

TELESCOPE

April 1961

Vol. 10 No. 4



JOINT MEETING SPECIAL Detroit Welcomes YOU!

Steamship Historical Society of America

And

Great Lakes Historical Society

World Ship Society

Wisconsin Marine Historical Society

Detroit Historical Society

MAY 28, 29, & 30th.



Telescope

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Great Lakes Maritime Institute

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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.

The editors will consider articles of Great Lakes or general marine interest for publication in TELESCOPE. Such material need not be expertly written, but must be of a nature suited to the purposes of the publication. Address any such material to:

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This Month's Issue

CONTENTS

THREE SHIPS

by William Worden & Wm. Hoey..63-65

LAKE SENTRIES

by John F. Miller.....66

CURATOR'S CORNER

by Robert E. Lee.....67

PICTURE PAGE

by Emory J. Massman, Jr.....68

THE MODEL FORUM

by Kenneth L. Fairbanks.....69

DOCKS OF DETROIT.....70-71

VESSEL CHANGES.....72

FLEET LIST

by Rev. Edw. J. Dowling, S.J...73-75

THE BIG SPLASH

by Rev. Edw. J. Dowling, S.J.....76

GREAT LAKES MARINE NEWS

by Robert B. Radunz.....77-79

OUR COVER PICTURE

This month's cover needs no explanation. It simply says "Welcome to all...come to Detroit for the big joint meeting!". The background is the venerable COLUMBIA in drydock for her recent inspection. Photo by Wm. Hoey.

Regular Membership.....\$4 annually

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was hailed as the victor in all three races with the KIRBY, there is some doubt that at any time she ever decisively defeated the FRANK E. KIRBY. For instance, on June 14, 1904, the two raced from Bois Blanc to Detroit, and the COLUMBIA was ahead by two lengths at the end. Yet the KIRBY had been two miles behind at Bois Blanc! But even so, the Detroit Journal gave the race to the COLUMBIA.

Today, the COLUMBIA is fifty-nine years old. There has been a doubt, expressed around Detroit, that the old war-horse can hold on much longer. But, just last winter, she went into drydock and was passed on her hull inspection with, it is said, no trouble whatever in doing so.

The fresh water of the Great lakes has been kind to the hull of the COLUMBIA. May she sail another sixty years!

In 1876, a small sternwheel steamer called the SUSIE B. was built and sold to the New Orleans Times-Democrat for use as the Newspaper's flagship. Her dimensions were 60' long by 18' wide; she had a boiler of the tubular type with a working pressure of 100 pounds, which drove typical sternwheel engines 30 R.P.M. at a speed of 5 knots. She carried a crew of seven. She was later sold to a captain on the Suwanee River who lengthened the boat to 70' feet and changed her name to SUWANEE. Some years later, she went into the hands of a Captain Prince, who operated her on the Withleycoochee River in Florida. Sometime around 1900 the SUWANEE was bought by the Menge Brothers of Fort Myers, Florida, and ran from Fort Myers to a point about 45 miles up-river. She regularly left Fort Myers at 6 A. M., arriving at her destination from eight to eleven hours later, depending on how heavy a load she was carrying. For twenty years she was in this service, carrying the great Thomas A. Edison many times. In 1920 the boat was considered no longer useful and she was abandoned on Lake Okeechobee, near the Caloosahatchee River where she sank in a severe storm later that year.



SUWANEE
Photo by
P. B. Worden

A normal typical story about a small steamboat. But it was not to end there. In 1929 Henry Ford heard of the little sternwheeler, and traveled to Florida with the two Menge brothers to recover the engines. Then the engines from the SUWANEE and the boiler from the THOMAS A. EDISON, another Menge steamboat, were taken to Dearborn.

see SHIPS page 72

LAKE SENTRIES, PAST & PRESENT

by JOHN F. MILLER

The white tower marking the bend in the channel across Lake St Clair, has been guiding skippers for the last 20 years. Its ancestor was neither a rude pile dolphin nor a buoy, but one of the things that lends a deep sea flavor to the Great Lakes: a lightship.

The floating beacon first anchored for duty in 1902. In 1936 she became the first unmanned, automatic lightship in the nation, according to Robert Fraser, a light-house buff, who lives in Cohasset, Mass. Her relief ship moored off of Waterworks Park in Detroit.

