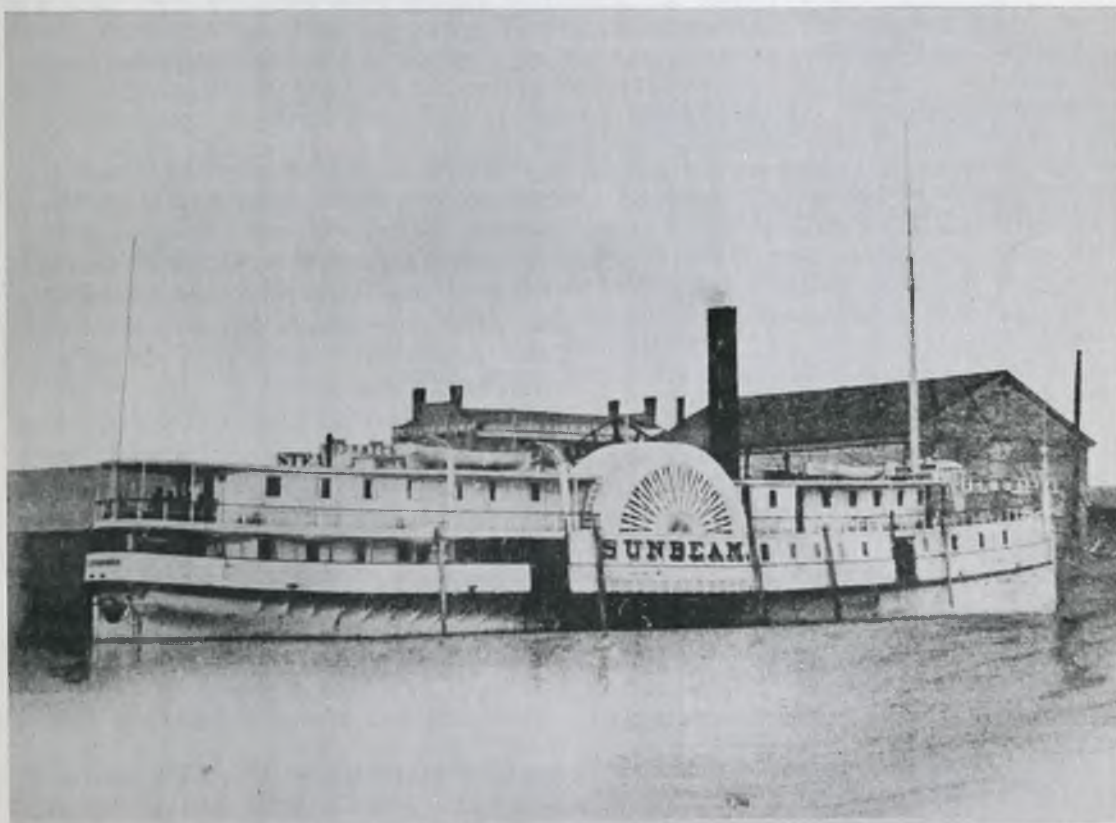


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TELESCOPE

The TELESCOPE magazine is the official publication of the Great Lakes Maritime Institute. It was first published in 1952 as a sheet of announcements and meeting notices. Today it is a full-size monthly magazine, valued by members and non-members alike as a source of Great Lakes data. The TELESCOPE includes articles of interest to almost everyone, including such subjects as history, salvage, current news, and model shipbuilding. There are three monthly features, current news section, vessel list of a Great Lakes fleet, and a blueprint of a Great Lakes ship. Subscription to TELESCOPE is included in the membership fee.

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This Month's Issue

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COVER

SUNBEAM - Wooden Paddle steamer, passenger and freight. Build at Manitowoc, 1861 by John and Stephen Bates for Captain Albert E. Goodrich of Chicago. 398 tons (old measurement). Stranded near Copper Harbor, Michigan Lake Superior, March 3, 1863 and completely wrecked, 29 lives lost.

SUNBEAM had no known U.S. Registry number, having been removed from service before 1867 when such numbers were first assigned.

Low pressure beam engine, builder unknown.

Was the fifth vessel in the Goodrich Line and the First built new for the line. (See page 158)

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

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The Shipwrecks of Lake Superior.

Part I, 1822-1889

Julius F. Wolff, Jr.

The shipping industry on Lake Superior has had a fascinating history. One can find romance, adventure, mystery, hardships, all part of a panorama of the westward march of American civilization. Indeed, the development of adequate shipping made possible the habitation and eventual industrialization of the Lake Superior country. And, just as most human undertakings carry the risk of trouble or loss, so did the vessels of Lake Superior suffer tragedy and disaster in their efforts to carry the commerce of this North Country to the eastern United States and to the world.

The object of this paper is to record the story of shipping losses on Lake Superior, a project undertaken initially for the St. Louis County (Minnesota) Historical Society as "The Shipwrecks of the North Shore of Lake Superior," published in TELESCOPE, May-June 1956. The present study attempts to report, as succinctly as possible, all major accidents known to have occurred on the largest of the Great Lakes. The author wishes to thank the U. S. Engineers Office, Duluth, the St. Louis County Historical Society, the Lake County (Minnesota) Historical Society, the Duluth Public Library, the Peter White Public Library of Marquette, Michigan, the Marquette County Historical Society, the University of Minnesota Library, Duluth, as well as a great many private individuals who have contributed information.

The fur trade naturally brought the first shipping to Lake Superior. Although the early French and Canadian voyageurs came up the Lake in their large freight canoes and Mackinaw boats, by the early nineteenth century the Northwest Company and the Hudson Bay Company used a number of small schooners, the RECOVERY, DISCOVERY, INVINCIBLE, MINK, and OTTER.¹ Also, the Canadian explorer, Alexander Henry, reportedly built a forty ton sloop at Point of Pines, near Sault Ste. Marie, in 1871, and used it to transport exploration parties to Ontonogan. As one would suspect, these tiny craft made the first shipwreck history of Lake Superior. The INVINCIBLE, built in 1813, survived nine years, going ashore and being pounded to pieces at Whitefish Point in 1822. Her crew escaped. Not so fortunate was the OTTER, also built in 1813, which supposedly was lost in a northwest gale off the Au Sable banks with all hands, some time before 1829. The DISCOVERY was wrecked in 1829 at the Soo, in an attempt to run her down the Canadian rapids of the St. Mary's River to Lake Huron. The RECOVERY and MINK were successfully taken down the Soo Rapids, leaving Lake Superior with no vessel larger than the freight canoe from 1829 to 1835.

