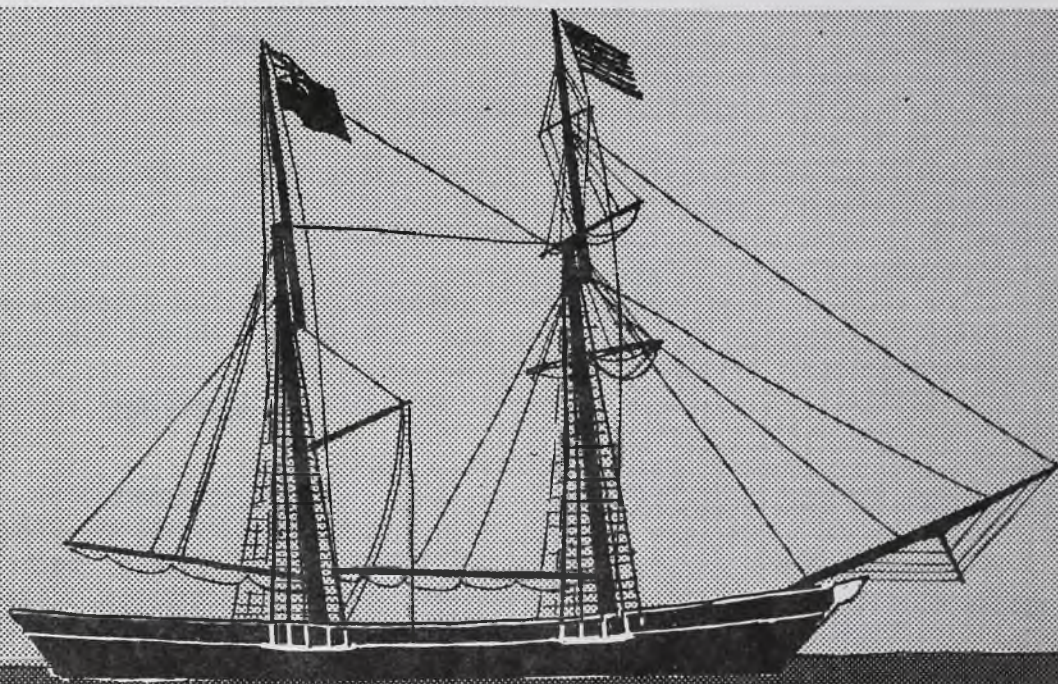
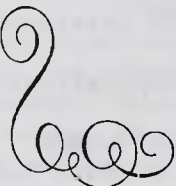


TELESCOPE

October 1959

Vol. 8 No. 10



British Schooner MADEIRA PET, in the Lakes, 1857

published by the
Great Lakes Model Shipbuilders' Guild

Telescope

PUBLISHED BY

GREAT LAKES MODEL SHIPBUILDERS' GUILD

5401 WOODWARD AVENUE DETROIT 2, MICHIGAN

William A. Hoey
Editor

William M. Worden
John A. Leonetti
Associate Editors

Fr. Edward J. Dowling S.J.
Vessel List Editor

Howard Schuldt Jr.
News Editor

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 income tax purposes.

OFFICERS

Capt. William J. Cowles
President

William N. Stevens
Vice President
(Acting Sec-Treas)

Capt. Joseph E. Johnston
Secretary Treasurer

DIRECTORS

John A. Bruehl
Kenneth L. Fairbanks
William A. Hoey
John A. Leonetti
Robert L. Ruhl
Virginia Sochol

The October Issue

Contents

Lake Schooners to the Atlantic by Donald V. Baut	3
Michigans Missing Link by Joseph E. Johnston	7
United States (Blueprint)	8
Car Ferries of the Great Lakes by Father Edward J. Dowling S.J. ..	10
Around the Lakes edited by Howard Schuldt Jr.	13

Membership

Regular Membership	\$ 4 annually
Contributing Membership ..	\$ 5 annually
Sustaining Membership	\$10 annually

Membership by the calendar year
Single copies 35¢

Meetings

Friday, October 30th

Friday, November 27th

The above meetings will be held at the Detroit Historical Museum in the Old News Boys Room at 7:30 PM.