The lightship was replaced in 1940 by the present tower, in 24 feet of water. This lighthouse originally showed flashing green but was changed into a flashing white light in 1959.

The old lightship went into commerce in 1940, at which time she was fitted out with a Diesel engine and entered the banana trade out of Miami.

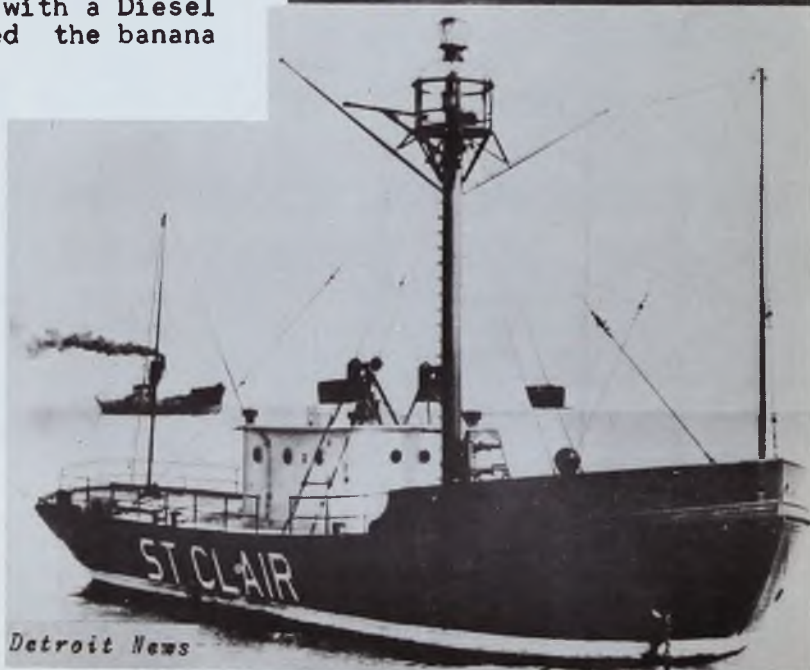
During World War II she was wrecked off the shore of Cuba.

In the photo the ship is shown as a crewless vessel with fog horns, a fog bell, and the big light on her mast. The light-house is shown as it can be seen in service today.

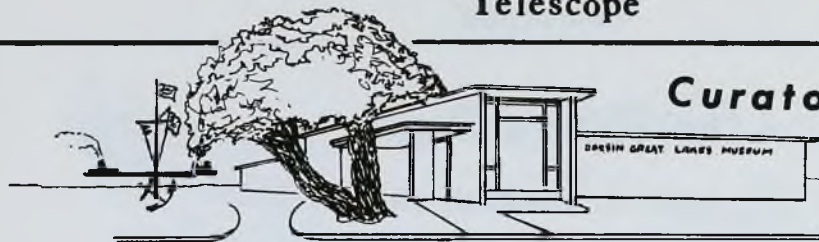
An article, soon to be presented, will describe the ship in detail.



Jack Grenard



Detroit News



Curator's Corner

BY
ROBERT E. LEE
CURATOR
DOSSIN GREAT LAKES MUSEUM

The WESTERN STATES is back, and the Dossin Museum has her. Or at least, the Museum can claim a fair sized piece of her. During the month of March the Museum's new sales booth and information counter was opened, in the completely restored cigar stand of the old D & C Steamer WESTERN STATES.

The official opening of this "new" facility took place at a joint meeting of the Michigan Railroad Club, and the Institute, on the 24th. of March, when Bill Hoey began making sales over the counter wearing a D & C Purser's cap. He conducted a brisk business, along with signing up several new members.

Back in December, 1958, the WESTERN STATES cigar stand was purchased and delivered to Fort Wayne branch of the Detroit Historical Museum. And it was a sight to behold!

It had not been "dis-assembled", but had been hacked apart, and a less likely looking heap of scrap material you have never seen. Not only were some parts missing, but many were broken, and fractured. Most disheartening of all, the ornate, leaded glass corner windows had been crushed.

With the brand of patience, peculiar to a museum preparator, Paul Colleta and Ed Miller went to work. The pieces were sorted and laid out in our staging area to be identified and fitted into this giant sized jig-saw puzzle. A piece at a time, the parts were repaired or replaced until the re-assembly was completed.