A revived fur trade prompted the American Fur Company to undertake construction of sailing vessels after 1835. Earlier, this group had portaged a small ship, the AXMOUTH, across the Soo in 1817, although her fate on Lake Superior is unknown. The first of these American-constructed ships, the schooner JOHN JACOB ASTOR, of

112 tons, was built in the summer of 1835 at the Soo from materials portaged across. Launched in August 1835, and placed under the command of Captain Charles C. Stannard, the ASTOR is credited during her maiden voyage with the discovery of Stannard Rock, that famous rock pinnacle rising from the depths of Lake Superior off the coast of northern Michigan. The ASTOR lasted nine years in the fur and mineral exploration trade, being wrecked at Copper Harbor, Sept. 21, 1844, while under the command of Captain Benjamin Stannard, fortunately without loss of life.² This was the first American vessel to be lost on Lake Superior. A second American Fur Company schooner, the MADALINE, built in 1838 at the Soo by William Brewster, was taken down the Soo Rapids to the lower lakes. In 1840 what is probably the first sizeable craft built in western Lake Superior was constructed by the American Fur Company at La Pointe, Wisconsin. This was the schooner SISCOWIT, of forty tons. Sold to Captain James Bendry of Baraga, Michigan, the SISCOWIT sailed for nine years, being run ashore and wrecked near the mouth of the Chocolay River, Marquette, on Christmas Day, 1849.³

The discovery of both copper at Keeweenaw Point and iron ore near Marquette in the 1840s brought increased needs for transportation on Lake Superior. While the early explorers came in canoes or Mackinaw boats, which could be portaged without too great difficulty, by the middle 1840s substantial schooners and steamers were being brought across at the Soo. Beginning in 1845 with the schooner ALGONQUIN of seventy tons, one saw the following schooners brought to Lake Superior by the difficult overland portage at the Soo prior to the opening of the Soo Canal in 1855: the SWALLOW and MERCHANT, each about seventy tons, the WHITE FISH, about fifty tons, the UNCLE TOM, CHIPPEWA, and the FUR TRADER, about forty tons each, the FLORENCE, NANCY, and NORTH STAR of twenty tons, and the OCEAN of undisclosed size. Steamers portaged across, beginning with the INDEPENDENCE, of 280 tons, in 1845, included the JULIA PALMER, 280 tons, the MONTICELLO, PENINSULA, MANHATTAN, SAM WARD, and BALTIMORE. Built as a schooner but converted to a propeller at the Soo in 1848 was the NAPOLEON of 120 tons.⁴ Another schooner, the QUICK STEP, was built at the Soo.

These were primitive, diminutive ships on the virtually unknown giant of the inland seas, Lake Superior. As might be expected, they were in continual trouble, and a good many met their doom within ten years. From the meager information available, it would appear that the schooner MERCHANT was the first to go. On a run between Copper Harbor and the Soo in 1847, with Captain Robert Moore in command, the MERCHANT sank with all hands, a loss of fourteen lives. One account lists the place of sinking as four miles north of Grand Island.⁵ In the same year the schooner OCEAN was badly mauled by a gale, losing one man and suffering \$7,000 damage. The steamers fared worse.

In August 1851, the MANHATTAN and MONTICELLO, both propellers operated by bitterly competitive vessel lines, intentionally rammed near Parisienne Island, the MANHATTAN sinking in shallow water. The MONTICELLO, at first thought to be undamaged by the collision, in reality had been cracked from stem to stern. Later in the same month she went completely to pieces near Eagle River, a total loss to the sum of \$40,000.⁶ The MANHATTAN was salvaged and continued to run for another eight years before going to pieces near Grand

Marais, Michigan, in a storm during 1859. The INDEPENDENCE was beached and wrecked near Ashland in 1852, a \$30,000 loss, but her captain and his son rebuilt and refloated her with the help of Indians. She met her end on November 22, 1853, when her boiler exploded at the Soo, demolishing the vessel and killing four of the crew. The BALTIMORE suffered storm damage in 1852 and went ashore at Whitefish Point in 1853. The JULIA PALMER reportedly went ashore, a \$55,000 casualty, at Two Heart River, but the date is indefinite.⁷ The PENINSULA was supposedly lost in 1854 at Eagle Harbor, the SAM WARD alone, among the pre-canal steamers, surviving.

Once the Soo Canal had been completed in 1855, steamers from the lower lakes began making their appearance on Lake Superior, and famous lower lakes vessel names, as the ILLINOIS, LADY ELGIN, GENERAL TAYLOR, and SEABIRD, are seen in the records. These vessels likewise were involved in their share of accidents, one of the most tragic being that of the SUPERIOR, under Captain Hiram J. Jones, which grounded and went to pieces at the Pictured Rocks, just east of Munising, October 26, 1856, with a reputed loss of forty-six lives. The SUPERIOR, an old side-wheeler, running from Chicago to Keeweenaw Point, had left the Soo in good weather on October 25. While making her way along the South Shore, however, she was struck by a northwest storm, lost her rudder and smokestack, fell into the trough and began leaking so that her fires were extinguished. About 2:00 a.m., October 26, the SUPERIOR struck the rocks broadside, a few rods west of the Cascades at the Pictured Rocks. The ship disintegrated in fifteen minutes, with only eighteen out of sixty-four passengers and crew reaching the rocky shore alive. These suffered serious privations before being rescued several days later through the gallantry of surviving crew members and a passenger, Joseph W. Dennis, several of whom rowed forty miles from Grand Island to Marquette for help. The survivors were taken from Grand Island to the Soo by the propeller GENERAL TAYLOR, which also brought the recovered body of Captain Hiram Jones.⁸ A new CITY OF SUPERIOR, a propeller, was immediately constructed, but her life was short. With Captain John Spaulding in command, the CITY OF SUPERIOR was completely wrecked at Eagle River in November 1857, when only three months old, a total loss to the sum of \$50,000. No lives were lost. The year 1856 witnessed another serious accident, fortunately with loss of only one man, when the propeller B. L. WEBB went ashore and burned at Waiska Bay. A casualty of \$65,000 was recorded and supplies badly needed at Marquette were destroyed.

A number of lesser accidents occurred in the late fifties. The steamer PLANET suffered storm damage of \$2,000 in 1855 and of \$1,500 in 1856. In 1856, the steamer ILLINOIS broke her shaft in a gale and had to be towed into Detroit, a loss of \$2,000. The steamer NORTH STAR was disabled in heavy seas and was towed to Cleveland for repairs of \$2,000. Storms wrought damages of \$1,500 to the ILLINOIS in 1857, of \$1,000 to the propeller GENERAL TAYLOR, and of \$1,800 to the propeller DETROIT. In 1858 many mishaps were reported. The propeller INDIANA sank after springing a leak, a loss of \$14,000, while the steamer LADY ELGIN stranded at Copper Harbor, an \$8,000 repair bill. At the same place the ILLINOIS went ashore, a \$1,200 loss, while the LADY ELGIN next grounded on Sable Reef, with damage of \$1,400. The propeller ONTOGOGAN was disabled in a storm, needing \$2,000 in repairs. In a fierce gale the crew

of the propeller MINERAL ROCK threw overboard twenty tons of copper, a \$3,000 loss. A collision between the GENERAL TAYLOR and the brig CONCORD at Whitefish Point did \$2,800 damage to the two vessels. The year 1859 saw the steamer MINER wrecked at Ontonogan with a loss of \$2,000. The steamer NORTH STAR suffered storm damage off Eagle Harbor to the extent of \$2,200. Schooner mishaps included the SUSQUEHANNA ashore near Marquette with \$3,400 loss; the RESOLUTION stranded at Ontonogan with repairs of \$1,300; the ETHAN ALLEN grounded at Copper Harbor, a \$2,000 salvage job; the COASTER ashore with damage of \$4,000; and the DREAM capsized in a gale with a loss of two lives and repairs of \$2,400. The most costly accident of this year was the wrecking of the propeller MANHATTAN at Grand Marais with damage of \$18,000.

