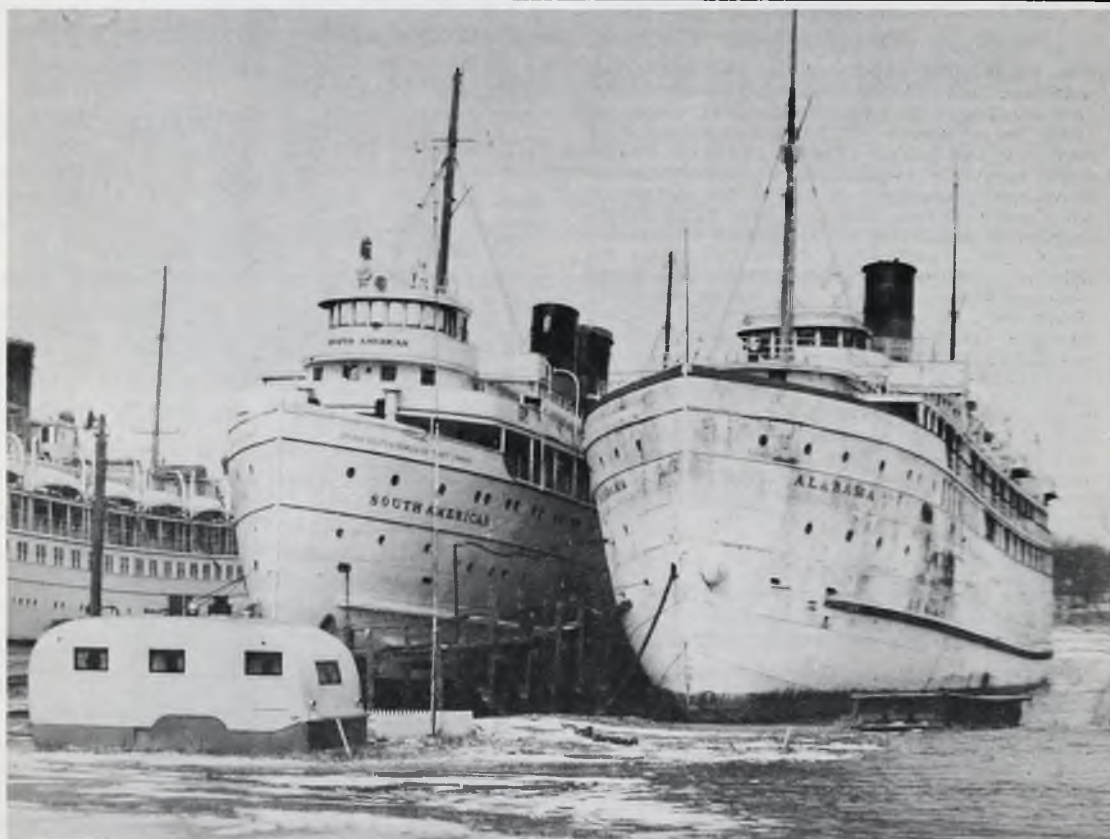


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TELESCOPE

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

This month's cover picture is of the ALABAMA, idle at Holland, Michigan since 1945. This picture was taken in 1957 by William A. Hoey. It shows the ALABAMA's fleet sisters SOUTH AMERICAN and NORTH AMERICAN in winter quarters to her left. Prominent on the SOUTH's stack is ALABAMA's whistle. Now, after a long and proud career, ALABAMA is to join her Goodrich sisters VIRGINIA and ARIZONIA, and many others in the scrapbook of Lake Michigan memories. Her whistle will remain, however, for years to come, to remind us of the great ships that were.
(See page 211)

Regular Membership.....\$4 annually

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New Cut-off Channel

Southeast Bend

St. Clair River

ARMY ENGINEERS AWARD CONTRACT IN EXCESS OF FOUR MILLION DOLLARS FOR SOUTHEAST BEND CUT-OFF CHANNEL

.....A contract in the amount of \$4,369,170, was awarded yesterday by Colonel W. W. Wilson, District Engineer, U. S. Army Engineer District, Detroit, Michigan, for the construction of a new cut-off channel at Southeast Bend located in the St. Clair River.

The contract, awarded to the Standard Dredging Corporation and Canadian Dredge and Dock Company, Ltd., of New York City and Toronto, Ontario, Canada, respectively - a joint venture - involves the removal of 22,100,000 cubic yards of sand and soft clay. It is scheduled to start next month and is part of the multi-million dollar Great Lakes Connecting Channels Project started by the Corps of Engineers in 1957.