After the entire booth had been rebuilt....in such a way that it could be unscrewed and unbolted for later movement to this building the problem of the leaded windows had to be faced. Paul Colleta did some research in a shop that builds these windows, gained a working knowledge of the art, and went to work on our windows. Not only are these windows a patchwork of tiny pieces, but they are installed in a circular form. They were rebuilt flat, then curved to fit. There is no better testimony to his skill, than a single look at the finished job.

Early this year the parts were moved into the Dossin building and reassembled again for the second time, this time by Jim Jones of our own staff. Even though the job was done once, the piecing together was no less arduous. Ships carpentry is done by plumb rather than square, and considerable compensation was necessary.

Finally back together the process of refinishing was begun, and this step restored the once beautiful richness of the mahogany used by craftsmen of another era. All of the old varnish was removed, a stain matched up the patching that had been necessary, and then the entire booth was given a hand rubbed finish.

The most rewarding aspect of the entire project is the effect the booth has on those who enter thru the door, look left, and exclaim: "Why, that's off the Western States! I remember it well"....and then they launch their conversation into the area of memories.

And I owe thanks to a fine staff who brought it about.

The Picture Page

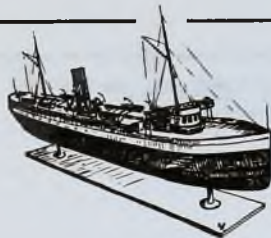
- by -
EMORY A. MASSMAN, JR.



WILLIAM G. MATHER. US 224850. G.T. 8653, N.T. 6772. 600' 11" x 62' x 32'. Built by Great Lakes Engineering Works in 1925, hull #250. Originally had a triple expansion engine, but was repowered in 1925 with a DeLaval turbine of 5500 S.H.P. and two new B & W water tube boilers. Owned by Cleveland Cliffs S. S. Co.



CITY OF SOUTH HAVEN. US 127731. Built in 1903 at Toledo, Ohio by J. Craig. 247.7 x 40.3 x 21.7. G.T. 1719, N.T. 1109. Passenger and fruit, built of steel. Engines were triple expansion 20, 37, 63½ dia x 40 built by Craig in 1903. Owned by: Dunkley, Williams Co.; Chicago & South Haven S. S. Co.; US Shipping Board; and Wisconsin & Michigan Trans. Co. She was twice renamed: b) CITY OF MIAMI, and c) E. G. CROSBY. Burned, Sturgeon Bay, Wis., 12/5/35. Hull scrapped during World War II. She was known as the "White Flyer".



The Model Forum

Conducted by
KENNETH L. FAIRBANKS

The important matter of joining members of your model together is fully as important as any phase of the entire job. To glue a joint, only to have it part later on, is as disheartening an experience as you'll ever want to face. The best possible way to prevent it is to pick your adhesive carefully, and be certain to use it as intended. Read the instructions...the manufacturer knows what he has made, so take advantage of the knowledge. DON'T use "any" glue on hand, just because it might be inconvenient to go get the right kind. And the very best glue for one task, might be the very poorest for another.

Here's a listing of well known adhesives, and the basic uses for each, backed with working experience.

WELDWOOD "PRESTO SET". This is "all purpose" glue. It is fine for paper, wood, cloth, ceramic, etc. It is fast setting, and will not stain.

WELDWOOD "CONTACT CEMENT". To be used on wood, leather, plastic. Its action is instant and permanent on contact, so be as careful as possible. It is water resistant.

WELDWOOD "PLASTIC RESIN". This is a powder which is instant mixing. Intended for furniture, it is good for any wood joint.

WELDWOOD "RESORCENOL". Intended for lawn furniture, etc., this glue will resist moisture, rot, fungus, heat, and cold. While these situations do not appear often in model work, they are a possibility at times, and this is a good product to remember.

ELMERS "MILK GLUE", is one of the best all-around glues. There is a tendency for it to crystalize, however, especially on lap joints, or where there is a vast area exposed after joining.