Blueprint

The center pages of this issue present an outboard profile of the Lake Michigan steamer UNITED STATES from the original tracings of the Manitowoc Shipbuilding Company. The drawings were presented in 1957 by A. J. Zuehlke, Vice President and Naval Architect of the company. Unfortunately this and other original builders' tracings to be printed in Telescope cannot be made available in the usual Guild blueprint sets.

LAKE SCHOONERS TO THE ATLANTIC

By Donald V. Baut

PART ONE: THE VESSELS BUILT IN THE WOODS

The epoch-making opening of the St. Lawrence Seaway and the absence of the usual ore carriers during the steel strike of the past summer have pointed up the increasing importance of overseas trade to the Great Lakes. Because of these two events, half of the passing ships on the Detroit River seem to be visitors from abroad. The St. Lawrence Canals have always been vital to Canadian domestic traffic, particularly in the form of the little "canallers" which seemed to have been around since time began, until the coming of the Seaway doomed their economy of limited size. But to most of us the history of organized direct overseas commerce includes a vague familiarity with the French explorers and the current record since the little "Fjell" liners became noticeable two decades ago.

Just a hundred years ago, prior to the Civil War, there occurred a brief upsurge of confidence in such trade, similar to that which we are witnessing today in much greater proportions. It began with a trickle of experimental sailings, saw certain patterns of organized trade develop, and finally waned in the Seventies to relative insignificance alongside the contemporary growth of domestic trade upon the Lakes. Only sailing vessels were involved, which perhaps further explains why its history should be so remote.

In October of 1849 the bark EUREKA sailed from Cleveland to San Francisco by way of the St. Lawrence canals. This was the year of the Gold Rush and it was profitable here as elsewhere to make such a trip. The EUREKA was owned by Messrs. W. A. Adair & Company of Cleveland. When she cleared Cleveland she carried in addition to her thirty-eight passengers a cargo of thirty-seven barrels of paint, five tons of grindstones, four cases of cigars, two thousand doors, seventy barrels of flour and corn meal, one ton of bologna sausage, five hundred bags of salt, fifty m. of lumber, ten boxes of pickles, twenty-seven boilers, thirty-seven ovens, sawmill fixtures, 103 elbows and 214 H-head stave pipes.

Navigating the Welland Canal was far different from what it is today. In 1849 this canal extended from Port Robinson on Lake Ontario up to Port Colborne on Lake Erie. There were over forty timbered locks, and passage was aided by mules. A line was thrown from a vessel to shore where it was tied to several of these animals, which pulled the vessel through the canal.

The EUREKA also had to navigate the St. Lawrence River. Nine years before the sailing of the EUREKA, the river had been deepened from four-and-a-half to nine feet. New canals were dug around the

Telescope

treacherous Long Sault Rapids, along with the eleven-mile-long Cornwall, Farran's Point, Rapide Plat and Galops Canals. Thus Montreal could be reached in safety.

The EUREKA had the distinction of being the first American vessel to sail the St. Lawrence below Montreal. She cleared Quebec for San Francisco on November 13, 1849, sailing down the Atlantic Coast, around Cape Horn, up the Pacific Coast, and arriving safely at her destination, certainly a commendable achievement.

Credit is given to Captain Gaskin of Kingston, Ontario, for sending the first lake vessel overseas to Europe about 1850. The SOPHIA sailed from Kingston to Liverpool and was sold at that port. The others that followed included the LILLY, ARABIA, ELIZA MARY and SCOTIA.

More vessels were built in Canada at this time to be sold overseas. In 1854 the firm of Calvin & Breck of Kingston contracted to have the three masted bark CATARAQUI built for overseas. This ship "shot the rapids" of the St. Lawrence with the aid of two tugs, one fore and one aft. Thus by keeping the lines taut, the bark was kept in the stream. John Counter, builder of the CATARAQUI, built the CHEROKEE for Captain Gaskin at the railway shipyard at Kingston. Gaskin sailed his CHEROKEE to Liverpool and sold her there; CHEROKEE later reportedly carried supplies to the Crimea. In 1855 the new full-rigged ship CITY OF TORONTO cleared Toronto for England, but she was wrecked off the coast of Nova Scotia. In the same year the bark REINDEER arrived at Toronto on her way to London where she was to be sold. She had been built the previous year at Coldwater, Ont., by Messrs. Hayes and measured 138' x 26' x 13' depth.

