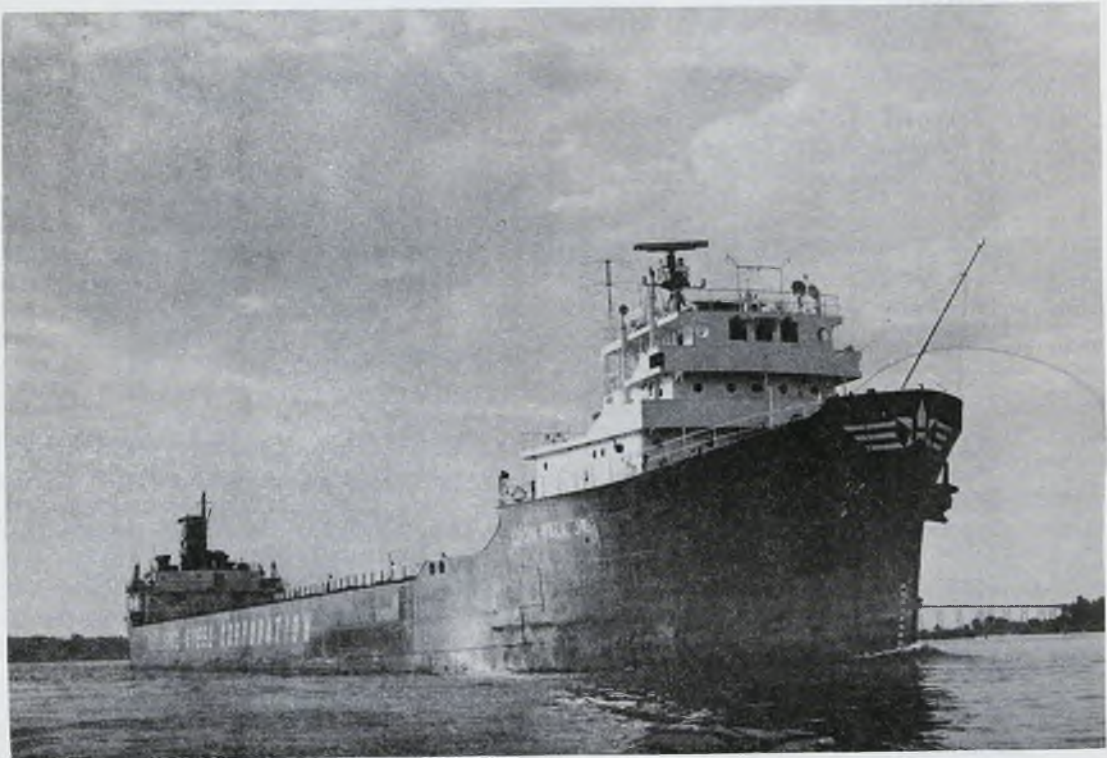


TELESCOPE

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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

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COVER

Newest of the National Steel Corporation fleet is LEON FALK, JR. Operated by the M.A. Hanna Company, the FALK is a converted T-2 tanker. The picture was taken by Rev. Peter VanderLinden at Michigan's famous Blue Water Bridge.

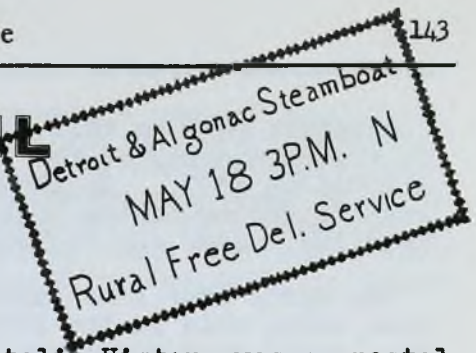
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STEAMBOAT MAILby
JOHN R. HEATH

Possibly unique in the annals of Philatelic History was a postal cancellation used in the Detroit area about sixty years ago. Not many collectors possess this item and some of those who do, are not too familiar with the services for which it was used.

To those around Detroit, it will not be difficult to visualize the story to be told, and for readers not acquainted with the Lake Region, the map herein, prepared by the writer, covers the area referred to from Detroit to Algonac on the St. Clair River. The City of Algonac is about thirty miles from Detroit, or half way between Detroit and Port Huron. The business section of Detroit is six miles below Lake St. Clair on the Detroit River, one of the busiest waterways in the world. Starting the route we proceed in a northeasterly direction across Lake St. Clair for about sixteen miles, come into a channel called the St. Clair Ship Canal, about a mile and a half long, then enter the St. Clair River, at which point our story is really centered.

As one enters this Ship Canal, he should remember that for many years there were three channels instead of just the one now in use, really forming what has been called a delta, the North Channel, the Middle, and the South Channel. Each had its advantages, and disadvantages, but with the advent of the much larger and deeper draft boats of the 1890 period, it became necessary that a better waterway be established, which resulted in the dredging of the South Channel and the building of the St. Clair Flats Canal.

It was also necessary to deepen a great deal of the St. Clair River, especially above the canal proper, and the depositing of earth on the banks caused the adjoining land to become more stable. The marshy condition of the river at this point and the natural condensing of the waterway between Lakes, St. Clair and Huron, had over the years created an area which later became a Mecca for sportsmen, hunters, and fishermen. It was only natural when they saw the two strips of ground being formed by the deposit of earth, from dredging, that they moved in as "Squatters" and built camps, cabins, clubs, and even hotels on the newly made island formation. After it was apparent that they were not going to be disturbed, the hotels started doing quite a business, and many people spent vacations and weekends in the area.