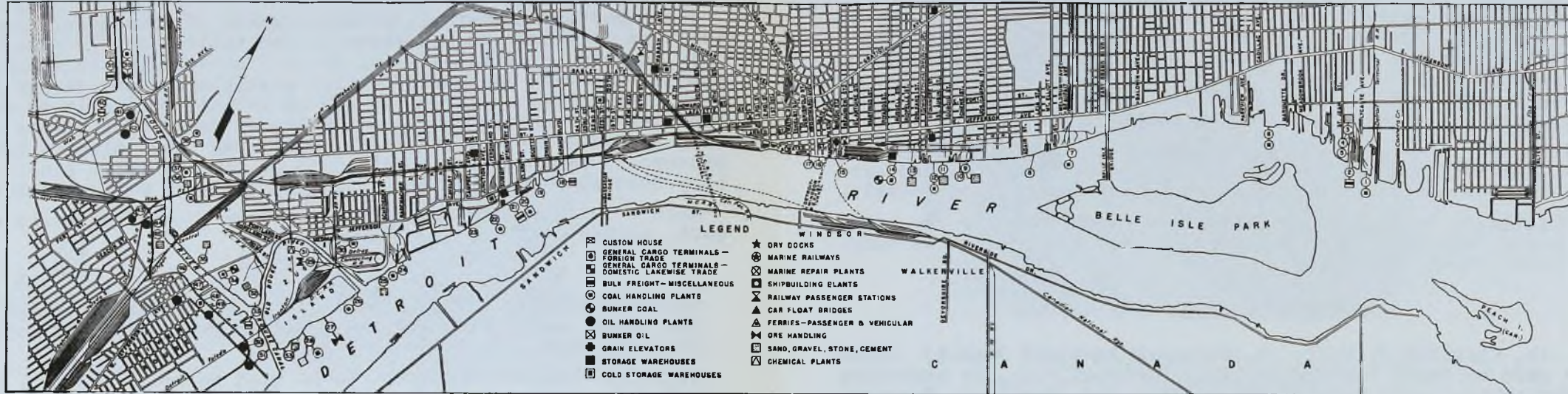
DUCO CEMENT. This is a cellulose base plastic glue which is excellent for almost anything other than wood. It is specially good where a shrinkage-fit is desired, for it can be flowed on and permitted to shrink a joint together. It can also be used as a sealer for finished surfaces which are made up of several different materials, such as paper, wire, and cloth over wood.

With the exception of Duco, any of these glues will give a better joint, and a stronger one, when heated between 90° and 100° in warm water.

The first meeting, of the Model Forum group, was attended by Bill Moss, Tony Nasir, John Bruel, and Bob Lee, and their guests. Moss' model of the CITY OF CLEVELAND is coming along well, and Bruel came with his fleet of fresh and salt water models, which have been selected for display in the current COLLECTOR'S CORNER display at the Museum. Congratulations, John. It is a fine showing!

Our discussion centered around the machines used by modellers, and the possible techniques to be achieved with their proper use.

ACTIVE COMMERCIAL DOCKS



PORT OF DETROIT

DETROIT HARBOR

1. Detroit Edison — Conners Creek Plant
2. East Detroit Stevedore Company
3. Detroit Brick and Block
4. Inland Lime and Stone Company
5. Sand Products Corporation
6. Water Works Park Pumping Station
7. U.S. Rubber Company
8. T. J. McCarthy S. S. Company
9. Penn-Dixie Cement Corporation
10. Nicholson Transit Company
11. Harris Concrete and Supply Company

12. Detroit Edison-Orleans St. Dock
13. Huron Portland Cement Company
14. Pine Ridge Coal Dock (Cronin)
15. International Milling Company
16. Chicago, Duluth & Georgian Bay Line
17. Bob-Lo Company
18. Commercial Marine Terminal, Inc.
19. Refined Syrups & Sugars, Inc.
20. Detroit Harbor Terminal, Inc.
21. Commercial Terminals Company
22. Mistersky Power Station
23. Detroit Atlantic Navigation Company

ROUGE RIVER

24. Detroit Edison Company — Delray Plant
25. Solvay Process Division
26. Great Lakes Steel Corporation — Coal Dock
27. Great Lakes Steel Corporation No. 3 Ore Dock
28. Great Lakes Steel Corporation
29. Great Lakes Steel Corporation No. 1 Ore Dock
30. Semet-Solvay Division
31. Plastic and Coal Chemicals
32. Peerless Cement Company
33. Scott Paper Company

34. Detroit Marine Terminal
35. Concrete Block and Products Company
36. Peerless Cement Company
37. Koenig Coal and Supply Company
38. Cronin Coal and Supply Company
39. Ford Motor Company
40. International Salt Company
41. Sun Oil Company
42. Aurora Gasoline Company
43. Penola Oil Company
44. Shell Oil Company
45. Inland Lime and Stone Company
46. U.S. Gypsum Company