The first American vessel to take the route to Liverpool "one way" was the schooner DEAN RICHMOND which cleared Chicago on July 17, 1856, with sixteen thousand bushels of wheat, Captain D. C. Pierce being master. This new ship was built in Cleveland by Lenaire and Martin for Dean Richmond of Chicago, and measured 134.7' x 26.1' x 11.6'. Her arrival at Thorold on the Welland Canal on August 2 was reported by the Cleveland Plain Dealer of August 15 as follows:

The vessel received a warm welcome from the merchants and citizens, who sent a large deputation on board to tender their greetings. The Canadian vessels had the flags of both countries waving over them, the Union Jack at the head and the Stars and Stripes at half mast. C. Y. Richmond, Esq., one of the owners, and Capt. Pierce being absent, Mr. Woffle, the acting master, and Mr. E. Lee, the first mate, having been previously notified of what to expect, were in readiness to answer the salute in a proper manner. John Grast, Esq., and a large number of Thorold people went on board the RICHMOND. The address was made to the owners and officers of the RICHMOND on behalf of the RIEVE, which was responded to by Mr. Lee, mate of

the vessel, in a very neat and appropriate manner. Afterward the visitors were entertained in the cabin of the vessel, and the officers of the latter were invited to partake for dejeuner, prepared for the occasion at the Thorold House. The proceedings occupy over three columns of the Gazette.

When the DEAN RICHMOND arrived in Quebec in mid-August, several criticisms were raised about her seaworthiness. Comments were heard to the effect that she was over-masted, and that her bowsprit did not have sufficient elevation to clear the rolling seas of the Atlantic. However, the DEAN RICHMOND did cross the Atlantic safely; on September 29, the captain of the American liner BALTIC wrote this letter to her owners, printed in the Cleveland Plain Dealer of Oct. 8, 1856:

Messrs. Richmond & Co., Chicago, Ill.

Dear Sir:

As news of your seagoing schooner may not be unacceptable, I hasten to inform you that on Wed. the 17th...at 6 P.M., we passed the DEAN RICHMOND off Point Luias (40 miles from River Mercy) and on "Pilot Ground", at which time she had a splendid breeze on her quarter and everything set that would draw. She had her jack flying at her fore for a pilot and CTR at her main and presented as pretty a sight as it is possible to look upon and was a most pleasing contrast to the old fashioned, clumsily rigged coasters around her. On board here, she attracted universal attention and called down eulogies from most of the passengers. We passed within two miles of her, and though I did not suppose it was possible to be mistaken in the craft, we ran up our ensign, to which she answered exhibiting the Stars and Stripes and eliciting from enthusiastic Americans on board the liveliest feelings of joy, and as I informed them where she was built and a few particulars about her, Uncle Sam has to call John Bull's attention to the vessel built in the woods. If she succeeded in getting a pilot, she would cross the bar and go up the river that night with flood tide; if not, she would not arrive in Liverpool until Thursday about noon.

Wishing you and her every success and with kind regards, I remain, Dear Sirs,

Yours Very Truly,

Henry Gadsden

The RICHMOND arrived in Liverpool in early October. The cargo of wheat, purchased in Chicago at 30¢ a bushel, was sold for 68¢ a bushel, and the vessel which had cost \$19,000 to build was sold for \$27,000. Under her new owners she plied between England and Brazil.

