

# TELESCOPE

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# 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

A rare photo of the wrecked ALGOMA in 1885 on the shore of Greenstone Island. Her engines were salvaged the following year to power the steamer MANITOBA for more than sixty years.

Dossin Museum Photograph

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**TWO SHIPS NAMED****ALGOMA**

by FRED LONDON

There were two passenger boats each bearing the name ALGOMA which traded from Lake Huron and Georgian Bay ports to Lake Superior 75 years ago or more and are part of the great tradition of the Upper Lakes.

Best remembered of these was the Canadian Pacific Railway's vessel of that name, built in Scotland in 1883 and wrecked on the rocky shores of Isle Royale in Lake Superior on November 7, 1885, with a loss of almost half a hundred lives. The story of the other ALGOMA is today an almost forgotten story but it has sufficient importance and interest to justify its recital.

The CPR ALGOMA was one of three vessels built for the Great Lakes trade in the Clyde shipyards. They crossed the Atlantic under their own steam and arrived in Montreal in the spring of 1884. There they were cut in two to go through the canals and were towed to Buffalo where they were re-united and equipped. The ALGOMA reached Owen Sound on May 10 and sailed for Lake Superior within 24 hours, having on board more than 1,000 passengers, chiefly immigrants from the British Isles and Scandinavia who had been waiting impatiently for the opening of navigation. The other two CPR vessels, the ALBERTA and ATHABASCA, soon followed and a tri-weekly service out of Owen Sound was instituted.



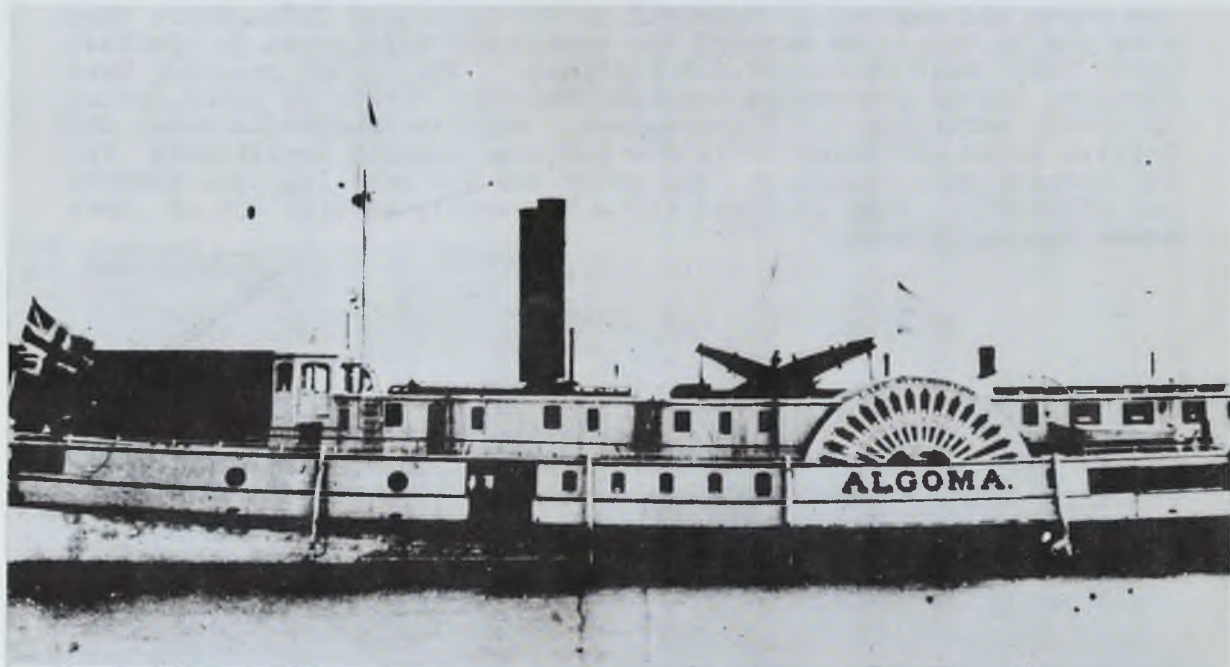
All three vessels had unbroken records during 1884 but tragedy came to the ALGOMA in the late fall of 1885. Leaving Owen Sound on Thursday, November 5, she passed through the locks at the Soo early on Friday and at midnight Captain John Moore figured that he was about 50 miles from Port Arthur. There was a northeast gale blowing with sleet and snow reducing visibility. Captain Moore ordered sail to be taken in and course reversed but these had scarcely been completed when the vessel smashed into rocks, breaking the rudder

and rendering the steamer unmanageable. Soon the whole forward portion of the vessel broke off and disappeared in the icy waters.

A few of the crew had been able to launch a lifeboat and reach shore but most of the survivors remained on the wreck until Sunday morning when a raft was improvised and they were able to go ashore. All were taken off on Monday by the sister ship ATHABASCA.