As shown on the map, these resorts and clubs were built on islands made from earth thrown aside from the deepening processes, having no connection with the mainland. All contact for supplies, food, and other essentials, had to be made by boat or brought with one. While many a sportsman, or a party just out for a rest, could easily put up with these "hardships," if they could be called such. The question of mail was another thing. Contact with the world is a very comfortable feeling. At this time, the White Star Line of Detroit, whose boats were making daily runs to Algonac and Port Huron, entered the situation and plans were completed and arrangements made with the Detroit Post Office for the delivery and pick up of mail at the various points, which fact caused the basic part of this article.

Original work on this waterway was started in 1857; direct work on the ship canal at the entrance to Lake St. Clair, was in reality started in 1867. In those days, the depth of water was not too great a factor, as the boats using this river were of lighter draft, handling lumber and log rafts.

The White Star Line carried passengers and light freight and had been doing this in the 1890 period, but handled no mail "officially". One could send messages by someone on board, but there were no provisions for regular stops until the spring of 1898.



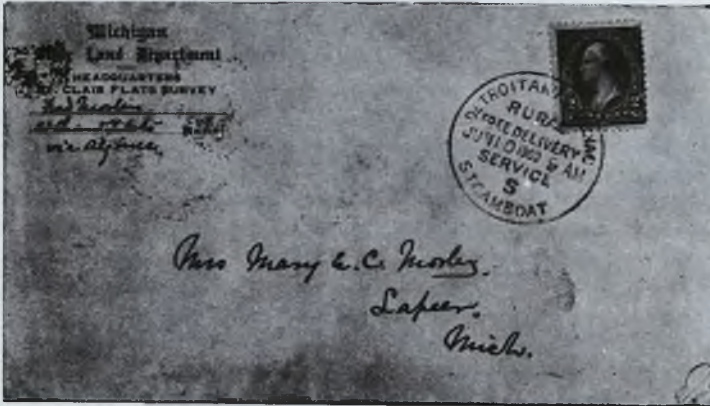
Author's map showing the stops on the postal water "R. F. D.", route of such well known ships as the ARUNDELL, IDLEWILD, CITY OF TOLEDO, and TASHMOO.

After the White Star Line deal was completed, a problem confronted the Postal Authorities, in what category should this delivery be placed? Ordinarily, if it were not for the responsibility involved with the delivery, mail could just be placed on the boats in care of some officer, but the P.O. Department does not operate that way, and it was decided to place a mail carrier on the boat, whose duty it would be to see that proper delivery and pick up would be made. His assignment provided that he remain on the boat during a specific season, and he was given a stateroom for his own use. Over the door was a U.S. Mail sign and anyone on board ship could leave mail with him. These men were selected from "Extras" on the Detroit list of carriers and in most cases were single men, as the job did not pay very much, being seasonal only. It gave these men a little more income beside the attraction it offered.

This class of service, being somewhat of an innovation and having no comparison with anything similar, created some doubt as to the classification. How it finally got into the Rural Free Delivery Class no one will ever know, but it is a good guess that those responsible decided that inasmuch as the R.F.D. had come into being the previous year, and the new water route was about the same length as an R.F.D. land route, that they would call it a Rural Route, and so far as we can learn it was the one and only R.F.D. carried by water.

All mail addressed to the "Flats" was put on the boat either at Detroit or Algonac. The carrier from each boat would go to the distribution room at Detroit Post Office at the start of each day, pick up his mail sack, and return to the boat in time for the start. The mail was then sorted and placed in small cloth bags, 18" square, closed with a drawstring: no lock, each stop having the name on its own bag. The schedules of the steamers were such that they allowed plenty of time to sort the amount of mail usually carried and be ready for the first and subsequent stops. All the clubs, hotels,

etc. had provided docks that would accommodate any of the White Star Line steamers and if there were passengers to let off or take on, the stop was made and the carrier would be ready at the gang-plank with the proper sack. It was an unbroken rule that he could only give it to a designated party, the proprietor or a desk clerk, and it was further understood, under penalty, that the sack, tied only with drawstring, could not be opened on the dock. After



Southbound "Steamboat" cancellation used on the R.F.D.

arrival at the desk (or in most cases the bar), the mail could then be distributed. After it was emptied, the sack was hung up in a prominent place, where all who wished could deposit their outgoing mail. The steamers did not always have passengers to let off, but if the hotel or club had someone to go on board, or mail only, a flag was displayed on a pole at the dock, and upon sighting this, the boat would put in to pick up the waiting party, or in case of mail only, would slow up and pull in close enough to allow the transfer of the mail sack without making a stop.

As to the cancellation stamp, please refer to illustration of letter from Fred Morley, of the Michigan State Land Dept. addressed to Mary Morley of Lapeer, Michigan. You will observe the circular die 35MM in diameter indicating the carrier cancellation as of June 10, 1900, at 9:00 a.m. The mail service by the White Star boats was discontinued about 1925 and a contract was let to a smaller boat (launch) which operated out of Algonac to certain specified points. This was known as Power Boat Route #37097 and during the contract in force, between 1939-1943 the service was discontinued entirely. It was then put into a "Star Route" classification and due to roads having been built from one end of the "Flats" to the other, it could then be carried by automobile.