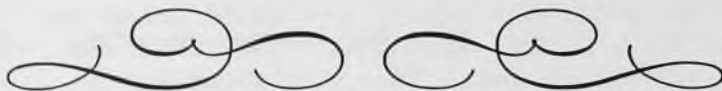
John Bull sent over his own exhibits to "the woods" the next

Telescope

year in the form of the small schooner *MADEIRA PET* of Liverpool, which reached Chicago on July 14, 1857. The awed Chicagoans greeted her with rousing dockside cheers, formal civic welcoming and a hundred gun salute. Her ninety-foot length was not too small to merit attention as a spectacle and as a hopeful suggestion of the seaport position Chicago is finally attaining a century later. *MADEIRA PET* departed on August 5 with a cargo of four thousand hides. The flag-bedecked vessel was escorted out to the lake by a towboat carrying civic dignitaries and the Light Guard Band.

The new bark *C. J. KERSHAW* departed from Cleveland for Liverpool on July 15, 1857, just after the *MADEIRA PET* reached Chicago. Unlike the *RICHMOND*, the *KERSHAW* was to make several crossings between the Lakes and Europe. Quayle and Martin of Cleveland built the *KERSHAW* for Captain Pierce, who had commanded the *RICHMOND*. The vessel measured 142' x 26' x 12' and could carry sixteen thousand bushels of grain. She used the Cunningham reefing apparatus which enabled the sails to be raised or lowered from the deck, and she carried three thousand yards of canvas. The *KERSHAW* cleared Cleveland on the night of July 15, departed from Quebec on August 8, and arrived in Liverpool on September 5, a journey of twenty-seven days, twelve hours, or slightly longer than the passage of the *RICHMOND*. The *KERSHAW* was back on the Lakes the next year for a cargo of lumber and staves with which she cleared Detroit for Liverpool. By 1862 she was trading between London and the Black Sea ports, and she was still owned by Captain Pierce.

(End of Part One)



Michigan's Missing Link

by Joseph E. Johnston
Part III

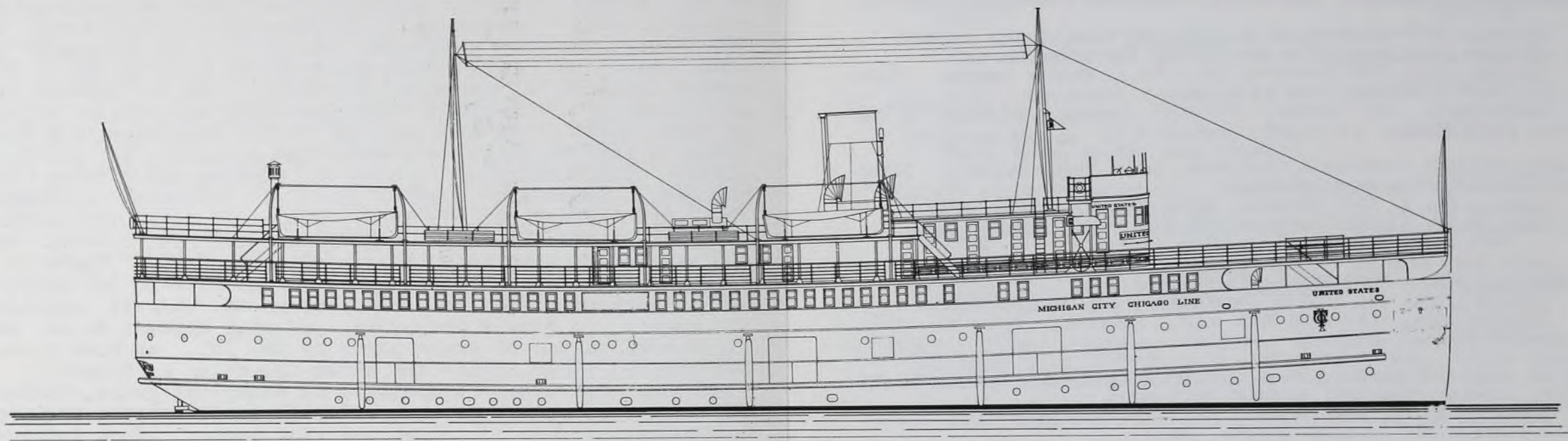
Today, on the wharves of the coal-loading ports there are gigantic machines which lift a car, with its contents, tip it into the hold of the ship, then replace the car on the tracks in a matter of minutes. The modern self-unloader carries its load in a trough-like compartment running fore and aft through the center. The bottom of this compartment is high enough above the bottom of the vessel to accommodate conveyor belts beneath it. Onto these belts the cargo is fed through hoppers which are operated by an attendant in accordance with a prescribed schedule and with an eye to the proper trim of the vessel at all times. At the forward end of the belt, the cargo is deposited upon an elevator which, in turn, takes it to another belt on the long boom and then dumps it on the wharf, a steady flow requiring no physical effort other than that needed in opening and closing the hoppers. There are several types of unloading machinery which are the result of long periods of trial and error. Some are better adapted to certain cargoes than others, but all are better than the hold shoveling by hand. There is a record of coal cargoes being heaved up by hand in buckets but in general horses and capstans on the wharves supplied the power. I have a photograph of what appears to be the first application of steam power to the job, as both horse-capstan and steam engine are shown unloading a steamer.