During the summer of 1886 salvage operations brought to the surface the engines of the ALGOMA and these were taken to Owen Sound and in 1889 were placed in the newly built steamer MANITOBA. There they supplied motive power to this Canadian built boat until she was scrapped at Hamilton in the late 'fifties. There was a curious coincidence in that the ALGOMA was wrecked on the same day that at a point in the Rockies the last spike was being driven in at a ceremony to mark the completion of the railroad.

While the CPR ALGOMA had its career limited to two seasons on the lakes the other vessel of that name had a much longer career. Originally named CITY OF TORONTO, she was built in 1840 at Niagara-on-the-lake for the Royal Mail Line to operate on Lake Ontario.



When first launched she had no upper cabins, all passenger accommodations being between decks. She was unique in that she had two engines and two walking beams above deck and thus able to turn easily. Originally she had a clipper bow, a square stern and three tall masts with sails.

For 20 years this ALGOMA traded on Lake Ontario. Then in 1860 her owner traded her to Abbey Bros. in part payment on a new steamer being built at Port Robinson. The Abbeyes sold her in Detroit a year later and she underwent extensive repairs so that by 1863 she seemed almost a new boat. Two of her three spars had been taken out, bow and stern altered and upper cabins added. She was renamed RACINE, given American registration and for a time operated on Lake Michigan.

The boat was brought back to Canadian registration in 1865 and received the name ALGOMA by which it is remembered today. The next few years were prosperous for the vessel and she had no serious accidents, so made money for her owners. Many young men from the Collingwood area received marine training on the ALGOMA that brought them later to masters posts. She was the pioneer steamer of the Collingwood - Lake Superior Royal Mail Line, owned at that time by Toronto interests. In 1865 the ALGOMA commenced making weekly trips. One would be to Bruce Mines and the Soo with calls at many Georgian Bay points. A second would be to Thunder Bay with calls at the posts of the Hudson's Bay Co. on Lake Superior.

In 1870 the ALGOMA acted as a troopship and on May 27, landed the first contingent of troops en route to Red River where trouble was brewing. General Sir Garnet Wolseley arrived a few days later aboard the CHICORA. The ALGOMA continued to sail into Thunder Bay regularly until the fall of 1871 and there is record of one trip made in 1872. She was then tied up at Collingwood and was idle until August 1874, when she had one day of glory as escort to the CHICORA which had as passengers Lord and Lady Dufferin who were visiting the upper lakes.

Not long after her furnishings were removed and she was regarded as unfit for further service. She lay idle and rotting at the dock until a day in 1881 when she took fire and drifted across the harbor until embedded in the sand near an old lumber firm's dock. Position of the old vessel were still visible for many years.

Advertisements appearing in the Owen Sound Times in the summer of 1867 announce the fortnightly trips of the ALGOMA to Lake Superior, a journey of more than 1,000 miles "presenting to the tourist, scenery which for grandeur and beauty is unequalled on the continent." The fare from Owen Sound to the Soo was \$10 from Owen Sound to Fort William and return \$24, meals and berth included.

Photographs of this old steamer ALGOMA are exceedingly difficult to find and the writer owes his thanks to James McCannell, of Toronto, who found a slide in the archives of his father, the late Captain James McCannell, for many years a distinguished captain of one of the CPR lakes fleet. Captain McCannell had a deep interest in the records of the Great Lakes, an interest which is continued by his son.

#### SPECIAL NOTICE OF MEETING

The DECEMBER MEETING is an important one, and it is most urgently requested that all members within the area try to attend. It is a business meeting.

So that we are sure of avoiding the holiday excuses the meeting will be held after the holidays, on the FIRST FRIDAY in JANUARY. This is JANUARY 5th. 8:00 P. M. at Dossin Museum.



## Curator's Corner

BY  
ROBERT E. LEE  
CURATOR  
DOSSIN GREAT LAKES MUSEUM

Well into November, it is now possible to make some predictions about attendance in our second year. It is normal for a new museum to have a good first year, then drop the second year. After that, something of a leveling-off takes place. It begins to look like we aren't normal. So far, we aren't following the pattern.

Everyone, this column included, was happily surprised by the near phenomenal acceptance given the Museum in its first year. It was a safe bet that we would zoom down in the second year, after all of the curious had paid their one visit to "something new".

But this isn't happening! Actually, at this writing we are a mere 7,787 under the same period last year. This covers two non-school months, hence no class tours. Last year, being new, we were not on any of the lists for school activities. This year we are, and the tour reservations for this season are being made in very gratifying numbers. So, it begins to look like another banner year!

Another newcomer has joined our staff; Don Maslanka, who has replaced Bill King. Bill, as previously reported in this column, left after many years of faithful service, and with regret on both sides of the parting. It will take a long while for anyone to replace him but Don appears to be the man most nearly able to do it. We are very glad to have him aboard.

In case the fact was missed in all the flurry of the Civil War Centennial Observance, there is another important anniversary looming in the future. 1962-3 will be the 150th anniversary of the War of 1812. This is a far more pertinent observance to our museum, as it touches directly on our range of subject. We are part of a State Committee appointed to promote the observance, and Chairman of the sub-committee dealing with "museum's participation".