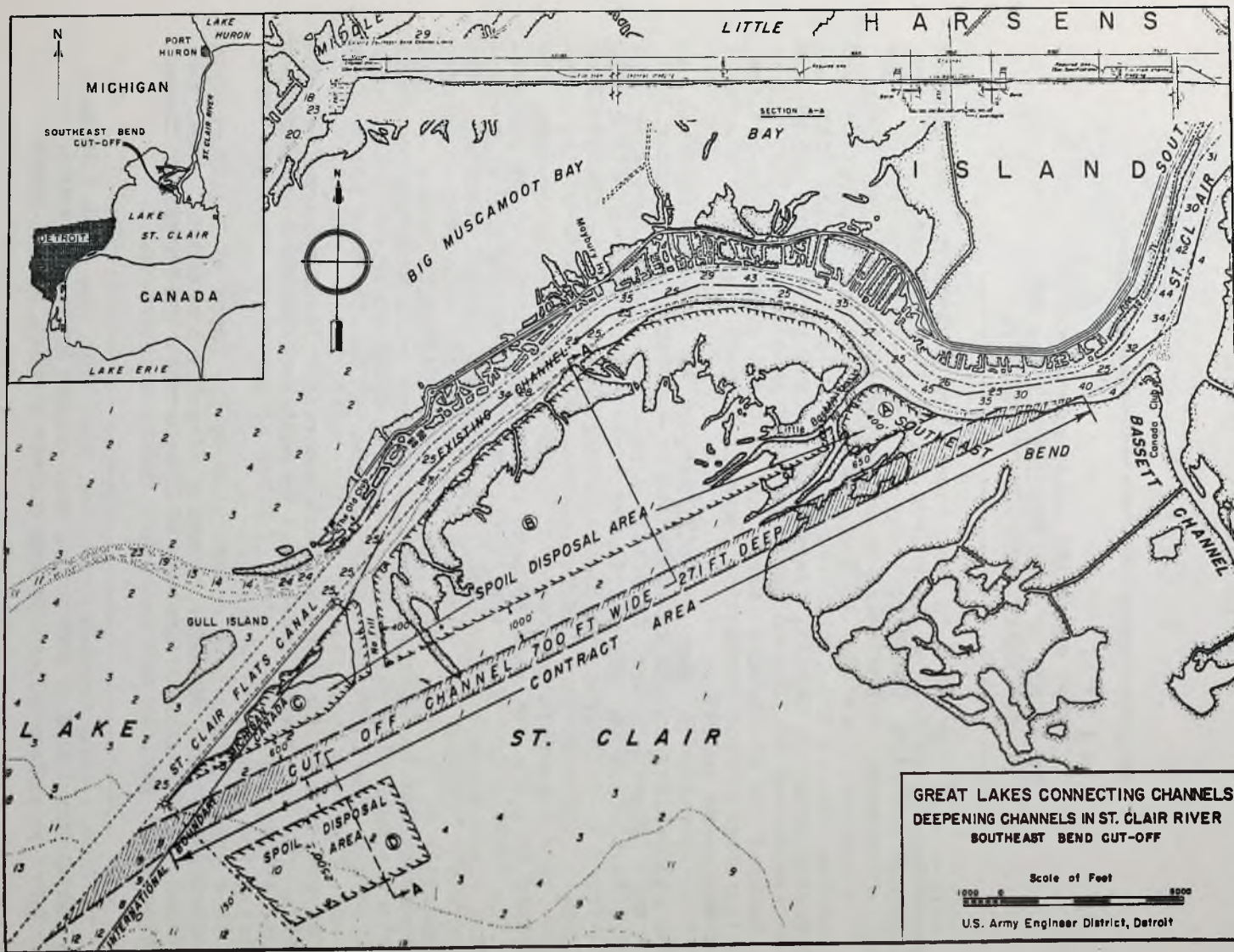
This portion of the overall project is located entirely in Canadian waters and is scheduled to be completed in November 1961. It will provide a new five mile long channel, 700 feet wide and 27.1 feet deep in the St. Clair River and extend into Lake St. Clair. It will replace the existing hazardous Southeast Bend Channel and save time in vessel passages. The site of the work area is a former Indian Reserve which the Canadian Government obtained from the Amalgamated Band of Walpole Island for the project.

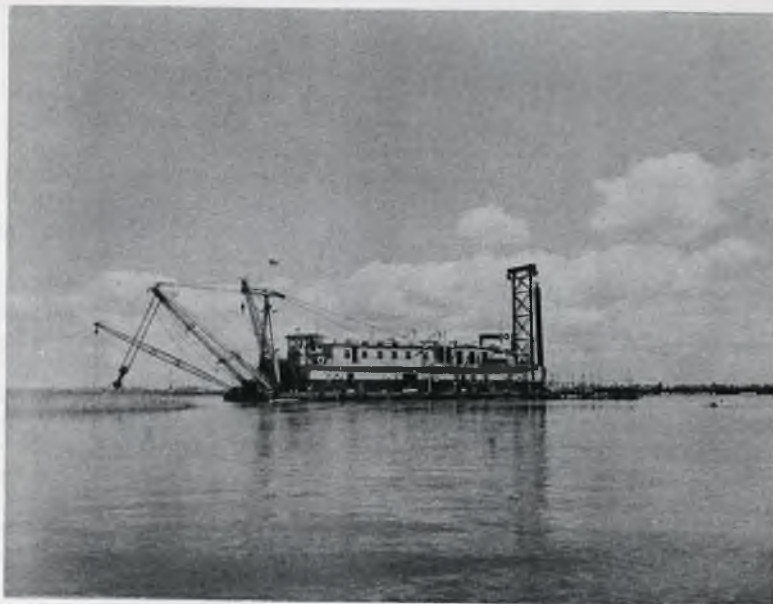
The first order of work will involve the construction of protecting dikes which are designed to contain the dredged material. The contractor plans on removing the material with two hydraulic dredges - a 27 inch dredge called the CARTAGENA and a 20 inch dredge called the SHUNIAH. These dredges will pump the material into the specially designed protecting dikes constructed for this purpose. The CARTAGENA will be brought to the work site from Tampa, Florida, specifically for this work.

Approximately 150 dredgemen and laborers will be employed at the site. It is expected work will be performed twenty-four hours per day, six days per week, with 15 Corps of Engineers employees supervising the contractor's operations.

