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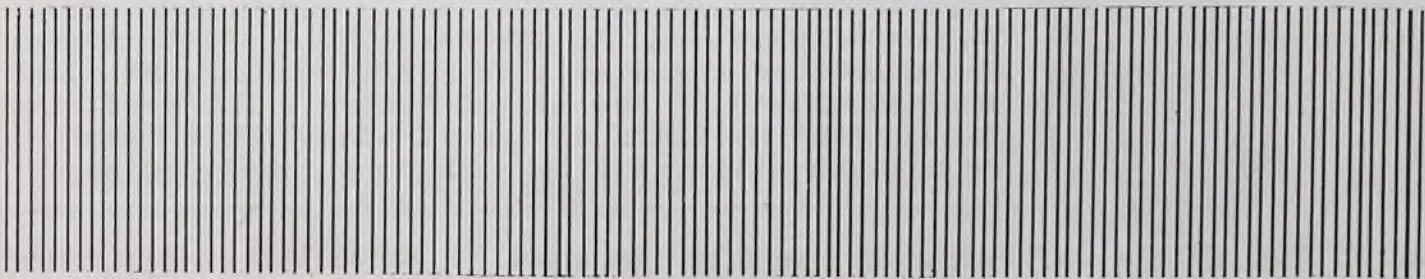
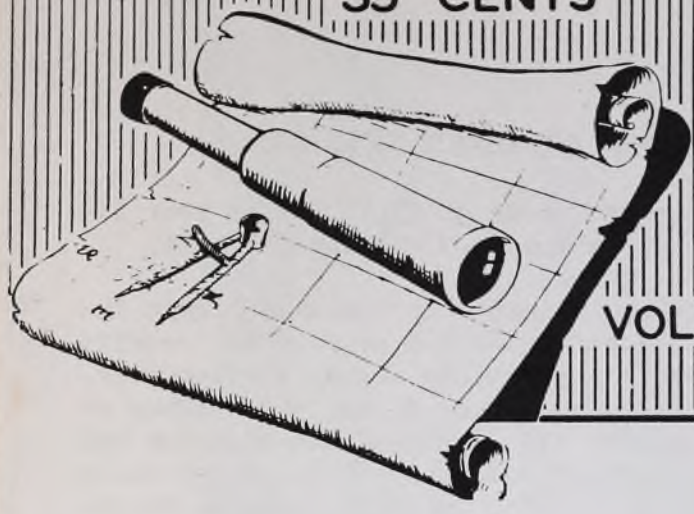
TELESCOPE

VOL. 7

DECEMBER

1958

NO. 12



Telescope

PUBLISHED BY

GREAT LAKES MODEL SHIPBUILDERS' GUILD

5401 Woodward Avenue
Detroit 2, Michigan

Editorial

REGARDING THE ENCLOSED INVOICE

Inserted in the December issue of TELESCOPE is your invoice for 1959 dues. There are good reasons for this.

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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



THIS MONTH'S COVER

shows the Harbor Master's steel-hull launch which is mentioned in the article which begins on page 3. The artist, John A. Bruehl is our newest member and a skilled model builder. He is a veteran member of the Harbor Master's force of law enforcement officers who guard the Detroit River. We hope he will favor us with more cover designs.

Early in each year an attempt is made to budget the available funds for publication so the members may receive the maximum in text and illustrations during a given year. The increase in postage, went into effect just midway of our fiscal year and after six issues of the magazine had been paid for. The increase amounts to 50%, which calls for readjustment of our monthly printing bills, be reducing the number of illustrations during the last half year.

Usually we plan our finances so that there are sufficient funds on hand at the end of December to pay for the January issue without depending upon the dues for the new year. This year, in spite of careful planning, we will not be able to meet the January bill with 1958 funds. Dues must be in by the first week in January.

Inserting your invoice in the December TELESCOPE saves postage and envelopes, and reduces typing by 50%. We believe that the members will agree that the money and effort can be better devoted to creating a better magazine.
WRITE THAT CHECK NOW.

THE SHIP PLAN FOR THIS MONTH.

At long last we are able to provide our model-building members with plans for a steam tug. The "Ecorse" was built by the Great Lakes Engineering Works in 1908 for use as a yard tug, and powered with the engines from the tug "George R. Hand." When she was scrapped the engines were used in the yard for heating and pumping out vessels wintering there.

Although the "Ecorse" measured 70 feet over all we have drawn the plans to the scale of 1/2 inch to 1 foot, the same as for our boats 65 feet or less in length. As published in TELESCOPE the plans will be to the scale of 1/8 inch to one foot, our standard scale for large vessels, so that a model built to this scale may be placed in our historical continuity in the museum.

WINKY THE SHIP'S CAT SAYS, "A check in the hand is worth two in the book"



1898

DETROIT HARBOR MASTER'S OFFICECapt. Joseph E. Johnston

Detroit's first Harbor Master was appointed by the Common Council in 1863, at which time the duties of the office were specified as follow: "Duties consist in preventing interference between vessels, determining, when necessary, places of anchorage, keeping the harbor clear of all obstructions, seeing that the public docks are not obstructed, and keeping the way clear for the ferries." (1)

"He has charge of 26 life preservers owned by the city, which by vote of the Council on August 1871 were ordered placed along the docks. Four others are provided at Belle Isle." (2)

Since February 28, 1871 the office of Harbor Master has been filled by a policeman, detailed for the purpose and confirmed by the Council.

Since the office was created it has been filled by seventeen men who are listed here, together with the locations of the harbor master's office if known.

(1) Municipal Code.

(2) Annual Reports of Police Department

C. W. Newhall (3)	1862 - 1866
Jacob R. Baker	1866 - 1868
Arthur Gore	1868 - 1872
John W. Moore (4)	1872 - 1884
Wm. H. O'Neil	1885 - 1893
Alexander McRae	1894 - 1896
Wm. H. O'Neil	1897 - 1906
Robert S. Ellison	1907 - 1912
Julius Kling	1913 - 1920
Joseph Burkheiser (5)	1921 - 1922
	1928 - 1929
Fred R. Clark	1920 - 1936
Millard A. Brown	1937 - 1940
Robert Turner	1941 - 1948
Gayot Craig	1948 - 1951
Chester Felcyn	1951 - 1954
Fred G. Kirley	1954 - 1957
Oliver Beresford	1957 -

Silas Farmer does not give the locations of the Harbor Master's Office during the time served by the first three officers,

(3) Appointed 1862. Took office 1863.