The period of the Civil War witnessed a flurry of vessel activity, even in western Lake Superior, with consequent substantial losses. In 1860, Duluth first figures in accident reports with the schooners G. W. FORD and NEPTUNE grounding on Minnesota Point. Damage was light in both instances. Not as fortunate in the same year were the steamers ARCTIC and GAZELLE, the ARCTIC becoming a total loss of \$34,500 after stranding on Huron Island, with the GAZELLE being wrecked at Eagle Harbor, a casualty of \$30,500. Several vessels sustained serious storm damage. The propeller IRON CITY became disabled in a gale, needing \$2,000 in repairs. The steamer SEABIRD also suffered a breakdown in heavy seas and had to be towed to Detroit for refitting at a cost of \$4,000, while the steamer CITY OF CLEVELAND took such a severe battering that her crew had to jettison cargo, repairs and lost cargo amounting to \$17,000, an unusual loss at that time for anything less than a sinking. Inclement weather in 1861 caused some damage to several vessels but no sinkings or strandings. Storm losses of \$4,000 were reported by the propeller F. W. BACKUS off Copper Harbor, while the steamer ILLINOIS lost a wheel off Eagle River, a \$1,500 repair item. In addition, the steamer MICHIGAN lost a man overboard during a gale. An unfortunate collision in 1862 between the steamer ILLINOIS and the ore-carrying schooner ORIOLE sank the ORIOLE with a loss of twelve lives and property damage of \$17,000. In addition, the ILLINOIS needed repairs of \$1,600. The usual gales disabled the propeller WATER WATCH off Eagle Harbor to the extent of \$1,500 and mauled the schooner EXCHANGE with a loss of \$1,500. A minor collision between the steamer CITY OF CLEVELAND and the propeller NORTHERN LIGHT caused damage of \$1,500 to the CLEVELAND. The CLEVELAND later ran ashore and sustained another loss of \$6,700. The last incident of the season saw the schooner SUNBURY taking such a severe battering in a gale that she had to be towed to Buffalo for rebuilding with an expense of \$6,400, an exceedingly heavy repair item for a schooner.

A particularly tragic accident occurred in the last week of August 1863, when the Goodrich Line's sidewheeler SUNBEAM, under Captain McDougall, capsized between Ontonogan and Copper Harbor, apparently just west of Eagle River.⁹ Thirty-two lives were reported lost, wheelsman John F. Fregeau of SUPERIOR being the sole survivor. The SUNBEAM, a new vessel of approximately four hundred tons, launched at Manitowoc, Wisconsin, in 1861, was downbound from

Superior to Copper Harbor when she encountered a severe northwest gale off Keeweenaw Point. In trying to come into the wind, the steamer fell into the trough and slowly rolled over. Fregeau, one of the last to board the lifeboats, gave up his seat in the second crowded lifeboat when the only woman aboard, the cook, belatedly came on deck and begged to be taken off. This act of heroism was to save his life. The lifeboats swamped in the mountainous waves, drowning all occupants, but Fregeau lashed himself to the upper cabin floor which broke loose as the steamer settled. With the aid of a keg of wine found floating in the wreckage, he kept himself alive for twenty hours on the storm-tossed lake, landing on a rocky shore some fifty miles west of Eagle River. After hiking the rugged shore line for many miles, he was picked up by a Mackinaw boat and brought to Eagle River. He had been thirty-six hours without food.

Other accidents in 1863 included two mishaps to the hard-luck steamer CLEVELAND. The CLEVELAND stranded at Eagle Harbor and sank, needing \$5,500 in repairs, and then, on a later trip, encountered rough weather in Waiska Bay and had her skipper, Captain John Ratteray, swept overboard and drowned. Likewise, the steamer PLANET figures in two accident reports, the first, a stranding off Keeweenaw Point, involving a loss of \$1,600. In September, the PLANET reportedly foundered off Eagle River with a loss of thirty-five lives. but this presumedly major accident, though cited by two reputable lakes historians, is declared by others to be a confusion with the sinking of the SUNBEAM in the same area.¹⁰

The year 1864 witnessed a rash of non-fatal accidents. Most important was the stranding of the lake-bedeviled steamer CLEVELAND at Two Hearts River, this time a declared total loss. She was salvaged, however, two years later. The propeller IRON CITY struck a reef and sank in Waiska Bay with damage of \$5,000, while the propeller LAC LA BELLE went ashore above Eagle River, needing repairs of \$5,400. and the steamer ILLINOIS hit a reef and sank at Eagle River, a \$9,000 salvage job. Schooners likewise had their share of grief, the GENERAL SCOTT barely reaching the Soo before sinking from storm damage, a loss of \$2,200, and the PIERPONT, with ore, going ashore near Eagle River with salvage costs of \$2,300. In addition, two schooners were wrecked near Marquette, the QUEEN CITY and the GEORGE FOOTE, with losses of \$10,000, and \$14,000 respectively.

A major casualty occurred in 1865 when the steamer TRAVELLER burned at Eagle Harbor. The vessel was worth \$48,000, this incident being the most costly in terms of property damage during the whole war period. Moreover, the propeller LADY FRANKLIN was twice involved in trouble, being disabled and towed to Detroit for repairs of \$1,500, and subsequently sinking after a collision with an unnamed vessel in Waiska Bay. Also, the propeller UNION required a \$2,000 repair bill after being towed disabled into Copper Harbor. Ill luck dogged the schooner PIERPONT for the second consecutive year when she grounded in a gale at Mineral Point, sustaining damage of \$4,500.

For several years after the Civil War, Lake Superior was spared serious accidents, with only a few minor strandings on Keeweenaw Point and at Marquette. The propeller LADY FRANKLIN, repaired at a cost of \$13,000, after her sinking in Waiska Bay, had another brush with disaster in 1866 when she limped into Eagle Harbor after a

gale, needing repairs of \$1,000. The steamer KEEWEENAW stranded on a reef above Carp Lake but sustained damage of only \$1,000. Schooners had some difficulties, with the HARRIET ROSS sinking after reaching Eagle Harbor, as did the SAGINAW, probably in the same gale. Damage ran slightly over \$1,000 to each ship. The bark D. MORRIS, a coal carrier, likewise ran ashore and had to jettison one hundred tons, a loss of \$1,300.