This project has been coordinated by the Corps of Engineers with United States and Canadian agencies directly concerned. When completed, the Canadian Government will construct the necessary channel markers and perform any necessary future maintenance.

The above Press Information, dated Mar. 22nd. 1960, also photos (Dredge & Aerial Views) used in this article were supplied by Mr. J.L.Avesian, Technical Liaison Officer, US Army Engineer District, Detroit Branch.





A big cut-up on the lower St. Clair River is the hydraulic dredge SHUNIAH engaged in scooping out the new Southeast Cut-off channel. It is part of the multi-million dollar Great Lakes connecting channels project started by the United States Army Engineers in 1957.



Aerial photograph looking downstream on the Southeast Bend Cutoff channel, 700 feet wide, five miles long and 27 feet deep, which will replace the hazardous Southeast Bend channel. The 27 inch pipeline dredge CARTAGENA in foreground, and the 20 inch dredge SHUNIAH are busily at work.



The " Business End " of the 27-inch Hydraulic Dredge " CARTAGENA " boring into the depths of the St. Clair River at Southeast Bend. The total amount of material removed, 22,000,000 cubic yards of sand and soft clay would cover the entire area of Belle Isle for a depth of 15 Feet. #298-60



Aerial Photograph looking Northeast from Lake St. Clair, of the Hydraulic Dredging Work being performed on the New Cutoff Channel, Lower St. Clair River. The Dredges SHUNIAH and CARTAGENA are busy scooping out material for this new passage. # 326-60

The Shipwrecks of Lake Superior.

Part I: 1822 - 1899

Continuation

by

Dr. Julius F. Wolff, Jr.

The propellers had an assortment of troubles, but only the stranding of the R. F. FORBES in the Apostle Island, a \$16,800 salvage job, might be considered a serious accident. Modest gale damage was sustained by the WALLULA, STARUCCA, and TACOMA. The CITY OF ROME suffered a slight loss from fire at Duluth, although the PRUSSIA burned and sank at Bayfield, the damage undisclosed.²⁰ A stranding of the EGYPTIAN at Eagle Harbor caused moderate repairs. Two tug fires, the CORA SHELTON at Ontonogan and the CARRINGTON at Portage, did \$6,000 damage in each case.

Shipping events of 1886 included one of the most amazing rescues in Lake Superior history.²¹ In mid-November, a raging northerly snow storm swept down on Marquette, all but ruining the wooden breakwater and toppling the lighthouse into the water. On the first day of the storm, the schooner FLORIDA hit the beach near the mouth of Whetstone Creek in Marquette harbor. By superb maneuvering, Captain John Frink, skipper of the tug GILLETT, brought his vessel alongside the stricken FLORIDA and took off six of her crew, the crippled mate being fatally hurt when crushed between the ships as he went over the side. At daybreak on the second day of the storm, distress signals could be heard from Chocolay, south of Marquette, and in the early light two vessels could be seen aground, just east of the Chocolay River. These proved to be the steamer ROBERT WALLACE and her barge, the DAVID WALLACE. The vessels lay stern on with torrential seas washing over them. Lines floated from the ships to shore were of no avail; a mortar, dragged to the beach by Marquette citizens, burst before a line could be put aboard the stricken craft. A yawl launched from the beach was dashed back to shore. As the afternoon wore on, Captain Frink, probably the most competent local sailor, realized that efforts of the Marquette citizenry were of no avail, and telegraphed for the U. S. Life Savers from Portage Entry, over one hundred miles away. At 4:00 p.m. Captain Albert Ocha of the U. S. Life Saving Service received the telegram, which had to be delivered by tug across Portage Lake, and started for the scene with his crew, lifeboat, and Lyle gun. The Marquette, Houghton, and Ontonogan Railroad made a special train available to the life savers, the train covering the hundred miles of rough track in a blizzard in a little less than four hours. Arriving in Marquette about midnight, the lifesavers were hauled several miles by team and sleigh to the scene of the wreck. After some difficulties, they launched a lifeboat at daylight and successfully rescued the fifteen men from the steamer and nine men from the barge. The rescue run had covered nearly one hundred and ten miles and, with a similar rescue in the fall of 1887, ranks as the longest overland rescue trek in Lake Superior history. The WALLACE vessels ultimately were salvaged for \$30,000. In the same storm, the schooner LUCERNE was not as fortunate, being overwhelmed in the open lake with its crew of ten men.²² Other losses of 1886 included the coastal steamer A. BOOTH which struck a rock and sank at Grand Portage on August 27, with \$7,000 damage, the small

steamer LIZZIE SUTTON that burned at Whitefish Point on October 19, and the barge EUREKA which broke its towline and foundered on October 20. at \$10,000 loss.²³

The very next year Marquette again was to figure in sensational shipwreck news. A violent late October storm wrecked two schooners on Shot Point, east of Marquette, on the same day.²⁴ The smaller of the two, the GEORGE SHERMAN, was quickly broken to pieces, her crew escaping by yawl to shore. After wandering through the forest, they discovered a railroad track and made their way to town. There they reported the wreck of the second schooner, the ALVA BRADLEY. The tug ADAMS was dispatched with a yawl, but the waves were too high for it to approach the BRADLEY. A special train was sent down with a rescue party to patrol the beach. The rescuers, upon finding no bodies on the shore, rightly concluded that the crew must be still aboard the schooner. Thereupon, Marquette citizens telegraphed once more for the U. S. Life Savers at Portage Entry. The life-saving crew came down on the midnight express. They immediately launched a lifeboat and were towed by tug across to Shot Point, where they soon brought the lifeboat alongside the stricken schooner. The ten man schooner crew crawled into the lifeboat, making nineteen in the small boat, but the tug had misunderstood the signals and returned to Marquette; whereupon, all had to climb back aboard the schooner. At daybreak, the lifesavers took the schooner crew ashore where a beach party had kept big bonfires going. The rescued crewmen were then hiked to the train and taken to Marquette. The lifesavers, however, had to return by water in their lifeboat towed by a tug. Upon reaching Marquette, they had to be chopped out of their seats, so badly was everything ice-covered on the return trip. The same storm had stranded the schooner PLYMOUTH at Sunset Point just north of Marquette. The crew, however, was in no danger, and the schooner was taken off the following year, after its cargo of coal had been lightered over the ice during the winter.