We could use other commodities as examples; grain, lumber, and iron ore, but this one suffices to illustrate the relationship of ship to shore and visa versa. Each improved application of power brought changes ashore----lower prices, larger returns upon investment, fewer unskilled jobs, and more application of brain to replace brawn. Only the more efficient methods survived. The employment of each has in its turn affected life ashore and the prosperity of the region, yet how many historians have given Lakes shipping its proper place in the story of the gradual development of this region?

Each of our Michigan streams has its story of a contribution to progress. Let us see that no part of our history fails to receive its proper place in the records. Great Lakes history so far as Michigan's story is "Michigan's Missing Link."

Editors note

While the Runge Collection is being processed by the Milwaukee Public Library as reported in our August issue, Mr. Paul Sotirin, Marine Librarian, writes that parts of it may be consulted for serious research.



OUTBOARD PROFILE	
STEAMER UNITED STATES	
INDIANA TRANSPORTATION CO	
MANITOWOC SHIP BUILDING & DRY DOCK CO	
SCALE 1/8" = 1'-0"	HULL NO. 3410
DATE 10-27-11	

Telescope

Car Ferries Of The Great Lakes

by Rev. Edward J. Dowling, S. J.

NOTE: The following list includes vessels which transported rail cars on tracks. The list is by area. Since some car ferries served more than one area, we have in many cases avoided duplication by listing these vessels in the area which they served for the longer period. In the case of some early vessels there is doubt whether they were true car ferries or passenger ferries or "break bulk ships." Some such are named, usually with a note to indicate that some doubt exists as to their true status.

1. ST. LAWRENCE RIVER: Ogdensburg - Prescott, Canadian Pacific Railway
Transit, 1874 Clayton, N. Y., 150 net tons, 3 car capacity.
Charles Armstrong, 1876 Ogdensburg, 181 gross tons.
Charles Lyon, 1908 Toronto, 300 x 40. Paddle driven. Sold in 1930 and cut down to a scow.
Ogdensburg, 1930 Lorain, 290 x 45, barge. Is towed by tug Prescotont.
2. LAKE ONTARIO: Cobourg - Charlotte, Grand Trunk Railway, later Ontario Car Ferry Company.
Ontario No. 1, 1907 Toronto, 340 x 54, twin screw, steel.
Ontario No. 2, 1915 Toronto, 330 x 54, twin screw, steel.
 Both vessels scrapped in early '50's.
3. NIAGARA RIVER: Fort Erie - Black Rock.
International (i) 1850's - apparently a passenger ferry.
International (ii) 1872 Fort Erie, Ontario, 220 x 40, twin screw.
4. LAKE ERIE: Conneaut - Port Burwell and Erieau, Marquette and Bessemer Dock and Navigation Company.
Shenango No. 1, 1895 Toledo, 300 x 53, wood hull, twin screw.
 Burned off Conneaut Harbor, 1906.