Marquette was the location of two accidents in 1867, the ore-carrying bark FAVORITE stranding with damage of \$1,000, and the new tug J.C. MORSE striking a rock near Partridge Island.¹¹ One man was drowned. The propeller S. D. CALDWELL was disabled at Ontonogan, requiring repairs of \$1,000.

Vesselmen had relatively easy going in 1868, only two significant accidents being noted. The propeller METEOR was disabled and towed to Detroit for repairs of \$1,500, while the steamer WARRINGTON also suffered gale damage of \$1,000.

In 1869, however, it was a different story. A major loss occurred at Marquette with the burning of the propeller QUEEN OF THE LAKES, a \$40,000 casualty. The propeller ATLANTIC stranded near Superior, a \$1,000 repair item, while the propeller CUYAHOGA ran into Eagle Harbor and sank, needing \$3,000 in salvage costs, and the propeller ST. PAUL was disabled near Marquette, with a bill of \$2,000. Schoonermen had a rough year, the NORTH STAR capsizing in a gale, a loss of \$3,000, and the E. BATES suffering damage of \$1,800 when going ashore at Grand Island. Several minor mishaps caused trouble around Marquette, and a mid-November storm brought two major disasters, one with loss of life. The schooner BERMUDA, bound for Marquette, went aground on Shot Point and broke in two. Her crew made their way to shore, and the captain walked to Marquette for help. The vessel was worth \$25,000. Not as fortunate was the schooner W. W. ARNOLD which had sailed from Marquette just before this same November blow. Driven ashore at the mouth of Two Hearts River, east of Munising, the schooner was pounded to pieces, her ten man crew being drowned. The accident was discovered some days later by the overland mail carrier from Marquette to the Soo, who found ten frozen bodies on the beach. A rescue party from Marquette verified the report but was prevented from burying the dead by an onrushing gale. As a result, the bodies of the drowned sailors lay ice-encrusted on the beach all winter until another rescue party from the Soo could bury them on the banks of Lake Superior the following spring.¹²

During the 1870s the volume of shipping continued to increase, as did the number of the accidents. Both schooners and steamers took a beating. Serious schooner mishaps in 1870 included the E. BATES, aground at Grand Island, the A. H. MOSS ashore at Eagle Harbor, the SOUTHWEST grounded at Vermillion Point, the AFRICA stranded at Round Island, and the DREADNOUGHT on the beach at Grand Island, virtually a total loss of \$13,000. In addition, the schooner S. B. POMEROY, downbound from Marquette, lost two of her crew overboard. In 1871 another rash of schooner accidents occurred, the H. C. WINSLOW sinking at Marquette, the wheat-carrier PLOVER sunk by a gale, a total loss of \$28,000, the MAY SCOTT wrecked at Munising,

and the STRANGER foundering from gale and ice damage. In 1872, it was the same story, with the MIDDLESEX damaged off Marquette; the MARQUETTE ashore at Grand Island; the MAPLE LEAF on the beach at Minnesota Point, a total loss of \$18,000, and the FRANCES PALMS, ALICE CRAIG, and SWEETHEART also grounded at Duluth with minor damage. Furthermore, the tug DANFORTH burned at Duluth, while the propeller ST. PAUL stranded there with minor damage. The 1872 navigation season closed with a frightful storm on Whitefish Bay which sank two ore-laden barges and two grain-laden schooners with a loss of thirty-one lives. Lost were the barges JUPITER and SATURN and the schooners W. O. BROWN and W. S. GRISWOLD, while an unconfirmed report lists the disappearance of the schooner GEORGE F. WHITNEY with all hands. The sailing fleet took another beating in 1873 with the bark MASSILON ashore at Whitefish Point, the brig MECHANIC sunk near Marquette, the schooner CAMERIDGE a total loss of \$33,000 near Marquette, and the bark ACORN severely damaged in a gale. In addition, the propeller UNION suffered damage of \$30,000 when grounding at Point Sable, while the steam barge GENEVA sprang a leak and sank off Whitefish Point, an unprecedented loss of \$95,000. Another accident was noted on Minnesota Point in 1874 when the schooner D. R. OWEN stranded with minor damage. More serious accidents that year included the sinking in October of the steamer LOTTIE BERNARD off Eagle Harbor, with three men drowned and \$8,000 property damage, and the stranding of the schooner T. MORELL at Grand Island, a total loss of \$23,000.

Even heavier losses will afflict vesselmen in the later 1870s. In 1875 occurred the first fatal ship accident near Duluth with the Canadian propeller ALGERIAN sinking at Split Rock with a loss of seven lives. Nothing is known of this incident.¹³ On August 26 one saw a serious collision near Whitefish Point when the Hanna Company's propeller COMET, laden with pig iron and silver ore, was struck by the Canadian steamer MANTOBA. The COMET immediately sank, taking ten of her crew. The ship and cargo were worth \$95,000.¹⁴ A late storm also grounded the bark CHENANGO at Grand Island, another virtual total loss of \$16,000. The last mishap of 1875 involved a grim happening at Grand Marais, Minnesota. On December 12, the small schooner STRANGER of Superior struck a reef in Grand Marais harbor while trying to land supplies. A rising northwest gale blew the unfortunate ship into the open lake, and her four man crew was never heard of again. For some reason, the little vessel carried no anchor.¹⁵

The balance of this article will be printed in a later issue.

LIST OF FOOT-NOTES

Note: The majority of the wrecks on Lake Superior have been recorded in the unpublished typewritten monograph, Homer Wells, Jr., History of Accidents, Casualties, and Wrecks on Lake Superior. U. S. Corps of Engineers, Duluth, 1938. In the interest of simplicity wrecks so documented will not be foot-noted, unless it is necessary to add supplementary information or to note a conflict.