The next month, on November 17, Marquette also was the scene of an unusual accident, which might have become a major catastrophe. The steamer ARIZONA, which had called at Marquette en route to Duluth, carried a cargo of acid and oil. As the ship emerged from Marquette harbor, it encountered rough seas which shattered a carboy of acid, filling the hold with fumes which soon took fire. There were nine hundred barrels of acid and oil in the cargo. Before being forced to leave his post, the Chief Engineer set the engines at full speed. The Captain, thereupon, turned the vessel around and headed for the harbor. He ran the flaming craft against the breakwater, and the whole crew of twenty-three jumped clear. But now a flaming steamer, without crew but under full power, was careening about Marquette harbor which less than twenty years before had been the scene of a disastrous waterfront fire that levelled a good part of the town. Fortunately, the unmanned ARIZONA ran aground near the water works, away from shipping and docks, and burned to the water's edge, a twenty-four hour bonfire. Her loss exceeded \$150,000, including some expensive iron-working machinery consigned to the new McDougall shipyard at Duluth and some imported mining machinery en route to the Copper Country.²⁵

One fatal accident was recorded in 1887 on September 7 when the schooner barge NIAGARA, carrying 1,440 tons of iron ore, towed by the steamer AUSTRALASIA, broke its towline ten miles above Whitefish Point. The schooner fell into the trough and rolled over with a loss of ten lives.²⁶ The same storm which had wrought havoc at

Marquette caused other difficulties elsewhere. On October 20, the small steamer A. NEFF was wrecked at Edward Island, with \$8,500 damage, and on October 28, the schooner BESSIE BARWICK foundered in the open lake, a \$11,000 casualty.²⁷ A steamer CITY OF ASHLAND also was reported burned near Ashland in August of this year, but no details are available.²⁸

One of the lightest casualty records in years appears for 1888, only six major accidents being noted. An unusual schooner mishap occurred on June 4 when the MAGGIE McRAE foundered after striking a heavy ice field. Damage of \$35,000 was reported.²⁹ A storm on October 20 drove the schooner REED CASE ashore at Portage with a loss of one man, while a gale on November 15 put the steamer STARUCCA on the beach ten miles east of Grand Marais, a total loss of \$75,000. Another November storm stranded the steamer LAKETON laden with camp supplies, a complete wreck. In addition, the barge SWEETHEART was sunk at Marquette, and the steamer CITY OF MONTREAL wrecked at Michipicoten Island, the amount of damage undisclosed.³⁰

Two extremely costly collisions marred the shipping record of 1889. On June 19, in dense fog approximately sixty miles off Whitefish Point, the downbound steamer NORTH STAR struck the new steamer CHARLES J. SHEFFIELD, sinking the SHEFFIELD, a \$160,000 casualty. Fortunately, the whole crew was saved. Damage to the NORTH STAR was only \$4,000. Less than a month later, in another dense fog off Grand Island, the steamer JAMES PICKANDS struck and sank the steamer SMITH MOORE, a \$75,000 loss. Again, the crew was safe. The PICKANDS apparently was unscathed. Several strandings marked the early navigation season, the AUSTRALASIA aground on Michigan Island, April 23, with a \$12,000 repair bill; the CITY OF CLEVELAND ashore near Two Harbors, June 18; and the A. C. ADAMS aground at Sandy Island the next day. All three steamers were released without too great difficulty. A fire on August 10 caused \$20,000 damage to the upper works of the steamer C. HURLBUT at Superior. The final accident of the year involved the steamer BESSEMER and the schooner SCHUYLKILL, both wrecked on October 5 at Portage Lake. Damages of \$40,000 and \$20,000 respectively were sustained.³¹

LIST OF FOOT NOTES

20. Carus, op. cit., p. 14; Mansfield, op. cit., p. 745.
21. Fascinating newspaper accounts of the WALLACE rescues are available in the Lake Superior Mining Journal, November 1886, in files of the Marquette County Historical Society.
22. Weather Bureau, U. S. Department of Agriculture, "Wreck Chart of the Great Lakes, 1886-1891," in Telescope, p. 15, October 1956. The LUCERNE accident is not recorded by the U. S. Engineers.
23. "Wreck Chart....." in Telescope, p. 12, March 1957.
24. Details of these rescues can be found in the Lake Superior Mining Journal, October 1887. These schooner losses are not included in the Wells report for the U. S. Engineers but have been verified from materials in the Marquette County Historical Society and from "Wreck List..." in Telescope, pp. 10-11, March 1957.