(4) Silas Farmer, Hist. of Detroit p. 917

(5) Incumbent, 1923 - 1927 not determined, from available records.

Newhall, Baker, and Gore. During the period 1872 to 1884 the records indicate that it was located at the foot of Randolph St., except for the year 1881, for which there is no location given. During 1882-83 the office was at the foot of Griswold. It was moved to the foot of Woodward Avenue in 1884 and remained there until 1887 when it again moved, this time to the foot of Bates to stay there until 1895. The data for 1896 gives two locations, the foot of Bates and on East Atwater, near the municipal lighting stations. Definitely the location was 26 East Atwater from 1897 through 1910, and at the foot of Baldwin St. in 1911 and 1912.

In 1913 the station was moved to Belle Isle where it has remained until now, suitably housed in a substantial building, designed to serve as both office for the Harbor Master and his force, as well as a home for the former, who under earlier regulations was supposed to live on the premises. So intent was the department upon making the living quarters attractive it created a place which it is unlikely that any Harbor Master would care to, or be able to furnish and maintain, so it stands vacant except during summer months when a part of it is used as extra office space.

FORCE EMPLOYED

In the nearly one hundred years since the office of Harbor Master was created, the nature of the work has remained, basically, the same. The territory covered has increased with the population of the city and its physical expansion, though in the days when there was only one man on the job he sometimes ranged far and wide as will be shown later.

Because regulations require that records over seven years old must be destroyed, most of the old blotters are no longer available, and with them have gone many of the first-hand accounts of activities engaged in by the Harbor Master and his men. Somehow the records from September, 1889 to June 27, 1893 escaped destruction and remain to tell us some of the humor, the pathos, and just down-to-earth hard work that came to the man who guarded the Detroit River in those days.

Today the territory covered extends from Alter Road on the east to River Rouge on the west including all of Belle Isle, which is perhaps more of a problem than all the

rest. During the winter months Inspector Oliver Beresford, present head of the detail, has under him one lieutenant, five sergeants, and thirty-four patrolmen. During the summer, when boating and other water sports are in full swing the entire force is increased to fifty-eight men. It is during these months that the river fills up with pleasure boats of all kinds, operated by men, women, and children, of all degrees of that quality so essential to safety on the water--common sense. Many of them receive no instructions in boat handling before they make their first run in control of a craft. Included are the dare-devils, the show-offs, and the inconsiderate, most of whom have never bothered to avail themselves of the valuable courses to all by the Power Squadron.

Then there are the thousands of bathers, many of whom have not yet learned to take care of themselves in the water. All of these are the concern of the men on the Harbor Masters force, whether they know it or not.

However it appears evident that a lot has been learned about safety on the water since the 1890's when we scan the Harbor Master log for those years check the number of drownings reported.

1890.....	13
1891.....	10
1892.....	18
1893 (6 months).....	8

In those years there was but one man detailed to guard the river, and his equipment consisted of one rowboat and a set of grapples for dragging for bodies. Here are some of his entries in the daily record. We quote at length in order to create a fairly good picture of the times.

1889

Sept. 20. Arrested a man from Sault Ste. Marie. Took him to Woodward Station to sleep off his drunk. Helped Andrews and McHugh arrest Big Foot Manson and two suspects.

Sept. 21. Helped Patrolman and Marshall arrest William Piper for assaulting a boy on Whiting's dock. Was from propeller India.

Sept. 24. A man drowned between First and Second Streets.

Sept. 25. Dragged for body from 10:00 a.m.

co 5:00 p.m. Body not found.
 October 1. Arrested R. Lawson for disturbing the peace. Fined \$3.20.
 October 7. Had telephone from 22nd St. to move tug "Champion" and tow of five schooners.
 Nov. 30. Recovered body of Alex Allen.
 Dec. 18. Arrested man supposed to be insane. Chief Borgman let him go.

1890

Jan. 12. Dragged for body of man who was supposed to be drowned off ferry "Victoria." Did not find him.
 Jan. 26. Investigated about some boy breaking into schooner "Montblanc", and setting fire in fore-castle.
 April 29. Recover body of Louis Ronky at foot of First St.
 May 3. Brought back life preserver from steam barge "Missouri", damaged by a horse. Had it repaired.
 June 1. Dragged for body of Irving Craven from Fort Wayne.
 June 15. Dragged for Charles Hurst. Dragged until 4:00 p.m. Did not find body but on my way back my attention was attracted to a crowd of people at the canal near Waters. Went over and found there was a boy drowned. Took body to foot of Joseph Campau and delivered it to Coroner Brown.
 June 16. Ordered to get body of Charles Hurst seen floating down river. It was picked up before I got there.
 June 17. Dragged for Jos. Tindale. Did not recover body.
 June 18. Had orders to drag for body of Mr. Stickney, drowned off steam barge "Kasota," sunk by "City of Detroit." Worked all day and came back to arrange for marine diver to go in diving dress to look for body. Had orders from Supt. Pittman to go with divers to look for body.
 June 19. Started at 7:00 a.m. for wreck and got back at 7:20 p.m. Did not find body.
 June 20. Had orders to go down to wreck with divers to look for body. Worked to 5:00 p.m. Did not find the body.
 June 21. Ordered to go down to Wyandotte, stay overnight and pull back up river to intercept body. Left at 5:00 p.m. and went down to Clark's dry dock. Got another boat and crew and left at 6:30 p.m. Got to Wyandotte at 9:00 p.m. Stayed until 3:00 a.m. and pulled up the river to wreck. Did not find body. Notified lighthouse keepers

at Fighting Island and Grass Island to look out for body. Worked at wreck until 6:00 p.m. and started for Detroit. Body raised at 7:00 p.m. Found by watchman on "Kasota." Thus go the entries, day in and day out. Mostly dragging, but once in a while other things. One of the tragedies was given a humorous ending by the verdict of the coroner who came up with, "Drowned from unknown causes." To get away from the macabre, let's take this one.
 Oct. 12. Scow named "Red Cloud" was stolen from foot of Adair. She was loaded with lumber and shingles. I told the owner to get a boat and go down river and he would probably find her. He done so.
 Afternoon: Called to Michigan Central Depot waiting room to arrest a man for seduction at the request of M---R---e, of Detroit. I called patrol wagon and took them to police H.Q. The parties got married.
 Dec. 21. Notified several parties along river about dumping ashes in the river.