1. The early Canadian shipping history on Lake Superior is recounted by J. Disturnell, Sailing on the Great Lakes and Rivers of America, 1874, pp.41-42. Valuable information on

- early shipping activity is contained in an unpublished manuscript by John E. Keast, "Early Navigation on Lake Superior," October 20, 1942, in the files of the Marquette County Historical Society. Mr. Keast has followed a shipwreck hobby for over thirty years in northern Michigan and probably has the most extensive collection of wreck data in the Lake Superior area. A second important manuscript, R. A. Brotherton, "Lake Superior and Early Navigation," contains significant additional material, this also on file in the Marquette County Historical Society. Kenyon Boyer, Executive Director of the Society, has mentioned numerous shipping mishaps in a series of radio programs, "Historical Highlights," copies of which are maintained in the Society files. Walter Havighurst, The Long Ships Passing, 1942, p. 161, mentions early Canadian shipping history.
2. Details of this accident are reported in Disturnell, op. cit. p. 42; see also J. C. Mills, Our Inland Seas, 1910, p. 133.
 3. A fascinating explanation of the SISCOWIT wreck is presented by John E. Keast, op. cit., in files of Marquette County Historical Society. The SISCOWIT had some uplake from the Soo with a cargo of badly needed supplies for Marquette in November 1849. For reasons unknown, her captain failed to unload at Marquette and took the vessel to L'Anse for winter layup. Knowing their community faced starvation without the food supplies, two Marquette men, Captain Sam Moody and James Broadbent, snowshoed the many miles to L'Anse, seized the schooner by force, refitted her, and sailed for Marquette on Christmas Eve. In fifteen below zero weather they arrived at Marquette and unloaded the precious food supplies. They then attempted to put the schooner into the mouth of the Chocolay River, a few miles south of the town, for a safe anchorage over the winter. However, they missed the river mouth and hit the beach, the schooner going to pieces. Her bones still lie buried in the Chocolay sands.
 4. J. Disturnell, op. cit., p. 42, has compiled a list of the ships on Lake Superior prior to the opening of the Soo Canal in 1855. Both Keast and Brotherton, op. cit., present lists of early ships.
 5. The loss of the MERCHANT is the first shipping disaster on Lake Superior recorded by Homer Wells, supra. The time and place of accident, however, are obscure. R. A. Brotherton, op. cit., pin-points the sinking but declares the time as fall, whereas J. B. Mansfield, History of the Great Lakes, Beers and Company, 1899, Vol. 1, p. 654, says the MERCHANT was lost in June. Apparently, the vessel was running between Keeweenaw Point and the Soo, although the direction in which she was headed at the time of sinking is uncertain. Havighurst, op. cit., p. 175, declares the MERCHANT was en route from the Soo to Keeweenaw in July.
 6. The collision between the MANHATTAN and MONTICELLO is described by John E. Keast, op. cit. A pioneer Marquette woman, Mrs. A. R. Harlow, was a passenger on the MANHATTAN at the time of the collision.

7. The date of the PALMER disaster is indefinite; H. Wells, op. cit., says 1847; however, John Keast, op. cit., declares the PALMER was not brought to Lake Superior until 1848, while Brotherton, op. cit., notes 1850 as her arrival date. Havighurst, op. cit., p. 175, has still a different version.
8. Several graphic accounts, which differ significantly in some respects, describe the wreck of the SUPERIOR. A report of the sinking by a survivor, Joseph W. Dennis, appeared in the New York Daily Times, November 26, 1856. Another account, prepared from notes of a survivor, James Shields, and written by his son, C. M. Shields, some years later, is entitled "An Account by my Father of Shipwreck." The Dennis newspaper story is preserved in the files of the Marquette County Historical Society, while the Shields manuscript is contained in the files of the Peter White Public Library, Marquette, Michigan. Casualty figures on this accident vary from thirty-five to forty-six. A third detailed report on the wreck may be found in the Lake Superior Mining Journal, November 27, 1856.
9. The SUNBEAM disaster is described in A. T. Andreas, History of the Upper Peninsula of Michigan, 1883, p. 518; Mansfield, op. cit., Vol. 1, pp. 695-696. There are some differences in the accounts. An unpublished manuscript by John Bardon (pioneer historian of Superior, Wisconsin), "The Sunbeam," recounts an interview with John F. Fregeau, then an old man, on his recollections of the accident. This manuscript is on file in the St. Louis County Historical Society at Duluth.
10. Captain Edward Carus, "A Hundred Years of Disasters on the Great Lakes, 1835-1931," p. 7, a typewritten manuscript on file in St. Louis County Historical Society; Mansfield, op. cit., p. 697. Wells, op. cit., however, makes no mention of the foundering of the PLANET, a major accident, while John Keast, in his many years of studying Michigan shipwrecks, cannot verify this loss. Interview with Mr. Keast at Marquette, September 5, 1959.
11. From files of Lake Superior Mining Journal, July 1867. The MORSE accident could have involved heavy loss of life. The new tug, under Captain Atkins, was taking a group of forty-one prominent Marquette citizens on a holiday outing to Sugar Loaf, north of Marquette, when the stranding occurred. Fortunately, the tug remained hard aground on a rock pinnacle surrounded by deep water. Wheelsman Joseph Rouleau swam ashore and walked many miles back to Marquette for help which arrived on the tug DUDLEY the next day. One man was drowned in the confusion.
12. The shipwrecks resulting from the destructive mid-November storm of 1869 are depicted in the Lake Superior Mining Journal, November 1869, in files of Marquette County Historical Society. Besides the BERMUDA and the ARNOLD, other schooners sustaining damage included the DE SOTO, ATHENIAN, JANE BELL, and CLARA PARKER.

13. Carus, op. cit., p. 11.
14. J. B. Mansfield, op. cit., p. 730, portrays the confusion following the collision. The MANITOBA struck the COMET fifteen feet from the stern just at dusk. Thinking their own ship doomed, members of the MANITOBA crew jumped aboard the COMET, only to scramble hurriedly back as the COMET began to settle. Half the COMET'S crew drowned. With a cargo of silver ore, the COMET is the only known treasure ship in Lake Superior.
15. The tragedy of the schooner STRANGER of Superior is reported by Otto E. Wieland, pioneer Minnesota historian, in an unpublished manuscript, "The Stranger," in files of the St. Louis County Historical Society. Four Grand Marais men attempted a rescue by rowboat but were turned back by mountainous waves.

In Memoriam

The Institute deeply regrets the loss of one of its Life Members, Captain Milton R. Wortley, USNR, who passed away suddenly on August 25, 1960.

The Great Lakes Maritime Institute and the TELESCOPE express heartfelt condolences to Mrs. Wortley, and all of those near and dear to him.