LIST OF FOOT NOTES

25. The account of the ARIZONA conflagration is contained in the Lake Superior Weekly Mining Journal, November 17, 1887.
- Needless to say, the ARIZONA disaster caused many anxious moments to pioneer Marquette citizens who remembered the destructive fire of 1868. While the Captain of the ARIZONA saved his crew, a similar action today undoubtedly would bring serious disciplinary action by the Coast Guard, as the ARIZONA actually endangered the lives of the townspeople and property worth many a hundred thousand dollars.
26. "Wreck Chart....", Telescope, pp. 11-12, March 1957.
27. Carus, op. cit., p. 14; "Wreck List...", Telescope, p. 11, March 1957.
28. From files of Marquette County Historical Society.
29. "Wreck List...", Telescope, p. 14, December 1956.
30. "Wreck List...", Telescope, p. 6, September 1956, and p. 11, March 1957. The CITY OF MONTREAL accident is reported by Carus, op. cit., p. 15.
31. The CITY OF CLEVELAND stranding is reported in no wreck list, but mishap has been verified from picture files of A. R. Inman, Coleraine, Minnesota, formerly of the Inman Towing Company, Duluth. The wrecks at Portage are recorded in "Wreck List...", Telescope, p. 6, September 1956, and p. 8, October 1956.

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Duluth News-Tribune, 1905.

Lake Superior Mining Journal (Marquette - 1869 to date).

New York Daily Times, November 26, 1856.



Lewis H.D. MacLeod

Lewis H. D. MacLeod of Bayfield, Ontario, Canada, died at the Westminster Hospital, London, Ontario, on August 13, 1960.

Born in Bayfield, February 28, 1888, the son of pioneer fisherman and boat builder, Hugh MacLeod.

Widely known as "Louie" in Professor Fred Landon's book "Lake Huron," he started sailing at the age of 12.

In 1925 with his brother John's help, he built the schooner HELEN MacLEOD II. She was 36 feet long x 10 feet beam x 3 feet 6 inches draft, of composite construction planked with 1-1/8" cypress, keel of red beech, 30 feet long x 10 inches wide x 7 inches thick.

The schooner is now owned by the Great Lakes Maritime Institute and is the last Great Lakes built commercial schooner on the Lakes. Louie MacLeod suffered a stroke the same day President Roosevelt was stricken in 1945. He was on shore at Bayfield till January 1959, when he fell and broke his hip and was taken to Westminster Hospital in London, Ontario. Death was due to a heart attack in August 1960.

He was a veteran of World War I and is survived by his wife, Marjorie; three sons, Robert, John and Malcolm; three daughters, Dorothy, Mrs. Margaret Fawcett, and Mrs. Janet Torna; a brother, Malcolm and two sisters, Mrs. Maude Wright and Mrs. Margaret Brock, and five grandchildren.

By John F. Miller.

Picture Page

By Emory A. Massman Jr.

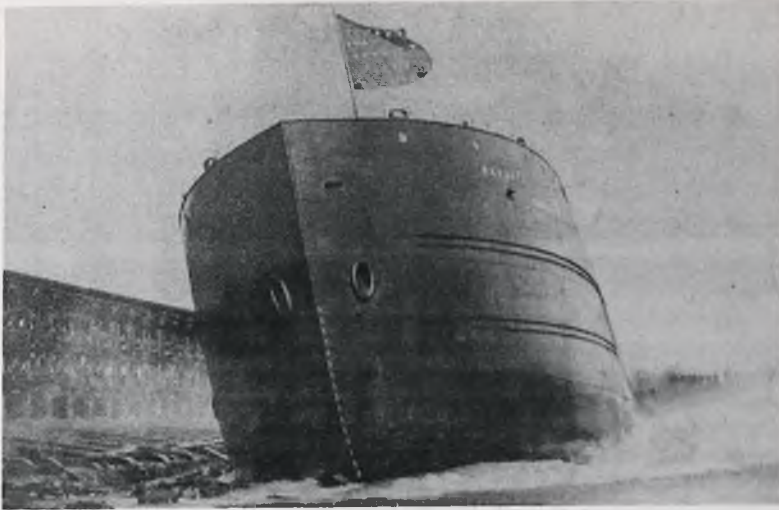


MATAAFA(b), Pennsylvania(a) US# 150810 Gr. T. 4775 N.T. 3957, 437'8 $\frac{1}{2}$ "x50x28'7 $\frac{1}{2}$ " Built by Cleveland S.B. Co. hull # 33 at Lorain, Ohio in 1899. Quad. Exp. Eng. 16-23 $\frac{1}{2}$ -36 $\frac{1}{2}$ -56x40 blt. by Cleve. S.B. Co. in 1899. 2 water tube boilers blt. 1927. Owners (1) Minn. S.S. Co. (2) Pittsburgh S.S. Co. (3) Ecorse Transit Co. (4) Nicholson Transit Co.



CALCITE US# 209763 Gr. T. 3996 N. T. 2459, 423'8 $\frac{1}{2}$ "x54'x29'. Built by Detroit S.B. Co. hull # 188 at Wyandotte in 1912. Quad. Exp. Eng. 19-27 $\frac{1}{2}$ -40-58x42 blt. by Det. S.B. Co. in 1912. 2 water tube boilers blt. 1947. Owners, (1) Bradley Transportation Line.

Reportedly to be scrapped. See TELESCOPE, Oct. 1960. pp. 184, for the story of the CALCITE's launching.