Shenango No. 2, 1895 Toledo, 300 x 53, wood hull, twin screw.
 Later Muskegon, Pere Marquette 16, and pulpwood barge
Harriet B. Junked in middle '20's.
Marquette and Bessemer No. 2 (i), 1903 Cleveland, 350 x 54
 steel hull, twin screw. Foundered, 1909.
Marquette and Bessemer No. 2 (ii), 1910 Cleveland, 350 x 56,
 steel, twin screw. Later Moses Cleveland, barge Marquette
 and Bessemer No. 2, and barge Lillian. In service in Roen
 fleet.

NOTE: Marquette and Bessemer No. 1, 1903 Buffalo, 247 x 43,
 was a bulk freighter with tracks on deck for quick loading.

5. LAKE ERIE: Ashtabula - Port Burwell, Pennsylvania - Ontario
 Car Ferry Company.
Ashtabula, 1906 St. Clair, 350 x 56, twin screw. Scrapped,
 1959.

NOTE: An earlier Ashtabula is reported to have operated on
 this route in the '80's. No reliable data available on
 this.

6. LAKE ERIE: Ashtabula - Port Maitland. Toronto, Hamilton and
 Buffalo Railway.
Maitland No. 1, 1916 Ecorse, 350 x 56, steel, twin screw.
 Now a barge in the Roen fleet.

7. DETROIT RIVER: Amherstburg - Grosse Ile. Later Windsor-Detroit.
 Canada Southern Railway.
Transfer (i), 1873 Walkerville, 244 x 76. Wood, paddle
 driven.
Transfer No. 2, later Transport (i), ? no data available.
Michigan (i), later Michigan Central (i) ? May be Michigan of
 1873 listed below under #10.

8. DETROIT RIVER: Windsor - Detroit. Michigan Central Railway.
Transport (ii), 1880 Detroit, 265 x 45. Iron, paddle driven.
 Later Roen barge, lost on Lake Superior, 1942.
Michigan Central (ii), 1884 Detroit, 276 x 45, iron, paddle.
 Later barge, lost.

Opposite page
 SHENANGO NO.1
 SHENANGO NO.2

This Page
 TRANSPORT of
 1880



Telescope

- Transfer (11), 1888 Cleveland, 278 x 45, steel, paddle driven.
Detroit, 1904 Ecorse, 308 x 64, steel screw driven. In service.
9. DETROIT RIVER: Windsor - Detroit. Wabash Railway.
Transfer, Transport and Detroit (see #8) purchased from the Michigan Central Railroad in 1916.
Manitowoc, 1928 Manitowoc, 358 x 65, steel, screw. In service.
Windsor, 1930 Toledo, 356 x 65, steel, screw. In service.
10. DETROIT RIVER: Windsor - Detroit. Great Western Railway, later Grand Trunk Railway, later Canadian National.
 Several passenger ferries and break bulk boats in early days, 1853 - 1868, including Transit (1), Windsor, Union Globe, and Transit (11).
Great Western, 1866 Glasgow, 1867 Windsor, 232 x 40. Iron, paddle driven.
Michigan (1), 1873 Sandwich, 265 x 38, wood, paddle driven.
Huron, 1875 Point Edward, 250 x 53, iron, twin screw. Formerly at Sarnia. (See #13 below). In service.
Lansdowne, 1884 Wyandotte, 304 x 41, iron, paddle driven. In service as the last active sidewheeler on Lakes.
11. DETROIT RIVER: Windsor - Detroit. Canadian Pacific Railway.
Ontario, 1890 Owen Sound, 308 x 41, iron, paddle.
Michigan (11), 1891 Bay City, 306 x 41, iron, paddle driven.
12. DETROIT RIVER: Windsor - Detroit. Pere Marquette Railway, later Chesapeake and Ohio Railway.
Pere Marquette 14, 1904 Wyandotte, 327 x 52. Steel, screw. Laid down as Frank J. Alfred. Scrapped, 1958.
Pere Marquette 12, 1927 Manitowoc, 386 x 53. Steel, screw.
Pere Marquette 10, 1945, Manitowoc, 386 x 56. Steel, screw.
 NOTE: The last two vessels are recently in service at Port Huron.