The term "Flats" used in this article, may be better understood, if those who never had a chance to see them in their Heyday, will recall that before 1890 this area was mostly all marshland, and referring to the sketch, you will note a line drawn through Harsen's Island which shows about the end of what was considered usable by a State survey of 1897, which also decided that the land from there to Lake St. Clair was not worth recording, even while the process of deepening the channel was going on. It was at this time, that the State of Michigan decided to give the so called "Squatters" living in this area a 99 year lease to the ground, but would give them no title.

Following the map northward, you will see the first stop was the Old Club, also known as the Lake St. Clair Fishing and Shooting Club; next was the Mervue Hotel or Club, one time affiliated with the Old Fellowcraft Club of Detroit; next the Rushmere Club; next the Star Island House, this always was a hotel, and one of the largest; the Marshland Hotel next; then the Riverside Hotel, built by Charles Coulter in the 90's and is now called the Club Aloha; the Damer Hotel on Captain Freeman's Island, operated about a year; the Trautz Hotel, later known as Forester's; then the famous Joe Bedore's Hotel, he of the many stories, also good steaks and fish; and lastly the Muir House. This was the last stop in the real Flats, but not the last stop before Algonac. The Muir House was built in the late 90's and always operated as a temperance hotel, in contrast to all the others. Above Muir's, the boats pulled into Tashmoo Park, a picnic ground developed by the White Star Line; then just a little beyond was Sans Souci, the oldest Post Office and the only one on the entire run between Detroit and Algonac. Just when this office was established could not be determined. Mail was also



delivered to the Grand Pointe Hotel until it burned in 1909 also to Russell Island, you are then at Algonac thus completing the extent covered by this cancellation.

Interesting too, were the boats; in 1900 the "Tashmoo" left Detroit at 9:00 a.m., Captain Bert Baker in charge; her destination was Port Huron, returning to Detroit at 7:00 p.m.; at 2:30 p.m., the "City of Toledo" also bound for Port Huron, returning the next morning, Captain Stover sailed her. At 3:30 p.m., the "Idlewild" left Detroit carrying some passengers but mostly freight and no mail. She went only as far as Algonac and left there each morning at 5:30 a.m. returning to Detroit. Other boats used on these trips in later years were the "Greyhound" and the "Wauketa." What they called their regular season was from May to September, however, the actual start of the service was about the latter part of March, or just as soon as the ice left the river and lake, and continued after September, until the early part of December, but with a different schedule. The real early and late trips were made by the "Arundel" a boat with closed in sides and some sheathing on her hull, which made her useful as an icebreaker if needed.

As mentioned before, Sans Souci was an established Post Office of long standing, but this stop was not considered part of the "Flats". Just as a matter of record, Miss Charlotte Muir, whose father ran the Muir Hotel, the last recognized stop at the "Flats", was sworn in as Postmaster of that area by Freeman B. Dickerson who visited the Hotel quite often, while Postmaster of Detroit from 1897-1901.



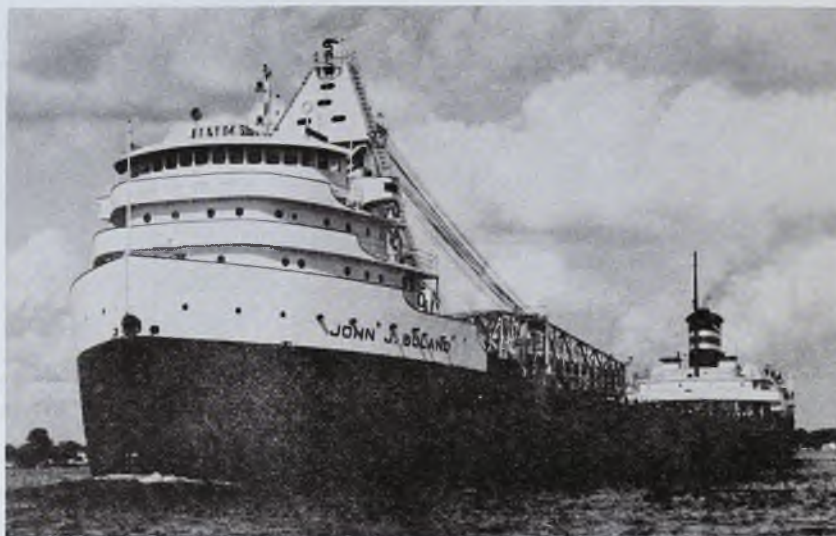
Although Miss Muir considered title as honorary only, she did sell stamps, and had to handle certain classes of mail which were difficult to deliver. She recalled the Chief Mail Carrier of the route was Philip Loersch, but no record of him or his two assistants could be located in the Detroit Post Office.

To my friends, Newell E. Collins of Algonac, Professor Philip Bursley of Ann Arbor, and Bramston Beach of Detroit, I owe a lot for their help. Thanks also to Mr. John of the Lake Survey, Mr. Robert Bunce, and Mr. Stevens of the Detroit Post Office for their cooperation.



The Picture Page

- by -
EMORY A. MASSMAN, JR.



JOHN J. BOLAND (US.266270) built 1953 by Manitowoc S.B. Co., Hull #417, 623 x 27 x 36, gross tons 12557 - net tons 9038. Engine DeLaval Steam Turbine 7700 HP - Boilers 2 Foster-Wheeler Water Tube. Owner American S.S. Co., Inc.