Picture Page

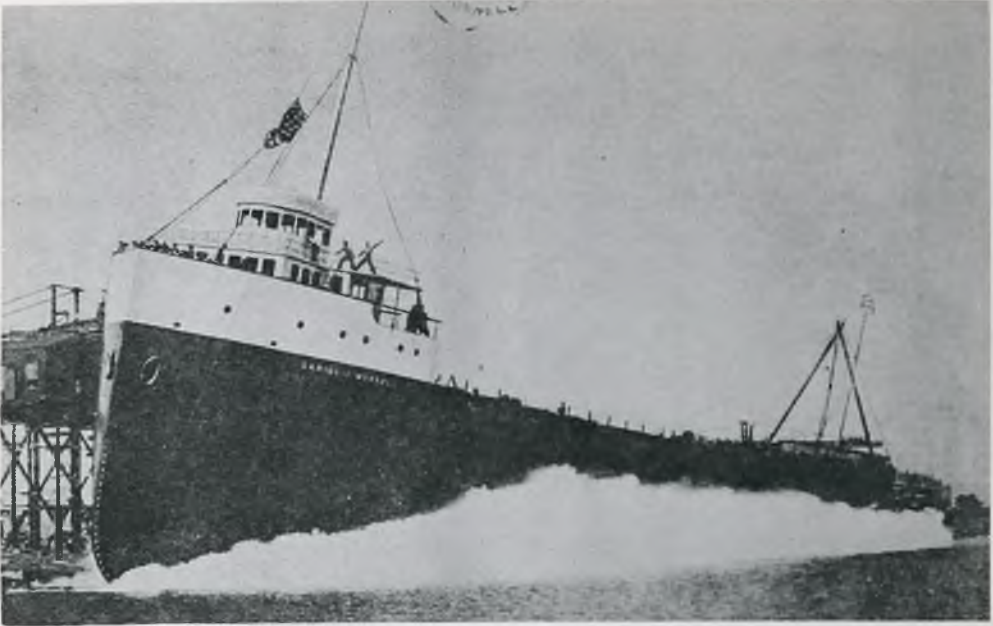
By Emory A. Massman, Jr.



EVERETTON(d), Fred L. Hewitt(1)(c), Graham C. Woodruff(b), M. A. Bradley(a), Can. # 177817 GT. 5765 NT. 3931, 468x52x30, G.L. Eng. Wks. hull #38 launched April 1908 at Ecorse. Tri. exp. eng. 21-35½-58½x42 blt. by G.L.E.W. 2 scotch boilers 13'3"x12' by Marine Boiler Works, 1908. Owners: 1. Capt. Alva Bradley 2. Stewart Furnace Co. 3. Nicholson Universal S.S. Co. 4. U. S. Maritime Comm. (chartered to Overlakes Freight Corp.) 5. Colonial S.S. Co. 6. Scott Misener Steamships, Ltd.



WILLIAM P. PALMER US#208157 GT. 7602 NT. 5746, 580x58x30 Great Lakes Eng. Works h.# 76, launched Dec. 1910 at Ecorse. Tri. exp. eng. 24-38-65x42 Built by G.L.E.W. 1910 Her original boilers were replaced in 1944 with 2 water tube B.&W. boilers. Owners: Pittsburgh S.S. Div., U. S. Steel Corp.



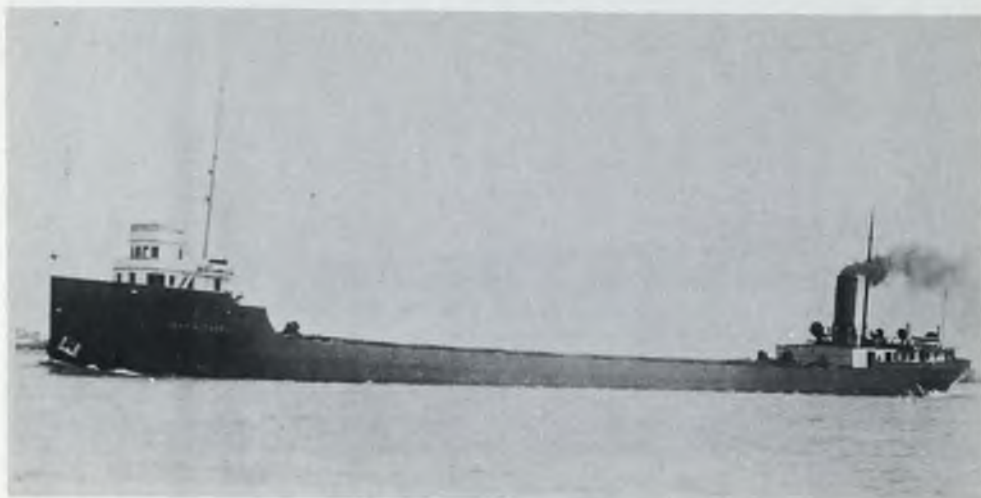
Launch of the DANIEL J. MORRELL at Bay City, 1906

THE BIG SPLASH

By Reverend Edward J. Dowling, S. J.

The DANIEL J. MORRELL was built for the Cambria Steamship Company by the West Bay City Shipbuilding Company. When launched in 1906, she was one of the largest freighters on the Great Lakes. Her original dimensions were 580 x 58 x 27.4; 7239 gross tons, and 5419 net tons. Her triple expansion engines of dimensions 24", 39", and 65" diameter by 42" stroke were built by the old Dry Dock Engine Works of the Detroit Shipbuilding Company. Until 1924, she was operated for her owners by the M. A. Hanna Company. After that she was, and still is, a member of the fleet of Bethlehem Transportation Company. Her record on the Lakes has been one of ordinary reliable performance with little headlines. Our photo below shows the DANIEL J. MORRELL in her present appearance.





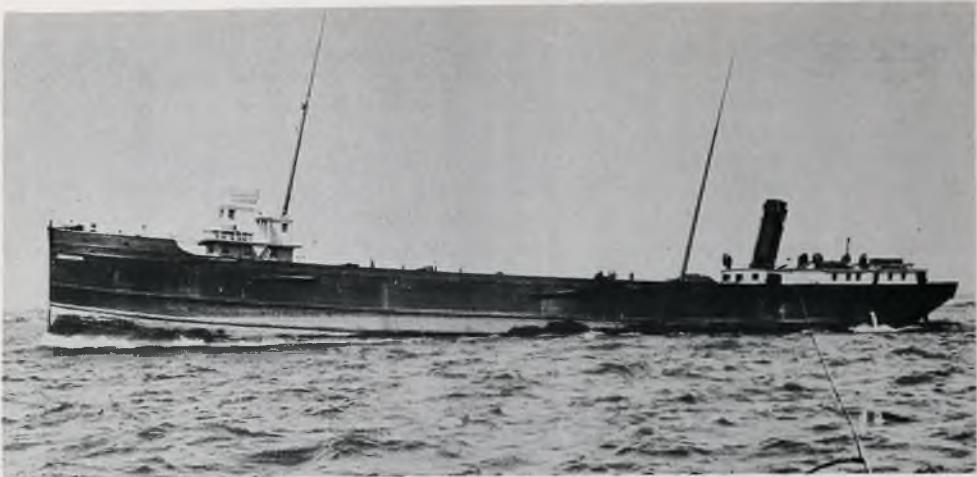
The JOHN MITCHELL
Pesha Photo

The ELPHICKE FLEETS
By Reverend Edward J. Dowling, S. J.

C. W. Elphicke and Company, vessel brokers of Chicago, and successors operated freighters on the Great Lakes from the late '80s until World War II. The following ships are known to have sailed in this fleet. All are steel vessels unless otherwise noted.