ECORSE

47. Michigan Limestone — Leased by Winkworth
48. Cadillac Coal Co., Inc.
49. Standard Oil Company
50. Gulf Oil Corporation
51. Texaco, Incorporated
52. Detroit Edison Company — River Rouge Plant
53. Solvay Process Division
54. Great Lakes Engineering Company
55. Fuel Oil Corporation
56. Nicholson Terminal and Dock Company
57. Great Lakes Steel Corporation

WYANDOTTE

58. E. I. Du Pont DeNemours and Company Industrial and Biochemicals Department
59. Labadie Concrete Products Company
60. Wyandotte Chemical Corporation — North Plant
61. Eberts Brothers Company
62. City of Wyandotte Department of Municipal Service
63. Wyandotte Chemicals Corporation — South Plant
64. Pennsalt Chemicals Corporation

TRENTON

65. McLouth Steel Corporation
66. Mobile Oil Company
67. Detroit Edison — Trenton Channel Plant



ABOUT THE CENTER SPREAD

This month we are departing from the usual center spread plan to present maps of the Detroit area port facility so that members and friends from out-of-town might have some idea of what the Port of Detroit offers, and where some of the points of interest are.

There are presently 67 major active piers, warves and docks in the port district. All except four are sites of private industrial or commercial marine facilities used exclusively for the handling of bulk raw materials. Through the years prior to the opening of the Seaway, these private industrial and commercial bulk terminals handled almost 90% of the port's total commerce volume.

Within the port district are three terminals for automobile shipment, two railroad car ferry terminals, two passenger and excursion terminals and numerous small facilities for mooring vessels.

Available to overseas exporters and importers are two prime general cargo terminals, and two terminals for the receipt or shipment of iron, steel and scrap.

VESSEL CHANGES

ELMDALE (a, Clifford F. Moll; b, Standard Portland Cement) which was sold to Reoch Transports, Ltd., Montreal, P.Q., is operating under owners' name Redwood Enterprises, Ltd., Hamilton, Bermuda, B.W.I.

REPUBLICA DE VENEZUELA (a, Magnus Hitch), blt. by Globe SB Co., Superior, Wis. (Cl-M-AVI class cargo vessel), in 1945, was sold by Cia. Anonima Venezolana de Navegacion S.A., La Guaira, Venezuela, to Oceania Navigation Co., Ltd., (British), renamed DAIKO.

RIO ORINOCO (a, Mainsheet Eye), (Cl-M-AVI class cargo vessel), blt. by Walter Butler Shipbuilders, Inc., 1945, at Duluth, Minn., was sold by Cia. Anonima Venezolana de Navegacion S.A., Puerta Cabello, Venezuela, to Oceania Navigation Co., Ltd. (British), renamed DAISEI.

SHIPS continued from page 65

There, one of the Menge brothers patterned a new hull after the original SUWANEE, with her original dimensions. The boat was built, and put into operation.

Then in 1954, further restoration work was done. A new boiler, welded instead of riveted (because of boiler codes) but otherwise a duplicate of the original, was donated by the Wickes Boiler Company of Saginaw, Michigan. The new boiler was installed, and at the same time the hull was entirely recaulked and repaired.

The little SUWANEE was but a small part of the transportation picture in the United States. Yet it has fallen to her to represent to future generations the most romantic type of steam driven vessel ever devised....the Mississippi River Palace Boat. She has found a safe haven, a last resting place. But, the SUWANEE does not rest. She takes thousands of delighted children and adults on rides over her little lagoon every year.



The WAHCONDAH at Chicago, 1923
Author's Photo

THE ABITIBI FLEET

Known previously as the Lake Superior Paper Company and the Spanish River Paper Company, and presently as the Abitibi Power and Paper Company, this fleet consists mostly of tugs used in the log rafting business on Lake Superior. The company supplies newsprint for many American newspapers, and at one time had the freighter shown above for delivery of its products.