Our collection of artifacts in this area is sadly weak. So, we are trying to learn of any privately owned items we may borrow to help in presenting this commemoration to the public. If you know of any such items in private collections, we would like to hear about them.

One such accession came to us during the month. A gold-headed and tipped cane made from the wood of the LAWRENCE, and suitably engraved, was donated by Mr. Clarence A. Hubbard.

Nothing to do with the War of 1812, but another fine accession is added to the collection in a decorative carving from the CITY OF DETROIT, III. It is one of the gargoyle-like faces that lined the ceiling along the walls of the Palm Room. The carving was presented by Mr. & Mrs. L. J. Schomig. Mr. Schomig also joined the Institute.

We are now showing the very interesting and excellent watercolor and ink sketches of early American lakes steamboats by Mr. Erik Heyl, Institute Member from Buffalo, N. Y. These pictures are from all three volumes of Mr. Heyl's book Early American Steamers. Volume 3 has not yet been published, so this is actually a pre-publication showing of part of them.



U.S. Light Vessel No. 89, MARTIN  
(Taylor Photo)

LIGHT VESSELS OF THE GREAT LAKES - Continued

U.S. Light Vessel No. 89, 1908 Muskegon by Racine-Truscott-Shell Lake Boat Co. Steel steamship, 80 x 21 x 10, 205 gross, 76 net. Names of its stations were:

MARTINS REEF (1909-1926)  
MANITOU (1927-1932)  
RELIEF (1935-1936)

Not listed in U.S. Merchant Vessels, 1937

U.S. Light Vessel No. 94, 1911 Muskegon by Racine-Truscott-Shell Lake Boat Co. Steel steamship, 112 x 29 x 15.4, 560 gross tons. Built for ocean service. Stations were:

FRYING PAN SHOAL (1912-1931)  
SAVANNAH (1932-1942 or later)

Not in present Coast Guard list of light vessels.

U.S. Light Vessel No. 95, 1912 Muskegon by Racine-Truscott-Shell Lake Boat Co. Steel steamship, 90 x 23 x 10, 368 tons displacement, 156 net tons. Stations:

MILWAUKEE (1912-1932)  
RELIEF (1933)  
ST. CLAIR (1934)  
RELIEF (1935 - present)

Now listed by U.S. Coast Guard as WAL 519.

U.S. Light Vessel No. 96, 1914 Muskegon by Racine-Truscott-Shell Lake Boat Co. Steel hull, originally not powered, but later had diesel engines. Dimensions: 101 x 23.6 x 11.5, 195 tons displacement. Stations:

RELIEF (1914)  
POE (1915-1920)  
HURON (1921-1934)  
RELIEF (1935)  
CROSS RIP (1936-1942 or later)



U.S. Light Vessel No. 95, MILWAUKEE

U.S. Light Vessel No. 98, 1914 Muskegon by Racine-Truscott-Shell Lake Boat Co. Steel, originally barge, later diesel powered. Dimensions: 101 x 23.6 x 11.5, 195 tons displacement. Stations:

BUFFALO (1915)  
RELIEF (1916-1925)  
LANSING (1926-1928)  
RELIEF (1929-1930)  
HANDKERCHIEF (1931-1942 or later)

U.S. Light Vessel No. 99, 1920. Steel steamship, 91.8 x 22 x 10.7, 215 tons displacement. Stations:

POE (1921-1928)  
GRAYS (1929-1935)  
RELIEF (1936-1939)

Not listed in U.S. Merchant Vessels, 1942.

U.S. Light Vessel No. 103, 1921. Steel steamship, later motorship, 69.5 x 24 x 11.9, 302 tons displacement. Stations:

RELIEF (1921-1924)  
GRAYS (1925-1926)  
RELIEF (1930-1932)  
MANITOU (1933-1935)  
HURON (1935-1961)

Presently designated by U.S. Coast Guard as WAL 526.

U.S. Light Vessel No. ?, 1948 Bay City by Defoe Shipbuilding Co. Steel motorship for service on coast. When it passed Detroit on the way out its station name was -  
POLLOCK

U.S. Light Vessel No. ?, 1948 Bay City by Defoe Shipbuilding Co. Steel motorship for service on coast. When built it carried the station name:

DIAMOND





U.S. Light Vessel No. 99, GRAYS

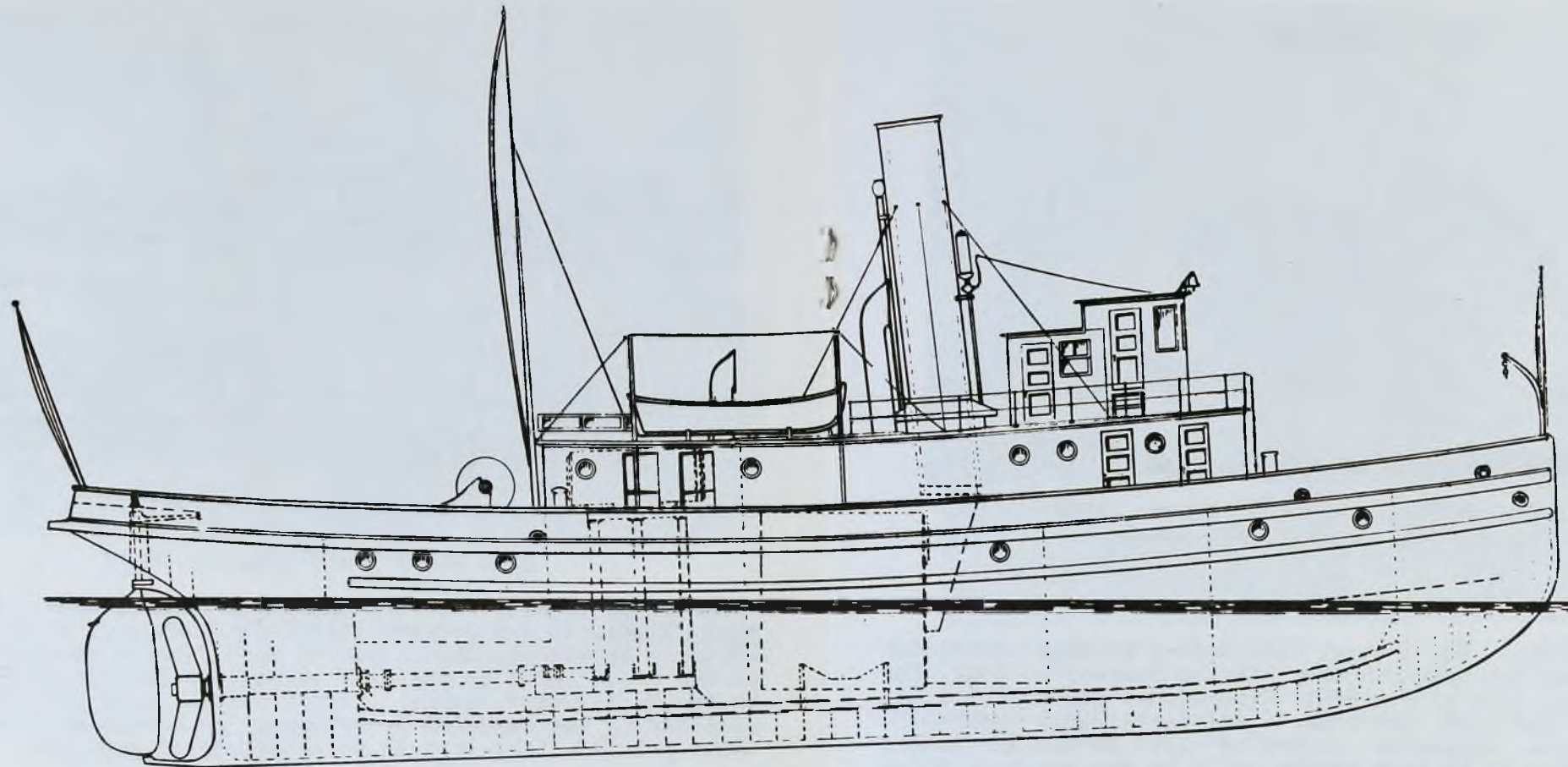
The light vessels described on the preceding pages, together with those listed in the October TELESCOPE complete, to the best of the writer's knowledge, the roster of such vessels operated on or built on the Great Lakes by the U.S. Lighthouse Service or, more recently, by the U. S. Coast Guard. Before going on to the light vessels operated by the Canadian Government, we have some fragmentary data about private light vessels which may be of interest.

Schooner LOUIS McLEAN, built at Detroit in 1832, a wooden vessel listed at 60 tons, by the old tonnage. Stationed first of WAUGASHANCE SHOAL at the west entrance of the Straits of Mackinac, and later at the mouth of the Detroit River in the vicinity of BAR POINT SHOALS. Mentioned in several sources, notable in Mansfield's "History of the Great Lakes," Vol. I, page 613.

GROSSE POINTE - Mentioned by Mansfield, who states that the vessel was built in 1887, and had a fixed white light. The writer has detected this vessel in the background of a photo of the Newberry steam yacht TRUANT. The light vessel looks like a scow or large float. No other data.

GAS PIPE LINE LIGHTSHIP, a wooden scow or schooner, built up and painted white, with large letters on side reading "GAS PIPE LINE LIGHTSHIP - DO NOT ANCHOR." The late Captain W.J. Taylor recalled this vessel and stated that it was anchored off the foot of Chene Street. There is a good picture of this vessel in the Dossin Museum collection which we will run in the next installment of this article. Any further information welcomed.

GAS PIPE LINE LIGHTSHIP - Apparently there was a second similar vessel anchored downriver, somewhere near Junction Street. This is shown on the U.S. Government map of the Detroit River for 1902, as is the one mentioned above. Again, any information on these vessels will be welcomed.