I. C.W. Elphicke & Company.

- Str. WILLIAM L. BROWN (US.81747), 1901 Chicago, 430 x 50 x 24. Later GEORGE H. INGALLS. Still in service.
- Bge. CARRINGTON (US.127172), 1897 Chicago, 352 x 44 x 21. Later CORDOVA and DELKOTE (C.171062). In service.
- Str. CHILI (US.127078), 1895 Cleveland, 320 x 42 x 22. Later SARNIAN (C.134011). Scrapped, c.1947.
- Str. C. W. ELPHICKE (US.126568), 1889 Trenton, Michigan, 273 x 42 x 20, wood. Sold out of fleet in 1890 or 1891. Stranded on Long Point, Lake Erie, 10-21-13.
- Str. MARY C. ELPHICKE (US.93151), 1901 Chicago, 430 x 50 x 24. Later MORRIS S. TREMAINE and T. J. MCCARTHY. In service.
- Str. G. WATSON FRENCH (US.86667), 1903 W. Bay City, 356 x 50 x 24. Later HENRY P. WERNER, JOHN J. BOLAND, JR. (11), and ALGOWAY (C.171013). In service.
- Sch. FRANK W. GIFFORD (US.9752), 1868 Cleveland, 159 x 31 x 12. Wood.
- Tug JOSEPHINE (US.75763), 1875 Milwaukee, 99 x 25 x 6. Wood.
- Str. WILLIAM R. LINN (US.81597), 1898 Chicago, 400 x 48 x 23. Later tanker L. S. WESCOAT. In service.
- Str. PRICE MCKINNEY (US.205324), 1908 Lorain, 432 x 54 x 28. In service.
- Sch. CHARLES P. MINCH (US.5059), 1867 Vermillion, O., 154 x 28 x 11.

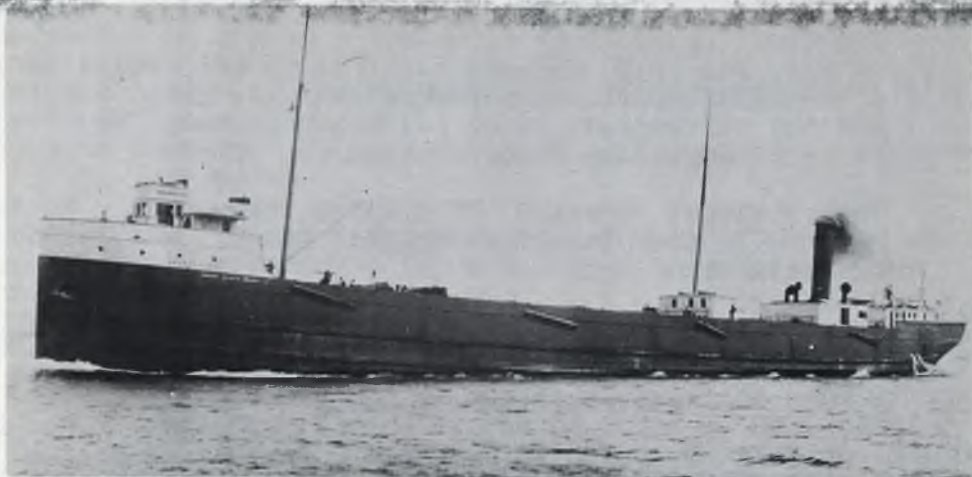


The GRECIAN
Young Photo

- Str. JOHN MITCHELL (US.203943), 1907 St. Clair, 420 x 52 x 23. Sunk in collision with Str. WILLIAM HENRY MACK off Whitefish Point, Lake Superior, 7-9-11.
 Sch. THOMAS L. PARKER (US.145264), 1881 Manitowoc, 186 x 23 x 13. Wood.
 Str. BYRON WHITTAKER (US.3477), 1890 Mt. Clemens, 220 x 38 x 20. Later MARIAN W.

- II. Menominee Transit Company. Operated in ore trade for Schlesinger.
- Str. BRITON (US.3493), 1891 Cleveland, 296 x 40 x 21. Wrecked Lake Erie, 1929.
 Str. GERMAN (US.86122), 1890 Cleveland, 296 x 40 x 21. To coast in World War I, later YANKEE. Sunk in collision off Fire Island, N. Y., 6-11-19.
 Str. GRECIAN (US.86136), 1891 Cleveland, 296 x 40 x 21. Foundered on Lake Erie, 1906.
 Str. NORMAN (US.130305), 1890 Cleveland, 296 x 40 x 21. Sunk in collision with Canadian Str. JACK, Lake Huron, 1895.
 Str. ROMAN (US.05632), 1891 Cleveland, 296 x 40 x 21. To coast in World War I. Foundered, 11-20-19, 250 miles east of Sandy Hook.
 Str. SAXON (US.116376), 1890 Cleveland, 296 x 40 x 21. To coast in World War I. Later Danish ANN JENSEN.

Note: The Menominee vessels (excepting NORMAN) went into Pittsburgh Steamship Company in 1901.



The GEORGE N. ORR
Young Photo

III. Canada-Atlantic Transit Company. Operated by Elphicke and Successors for the Grand Trunk and later Canadian National Railroads.

- Str. CANATCO (ex CANADIAN GUNNER) (C.141478), 1919 Collingwood, 251 x 43 x 23.
- Str. DALWARNIC (ex CANADIAN HARVESTER) (C.150348), 1921 Port Arthur, 251 x 43 x 23.
- Str. M. V. FORDONIAN (US.214598, ex C.133077), 1912 Glasgow, Scotland, 250 x 43 x 26. Later YUKONDOC, GEORGIAN and BADGER STATE. Lost by enemy action World War II.
- Str. WILLIAM H. GRATWICK (US.81427), 1893 W. Bay City, 328 x 42 x 24. Later MINNEKAHTA and GLENLYON (C.26660). Stranded, Isle Royale, 1924. Chartered by Canada-Atlantic.
- Str. KEARSARGE (US.161061), 1894 Chicago, 328 x 43 x 23. Scrapped, c.1950. Bow made into barge SABADASH I and redocumented as (US.261791), 1951. Stern still afloat on Rouge River.
- Str. NEWONA (C.125470), 1909 Wallsend-on-Tyne, England, 250 x 43 x 23. Chartered by Canada-Atlantic. Sold Italian, 1920s.
- Str. ARTHUR ORR (US.107005), 1893 Chicago. Originally 286 x 41 x 21. Lengthened, c.1900 to 334 ft. Scrapped, 1947.
- Str. GEORGE N. ORR (US.86350), 1896 Chicago, 326 x 44 x 22. Wrecked in Gulf of St. Lawrence on way to coast, 1917.
- Str. OTTAWA (C.111443), 1900 Toronto, 256 x 43 x 15. Foundered on Lake Superior, 11-16-09.
- Str. SCRANTON (US.116325), 1888 Cleveland, 260 x 39 x 21. Iron. Later TEN, NINE, and STARBUCK (C.173315). Scrapped, 1957. Chartered by Canada-Atlantic.