Launch of the Barge MARSALA at Chicago, 1901
Photo Courtesy D. G. Brace

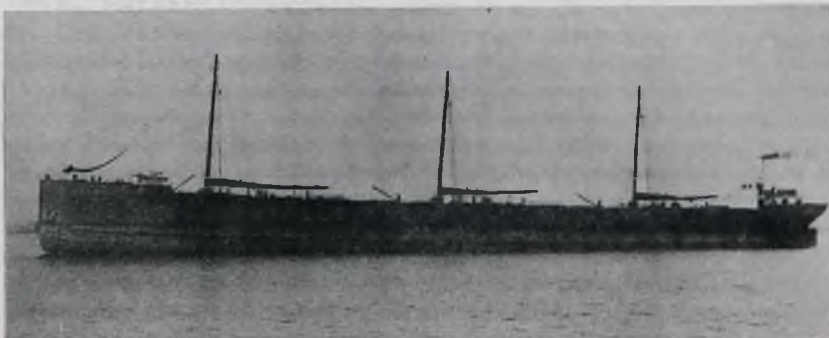
THE BIG SPLASH

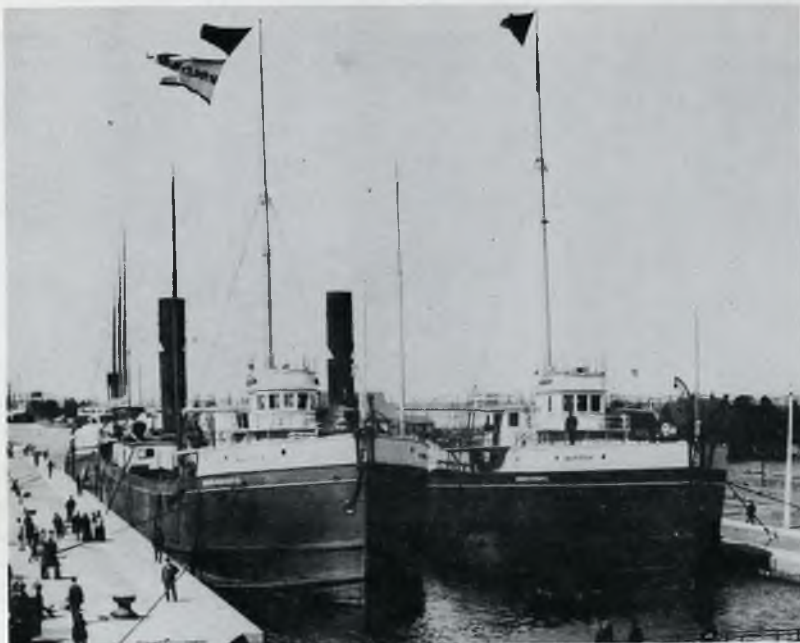
By Rev. Edward J. Dowling, S.J.

The MARSALA was one of the later barges built for the Minnesota Steamship Company. She was built by the Chicago Shipbuilding Company and launched in April 1900, as their Hull #39. Her dimensions were 436 x 50 x 24.5. She had a gross tonnage of 5039 and 4667 net. Her deadweight capacity was about 8,000 tons. She sailed with her first owners for but one season, passing into the fleet of Pittsburgh Steamship Company in 1901. She was a "Silver Stacker" until 1939, when Hutchinson bought her and operated her in the Buckeye Steamship Company until early 1957, when she was sold to the River and Gulf Transfer Company of Madisonville, Kentucky. Shortly thereafter, she left the Lakes via the Illinois Waterway. She is now owned by the Southern Railway & Steel Co., of Jacksonville, Florida.

The steel barge is one of the most interesting types of Great Lakes vessels. Built in large numbers between 1895 and 1902 - in a transition period before the advent of the large bulk freighters, they were thought to be the ultimate in efficient bulk cargo carrying. The familiar combination of a freight steamship towing a barge or consort was soon rendered obsolete by the rapid increase in the size of the steamers in the early years of the 20th Century.

Below is the MARSALA with her original three big spars and sails.





The MARINA (left) and MARIPOSA at the Soo.
Young Photo

THE MINNESOTA STEAMSHIP COMPANY
By Rev. Edward J. Dowling, S.J.

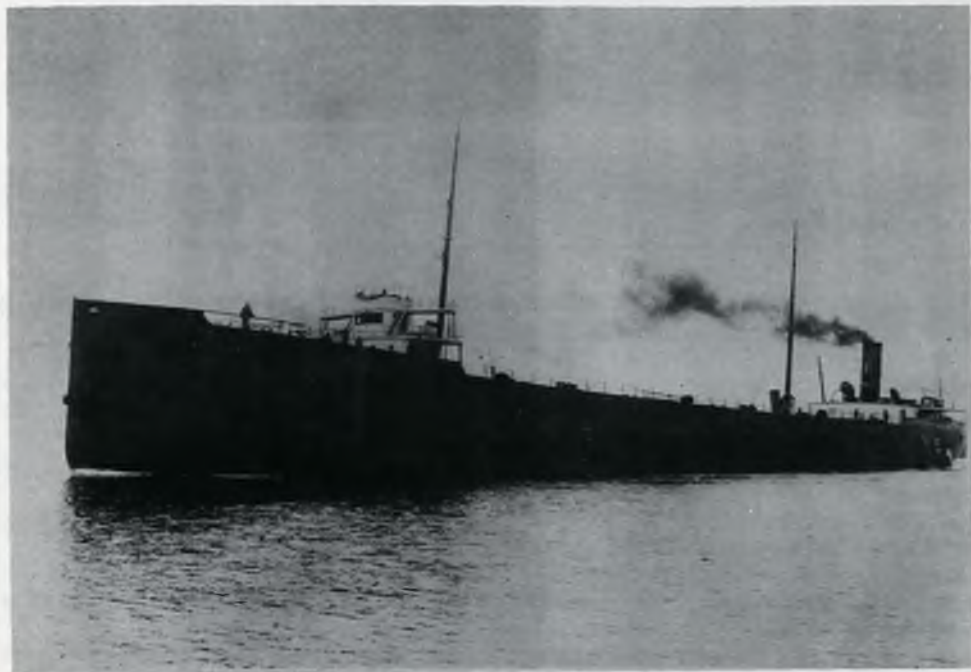
The Minnesota Steamship Company, 1890-1900, was the Lakes transportation subsidiary of the Minnesota Iron Company. The story of the parent company dates back to the discovery of iron ore in eastern Minnesota in the vicinity of Vermilion Lake in 1872 by George Stuntz, a woodsman. In his efforts to develop the potential of the Vermilion Range, Stuntz made the acquaintance of George Stone, who in turn interested Charlemagne Tower, James Pickands, Samuel Mather and Jay C. Morse in the venture. The organization of the Minnesota Iron Company in 1880 was the result of their efforts. The shipping port of Two Harbors located on Agate Bay, 29 miles ENE of Duluth, was opened in 1885. Between 1885 and 1890 the Vermilion ores were brought down the lakes largely on the early Pickands-Mather vessels. In 1890, the Minnesota Steamship Company (originally called the Minnesota Steam Ship Company) began operations. In time this fleet would number twenty-two fine steel steamers and barges, all under the management of Pickands-Mather. The vessels are listed herewith, in chronological order.