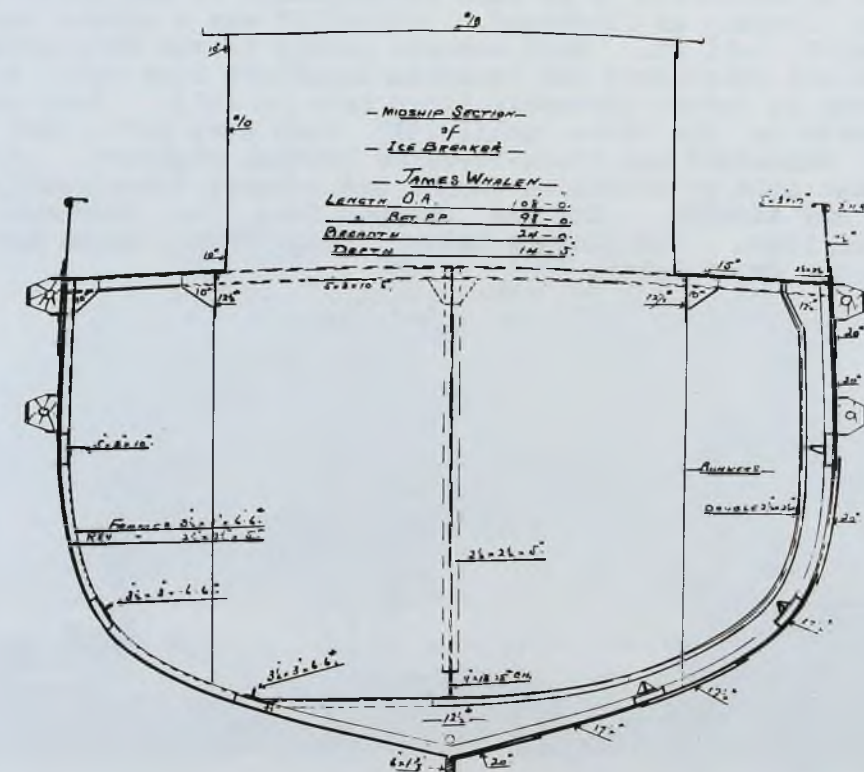


The ice-breaking tug JAMES WHALEN was constructed by the Bertram Engine Works at Toronto in 1905. She is 108' over-all, breadth 24', and 14' 5" mean draught light. G.T. 313.4; N.T. 156.26.

As built, she was equipped with fore and aft compound engines, 20"- 40" x 36" stroke.

During the winter of 1912, she broke 57 inch ice at Port Arthur and Fort William, keeping a 25 mile channel open all winter.

As recently as December 10, 1960, the WHALEN was in the news when her crew of Canadian seamen left her at Port Huron, Michigan, charging that she was "leaky". Six years earlier she had sunk twice while engaged in work on the St Lawrence Seaway, and with this knowledge, the men refused to stay on her in a stormy Lake Huron.





Launch of the CALGARIAN at Port Arthur, 1912  
(Photo, Courtesy Dr. N.F. Morrison)

#### THE BIG SPLASH

CALGARIAN (C.131056) was a steel canal-sized package freighter built by the Western Dry Dock and Shipbuilding Company in 1912 for the Merchants Mutual Line of Montreal. Dimensions: 244 x 42.6 x 26, 2326 gross tons and 1302 net tons. Builder's hull number 5. Powered by a triple expansion engine of 18, 29 and 48 inches diameter of cylinders by 40 inch stroke, built by the American Shipbuilding Company at Cleveland. CALGARIAN was a sister vessel of HAMILTONIAN, hull #3. Both vessels sailed in the Merchants Mutual Line and its subsidiary the Canadian Interlake Line until they were taken over by Canada Steamship Lines late in 1913. They continued to operate on the Lakes until 1917 when they both went to salt water. CALGARIAN was transferred to British registry. After the war it was sold to Brazilian owners and renamed subsequently, MARNE, ITAIPU and ARARUNA. She was dropped from the American Bureau Record in 1940. Our picture below (Pesha Photo) shows her in her days on the Great Lakes.



## The Picture Page

- by -  
EMORY A. MASSMAN, JR.



EUGENE P. THOMAS - U.S.#229306. Gross tons 7895; Net tons 6182; 588' x 60' x 32'. Built 1930 by Great Lakes Eng. Works. Hull #274; 3 cyl. exp. engine  $24\frac{1}{2}$ " - 40" - 65 x 42, built by G.L.E.W.; 3 Scotch boilers 14' x 12'. Built by Manitowoc Boiler Works. Owner Pittsburgh S.S. Division U.S. Steel.



S.T. CRAFO - U.S.#226885. Gross tons 4769; Net tons 2942; 392.5' x 60' x 29'. Built 1927 by Great Lakes Eng. Works. Hull #256. Triple exp. engine  $22\frac{1}{2}$ " - 38 - 63 - 42. Built by G.L.E.W.; 3 Scotch boilers 12'9" x 11'. Built by Manitowoc S.B. Co. Owner Huron Portland Cement Co.

# ADVERTISING:

*circa 1880*

by GORDON P. BUGBEE

Two items appeared in the Detroit Free Press in the Spring of 1880 concerning a cross-river ferry boat then being built by the Detroit Dry Dock Company, which had sold it on the ways to Captain Horn, owner of the older ferry GENERAL GRANT.