- Tug ABITIBI (C.170260), 1938 Montreal, 140 x 29 x 11. Steel, diesel driven, twin screw.
- Tug ALONA (C.173541), 1941 Owen Sound, 38 x 10 x 5. Steel, diesel.
- Tug COMMODORE (C.107487), 1885 Manitowoc, Wis., 59 x 14 x 7. Wood, steam.
- Tug GEORGE EMERSON (C.122437), 1888 Buffalo, N.Y., 78 x 16 x 6. Wood, steam.
- Tug GARGANTUA (C.138227), ex SEAFARER, 1919 Marine City, Mich. Completed, 1923 at Chippewa, Ontario, 130 x 35 x 15. Wood, steam.
- Tug G. R. GRAY (C.111930), ex TRAVELER (US.2767), ex JUSTICE FIELD, ex BISMARCK, 1871 Sheboygan, Wis., 140 x 24 x 19. Wood, steam.
- Tug HORTON (C.116369), 1906 Goderich. 72 x 16 x 8. Wood, steam.
- Tug KAM (C.170259), 1938 Montreal, 140 x 29 x 11. Steel, diesel driven, twin screw.
- Tug MAGPIE (C.171701), 1938 Sorel, 96 x 25 x 9. Steel, diesel.
- Bge. MARK'S BAY, steel scow and piledriver. Not powered.
- Tug NIPIGON (C.171702), 1938 Sorel, 90 x 26 x 9. Steel, diesel.
- Tug ORIENT BAY (C.171703), 1938 Sorel, 90 x 25 x 9. Steel, diesel.

- Tug PUCKESAW (C.138466), ex JOHN HUNSADER (US.208084), 1910 Sturgeon Bay, Wis., 96 x 26 x 12. Steam, wood.
- Tug RELIANCE (C.97115), 1892 Collingwood, 124 x 23 x 11. Wood, steam.
- Tug ROCKET (C.171068, ex US.111354), 1901 Buffalo, 62 x 15 x 6. Steel, steam originally, now dieselized.
- Tug STRATHBOGIE (C.134499) ex LAVAL, 1914 South-Bank-on-Tees, England, 120 x 26 x 12. Steam, steel.
- Str. WAHCONDAH (C.102577), 1903 Port Glasgow, Scotland, 203 x 37 x 21. Steam, steel. Later AHEARN COASTER.
- Tug WARP (C.154629), 1940 Owen Sound, 37 x 10 x 5. Diesel, steel.



The AGAWA as a steamship
Pesha Photo

THE ALGOMA CENTRAL FLEET
Sault Ste. Marie, Ontario

Established in the beginning of the present century by the great Canadian and American industrialist, Francis Clergue, this fleet is engaged in freight transportation of ore, coal, and grain, more or less in connection with the Clergue-established Algoma Central and Hudson's Bay R.R. and the Algoma Central Steel Co.

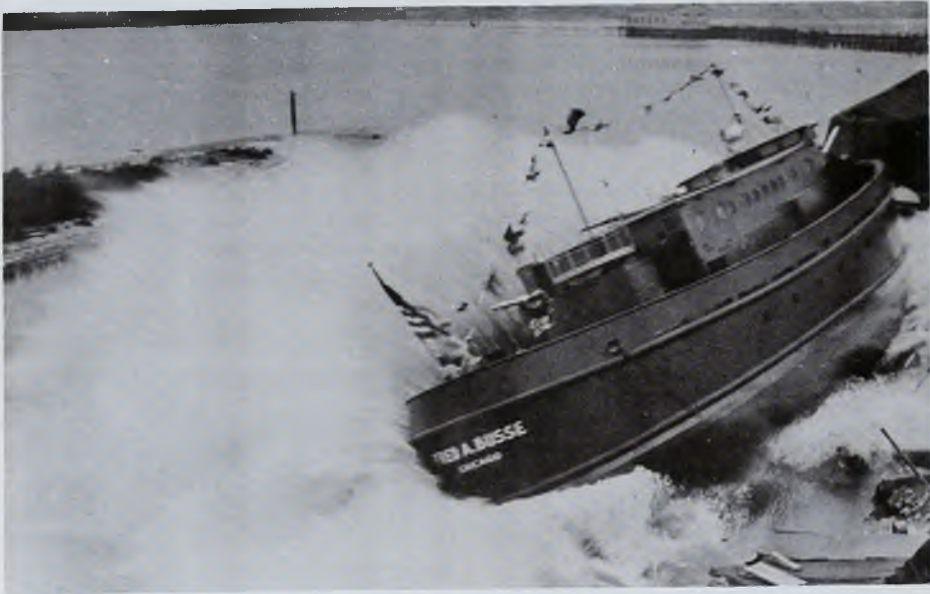
- Bge. AGAWA (C.111867), 1902 Collingwood, 379 x 46 x 26. Later steamer AGAWA, ROBERT P. DURHAM, and HERON BAY.
- Str. ALGOCEN (C.158164), ex JOHN J. BARLUM (US.206279), 1909 Lorain, 504 x 54 x 30.
- Str. ALGOSTEEL (C.158165), ex THOMAS BARLUM (US.204798), 1907 Wyandotte, 480 x 52 x 30.
- Str. ALGOWAY (C.171013), ex JOHN J. BOLAND, JR. (US.86667), ex HENRY P. WERNER, ex G. WATSON FRENCH, 1903 W. Bay City, 356 x 59 x 28.
- Str. E. B. BARBER (C.194485), 1953 Port Arthur, 375 x 59 x 31. Flagship of the present fleet.