- Str. MARISKA (US.92169), 1890 Cleveland, 290 x 40 x 21.2. Later
KAMARIS (C.130919), QUEDOC, and barge "H.S.&G.No.1."
" MANOLA (US.92170), 1890 Cleveland, 290 x 40 x 21.1. Later
MAPLEDAWN (C.141836). Wrecked, Georgian Bay, 1924.
" MARUBA (US.92191), 1890 Cleveland, 290 x 40 x 21.2. Scrapped
at Cleveland in 1934.



The Steel Barge MALTA
Photo Courtesy Eugene Cote

- Str. MATOA (US.92204), 1890 Cleveland, 290 x 40 x 21.2. Later GLENRIG (C.151587) & HUGUENOT. Scrapped, 1937.
- " MARINA (US.92282), 1891 Chicago, 292 x 40 x 20.8. Later GEORGE A. GRAHAM (C.131051). Wrecked, Manitoulin Island, 1917.
- " MASABA (US.92298), 1891 Chicago, 292 x 40 x 20.8. Sold Canadian, 1912 (C.131088). To salt water, 1918. Shortened to 240' length for canal passage.
- " MARIPOSA (US.92448), 1892 Cleveland, 330 x 45 x 20.3. Scrapped at Hamilton in 1947.
- " MARITANA (US.92459), 1892 Chicago, 330 x 45 x 20.3. Scrapped at Hamilton, 1947.
- Bge. MALTA (US.92637), 1895 Chicago, 302 x 40 x 19.6. Later THUNDER BAY (C.131060) and made a steamer. Later PINE-BRANCH, EMPIRE STICKLEBACK and PINE BRANCH. Scrapped recently.
- " MARCIA (US.92638), 1895 Chicago, 302 x 40 x 19.6. Later MITSCHFIBRE (C.171061). In service.
- Str. MARICOPA (US.92736), 1896 Chicago 406 x 48 x 23.4. Later JOHN P. GEISTMAN (C.171063), E. E. JOHNSON and ALTADOC. In service, though inactive, 1960.
- Bge. MAGNA (US.92740), 1892 Chicago, 352 x 44 x 22.3. In use as breakwater, 1960.
- " MANDA (US.92696), 1896 Chicago, 352 x 44 x 22.3. Listed in 1960.
- " MARTHA (US.92697), 1896 Chicago, 352 x 44 x 22.3. Later MAUREEN H. (C.170554), FLORENCE J. and OWENDOC. In service.
- Str. MAUNALOA (US.92974), 1897 Chicago, 430 x 50 x 24. Later MAUNALOA II (C.174977). In service.
- Bge. MAIDA (US.92844), 1898 Superior, 375 x 46 x 22.5. Later self-unloader. In service.



The MAUNALOA
Bell Photo

- Bge. MAIA (US.92894), 1898 Chicago, 376 x 48 x 22.4. In use as a breakwater, 1960.
- Str. PENNSYLVANIA (US.150810), 1899 Lorain, 429 x 50 x 25. Later MATAAFA. In service in auto trade.
- " MALIETOA (US.92973), 1899 Lorain, 454 x 50 x 24.3. In service.
- Bge. MANILA (US.92950), 1900 Chicago, 436 x 50 x 24.5. Still listed as in service, owned in Florida.
- " MARSALA (US.93021), 1900 Chicago, 436 x 50 x 24.5. Still listed as owned in Florida.
- " MADEIRA (US.93020), 1900 Chicago, 436 x 50 x 24.5. Stranded near Split Rock, Minnesota, November 1905. Total loss.

The Minnesota SS. Co. ships had black hulls with a white stripe running the length of the ship at main deck level. The cabins were white. The black stacks had a white triangle bearing the red letter "M." The steel barges of the fleet originally carried three massive spars rigged with fore and aft sails. The port of Registry was Ashtabula, Ohio.