"The New Passenger Ferry. The new passenger ferry building for the Horns is to be a model of her kind, and is sure of being very popular this summer with excursionists. Her cabins are being finished in black walnut, with handsome trimmings much like Pullman palace cars, and the cabin ceilings will be frescoed in beautiful patterns. A certain firm in the city is to put on some extra touches to the extent of several hundred dollars, so that she will literally shine with gilt and nickel plating. Her name has already been chosen, and will be known in a week or two. She is to be provided with gas tanks, and that light will therefore be used to the exclusion of any other unless the electric light should prove available soon." (March 19, page 8.)



"The Name of the New Ferry. It has been understood for some days that Captain Jack Horn has named the new ferry. This much he told a Free Press reporter who was making inquiries in that direction without much success. He also said that the colors had been ordered, and that a prominent firm in this city was to give the new boat some extra decorations in the line particularly of nickel plating. But further comment than this Capt. Horn would not commit himself except--a notable exception taken in connection with nickel plating--to concede that the new ferry's name would have seven letters in it. With these three aids a Free Press reporter solved the problem. The prominent firm is undoubtedly the Michigan Stove Company, which would furnish unlimited nickel plating in consideration of having the new boat named after a well-known stove. Hence

it follows logically that the name of the new passenger ferry building for the Horns is the GARLAND." (March 24, page 8.)

A better-known advertisement for Garland stoves is the "largest stove in the world" which was built as a Chicago World's Fair exhibit in 1893 and which has outlived the Detroit Michigan Stove Company on its site at the entrance to the Belle Isle Bridge. As proclaimed in the advertising poster given to the Dossin Museum by Mr. William A. McDonald of Detroit (see illustration), the ferry GARLAND did become the first Great Lakes steamer to be lighted by electricity. But GARLAND tarnished her name tragically when but two months in service. While carrying an excursion party of the Detroit Stove Works on July 22, 1880, she ran down and sank the steam yacht MAMIE which was carrying a party of altar boys from Detroit's Holy Trinity Catholic Church. Seventeen passengers of MAMIE were drowned. Captain Horn lost his GARLAND soon afterward to a Canadian court which auctioned her off to satisfy an unpaid coal bill. For many years GARLAND served the Detroit and Windsor Ferry Company, and under the name of CITY OF SARNIA she plied between Port Huron and Sarnia late in her career.

Picture opposite page:

The Ferryboat GARLAND US 85619. 107.2'x 29.4' x 11.7'. Built at Detroit in 1880. Boasted of electric lighting, and "Unsurpassed by any for speed, safety, and comfort" in her advertising (TELESCOPE, Vol 10, No. 2, Feb., 1961) a fact not too well borne out in her record.

Photo: Rev. E.J.Dowling,SJ

Picture left:

The world famous "largest stove in the world". This range is still displayed at the Belle Isle approach in Detroit, and was recently featured in Ripley's "Believe it or Not".

Photo: The Detroit News.



## Comments From Our Readers

From Capt. F. E. Hamilton, Kelleys Island, Ohio, the comment that LYMAN M. DAVIS was burned a year later than stated, on June 29, 1934 and supplies her Canadian registry number, which was: 130436.

He also furnishes the information that Lightship No. 77 was built by Shipowners Drydock Company, Chicago, and that RELIEF was Craig's No. 66.

# Great Lakes Marine News

EDITED BY ROBERT RADUNZ

## CONTRIBUTORS

Edwin Sprengeler, Milwaukee      Richard J. Wright, Akron  
George Ayoub, Ottawa                James M. Kidd, Toronto

Sept. 7 - CSL's WHITEFISH BAY loaded 27,601 tons of coal at Ashtabula for Hamilton. This was a record loading at Ashtabula, a record for the ship, and the largest single cargo ever to dock in Hamilton.

Sept. 17 - MANITOULIN - scrapping at Port Dalhousie completed.

ACTON - scrapping at Port Colborne almost completed.

JOHN H. PRICE - arrived Toronto in tow of tug G. W. ROGERS following purchase from Hall Corp. for scrap.

Sept. 18-19 - PIONEER - down WSC in tow of tugs GRAEME STEWART and JAMES BATTLE.

F.W. MOORE	)	Bought by A. Newman & Co. for
FRANK WILKINSON	)	scrapping at Port Dalhousie and
TRENTON	)	as of Oct. 14 are all in the
LABRADOC	)	harbor.
WELLANDOC	)	
HAMILDOC	)	

Sept. 26 - KEYDON - scrapping at Kingston completed.

KEYWEST - scrapping at Kingston underway.

Sept. 30 - J.S. WALTON towed to Hamilton by tug SALVAGE MONARCH.

DANIEL A. JOY, the well-known U.S. Navy destroyer escort, has been ordered to active ocean duty and will leave to become part of the Atlantic destroyer force. She has trained many naval reservists on Great Lakes training cruises during her 11 years on the Lakes.