1892

Jan. 1. Office caught fire. I got the office all soaked up with water and stayed until midnight.
 Jan. 2. Looking after burnt stuff.
 May 10. Heard of the drowning of James McLoughlin. He was watchman on Str. "Rencora." Dragged for body but did not find it, but I found the body of F. Conlon while searching for McLoughlin. Verdict: Drowned from causes unknown to jury.
 May 19. Ordered to drag for the body of T. Cicotte, drowned the night before off a yacht. I was called out the night before to take off the woman and I found her drunk on the floor. I took her off in the "Fesenden's" boat and took her in the patrol wagon to the 9th Avenue Stations and had her locked up.
 May 20. To court for the woman's trial but it was postponed until she sobered up. Then a rash of drownings followed:
 June 15. Got permission to go to Amherstburg to appear as a witness in a case of nonsupport of the man I arrested for seduction. He was convicted of nonsupport and escaped from the officer the next day. I saw him in Detroit July 23. (Last sentence done in pencil at a later date.)
 June 29. Had call from Ann Arbor for diving rig to drag for a student who drowned at Whitmore Lake.

Also there were calls for service, dragging for bodies, at Lake Orion, Pontiac, Fighting Island, Amherstburg and other distant points. How one man got around to so many tasks one can not say some seventy years afterwards and it seems more remarkable when it is known that his entire equipment was so limited.

Outboard motors recovered.....3
Total values of property recovered
during the year.....\$335.00

Boat runs made.....445
Patrol time on the boats, Hrs.....1154
Man hours on the boats.....2308

SOME 1957 ACTIVITIES OF THE DETROIT
HARBORMASTER'S FORCE

Accidental drownings.....7
Attempted suicides.....10
Bodies recovered, floating.....16
" " , by dragging.....16
Persons rescued.....80
Boats recovered.....19
Boats towed.....51
Tickets issued for violations on
the water.....32
Arrests for same.....9
Accident reports.....13
Fires on boats.....3

FLOATING EQUIPMENT

1 35-foot steel tug, 1 30-foot speed boat,
1 32-foot combination patrol and work boat,
2 outboards for service on canals and the
River Rouge. The combination job is powered
with two 225-H.P. Chrysler motors and is of
the latest hull design.

VEHICLES

Two scout cars, one car for the Inspector,
one for the Sergeant, and one panel truck to
pull the boat trailer and perform other
jobs that come up.

LOSSES ON THE GREAT LAKES OF STEAMERS BUILT BEFORE 1868

Compiled by Erik Heyl
(Concluded)

Alphabetical listing: each letter is numbered serially, starting with 1 and preceded by the letter. Vessels of 100 tons or less NOT included.

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.

Name & Year Launched	Date		
W7 WESTMORELAND x	53	12/ 2/54	Foundered Sleeping Bear, Mich. LM
W8 WILLIAM COWIE x	68	/90	(NoLL)
W9 WELLAND o (C)	42	8/15/56	Burned Port Dalhousie, Ont. LO
W10 WILLIAM PENN o	26	5/28/36	Stranded Erie, Pa.
W11 WILLIAM WELLS x	62	11/ 9/88	Stranded
W12 WINDSOR o	56	4/26/66	Burned Detroit, Mich.
W13 WINSLOW x	62	11/ /64	Stranded Cleveland, Ohio LE
W14 WINSLOW x	63	10/ 3/91	Burned Duluth, Minn.
W15 WISCONSIN o	38	8/24/53	Collision Toledo, Ohio 1 mile W. Sister Light. LO
W16 WISCONSIN x	52	5/21/67	Burned Grenadine Island LO
W17 WATERLOO o	26	Spring 1829	Broken by ice in Richelieu River, Que.
WILMINGTON o	39		See PROVINCIAL o P19
Y1 YOSEMITE x	67	/92	(NoLL)
Y2 YOUNG AMERICA x	53	9/ 2/74	Stranded Oak Orchard, NY LO
Z1 ZIMMERMAN o (C)	54	8/21/63	Burned at Niagara, Ont. LO

There is Treasure in Lake Erie

By Ted King



To the mind of the average person, sunken treasure is taken for granted, as the counterpart of the romantic "Spanish Main", along with the islands, and their exotic names, that dot the area.

Their mind can picture the rotting hulks of pirate galleons, with their barnacle encrusted timbers, embracing chest after chest of precious stones, doubloons, and pieces of eight. The mental scene, would of course not be complete, unless the bones of a long pirate with a cutlass still clasped in his bony hand, wasn't draped over the chests of loot, and the ever present giant shark, riding shot gun, a few feet above the tangled and broken rigging.

True, there is plenty of loot to be wrestled from the grasp of the Caribbean. But for those that do plan on a bit of treasure hunting in the future, whether on a large or small scale, I say "there is no need to take off for the lands of the swaying palms. "For there is plenty of treasure right here in these "sweet waters" of the Great Lakes. Treasure in every form, from cash to cargoes of whiskey, lead, pig iron etc.

Fortunate is the treasure hunter either professional or amateur, that lives close to the shores of Lake Erie. For of the five lakes, Lake Erie is the most likely one, for the hunter who would hit a jack pot. This is due mainly to the fact, that ships were plying its waters in greater numbers, years before marine traffic increased on the upper lakes. In view of this, it is not difficult to compute the law of averages, add logic, and get an answer.