To be continued



PERE MARQUETTE 14
 at Winsor-1949

Around the Lakes

Edited by
Howard Schuldt Jr.
Detroit

William M. Worden
Cleveland

Edwin P. Sprengeler
Milwaukee

August 19

Prime Minister Diefenbaker says the Canadian government has no intention of easing opposition to an increase in the flow of Lake Michigan water through the Chicago drainage canal.

August 23

The RIVER DORE, a British flagship, operated by Orient Mid-East Lines, is to start direct service between Milwaukee and southeast Asia.

August 26

The Grace Line, operators of four C-2 cargo vessels between Great Lakes ports and Venezuela, Columbia, and Caribbean Islands, announces it will start carrying passengers this season. The freighters have room for 8 - 12 passengers.

August 27

The BLUE COMET, a 254 ft. tanker, collides with a French freighter in the St. Clair Flats channel, causing bow damage to the tanker. The French ship was unharmed.

August 30

Detroit area pleasure cruise ships report excellent business this season.

Package freighter KENORA of the Canada Steamship Lines is anchored near Windsor awaiting the scrapper's torch.

KENORA cuts water under a full head of steam on her last trip to Windsor and the scrap torch.

Photo: Emory Massman



September 2

Sunken hull of the CARL D. BRADLEY is identified by underwater TV cameras. Owners say the vessel lies in one piece 360 feet down and 11½ miles west - southwest of Gull Island. No bodies of the 15 missing crew members were sighted.

Various shipping interests are protesting provisions of the Rommer Compulsory Pilotage Bill which require that an overseas

vessel carry a pilot over "every foot of the Great Lakes." They say the cost would discourage use of the St. Lawrence Seaway. They have recommended different language in the bill, requiring pilots only in certain designated areas.

September 3

T. J. McCarthy Steamship Company announces plans to enter trans-atlantic shipping field.

September 4

The entire equipment of Marine Operators Ltd. which has finished dredging in the Amherstberg Channel of the Detroit River near Bob-Lo Island is being towed to a new job in the St. Mary's River.

September 11

Army engineers are asking for bids for removal of the island which formerly held the swing bridge in the south channel of the St. Mary's River at Sault Ste. Marie. They claim it is a hazard to navigation.

September 13

John H. Cunningham, 82, veteran Lakes skipper, passes away.

September 14

The 504 ft. bulk carrier PETER WHITE is rechristened JOHN C. HAY. Hay is president of the Michigan Bank in Detroit.



A festive air prevails as the former PETER WHITE is rechristened as the JOHN C. HAY at the foot of Randolph Street.

The ceremony was conducted from the deck of the Florence K. Becker, pleasure craft of fellow member Frank Becker.

Photo by Emory Massman

September 15

The Port of Detroit Commission urges downriver communities and industry to combine their efforts in seeking an extension to the Trenton Channel into Lake Erie.

A grand old era in the history of inland sailing is rapidly passing, victim of high operating costs and the seaway. It is that of the canal boats that used to sail in a constant stream through the old St. Lawrence waterway. At least 72 of the 85 canal craft are tied up while their fate is being decided.