The wreck of the car ferry CITY OF MILWAUKEE, which sank in Lake Michigan, October 22, 1929, with the loss of 60 men may have been located by a fishing trawler. The hulk was never found after the storm. Captain Frank Miller, Jr. of the tug KEVINBERN was towing a net and snagged something. When the net came free, it brought up a davit or lifeboat boom, and a six-foot length of pipe rail. Upon checking with the Grand Trunk Railway, which had operated the ferry, it was learned that the davit and rail matched those the CITY OF MILWAUKEE carried.

Oct. 1 - D. M. CLEMSON, northbound and loaded with coal, ran aground near Sarnia in the St. Clair River. She held fast for 31 hours and was then released by two tugs and the freighter RICHARD TRIMBLE.

Oct. 1 - QUEENSTON - towed up WSC by tugs SALVAGE MONARCH and SALVAGE PRINCE enroute to Amherstburg for use as a dock foundation at Bob Lo Island.

BRAMPTON ) Bought by Crawford Metal Co. for  
CARDINAL ) breaking up at Deseronto, Ontario.  
PAUL MANION )

FRANK H. BROWN ) Bought by Mr. S. Spiegel.  
DONALD F. FAWCETT )  
R. H. MARSHALL )

Oct. 2 - SWEDEN passed down WSC under her own power.

A 65' diesel tug, christened WILLIAM REST was launched at Erieu for the Toronto Harbor Commission. The new craft is equipped with radar, echo sounder, and radio.

The new Swedish motorship LAKE EYRE of Atlanttrafik Express Service passed through the St. Lawrence Seaway on her maiden voyage to the Great Lakes.

The largest cargo of raw sugar, 10,016 tons, for a Toronto refinery was discharged from the new Br.freighter BOOKER VENTURE.

Oct. 4 - The St. Lawrence Seaway Development Corp. will transfer its administration office from Massena to Detroit. The move is to improve liaison between the organization and Great Lakes ports.

Two fast large cargo ships ROCROI and sister ship FONTENOY, 13,298 d.w.t. have been chartered by the Fabre Line for its Mediterranean-Great Lakes service.

Hall Corp.'s canaller JOHN H. PRICE already cut down to the water line, is the first ship to be scrapped in Toronto harbor.

Oct. 7 - Capt. Philip E. Thorpe, well-known veteran Detroit shipmaster and Great Lakes pilot, died today, after a brief illness. He was a skipper of the Chesapeake & Ohio car ferries between Detroit and Windsor. For two years he was captain of the passenger steamer CANADIANA.

Oct. 10 - Heavy fog hampers shipping at Milwaukee. The Yugoslavian freighter ZENICA hit the breakwater, opening a hole in the vessel's bow.

Detroit's first shipment of coffee to come direct from Brazil by water arrives via the steamer MORMACLAKE. Thirty-three thousand pounds of green beans will be roasted, blended, and ground for use in Detroit restaurants and institutions.

The first shipment from Wabash Lake to the Great Lakes, comprising 11,044 tons of high grade iron pellets, was moved recently from Seven Is. to Indiana Harbor.



Wabush Iron Co. Ltd., a \$200 million project is managed by Pickands Mather & Co. of Cleveland, and expects to reach full production by 1965. The company is constructing its own shipping port at Point Noire, Que. on the St. Lawrence River, west of Seven Is.

Oct. 12 - A radio-navigation station being completed at Port Menier on Anticosti Is. by the Dept. of Transport will be in operation by mid-November. Begun in 1959 on an experimental basis, the new station is expected to aid winter navigation in the Gulf and lower St. Lawrence River.

Oct.13 - Loading of combines aboard the French Line freighter ELBE at Lake Calumet was described by Chicago port officials as "The Rotterdam of America," a key junction of barge and ocean transport. The cargo was part of 300 combines shipped by barge from East Moline, Ill., up the Mississippi River to Calumet Harbor for trans-shipment to Dunkerque. The rest of the order will be loaded by other vessels of the same line.

A state of emergency was declared in and around the port of Quebec when the Br. tanker VIBEX ran aground nearby and spilled about a million gallons of fuel oil and benzene into the St. Lawrence River.

Oct. 15 - Scrapping of JAMES STEWART practically completed at Port Dalhousie.

VACATIONLAND (b) JACK DALTON has been re-named PERE NEUVEL. She is painted all white with red stacks, black top, white "N" on one stack and "S" on the other. She will be operated by Compagnie Navigation Nord-Sud Ltee., Rimouski, Quebec with funds supplied by Cdn. Gov't.

Oct. 15 - The tanker VIBEX chartered by Shell Oil Co. was refloated by the salvage tug FOUNDATION VIGILANT and two smaller tugs after being lightered by the tankers BAYSHELL, EDOUARD SIMARD, GULF TRANSPORT, and LUBROLAKE. The VIBEX proceeded to Lauzon for repairs.

Oil leakage from the tanker which spilled into the river was reported to be killing 'hundreds' of ducks downstream.