PRESCODOC (B) SIOUX (A) Canadian #161516 - 253 x 43 x 24. Gross tons 2197, net tons 1499 - Built April 1929 by Barclay, Curle & Co., Ltd., Glasgow, Scotland. Hull #632 - Engine, Triple Exp. 15-25-40-33. Boilers Two Scotch 10' 1" x 10' 10". Owner N.M. Patterson & Sons, Ltd. In service.



Curator's Corner

ROBERT E. LEE
CURATOR
DOSSIN GREAT LAKES MUSEUM

Early in the operation of the new Dossin Museum, we charted the attendance figures, and made an "educated guess" which was based on the trend. Now, we are realists and we have seen some of these "trend" polls go awfully sour and, quite frankly, we weren't eager to fall into the trap of the late lamented Literary Digest. But we did go out on a limb, and we said we would have a total attendance for our first year of about 200,000.

Well, we did! Our exact total for the year was 2

This popularity was clearly reflected in acceptance of your Institute, and the best indication is to be found in the fact that we have grown greatly in our membership during the period.

As for our development at the Museum, during this time, there is an ample evidence of its extent. The clearest immediate difference can be noted in the conditions on the grounds. A year ago; remember the mud? Ah, yes, it was muddy. Well, now there is a lawn. There is also our beautiful flag-mast out on the shore. It was there before the lawn, but now the setting is complete. Shrubs and trees are now set out at the corners, and sides of the building, and mask the stark blankness we were all so aware of.

But the changes are not limited to the outside, for inside there are some marked changes too. Additional items have gone into display areas. Perhaps not as many as we might have liked, but enough to mark improvement. House flags now add a feeling of carnival with their bright colors high on the walls. We've gained some quite important accessions during the year, many of which have been reported on this page from time to time.

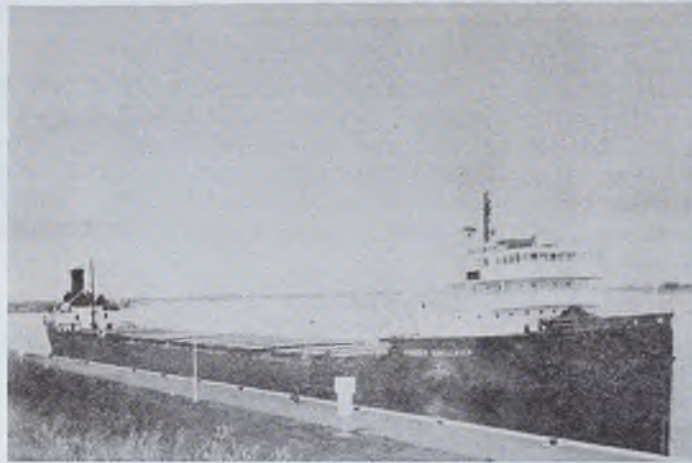
The first unit of shelving has been installed in the library, and many books have come in to fill those shelves. Many valuable research papers have come into the archival collection, as have many old photographs and glass plates.

But one of the things of which we are most proud is something you don't see on the surface. This is the ships registry files that are growing daily. Eleven drawers of standard file cabinets house folders into which go everything connected with a particular vessel. In another cabinet are over 15,000 cross indexed file cards backing up the folders. This has been a monumental task, when you consider our being without any secretarial staff, at the building, you begin to realize that many hands have engaged in a labor of love to bring it to its present orderly condition.

Much of this is the direct result of your Institute's support and close association with the Museum. It is a support that we value very highly, and deeply appreciate. And through this support the Institute has, in turn, grown greatly in stature.

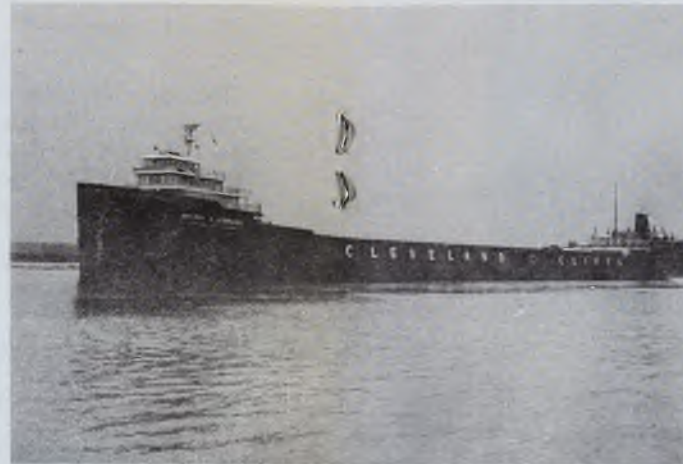
There is one thing about making a record...you can't stand on it! Next year we have to beat the record of last year. We can't simply rate our success on attendance figures either. The increase in our value...the Museum's, and the Institute's...will be measured in the service each renders the other, its members, and its visitors.

NEWCOMERS; 1961



PIONEER CHALLENGER (a. NESHANIC; b. GULFOIL) 725'x 75'x 39'. Christened in July, at Maryland Shipbuilding Co., Baltimore. Entered the Lakes July 9, 1961.

Photo by George Ayoub.



WALTER A. STERLING (a. CHIWAWA) 730'x 75' x39' christened on May 18, 1961. A full description of the lengthened vessel, together with a plan appeared in Telescope, July, 1961.