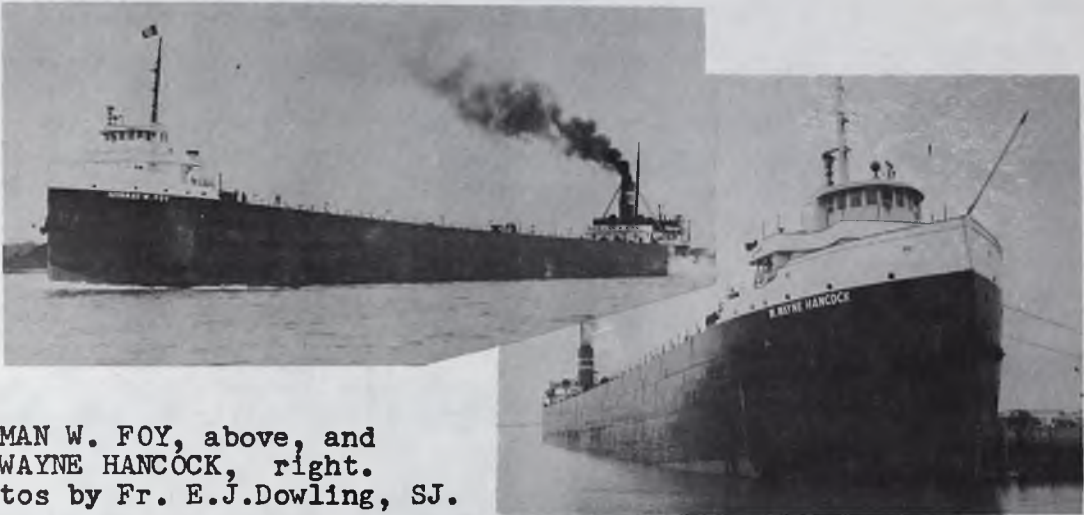
September 16

Work on deepening the upbound Middle Neebish Channel in the St. Mary's River is nearly complete. This channel will carry two way traffic while the downbound channel is being dredged.

Only 37 of 243 ships in the iron ore fleet are operating due to the steel strike.

September 17

Browning Lines begins "fishyback" service (truck-trailers carried on the deck of a lake freighter) with its two recently converted ships, the NORMAN W. FOY and the W. WAYNE HANCOCK.



NORMAN W. FOY, above, and
W. WAYNE HANCOCK, right.
Photos by Fr. E.J.Dowling, SJ.

Repairs are nearly complete on the self-unloader IRVIN L. CLYMER of the Bradley Line which struck an unidentified object September 1 in northern Lake Michigan.

Bradley Transportation's oft re-named IRVING L. CLYMER majestic under a clear lake sky. Originally the CARL D. BRADLEY, she was later named JOHN G. MUNSON and finally the IRVING L. CLYMER.

Photo by: Emory Massman



September 18

Tests by the Army's Corps of Engineers on a model of the recommended new \$42 million Poe Lock at Sault Ste. Marie indicate it is a success. The lock proposed to replace the present Poe Lock would be 1,000 feet long, 100 feet wide, and 32 feet deep with a maximum lift of 27 feet. Construction is scheduled to begin in April 1960 and be completed in June 1964 if Congress provides the money as expected.

September 21

President Eisenhower signs a bill permitting certain Great Lakes vessels to operate on ocean routes. The law will allow ships bought from the U. S. Government for use on the Great Lakes to travel the St. Lawrence Seaway in interocean traffic.

September 22

Browning Lines of Detroit has bid \$1,500,000 for the former Straits ferry VACATIONLAND to be used in their new "fishyback" service. Acceptance of the offer was recommended by Highway Commissioner John C. Mackie.

VACATIONLAND

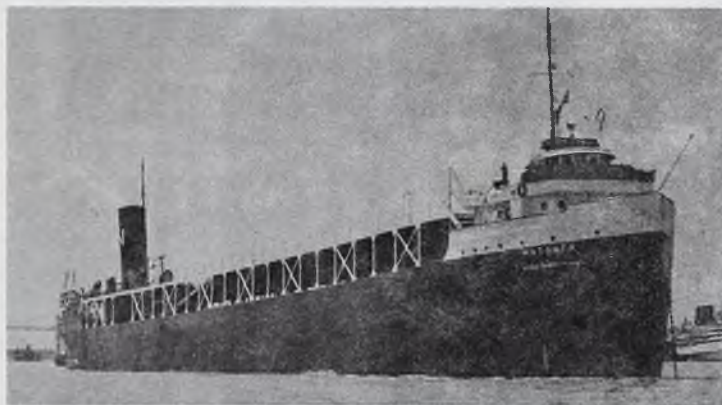
Photo by

Fr. Edward J. Dowling S.J.



September 23

Nicholson Transit Company announces plans to place the 60 year old steamer MATAAFA back in service after refitting is completed.



MATAAFA

Photo by

Emory Massman

Under a new bill just passed, the passenger steamer AQUARAMA will be permitted to operate on the ocean. Her owners have announced their intention to operate winter service off the Florida coast while continuing their Detroit to Cleveland service in the summer.