Oct. 16 - Paterson's GANANDOC has been transferred to Sandland Shipping Co. of Nassau, and renamed SUGARLAND. The former canaller left Montreal Oct. 13, to pick up a cargo of scrap iron at Sorel for Savannah, Ga.

Oct. 18 - The removal of tolls from the Welland Canal has been urged by the Great Lakes Waterways Development Association.

Congress started 23 Great Lakes harbor improvement jobs this year aimed at making Middle West ports more easily accessible to ocean ships using the St. Lawrence Seaway. Total cost will be \$114,853,000. Nearly all the jobs involve deepening harbors, rebuilding and improving breakwaters and similar tasks.

- Oct. 20 - The new Cleveland Fire Department fireboat was named the ANTHONY J. CELEBREEZE, in honor of the present mayor of Cleveland. The 64-foot craft was built by Paasch Marine Service, of Erie, Pa., at a cost of \$85,000, and replaced a converted fish tug, the NAVRET H.

The M.V. ENGLISH RIVER was launched at Collingwood for Canadian General Electric Co. The 400' package freighter chartered to Canada SS. Lines, departed on her maiden voyage to Toronto. A 730' bulk carrier is also being built on the same order.

- Oct. 21 - The 6,230 d.w.t. TRANSEUROPE, recently-acquired by Poseidon Line for its Great Lakes service, is due to arrive in Montreal on her maiden voyage.

- Oct. 22 - Three men were rescued from a leaking lifeboat after their tug RCL.12 sank in Lake Ontario near Toronto for no apparent cause. The 65' tug owned by Russel Construction Co. was built in 1958 at Owen Sound and valued at \$100,000. Last August, the captain of the RCL.12, slumped over the wheel from a heart attack during a tugboat race being held at the Canadian National Exhibition.

- Oct. 23 - The stern section of the new 26,000-ton bulk carrier, MONTREALER, being built for the Papachristidis Co. was launched at Canadian Vickers yard in Montreal. The forward section is being constructed at Davie yards in Lauzon, where both sections will be joined. The MONTREALER, 730 x 75, will be outfitted in Montreal and is expected to be delivered for service next May 1962.

The canaller SANDLAND has been sold by Mohawk Nav. Co. and transferred to Sandland Shipping Co. of Nassau. Both SANDLAND and former GANANDOC sold earlier to the same company are expected to leave the lakes for service in the Bahamas.

- Oct. 25 - Commerce Secretary Hodges announced a new program aimed at increasing the business of the St. Lawrence Seaway, which has been a disappointment to some of its sponsors. Hodges said he wanted "a more positive approach" to traffic promotion.

The 1,400-ton Seaway ship TRANSONTARIO was enroute to St. John's Newfoundland, after a fire which broke out in its No. 1 hold, was brought under control.

- Oct. 27 - A second company, Canadian Pacific Steamships, has announced overseas service to the port of Quebec during winter.

Denmark's Lauritzen Line which pioneered winter navigation to Quebec announced earlier this month it will extend service as far as Three Rivers for the coming winter.

Canada SS. Line's ESKIMO and FORT CHAMBLY are also scheduled for overseas service from Quebec from December to March.

# 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 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.



The following is a list of blueprints which the Great Lakes Maritime Institute offers for the use of model builders. The plans are drawn to 1/8" scale unless otherwise specified.

Steamer ALABAMA	4 Sheets
Huron Boat BUTCHER BOY, 1/2" scale	2
Steamer CITY of CLEVELAND III	9
Tug ECORSE, 1/2"	2
Whaleback Freighter JOHN ERICKSSON	1
Tow Barge GRAMPION	3
Lake Erie Fishing Boat	2
U.S. Coast Guard Life Boat, 1/2"	2
Huron Boat HELEN McLEOD II, 1/2"	2
Propellor MASSACHUSETTS	2
1833 Sidewheeler MICHIGAN	2
Scow Schooner MILTON	1
Steamer MINNESOTA	3
Iron Bulk Freighter ONOKO	1
Steamers PERE MARQUETTE 1 & 2	3
Steamer PUT-IN-BAY	3
Steamer SOUTH AMERICAN	3
Fisherman's Stake Boat, 3/4"	1
Bulk Freighter WILFRED SYKES	1
Carferry TRANSFER	3
Mackinaw Boat WABESI, 1/2"	2
1818 Steamboat WALK-IN-THE-WATER	1
Schooner J.T. WING	2

Plans are \$1.00 per sheet, folded; they may be obtained unfolded at the Museum. Also available through the Institute are the following publications: The Museum Guidebook, by Gordon Bugbee, 75¢; Know Your Ships, by Thomas Manse, 75¢; The Lake Erie Sidewheel Steamers of Frank E. Kirby, by Gordon Bugbee, \$1.50; Lore of the Lakes, by Dana Bowen, \$5.00; Memories of the Lakes, by Dana Bowen, \$4.50; Muskegon County Log Marks, by Lewis Torrent, 75¢; Shipwrecks of the Lakes, by Dana Bowen, \$5.00; and 60 Years of Shipbuilding, by Dwight True (ed. by Harry Benford), \$1.00.