Photo by Rev. E. J. Dowling, SJ



J. N. McWATTERS; 708'x 75'x 39' Built in two sections at Vickers, in Montreal, and joined by Davie at Quebec. Built for Scott-Meisener Limited. See Telescope, July, 1961.

Photo by Rev. E. J. Dowling, SJ



ALGOMAH. 65'x 30'x 7' (MV). Built 1961, for Arnold Transit's service, between Mackinac City and Island. She is duplicate of OTTAWA, built in 1959 and is rated 400 passengers.

Photo by William A. Hoey



NORTHERN VENTURE (a. VERENDRYE; b. EDENFIELD) 730' x 75'. Built for Island Shipping, Ltd., Bermuda (Upper Lakes Shipping, Ltd.). Entered Lakes through locks July 2, 1961, with a dry-dock crew. (See Telescope, June, 1961.)

Photo by Rev. E. J. Dowling, SJ.



CANADOC. Launched at Lauzon, Que., May 3, 1961 for N. M. Patterson. M.V., 605' x 62' Entered Lakes July 23, 1961.

Photo by George Ayoub.

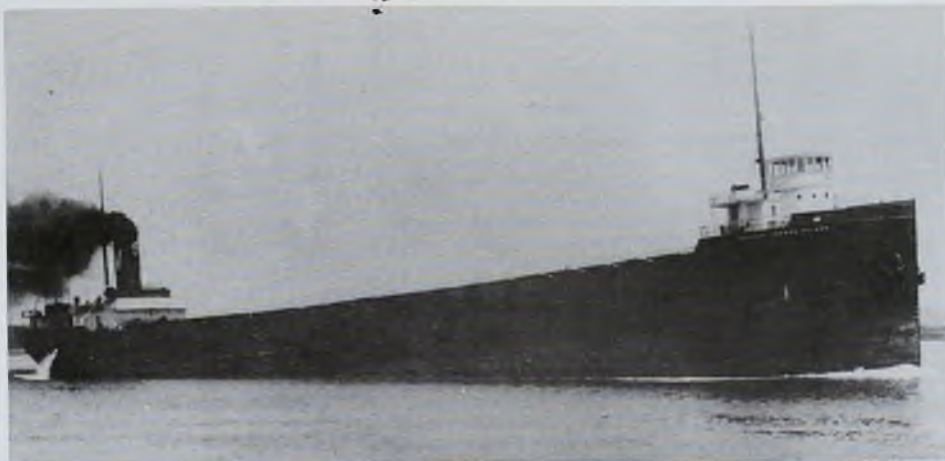


Launch of the W. H. GILBERT at West Bay City, 1892
Photo, courtesy George Fullerton.

THE BIG SPLASH

W. H. GILBERT was a steel freighter of the old style "Between Deck" design, built by F. W. Wheeler & Company, at West Bay City in 1892 for the Empire Transit Company, one of the fleets controlled by the Wolvin interests of Duluth. Her U.S. Registry number was 81382. Dimensions 328 x 42.5 x 20.5. 2820 gross tons and 2200 net. A very fast freighter, she was powered by a big triple expansion engine of 23", 37" and 62" diameter of cylinders by 44" stroke, built by the Frontier Iron Works at Detroit. With several other Wolvin ships, she passed into the Pittsburgh Steamship Company fleet in 1901. For twelve more years she carried ore as a Silver Stacker. In 1913, she was sold to the Lakewood Steamship Company of Cleveland, a Hutchinson subsidiary. She was lost in collision with the freighter CALDERA off Thunder Bay Island, Lake Huron, on May 22, 1916. Our illustration below (Pesha Photo) shows her as a Pittsburgher S.S. Company ship.