The Schooner-Barge JOHN J. BARLUM, lying outside the MONKSHAVEN, whose stack shows at the left.

Bald Photo

- Sch. JOHN J. BARLUM (C.107490), ex (US.76914), 1890 Toledo, 222 x 40 x 16. Wood, three masts.
- Str. E. D. CARTER (US.202866), 1906 Wyandotte, 504 x 54 x 30. In fleet very briefly and apparently not registered in Canada. Later WILLIAM T. ROBERTS, NORMAN J. KOPPMEIER, and PINEDALE.
- Str. THOMAS J. DRUMMOND (C.126863), 1910 Dumbarton, Scotland, 247 x 43 x 22. Later CALGADOC.
- Str. KING EDWARD (BR.113897), ex MONTAUK (US.92294), 1891 Wilmington, Delaware, 175 x 31 x 10. Later FOREST CITY and MONTAUK. Iron sidewheeler. The last beam-engined vessel to operate on the Great Lakes.
- Str. W. C. FRANZ (C.130775), ex URANUS (US.25339), 1901 Wyandotte, 346 x 48 x 28.
- Str. LEAFIELD (C.97990), 1892 Sunderland, England, 249 x 35 x 17.
- Str. MINNIE M. (C.107889), ex (US.91764), 1884 Detroit, 133 x 26 x 11. Wooden passenger and freight steamer. Later RISING SUN.
- Str. MONKSHAVEN (C.86632), 1882 South Shields, England, 249 x 36 x 17.
- Str. OSSIFRAGE (C.107488), ex (US.155124), 1886 W. Bay City, 153 x 29 x 9. Wooden freight and passenger steamer.
- Str. PALIKI (C.109701), 1889 Sunderland, England, 240 x 36 x 17. Later CARMELLA (Italian).
- Tug PHILADELPHIA (C.103694), ex JESSIE, 1869 Stromness, Ont., and rebuilt 1896 Sault Ste. Marie, Mich., 90 x 19 x 5.
- Tug HOME SMITH (C.138202), ex WILLIAM S. MACK (US.81971), 1901 Lorain, 346 x 48 x 28. Later ALGORAIL.
- Tug J. FRATER TAYLOR (C.130776), ex SATURN (US.117023), 1901 Lorain, 346 x 48 x 28. Later ALGOSOO.
- Tug THEANO (C.110350), 1889 Slikkerveer, Holland, 241 x 36 x 17.
- Tug VALCARTIER (C.116573), ex WILLIAM HENRY MACK (US.81857), 1903 Cleveland, 361 x 48 x 28. Apparently chartered only.
- Tug J. H. WADE (C.134616), ex (US.76884), 1890 Cleveland, 265 x 38 x 23.



Launch of the FRED A. BUSSE at Bay City, 1936
Dossin Museum Collection

THE BIG SPLASH

Reverend Edward J. Dowling, S.J.

The steel fire tug FRED A. BUSSE was built at Bay City in 1936 by the Defoe Boat Works, for the Chicago Fire Department. Dimensions, 87 x 22.4 x 9.6; tonnage, gross 157, net 57. Equipped with three diesel engines, built by Cummins Engine Co., two for propulsion and one for pumping. The tug is named in honor of a former mayor of Chicago. Chicago's fire tugs have traditionally been named for deceased mayors and fire chiefs. Our photo below (author's photo) shows her at her station near the Franklin-Orleans Street Bridge in downtown Chicago.