In 1900 Minnesota Iron Co. became part of Elbert Gary's first big merger, the Federal Steel Company. With Morgan's backing this loomed almost as big as the mighty Carnegie empire. Its sudden existence, coming up almost out of nowhere may well have influenced Carnegie to retire from steelmaking in 1901 and devote his later years to philanthropy. In February 1901, Gary & Morgan bought out Carnegie and merged his plants with Federal to form United States Steel Corporation. In that move the Minnesota Fleet became part of Pittsburgh Steamship Company.

Great Lakes Marine News

Edited by Robert Radunz

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October 2

Tugs MACASSA and JOHN PURVES pass down the Welland Canal with the CUYLER ADAMS bound for Hamilton scrap pile.

October 12

One-third of the American fleet of bulk freighters sailing due to decreased demand for ore.

Chicago & North Western Railway reports loading 359 ships during September at their Escanaba docks.

The Port of Detroit will be linked with Australia for the first time when the Swedish freighter CORAL SEA picks up a load for that country.

Herman L. Browning, vice-president of the Browning Lines, dies at age of 43.

Secretary of Commerce Mueller has approved establishment of a foreign trade zone at Toledo. The zone will be the first on the Great Lakes and the first to operate on the St. Lawrence Seaway. Shippers will be permitted to store, process or reship imported items without paying custom duty on goods delivered to the zone.

October 18

Owners of the JACK DALTON (ex VACATIONLAND) are still reported to be in danger of having the ship repossessed by the Michigan State Highway Department.

October 19

Columbia Transportation sells the WILLIAM F. STIFEL and E. G. MATHIOTT to Canadian shipbreakers.

Hearings on water diversion continue before Federal Judge Albert B. Maris. John S. Wilbur, vice-president of Cleveland-Cliffs Iron Company, states that lowering of lake level could cost his company \$478,000 a year from lost cargo. C. T. Murphy, vice-president of McLouth Steel Corp. states any reduction in lake level will make it impossible for McLouth to secure additional lime and iron ore by water.

October 20

U. S. Lines may enter Great Lakes overseas trade in 1961.

October 21

Swedish freighter CARLSHOLM strikes and jams the Sturgeon Bay, Wisconsin highway bridge cutting off traffic between two parts of the city.

October 22

Longest ocean ship to ever dock at Milwaukee when the Dutch ship 529 foot AMPENAN arrives.

October 25

The American section of the St. Lawrence Seaway will close November 30 for the winter.

The Lucas County Bank in Toledo is "positively not interested" in scrapping the excursion steamer CANADIANA according to the bank president. The bank held a \$30,000 mortgage on the ship and secured title to the ship last spring.

October 26

Defoe Shipbuilding Company states that the USS HENRY B. WILSON will leave Bay City November 22 for commissioning into the Atlantic Fleet.

October 30

The JOHN SHERWIN, 710 foot ore carrier loaded with 21,500 tons of ore ripped a gash in her hull and sinks in the St. Mary's River eight miles above the Soo Locks.

The S.S. ALABAMA ex-luxury ship will be scrapped. Georgian Bay Line officials report the ship is to be sold to Ted Brink of Saugatuck.

October 31

The TOM GIRDLER wrecks its prop and rudder at the west approach to the Soo Locks and runs aground. However, she is pulled free hours later by a tug and two Coast Guard cutters.

VESSEL CHANGES

PICTON (MEADCLIFFE HALL, a) sold by underwriters to Surplus Shipping Corp., Venezuela, renamed EL LLANDERO. She was sold by Colonial S.S., Ltd., to Kingcome Navigation Co., Ltd., of Vancouver, B.C., in September 1959. On her way around, she had suffered severe bottom damage during a hurricane in October 1959, while off the Bahamas.

HEMLOCK Arrived at Savona, Italy, August 24, 1960, for scrapping.

KADIO S (WAR FOX, a; LAKE FOREST, b; VENETIER, c; TABAKHANDEL, d; ESTE, e; CHOLLEN, f; RAFAEL ARIZTIA, g; SAN PATRICIO, h; MARY V, i) was sold by G. Sigalas Sons, Piraeus, Greece, to Spanish shipbreakers; arrived at Gijon, Spain, August 17, 1960. She had been built as a "laker" by Detroit SB Company, Wyandotte, Michigan, in 1917, for U.S. Shipping Board.

FEDERAL EXPLORER (FRANK A. AUGSBURY, a; GRANBY, b; PARITA II, c; VALBRUNA, d; LAWRENCECLIFFE HALL, e). Sold by Federal Commerce & Navigation Co., Ltd., Montreal, to Ithaka Shipping Co., Nassau, EWI, renamed ITHAKA.

COASTAL CASCADES (CHARPENTIER, a; VERNON, b; CEDARBAY, c; JOAN VIRGINIA, d). Owned by Coastalake Tankers, Ltd., Montreal, under charter to Canadian Petrofina Co., Ltd., Montreal, for use as storage hulk; foundered at Montreal, July 24, 1960.

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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GENERAL MEETING NOVEMBER 25, 1960
BUSINESS MEETING DECEMBER 16, 1960

As stated in the October issue of TELESCOPE, Mr. William H. Engel will be the speaker of the evening on the twenty-fifth. His subject will include not only Mystic Seaport, as reported last month, but also other East Coast Maritime Museums. The program will take place at eight o'clock in the evening at the Dossin Great Lakes Museum. Be sure to attend this interesting talk, with its slide illustrations.

To prevent any conflict with Christmas activities, it has been decided to hold the business meeting for December on the sixteenth of the month instead of the twenty-third.

All Officers and Directors are requested to be present; members and their guests are welcome as always.