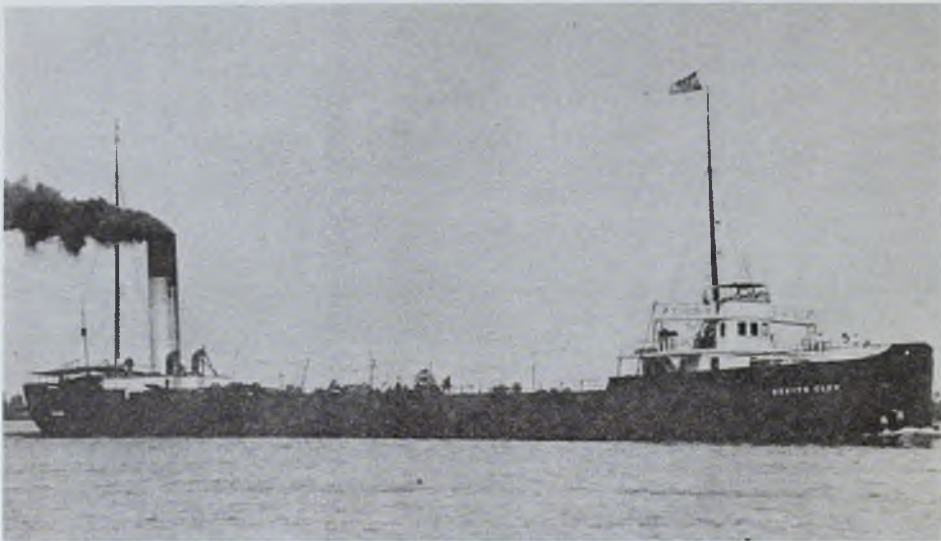




The CAPTAIN THOMAS WILSON
Young Photo

U.S. MARITIME COMMISSION
Freighter Replacement Program Part III

- B. LYMAN SMITH (US. 3971), Great Lakes Steamship Company. Built in 1903 at Lorain for United States Transit Company. 380 x 50 x 28. Scrapped at Hamilton, 1948.
- MONROE C. SMITH (US.93382), Great Lakes Steamship Company. Built in 1903 at Lorain for United States Transit Company 380 x 50 x 28. Scrapped at Hamilton, 1947.
- WILBERT L. SMITH (US. 200067), Great Lakes Steamship Company. Built in 1903 at Lorain for United States Transit Company 380 x 50 x 28. Scrapped at Hamilton, 1948.
- STEELTON (ex HERBERT K. OAKES, ex MILINOCKETT, US. 204393), Bethlehem Transportation Corporation. Built at Ecorse in 1907 for Eddy-Shaw Transit Company. 504 x 52 x 31. Renamed CORNWALL, 1943. Scrapped at Hamilton, 1950.
- HERMAN C. STROM (ex A. H. FERBERT, ex A. F. HARVEY, ex WISCONSIN,) (US. 200333), Pittsburgh Steamship Company. Built in 1903 at Superior for W. A. & A. H. Hawgood. 428 x 50 x 28. Scrapped, Hamilton, '47.
- TAURUS (ex PERRY G. WALKER, US. 200377), Interlake Steamship Company. Built in 1903 at Chicago for Gilchrist Transportation Company. 416 x 50 x 24. Scrapped at Hamilton, 1949.
- ALEX B. UHRIG (ex CENTURION, US.126994), Reiss Steamship Company. Built in 1893 at West Bay City by and for F. W. Wheeler. 360 x 45 x 22. Scrapped at Hamilton, 1947.
- VEGA (ex PENDENNIS WHITE, US.202865), Interlake Steamship Company. Built in 1906 at Cleveland for the Mitchell Fleet. 416 x 50 x 28. Scrapped at Hamilton, 1946.
- CAPTAIN THOMAS WILSON (US.127649), Wilson Transit Company. Built in 1900 at Port Huron for Wilson Transit Company 420 x 50 x 24. Renamed KICKAPOO, 1943. Scrapped at Hamilton, 1947.



The ZENITH CITY
Pesha Photo

YOSEMITE (US.27628), Cleveland Cliffs SS. Company. Built in 1901 at Wyandotte for the Tomlinson Fleet. 356 x 50 x 28. Scrapped at Buffalo, 1955.

ZENITH CITY (US.28129), Pittsburgh Steamship Company. Built in 1895 at Chicago for Zenith Transit Company. 387 x 48 x 23. Scrapped at Hamilton, 1947.

SUMMARY

The following table shows the new and obsolete freighters arranged according to fleets.

NAME OF FLEET	NEW VESSELS RECEIVED	OLD VESSELS TRADED IN
<u>Bethlehem Transportation Corp.</u>	Lehigh (Mesabi) Steelton (Pilot Knob)	Cornwall (Steelton) Johnstown (Lehigh) Saucon.
<u>Buckeye Steamship Company</u>	John T. Hutchinson	Alexander McDougall Mariposa. Maritana.
<u>Cleveland-Cliffs Steamship Company</u>	Cadillac (Lake Angeline) Champlain (Belle Isle)	Chacornac (Cadillac) Colonel Munising Negaunee Yosemite
<u>Great Lakes Steamship Company</u>	J. Burton Ayers J. H. Hillman, Jr.	George B. Leonard William Nottingham B. Lyman Smith Monroe C. Smith Wilbert L. Smith



The THOMAS WILSON

Author's Photo

Frank Armstrong (Pilot Knob)
 E. G. Grace (Lincolnshire)
 Frank Purnell (McIntyre)

Cetus Saturn
 Corvus Taurus
 Cygnus Vega
 Pegasus

Interlake
Steamship Company

Pioneer
Steamship Company

Clarence B. Randall

Amazon
 Australia

Pittsburgh
Steamship Company

Sewell Avery (Lancashire)
 George A. Sloan (Hill Annex)
 Robert C. Stanley

Clarence A. Black
 Robert Fulton
 Pentecost Mitchell
 Queen City
 Renssalaer
 Herman C. Strom
 Zenith City

Reiss Steamship
Company

Richard J. Reiss (Adirondack)

Superior
 (R.J. Reiss)
 Alex B. Uhrig

Wilson Transit
Company

Thomas Wilson

Kickapoo
 (Capt. W. Wilson)
 A. W. Osborne

Below: the CLARENCE B. RANDALL



Great Lakes Marine News

Edited by Robert Radunz

Contributors

Edwin Sprengeler, Milwaukee
George Ayoub, Ottawa

Richard J. Wright, Akron
James M. Kidd, Toronto

June 2

A group of skin-divers will probe the waters of Deadman's Bay, near Kingston, Ontario, for relics from British warships sunk off Kingston in 1817. The wrecks are believed to be the PRINCE REGENT and the PRINCESS CHARLOTTE, part of the British fleet of the War of 1812, sunk under terms of the Rush-Bagot Agreement which prohibited the keeping of large naval forces on the Great Lakes. Any treasures uncovered will be turned over to the marine museum in old Fort Henry.

A new career started this week for the canaller SIMCOE purchased from Canada SS Lines by Northern Off-Shore Drilling Ltd. Converted into a drilling barge, the SIMCOE will be used for exploration and drilling for natural gas in Lake Erie.

