the Great Lakes in our times. Unfortunately a disastrous fire destroyed or damaged much of his work about a year ago when flames swept through his studio home in Toronto. The pictures offered by the Guild are reproductions of drawings loaned by the artist and which escaped the fire by being in Detroit.

John Leonetti's work ranks close to that of Murphy. While he is employed as a commercial artist by one of America's largest industrial corporations his paintings and drawings done for personal satisfaction and on commissions come within the realm of fine art.

Samuel Ward Stanton's work you are acquainted with through TELESCOPE, and if you have been a member of the Guild for two years you have them in your back numbers. However, you may not wish to disfigure your copies by cutting out the pictures for framing for wall decorations, so all you have to do is look through your back numbers, select the ones you want and order by name.

The price is 50¢ each, postpaid, or 3 for \$1.25. Left over from the stock made up for the recent Fair to Remember are a few which are framed under glass in narrow, dull black frames. These are \$1.50, plus shipping costs.

As companion pieces or in larger groupings these little portraits of old Lakes steamboats and propellers make ideal decorations for studio and livingroom walls. For the man whose hobby is Great Lakes history they are the perfect Christmas or birthday present. They are rare enough to add a distinguished nautical touch and since there is a limited supply they will never become common.

The frames were hand-made in our own shop, well-fastened, and the pictures are sealed in, making them dust-proof. We found it impossible to purchase frames suitable for the purpose so made up our own at the cost of \$1.00 each, so you will be getting them at cost and at the same time helping return to the Guild treasury the funds invested in them. The nearest thing to a suitable frame which we could find in the market would have cost us 71¢ each and still would have been unsatisfactory in both style and in workmanship.

#### THE SUPPLY IS LIMITED

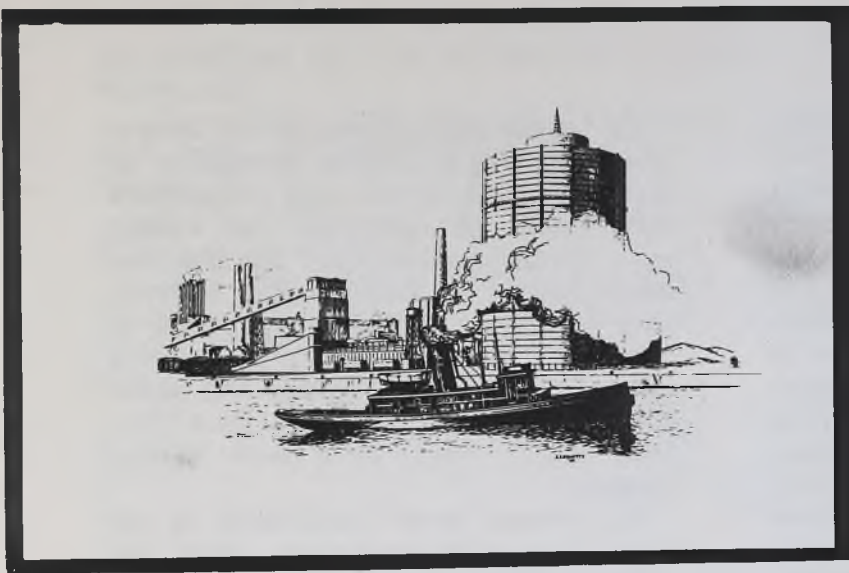
In addition to the steamboats, we have the old D&C building as it appears on the cover of this issue of TELESCOPE. Only one remains in frame but there is on hand about fifty unframed.

#### BLANK MAPS OF GREAT LAKES

The Guild is prepared to make up, on order, blank maps of the entire Great Lakes region. These are silk screened in blue on ivory pebble board and make beautiful wall panels, 31 by 48 inches, 1/8 inch in thickness.

In addition to being attractive wall decorations they are useful in locating various items by classes, such as lighthouses, wrecks, points of historical significance, etc. By the use of art wax for spotting the locations these maps may be used again and again. Bank pins may also be used for the same purpose.

Most maps now available contain

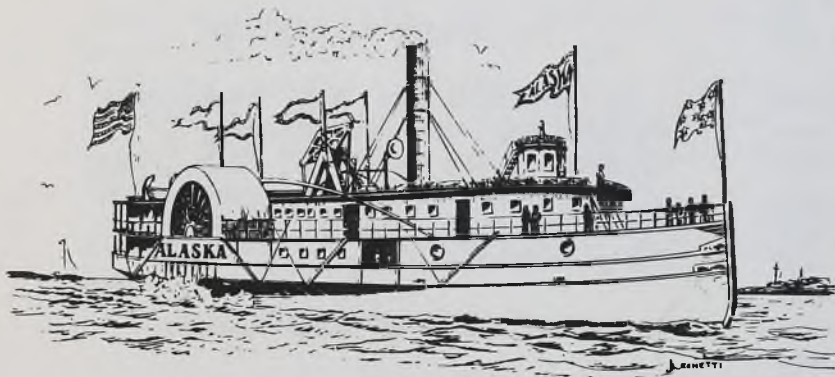


Steam tug on the River Rouge.

U.S.S. "Yantic"



A favorite of the old days.



Wind and Canvas on the Lakes.

so much, and such varied information they are confusing to the eye. With one of these maps a given class of items may be made to stand out. The color is bold enough to be traced on fairly heavy construction paper and any number of copies made, each containing the locations of desired points. The price for these is very reasonable, \$10.00 each, plus packing and shipping cost. We recommend railway or air express as they are too large to go by mail. They can not be rolled so must be shipped flat and well-protected.