CORRECTION

In the Tree Line fleet list last month, BIRCHBAY was lost in 1923 not 1926. HENRY C. DARYAW (ex OAKBAY) stranded on a ledge near Brockville on the St. Lawrence and slid off into deep water. Our thanks to Bob Shepherd of Como for this data.

Great Lakes Marine News

edited by Robert Radunz

Contributors: Edwin P. Sprengeler, Milwaukee
Richard J. Wright, Akron

July 13

Higher levels of the Great Lakes and connecting channels, due to big winter snows and above normal rainfall, enables lake bulk carriers to move the largest cargoes in six years. Ships have been able to load 1,200 to 2,600 more tons than a year ago. The EDMUND FITZGERALD on July 8 moved 23,061 gross tons of taconite from Silver Bay, Minnesota to Toledo making it the largest cargo ever moved by one ship from Lake Superior.

The JACK DALTON (ex VACATIONLAND) is taken out of service for repairs. Owners of the ship say they expect her to be back in service September 1. Three Cleveland Cliff carriers are laid up. They are the MARQUETTE, GRAND ISLAND, and JOLIET.

June bulk cargo tonnage is more than a million net tons under a year ago.

July 17

MORMACPRIDE newest cargo-passenger liner of the Moore-McCormack Line enters Milwaukee Harbor on its maiden voyage. The ship receives a load of a half of a cement plant for Argentina. She is to return in approximately 80 days for the other half of the plant.

The Federal Maritime Board allows the Grace Line to withdraw from Trade Route 33, covering service from the Caribbean to the Great Lakes.

August 3

The EDWARD L. RYERSON of the Inland Steel Company fleet completes her final builders trials at Manitowoc prior to leaving on her maiden trip. The ship is 730 feet long and is now the longest vessel on the lakes.

Officials of Green Bay, Wisconsin, report that the Dutch motorship FABIAN did \$5,000 damage to a bridge in that City when the ship struck it on August 1.

August 6

EDWARD L. RYERSON sets a new Great Lakes cargo record when she carries 23,378 gross tons of iron ore from Escanaba, Michigan, to Indiana Harbor.

August 11

Army engineers forecast that lake levels will continue to rise an estimated two inches up to about mid-September, making it the highest autumn mark since 1954.

August 14

The VAN YONG of Taipei, Formosa, enters lakes for load of grain to be loaded at Duluth.

Carferry SPARTAN rescues four men in two outboard cruisers on Lake Michigan. They had run out of gas.

August 24

Mid-section of a ship is launched in Hamburg, Germany. It will be towed across the Atlantic to Lorain, Ohio, and will be joined to the bow and stern of the former ocean tanker CHIWAWA to become a twenty-three thousand ton Great Lakes ore carrier for the Cleveland Cliffs Iron Company. The ship will be named WALTER A. STERLING.

August 31

Seamen of the Boland & Cornelius fleet vote 277-171 in favor of the Seafarers International Union as their bargaining agent instead of the Teamsters Union.

Two freighters from Bombay, India visit Detroit. So far in 1960, ships of 15 foreign nations have visited Detroit.

VESSEL CHANGES

AUGUSTE SCHULTZE, owned by Schultze & Bruns (German), renamed VERIA for duration of time charter to Cunard S. S. Company, Ltd., Liverpool, for Lakes service.

WIEDENBORSTEL, owned by Ahrenkiel & Bene (German), has been renamed CARIA for duration of time charter to Cunard S. S. Company, Ltd., Liverpool, for Lakes service.

TELA (ex LABIAN HOWES, a; KINSALE HEAD, b) sold by Cia. Panamena de Nav. Rio Turia, to Angela Maria Nav. Co. (both Panamanian), renamed MARIANGELA B.

She was an N3-S-AL class cargo vessel built in 1943, Sturgeon Bay, Wisconsin, by L. D. Smith SB Company, for War Ship Admin.

THABOR (ex ROCKDALE, a; APOLLO, b), sold by Cie. des Messageries Maritimes, to Cie. de Nav. Denis Freres (both French), renamed ETIENNE DENIS.

She was a C1-M-AV1 class cargo vessel, built in 1945, Sturgeon Bay, Wisconsin, by L. D. Smith SB Company, for War Ship Admin.

SPRING BINDERS FOR TELESCOPES

	No. 7	Size 11 x 8 1/2 only
1 inch thick - holds 12 issues		\$1.55 each
	No. 118 A	Size 11 x 8 1/2
or	No. 107 A	Size 10 x 7
1 inch thick - holds 12 issues		\$2.15 each
2 inch thick - holds 24 issues		\$2.85 each

The 11 x 8 1/2 size is needed for issues for 1959 and previous years. For 1960 and later years, the 10 x 7 size should be used.

It will be noted that most economical size to buy is the 2" thick binder holding issues for two years, which can be bought for less than two binders 1" thick each.

The above prices are for members living in the Detroit area, who can pick up their binders at one of the regular meetings. Prices shown are express charges prepaid.

Telescope

GREAT LAKES MARITIME INSTITUTE, INC.

THE GREAT LAKES MARITIME INSTITUTE WAS ORGANIZED IN 1952 AS THE GREAT LAKES MODEL SHIPBUILDERS' GUILD. ITS PRIMARY PURPOSE AT THAT TIME WAS THE PROMOTION OF THE BUILDING OF MODELS OF GREAT LAKES VESSELS. SINCE THEN THE ORGANIZATION'S SCOPE OF INTEREST HAS BEEN WIDENED CONSIDERABLY, AND THE MONTHLY PUBLICATION TELESCOPE INCLUDES ARTICLES ON HISTORY, SALVAGE, CURRENT NEWS, AND MODEL BUILDING AS WELL. THE BUILDING OF MODELS REMAIN ONE OF THE MAIN PROJECTS OF THE INSTITUTE, AND THE ORGANIZATION HAS CREATED THE LARGEST COLLECTION OF GREAT LAKES SCALE MODELS. THE OFFICE OF THE INSTITUTE IS LOCATED AT THE DOSSIN GREAT LAKES MUSEUM, BELLE ISLE, DETROIT 7, MICHIGAN. THE INSTITUTE IS INCORPORATED AS AN ORGANIZATION FOR NO PROFIT UNDER THE LAWS OF THE STATE OF MICHIGAN. NO MEMBER RECEIVES ANY REMUNERATION FOR SERVICES RENDERED. DONATIONS TO THE INSTITUTE HAVE BEEN RULED DEDUCTIBLE BY THE INTERNAL REVENUE SERVICE.

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As advised by Special Mimeograph Notice,
the September Meeting will be held on
Friday Oct. 7th. 1960, and will include
a Talk and Pictures by Capt. John Edwardson.

Place: Dossin Great Lakes Museum,
South Shore Belle Isle.

Date: Friday October 7th. 1960

Time: 8:00 P.M.