June 7

A new attempt to find the wreck of the GRIFFON is being planned by Norman McCready of Indianapolis. The search started last year resulted in the finding of a ship's rail, a rib and a plank. McCready's cruiser PANMANTA is outfitted for underwater scanning and was used in locating the sunken freighter CARL D. BRADLEY in Lake Michigan. The Great Lakes Ports Association will ask the U.S. and Canadian Governments to make septic tanks, for control of sewage and garbage, mandatory on all new vessels built for Great Lakes service. The pollution problem was blamed mostly on ocean ships using the inland waters.

Emergency repairs to three propellers were carried out on the AFRICAN PRINCESS, owned by the West Africa Navigation Company, during loading operations. Scrap iron was loaded in the bow section, so that the stern would be raised. The propellers were damaged while the ship was ice-bound near Nova Scotia.

June 9

The 2,756 ton freighter ALEXANDRA will inaugurate a direct freight service between Amsterdam and Great Lakes ports, July 4, for Sartori and Berger.

June 13

Amendments to the Canada Shipping Act permitting U.S. Lake vessels to sail down the St. Lawrence Seaway as far as Montreal without pilots was passed by the Canadian Government.

June 14

The largest coal cargo 17,935 tons was discharged this week in the port of Montreal from the British freighter ALEXANDER T. WOOD. The WOOD was built by Vickers, Montreal, in 1958, for the Westriver Ore Transports Ltd., a Canadian subsidiary of Wilson Marine Transit Co.

July 2

The NORTHERN VENTURE, built in Hamburg for Island Shipping Ltd., Bermuda, (subs'y of Upper Lakes Shipping Ltd.) passed through Iroquois on her first trip, light, with drydock crew aboard. She was delayed over four hours in the Locks due to heavy fog.

July 6

Marine engineers, worried by a steady fall in the level of the St. Lawrence River, are preparing a detailed study of a 54-mile stretch of the river channel east of Montreal. The dropping level, the engineers say, could seriously reduce the effective operation of the port of Montreal, if it continues. The channel is supposed to be at least 35 feet deep. If the drop continues, it could mean a channel of 34 feet, and this would prevent some ocean vessels from using the port of Montreal.

July 8

The 7,000 ton tanker J. EDOUARD SIMARD was christened at Marine Industries shipyard in Sorel, for the same company. The 412' ship will leave on her maiden voyage to the Canadian Arctic before the end of the month.

July 9

PIONEER CHALLENGER passed through Iroquois on her first trip with a cargo of ore from Seven Islands for Cleveland. She was converted and jumbo-ized from the former tanker GULFOIL and is owned by Pioneer SS of Cleveland.

Duty collections on imports declined, but export shipments increased to record levels at six Lake Michigan ports in Wisconsin in the year ended June 30, 1961. Duties collected during the last 12 months showed a drop of greater than 15% from the Previous year. Export shipments climbed at the six ports of the Wisconsin district and indicated an increase of more than 10%.

July 11

Ocean vessels were idle today in the Port of Toronto after a walk-out of longshoremen over working conditions and pay. Some ten overseas ships were hit by the strike.

In the first 67 days of the 1961 overseas shipping season, the port of Milwaukee has handled more cargo tonnage than for all of 1960. And the total overseas tonnage for all of 1961 may surpass the combined total for both 1960 and 1959 the first two years of the seaway. Due to huge increases in grain and scrap metals, cargo handled up to July 1, 1961, totalled 238,430 tons. For all of 1960, the total was 230,497 tons; for all of 1959, it was 197,173 tons.

July 12

The first free foreign trade zone on the Great Lakes opened this week at Toledo when the Swedish-American Line's BIRGIT RAGNE arrived with a cargo of 800 tons of pulpwood. The new \$6,500,000 north entrance to Buffalo Harbor was opened officially. Bradley Transportation, which only put six of its eight ships in service this season, is reported to be adding the seventh, the IRVIN L. CLYMER. The eighth Bradley vessel, the WILLIAM G. CLYDE is now being converted to a self-unloader at Manitowoc, Wisconsin.

July 13

The longshoreman strike at Toronto and Hamilton has spread to Sarnia.

To stimulate more use of the St. Lawrence Seaway, promotion of it will be stepped up overseas and in the United States. As a starter the Seaway Authority is preparing an exhibit to send to the International Inland Navigation exhibition in Paris, France, September 30 to October 15.

Because of deeper channels in Milwaukee than in Chicago, Milwaukee's port is beginning to draw cargo tonnage away from her rival to the south. Ships are able to take advantage of the deeper Milwaukee draft depths to take on full Seaway loads.

July 16

It now appears that Milwaukee will not receive four million dollars in Federal funds to deepen Milwaukee's harbor this year. Congress is not expected to consider the project until next year. The Federal Maritime Board in Washington, D.C., announced that the Moore-McCormack Lines planned to extend several of its international routes to Great Lakes ports.

July 19

Milwaukee harbor is loaded with bunker oil as the tramp freighter CHRISTEN SMITH accidentally pumps 15 tons of oil into the water.

The new 15,600-ton lake carrier CANADOC, motorship, launched in May, joined the fleet of N.M. Patterson & Sons Ltd., in an official ceremony at Davie Shipyards in Lauzon.

The old Soulanges Canal, abandoned since 1959 with the opening of the new Seaway, is to be developed into a Provincial Park and Fish and Game Preserve by the Quebec government.