The Senate is expected to confirm both nominations. The international canals of the Seaway collected \$10,109,059 in tolls in 1960. The figure was far below the estimated revenue on which the toll structure is based. A forecast made in 1958 estimated 1960 revenue at \$15,196,000. Tanker METEOR makes first Straits of Mackinac passage of 1961. She is assisted by the ice breaker MACKINAW.

March 22

The cement carrier J.B. FORD opened interlake navigation sailing from Ecorse for Alpena. Fjell & Fjord Lines of Oslo, Norway, will offer service between Great Lakes ports and Reykjavik, Iceland. Ice and weather conditions on the Great Lakes are better than usual this year. However, due to high ore stockpiles, fleet owners are not anxious to begin operations and many fleets will not start until May 15.

March 28

Milwaukee Port Director, Harry C. Brockel, states that despite slowed economy he foresaw bigger than ever export movements of scrap metals and grain and surplus agricultural products. Pioneer Steamship Co. of Cleveland is offering six of its ships for sale, leaving it 10. It said the six were too costly to operate because of their small tonnages. Flooding operations at the Sault Locks start as the Army Engineers prepare the canal for opening. Strong winds have cleared Whitefish Bay, at the mouth of Lake Superior, of ice and the ice breaker MACKINAW has been breaking out the lower St. Mary's River. The old state ferry docks at St. Ignace and Mackinaw City have been leased for \$35,000 by the Arnold Line and Straits Transit Co. The worst ice conditions in 40 years in the Gulf of St. Lawrence were believed delaying overseas ships bound for Montreal.

April 1

Steamer GEORGE H. INGALLS loaded with new cars opens the 26th season for the T.J. McCarthy Steamship Co. of Detroit as she heads for Buffalo. Navigation at Port Colborne, Ontario, opened with the arrival of the IMPERIAL CORNWALL, HOCHELAGA, and IMPERIAL WINDSOR.

April 3

Nicholson Transit Co. announced the sale of the freighter JAMES WATTS to the Acme Scrap Co. of Ashtabula, Ohio. They also announce that the PERSEUS has been offered for sale.

April 3

The GEORGE H. INGALLS was trapped in an ice field about eight feet thick some eight miles southwest of Buffalo. The MERCURY of Canadian Tankers, Inc. dropped anchor about 60 miles from Buffalo rather than buck the ice. Two icebreakers were unable to clear a path for either vessel.

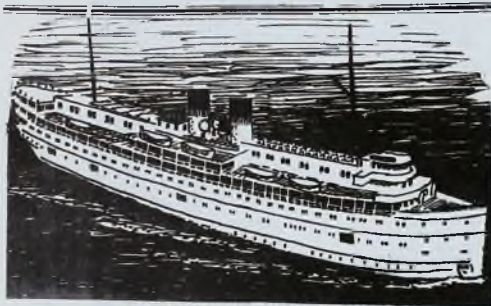
A Daylight Ride

through

LAKE ST. CLAIR

THE ST. CLAIR RIVER

VENICE  **AMERICA** **R** **ROUTE**



THE FAST & POPULAR STEAMER

SOUTH AMERICAN

WILL LEAVE

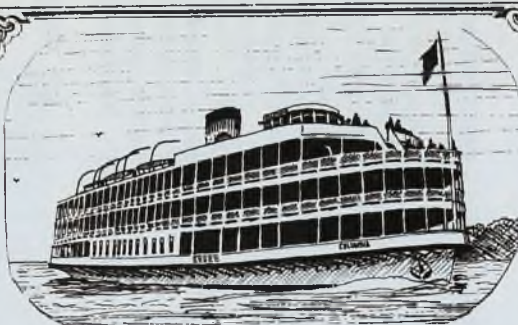
DETROIT

FOR

PORT HURON

Leaves Detroit at 1:00 P.M. Dinner on board.
Arrives Port Huron 6:00 P.M. Bus return to Detroit

MAY 28, 1961



THE FIRST CLASS
STEAMER



'COLUMBIA'

will depart from

DETROIT

FOR

Bob-Lo Island

Leaves Detroit 10:00 A.M. Arrives Bob-Lo 11:30 A.M.
Leaves Bob-Lo 4:00 P.M. Arrives Detroit 5:30 P.M.

MAY 29, 1961

DIRECT FROM
THE SOUTH



The

STERN-WHEEL
STEAMER

SUWANEE

IN

GREENFIELD
VILLAGE

Excursions around the lagoon regularly all day.

MAY 30, 1961