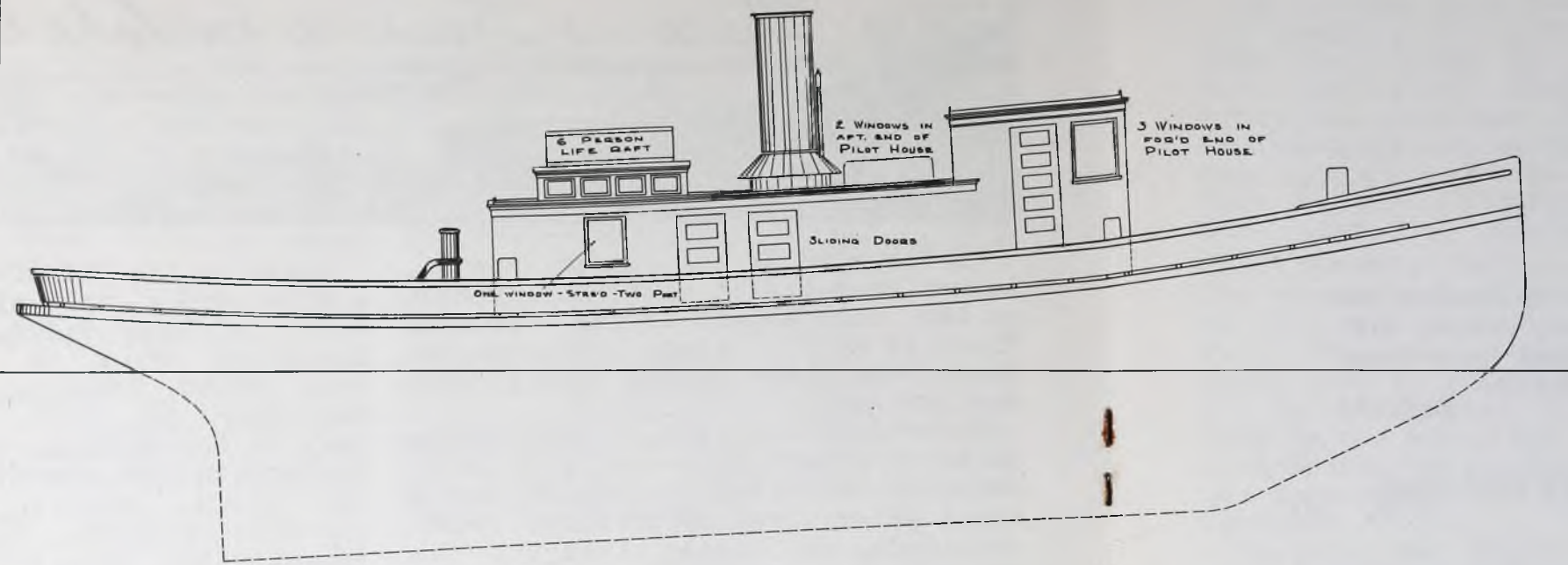
A capsule run down on a few of the wrecks, that are sitting on the bottom of Lake Erie, containing valuables in one form or another, may help to convince the skeptical, that there IS treasure in Lake Erie.

Lying on the bed of the lake, about a mile and a half off of the south shore of Long Point, is the almost forgotten wreck of the immigrant ship YOUNG PHOENIX. She went down September 14, 1818. No lives were lost in the sinking, but these Irish immigrants lost everything they owned. Money, jewelry, and all other personal property. Their money was consolidated in a single metal box for safe keeping, and would be returned to them when they reached their destination. This money box was in the Captain's care, and was forgotten by him in his frantic efforts to save his passengers, when the ship began to settle. It went down with the vessel, and as far as is known, has never been recovered. What type of cargo she carried, is not known. The vessel was bound from Buffalo, New York to Port Talbot, Canada, when she floundered.

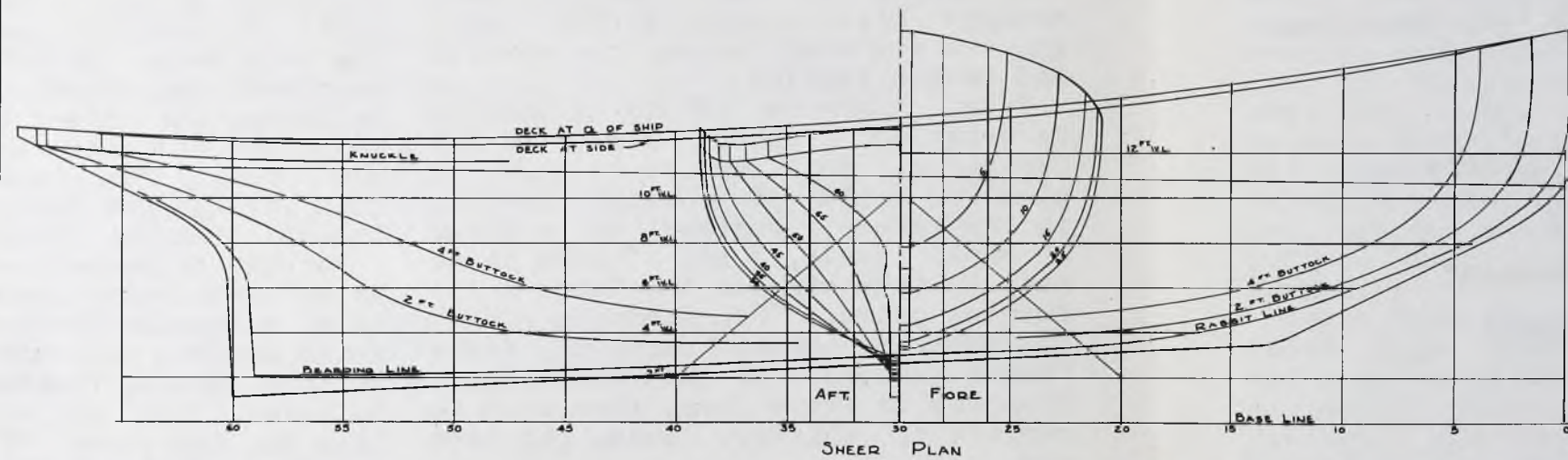
For the collectors of cannon, muskets, and other ancient military gear, a bonanza in this vein, can be found about a mile off the mouth of Catfish Creek, fourteen miles from Buffalo. This collectors windfall, lies in the water filled holds of the armed British sloop BEAVER sunk August 28, 1763.

Still intact, is the cargo of the schooner JOHN Q. ADAMA which sank one mile below Grand River in 1832. Her cargo consisted of iron, copper pigs, and flour.