The National Gypsum Company will invest \$72 million to double the capacity of its Huron Portland Cement Plant in Alpena. They will also convert the former ocean going tanker HURON into a dual-purpose cement and coal carrier to be ready for service in 1963.

July 20

The Coast Guard Marine Inspection Office in Ludington has confirmed that it had been asked to investigate a complaint that the MILWAUKEE CLIPPER had taken the right of way from a sailboat racing in a regatta July 15 in Muskegon Lake at Muskegon. The owner of the Class E scow (28 feet long, beam of 6 feet 8 inches) said that the CLIPPER declined to change course. To avoid a collision, he had to put about and the CLIPPER was failing to exercise due caution. A spokesman for the CLIPPER stated he had not heard of the incident. "There are so many sailboats all over now, I know we have to watch them very, very closely."

The NORTHERN VENTURE of Island Shipping Ltd., Bermuda, and operated by Upper Lakes Shipping Ltd. was picketed on her arrival in the port of Duluth. The new 730' converted lake carrier was scheduled to load taconite pellets at Silver Bay on her maiden trip but was re-routed to Duluth.

July 22

MAJ RAGNE, 5,800 ton ship of the Swedish-Chicago Line, arrived in Montreal on her maiden voyage. The ship was built for Seaway service.

July 23

At about 9:00 p.m. the Greek motor vessel NORTH LORD made the wrong turn at Algonac, in the St. Clair River, and instead of taking the downbound channel she ended up in the narrow North Channel. Algonac residents phoned to the operator of the Harsen Island ferry to warn him of the approach of the ship. He chased the ship for a mile down the dark channel before he attracted the attention of the bridge. They dropped the hook about 200 to 300 feet short of the bar off Dickinson Island, saving her from going aground and what could have been an expensive mistake.

July 24

The Oranje Line flagship PRINSES IRENE arrived at the Detroit Harbor Terminal. At the same time, her mate the PRINSES MARGRIET arrived in Montreal for her first cruise through the Seaway headed for Chicago

The old FREEMAN HATCH (b. CHARLES M.; c. HOUSTON), owned by Caribbean Shipping Corporation, Monrovia, Liberia, sank, or was sunk in the recent ill-fated Cuban invasion. She was built by Leathem D. Smith Shipbuilding Company, Sturgeon Bay, Wisconsin, in 1943, as an N3-S-A1 class cargo vessel, for U.S. War Shipping Administration and sent on lend-lease to England for World War II.

U.S. Interstate Commerce Commission has granted permission to Moran Towing & Transportation Company of New York to operate a new barge freight service in the Great Lakes and St. Lawrence Seaway route, in addition to the New York State Canal. Moran will start the service with two 211' barges the WALLACE and STILLMAN to be chartered or purchased from Time, Inc. Another 231' barge is to be built for the service.

The Cuban freighter BAHIA de SANTIAGO de CUBA was under seizure in Montreal harbor soon after her arrival with a cargo of sugar from Cuba. Both the ship and cargo are being held pending court action.

July 29

John Hnylanski, a member of the crew of the J. W. WESTCOTT II, the familiar Detroit mailboat, had a narrow brush with death. The Norwegian ship RAVENFJELL left the dock at the foot of Clair St. and headed out into the river. The mailboat skipper Captain Alfred Nicholson, said, "The sun on our windows was blinding. The freighter blew her whistle, but she was right on top of us." The captain yelled for Hnylanski to jump. Then the ship's bow crashed into the port side of the mailboat forward of the pilothouse. The mailboat heeled over as far as she would go then slid around and into the clear. In the meantime, Hnylanski in the water was pulled under the freighter's thrashing propeller, not once but twice. Other than being scared worse than on any one of the 51 missions he flew over Germany during the War, he was not injured. A passing fisherman in a 16-foot outboard pulled John out of the river. The RAVENFJELL, unaware of the accident proceeded up the river until the Coast Guard stopped her at Belle Isle. However, she was later allowed to continue. Captain Nicholson took the WESTCOTT back to her dock under her own power. The reserve boat J. W. WESTCOTT took over the day's duties along with another crew. Captain Nicholson said he was willing to continue working for the rest of the day, but Hnylanski had had it and knocked off for the day.

Service to Members

Institute members are being sent a copy of "The St. Lawrence Seaway", published by the Department of External Affairs, Canada, with this issue of TELESCOPE. This is an example of a service to members which your Editors hope to be able to repeat from time to time as worthwhile publications become available.

TELESCOPE wishes to thank the Department of External Affairs for making this valuable edition available to its readers.

Institute Lighters



SHOW YOUR INSTITUTE COLORS! The Institute has secured special ZIPPO lighters for sale to members. This is the genuine Zippo Windproof Lighter, decorated with the Institute name and flag in full color, deeply etched.

MEMBERS can obtain this lighter for \$3.50 plus Michigan State tax of 4% (total \$3.64). Please allow additional 15¢ for postage if you wish it mailed.

This price is the same as you would pay retail for the same lighter without the emblem. Only a limited number will be available. Order yours NOW!

Meeting Notice

Next meeting of the Institute will be a business meeting, held at the DOSSIN MUSEUM, THURSDAY, August 31., at 8:00 PM. Among business to be conducted, will be the selection of a nominating committee by the President.

ATTEND THIS MEETING..LET YOUR WISHES BE KNOWN, AND HEARD!

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 organizations 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.