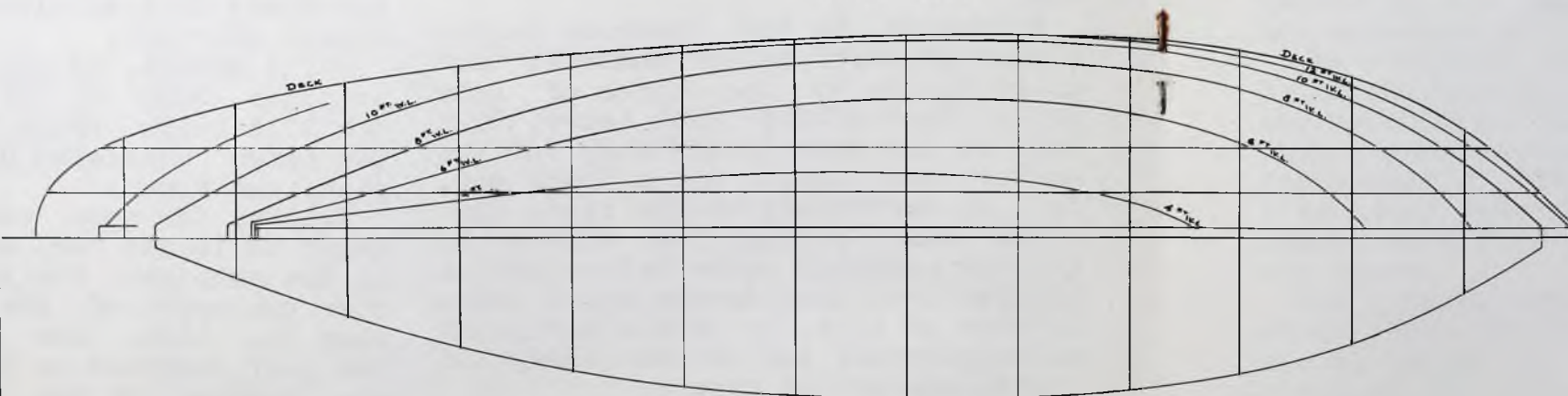
Waiting for some modern day salvager to locate her, are the remains of the schooner FRANKLIN which sank near the mouth of Grand River, October 31, 1820. Her owners offered one half interest in the ship, plus one quarter of the cargo, to any person that could raise her. There were no takers of the offer, so she is still laying there. Her cargo made up of barreled pork, and casks of whiskey, and hides.



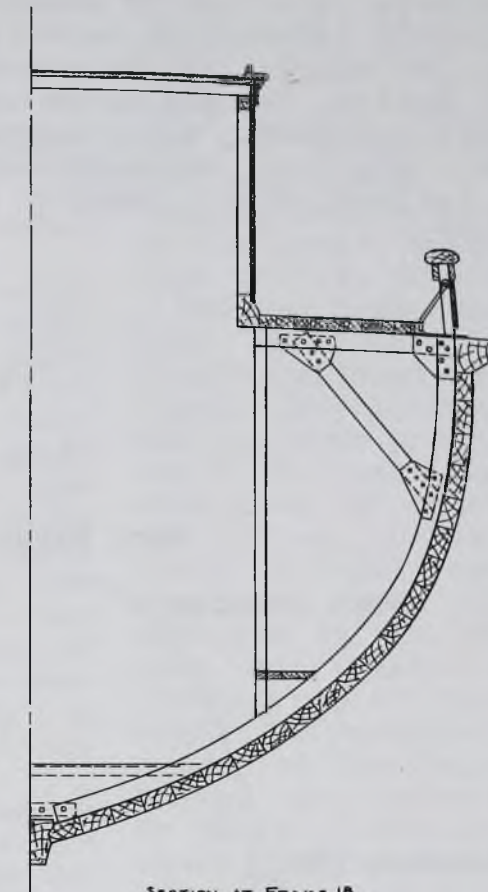
OUTBOARD PROFILE



SHEER PLAN



HALF BREADTH PLAN
SCALE 1/4"=1'-0"



SECTION AT FRAME 18
LOOKING FOR'D
SCALE 1/2"=1'-0"

TUG "ECORSE"	
BUILT 1908 BY GREAT LAKES ENGR'G. WORKS	
GREAT LAKES MODEL SHIPBUILDERS' GUILD	
5401 WOODWARD AVENUE	
DETROIT 2, MICHIGAN	
DRIVEN BY <i>James B. Jones</i>	CR'D BY <i>J. G. Johnston</i>
TAC'D BY <i>James B. Jones</i>	DATE 12-9-58

WRECK CHART OF LAKE ERIE

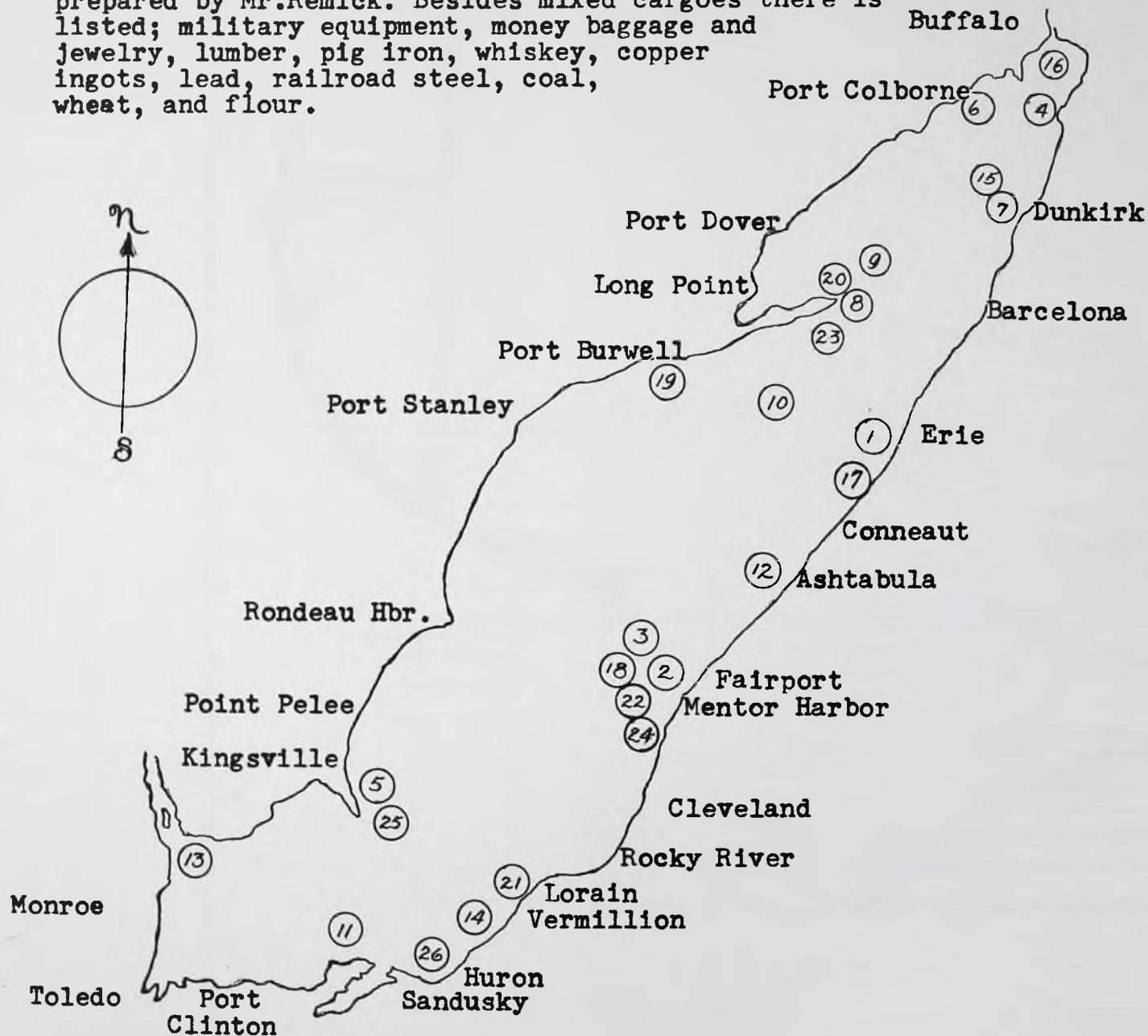
Drawn by Ted King

for

WALTER REMICK

1513 E. 70th. St., Cleveland
Ohio.

Showing approximate locations of wrecks on which Mr. Remick has collected authentic information such as rig, name, cargo, and year lost. Similar charts, of the other Great Lakes have been prepared by Mr. Remick. Besides mixed cargoes there is listed; military equipment, money baggage and jewelry, lumber, pig iron, whiskey, copper ingots, lead, railroad steel, coal, wheat, and flour.



Not too far from the mouth of Walnut Creek, about eight miles west of Erie, Pa. lying in roughly sixty feet of water, lies the capsized fifty ton schooner YOUNG SION (she is sometimes called the YOUNG LION). Her complete cargo is railroad iron. This craft was bound from Detroit to Erie when she capsized. Built at Black Rock in 1827, she sank in 1836. The wreck was located in the summer of 1844 by Captain D. Chapin of Buffalo, New York, who had formed an expedition to search for sunken treasure in Lake Erie. He planned to go back to the wreck the next year, and recover the cargo. But for some reason or another, his plan never materialized.

Opposite the mouth of the Vermilion River, between seven and eight miles out in the lake, on the night of April 28, 1850 the combination packet and passenger ship ANTHONY WAYNE blew her boilers. A total of close to forty passengers and crew members met their death. No doubt many of the passengers never knew what hit them. Stowed among the general cargo in her holds were over two hundred barrels and kegs, of valuable wine and whiskey. The vessel was on a regular Sandusky to Buffalo run, when the disaster occurred.

Aside from the valuable liquor aboard this wreck, (if the barrels and kegs were not smashed from the explosion) there was no doubt money, jewelry, and other valuables left behind by the passengers, in their mad scramble for life.

The ANTHONY WAYNE 390 tons, was built at Perrysburg in 1837 or 1840, and rebuilt in 1849. It is claimed, that divers located the wreck during the summer of 1851, and broke it up. I've never been able to confirm this report myself. I believe she's still out there.

Any future, would be salvager, who would like to start off on a small scale, would do well to locate the wreck of the schooner SYLPH. Under the command of Captain Harry Haskin, the vessel left Sandusky bound for Detroit, and went down less than a quarter of a mile from North Bass Island, on May 12, 1824. There were

no survivors. The Captain, his crew, and three passengers drowned. Her cargo, though a small one, was barreled whiskey.

It is common knowledge, that whiskey and wines of ancient vintage, are worth, almost their weight in greenbacks. And there are plenty of these "joy kegs", in the holds of sunken ships, the length and breadth of Lake Erie. There are also other cargoes of old John Barleycorn, polka dotting the floor of the lake, which from time to time, both skin and suit divers stumble across. These are the sunken rum runners of the old prohibition era, when the bootlegging gentry were helping to quench the great "American thirst", at a huge profit, of course.

The run from Canadian ports across Lake Erie to the American side, wasn't without its perils. Sudden squalls, overloading, poor seamanship, and the ever present patrol craft of the U. S. Coast Guard, all helped to send many of these rum runners to the bottom. Others were scuttled or their illegal cargo jettisoned by the crew, when in danger of being captured by the Coast Guard. If a skin diver wanted to try his luck at finding one of these rum runners, he might be rewarded if he worked the waters of the Fairport area. It is known, that several went down close by there. There are rumors of a good sized one laying on the bottom of the lake, just a bit east of E. 55th St. and about three quarters of a mile out. The Sandusky area, has it's share of them too, as does Buffalo. Keep in mind, however, that the salvage of any kind of liquor cargo, involves a tax problem.

If your salvage interests run to copper ingots, try your hand on the steamer "W. H. STEVENS" which went down, due to fire, September 8, 1902 in Lake Erie, about twenty three miles off Clear Creek. She is covered by 66 feet of water, and sitting on a good, hard working bottom. Though this wreck has been worked on twice by salvage companies, and tons of copper ingots removed both times, there still remains enough copper in her holds, to make a good pay day for the one that recovers it. The exact latitude and longitude of the "STE-

VEN'S" is not too hard to obtain, and she is worth taking a good look at.

To those who like a dash of mystery with a treasure, I suggest that they try to check out the rumor of a schooner, that went down about five miles N.E. of Ashtabula some sixty or seventy years ago. She is said to have taken down with her, 200 tons of copper ingots. Sometimes where there is smoke, there is fire, and this rumor has been pretty strong for many years!

Anyone with money to buy heavy floating gear, or if they have the gear, could make themselves a neat profit, by salvaging just the coal wrecks, that are scattered all over the bottom of Lake Erie. To list a few, there is the "D. L. FILER", "JAY GOULD", "COMMODORE" (barge), "JOHN F. EDDY" (barge), "TEMPEST", etc. To anyone interested, the exact location of many coal wrecks, can be gotten without too great an effort. This also holds true, for dozens of wrecks that have iron ore for their cargo.

No tale of sunken treasure in these Inland Seas is completely rounded out, without mention of the most talked about, and most sought after treasure ship of any, in the five Great Lakes. Namely the S.S. "DEAN RICHMOND". This long sought after vessel went down in Lake Erie, on the wild storm torn night of October 14, 1893, somewhere in the deep waters off of Dunkirk, New York. The year after she plunged to the bottom, the underwriters of part of her cargo, engaged the Murphy Brothers Wrecking Co. of Detroit to hunt for the wreck, and if possible locate the hulk.

With the help of imaginative writers, the tales of the "DEAN RICHMOND" treasure has grown by leaps and bounds. The last reports have it, that there is \$141,000 in gold bullion in her safe, plus 200 tons of copper ingots in her holds! It is true that she carried copper, but investigation reveals, that it was a small amount of copper ORE, not ingots. She does have stored in her holds, 200 tons of pig lead, plus some crated special machinery, that was being shipped to Buffalo. The

lead and the special machinery, was what the underwriters wanted the salvage company to recover if they could find the wreck. As for the \$141,000 in bullion being in her safe, I'll eat it, when and if found! Hardly a year goes by, that doesn't bring reports from the Dunkirk area, of the "DEAN RICHMOND" being found. Yet no follow up piece ever appears in any of the newspapers in the Dunkirk vicinity, of her valuable cargo being recovered.

There were no survivors of the "DEAN RICHMOND'S" sinking. Though one crew member named Exira V. Wheeler, of North Toledo, a lookout on the sunken ship did manage to get ashore. He removed his life jacket, and walked inland a ways, where he collapsed and died of exposure and exhaustion. Wheeler's death shut the door forever, on any chance of finding out what took place aboard the doomed vessel, that long ago October night.

Not long ago, I contacted the niece of Walter Goodyear, who had been the 1st mate on the "RICHMOND" when she sank. She told me, "that when her uncle's body was found, he had his life jacket on, but his face was covered with bruises, and his hands were badly torn." It is believed that he managed to reach the rocky shore alive, but was too weak to climb over the rocks to firm ground, and in attempting to do so, tore his hands badly. And that the constant dashing of his body against the rocks by the waves, accounted for his face being disfigured. She is firmly of the opinion, "that had not the shores of Dunkirk been so rocky, there would have been many survivors from the "RICHMOND'S" crew", which records show to have numbered eighteen. Seventeen men, and one woman. One of the oddities of this sinking, that stands out, is the fact that the bodies of the mate Walter Goodyear, and that of Captain George W. Stoddard, were found six miles apart. I believe age is the answer to that. The mate being a much younger man, than the Captain, who was in his mid-fifties. Captain Stoddard no doubt soon succumbed to the elements, after going into the water, and the body of a dead man will drift a long ways, especially if winds of hurricane

force help it along. While without a doubt, the much younger mate, fought every inch of the way towards the beach.

Ten years after the "DEAN RICHMOND'S" sinking, fishermen off of Dunkirk were pulling in their nets, when they hauled up, what turned out to be an old compass. One of the fishermen took it home with him, where it lay in the attic for years. It eventually wound up in the collection of the late Charles Dow of Conneaut. Mr. Dow, a writer and collector of marine relics, checked the compass from it's maker in Boston, Mass. to it's buyer Vosburgh and Baker of Buffalo. The date on the rim of it, was what got him to thinking, that it might have come from the "RICHMOND". For in October 1871, the "DEAN RICHMOND'S" upper works were destroyed by fire in Mud Lake and she was towed to the Union Dry Dock Co. in Buffalo who rebuilt the superstructure. A new compass was put aboard her, which could have been bought from Vosburgh and Baker. The compass was made in 1871, and sold to the Buffalo dealer the same year. The dates, plus other material Mr. Dow uncovered pointed to the compass, as having come from only one ship, that ship being the "DEAN RICHMOND". Shortly after the death of Mr. Dow, the compass ended up in the hands of Mr. Richard Wright, of Akron, a young school teacher, and student of Great Lakes History and ship building. I have seen this compass myself, and I too, believe it is from the wreck of the elusive "DEAN RICHMOND" which when found, will substantially increase the bank account of the finder.

I agree that slime covered copper ingots, pig iron, steel rail, barreled whiskey and the like, are not as enticing as a chest full of doubloons or pieces of eight would be. But the odds, by a large percentage, favor the hunter of Great Lakes treasures, in regards to him finding them, than it does the hunter, that prowls the tropical waters, of the West Indies. Many people that live in the Great Lakes area, little realize the wealth that is in their back yard, covered by the ever changing waves of Lake Erie. Much of it

can be located and recovered, perhaps you can be the one to get some of it.

Space limits further delving into the field of sunken Great Lakes treasure ships. But I trust the preceding information, has proven, that **THERE IS TREASURE IN LAKE ERIE.**

The interest in treasure hunting throughout the Great Lakes area, has grown to such proportions, that it is deemed advisable to market a chart, that will be of help to the present as well as the future hunter of sunken treasure. Mail I have received in regards to my writings on the subject of lake treasure, has caused me to put out such a wreck chart of Lake Erie. Like charts, of the remaining four lakes, will be available in the not too distant future. The information set forth on the charts, was not compiled by the guess method. There is many years of research behind them. My files will back up any of the listings on them. Though common sense dictates, that the limited space a chart provides, prevents minute detail of each individual wreck. Not fancy, but **AUTHENTIC**, with proof to back them up, describes the charts.



... look peaked, Schultz. What's the matter?
Been working someplace?

GREAT LAKES NEWS 1958
Compiled by Robert Radunz

April 1

Coast Guard icebreaker Mackinaw leaves home port of Cheboygan to start icebreaking work.

Navigation on Little Traverse Bay opens when freighter John L. A. Galster goes from Harbor Springs to Petoskey to pick up load of cement for Chicago.

IMPERIAL HAMILTON, a tanker is first ship through the Welland Canal. "Great Lakes Man of the Year for 1957", Harold L. Gobeille vice-president and marine manager of the Cleveland Cliffs Iron Co. dies after long illness, funeral service held in Cleveland.

April 2

Ice plug at the foot of Lake Huron prevents shipping from entering the lake from the St. Clair River and has lowered the water in both the river and Lake St. Clair.

April 3

Coast Guard cutters ACACIA and TUPELO working on Lake Huron ice field.

April 6

A few freighters are able to make way through Lake Huron ice fields as icebreaker, MACKINAW joins icebreaking fleet.

April 7

Capt. Dana T. Whitlock named marine superintendent of the Pittsburgh Steamship Division. Fleet Captain will be Capt. Thomas F. Harbottle. Freighter JOHN W. BOARDMAN almost goes aground six miles north of Port Huron as she is forced into shoal water by ice. Icebreaker MACKINAW cuts a path and gets vessel into deep water.

April 9

Icebreaker MACKINAW will try to convoy six freighters through Lake Huron ice jam.

April 10

MACKINAW is unable to get ships through ice jam. Capt. Kerr of the cutter says ice is the worst it has ever been at Port Huron.

April 11

Former D&C liner WESTERN STATES will not be open as a flotel this year. Ship is up for sale. Owner says he will take \$75,000 for it.

April 12

The Minnesota Supreme Court upholds a plan to issue \$10,000,000 in public bonds to finance development of the port of Duluth in anticipation of opening of the St. Lawrence Seaway.

Henry J. Sullivan, chairman of the Port of Detroit Commission says he will not be available for re-election when his term expires June 30.

The next meeting will be held January 30, 1959

April 13

Anchor Line, Ltd. of Glasgow, Scotland announces it will enter Lakes trade this year. MACKINAW unable to clear a channel through ice into Lake Huron. Plans are abandoned to try and convoy freighters through ice pack.

April 14

Keel is laid at American Ship Building Co's Toledo yard for a 710 foot ore carrier to be built for the Shenango Furnace Co.
Mackinaw is able to convoy freighters, HURON, SUBERT and CRAPO through Lake Huron ice.

April 15

For the first time in many years several ships of the Great Lake ore fleet will remain at their Milwaukee mooring basin during the summer. 10 vessels expected to stayed tied up.

Pittsburgh Steamship Division announces 37 ships will open its shipping season on May 12th. A year ago the division commissioned 55 ships.

MACKINAW starts job of convoying a second group of freighters through the Lake Huron ice field.

Interlake Steamship Co.'s new flagship the 710 foot JOHN SHERWIN will be christened May 1st in Cleveland.

April 17

Toledo City Council approves a proposal by Seaway Excursion Co. of Detroit to run a cruise ship from Toledo to Bob-Lo Island in the Detroit River.

April 19

Army Engineer spokesman testified in Washington that a speedup in the building of the Great Lakes connecting channels would help ease Michigan unemployment.

Twenty freighters are tied up at Port Huron as new ice jam plugs up entrance to the Lake.

April 22

The Great Lakes Pilots' Association strikes against all non-Canadian foreign vessels sailing on the Great Lakes which do not carry a licensed Canadian lake pilot.

The House of Representatives passes and sends to the Senate a bill to require a licensed pilot to be aboard any ship of 300 gross tons or more navigating the Great Lakes west of St. Regis on the St. Lawrence River.

April 22

LUKSEFJELL of the Norwegian Fjell Line is first foreign ship to dock in Detroit.

April 23

More than 3,000 tons of cargo for overseas destination has been stopped from entering the Milwaukee port because of the Great Lakes Pilots' Association strike.

The next meeting will be held January 30, 1959

SUGGESTED OUTLINE FOR BRIEF PORT HISTORIES

NAME OF PORT. Origin of name. If an Indian name, its meaning.

LOCATION OF PORT. Since TELESCOPE goes to readers who are not familiar with Great Lakes Geography this is important. Even in the case of a well-known place like Chicago a few words may be of value, like "On the western shore of Lake Michigan near a point where many east-west railroads had to converge as they passed around the southern end of that body of water. Or: Buffalo, at the extreme eastern end of Lake Erie was the natural gateway to the Lakes region above the Niagara escarpment for commerce originating on the U. S. seaboard.

WAS THE LOCATION IMPORTANT TO THE INDIANS? If so, why?

EARLIEST WHITE EXPLORERS, SETTLERS, ETC. Who and why.

EARLIEST WHITE ACTIVITIES. Trading, fishing, agriculture, lumbering, mining.

LATER DEVELOPMENT. What activities flourished and which withered.

Who first developed the harbor and its entrance? (Local groups, towns, or Federal Government)

When did the U. S. assume responsibility for harbor work?

What did they do, and when were further improvements made?

What industries produce or require the commodities which make up today's cargo?

Present port facilities, and principal cargoes inbound and outbound.

Shipbuilding firms of the past.

Present-day shipbuilding.

Data on volume from time to time, and as of today.

One paragraph on each of the above would do. As many more as the author considers appropriate will be welcomed.

SUGGESTED LENGTH: Eight to sixty-four pages, double-spaced, typed.

GREAT LAKES NEWS 1958
Cont'd, from page 15

Funeral services are held for Capt. John J. Denstaedt 91 year old retired skipper of Bob-Lo boats.

Five cutters battle ice in St. Clair river as interlake shipping is brought to a standstill.

Foreign ships not carrying an official Great Lakes pilot will not be unloaded at three of four Detroit River dock terminals, union leaders state. President of Local 46 Marine & Shipbuilding Workers AFL-CIO said his members will refuse to handle "hot ships" or ships without a pilot supplied by the Great Lakes Pilots' Association. Coast Guard cutter WOODBINE leaves Grand Haven to set navigational buoys in Lake Michigan.