

TELESCOPE

April, 1962

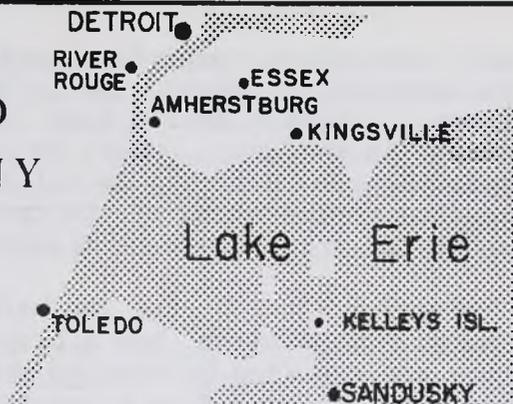
Volume 11, Number 4



Robert Hopkin
(1832 - 1909)

Journal
of the
GREAT LAKES MARITIME INSTITUTE
DOSSIN GREAT LAKES MUSEUM, BELLE ISLE, DETROIT 7, MICHIGAN

THE MICHIGAN AND OHIO CAR FERRY COMPANY



By George W. Hilton

The one total failure among Great Lakes car ferry enterprises was the Michigan and Ohio Car Ferry Company, which was operated between Sandusky and Detroit during the seasons of 1897 and 1898. This company was conceived and directed by Edward H. Moreton of Detroit. As head of the Moreton Truck and Storage Company, Moreton and his firm carried on most of the local drayage for the Detroit & Cleveland Navigation Company and the Michigan Central Railroad. The Michigan and Ohio Car Ferry Company maintained its offices at the address of the drayage firm, and was apparently integral with it.

Moreton's company proved to be such an utter failure that it is tempting to argue that it was foolishly conceived and doomed from the outset. Actually, the project was quite sensible, and with somewhat better implementation it might well have succeeded. Moreton's intention was to break the New York Central System's virtual monopoly upon freight movements into Detroit from the South. In 1897, neither the Pennsylvania nor the Baltimore & Ohio had reached Detroit; nor had the Nickel Plate gained its entrance over the Detroit & Toledo Shore Line. Moreton's first plan was to establish a tug-and-barge operation, modelled closely upon the Lake Michigan Car Ferry Transportation Company, to haul coal from Toledo to Detroit. He abandoned this idea when he encountered considerable railroad hostility. He concluded that the Hocking Valley and the Wheeling and Lake Erie, with which he planned to connect, were too closely allied to the New York Central, and he decided to look elsewhere.

At this time the B & O was in receivership and suffering from inadequate earnings. Moreton correctly deduced that the B & O would be eager to gain an additional outlet for its coal traffic, and in September, 1897, he signed a contract with the receivers to establish car ferry service to Detroit from Sandusky, the B & O's coal port. In these years the B & O routed a considerable amount of break-bulk freight from Sandusky to Detroit over the steamers of the Ashley and Dustin Line.

Moreton conceived of various physical arrangements for his service. In order to get the service under way quickly, he arranged to establish a tug-and-barge operation. From Captain James Davidson of West Bay City, Michigan, Moreton chartered a pair of barges—MIKADO and TYCOON—which Davidson had built in 1895. They had been



Curator's Corner

BY
 ROBERT E. LEE
 CURATOR
 DOSSIN GREAT LAKES MUSEUM

Interest in navigational aids seems to be on the increase. The excellent series of articles by Rev. Edward J. Dowling on the light ships of the Great Lakes has more than proven this point in the response we have heard. There are currently at least two efforts we know of directed toward the saving and preserving of obsolete light houses.

Some time ago, member Don Bliss presented a fourth order bullseye lens to the Museum. This was cleaned up and minor repairs made for its display. Before we got it on the floor we were asked to loan it to the Saginaw Museum for a special marine exhibit. It was, we are told, a "main attraction" there. Now it is back, and on display on the upper level bridge.

At the Institute meeting on March 30 we were fortunate to have CDR Howard Linse of the Detroit Coast Guard Base as speaker, and he used this opportunity to formally present a fifth order Fresnel lens to us. This latest accession will join its larger counterpart on the bridge. We are also negotiating for another such lens of a different character.

Those who have been in the museum of late have noted that we have a constantly growing collection of house-flags. Three more of these flags have come to us within the last month. The Imperial Oil fleet flag came to us through the efforts of Captain J. Burns of the IMPERIAL WINDSOR; the Pringle Barge Line flag was presented to us by Institute Member Emerson Knack of the Oglebay Norton Company; and from Member John C. Duncan, a Pickands-Mather flag. Thus, the collection continually grows. We thank these donors for their help.

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idle ever since completion, and Davidson was doubtless glad to find an operator for them. He is believed to have agreed to favorable terms. Moreton leased land from the B & O at the foot of Warren Street in Sandusky, where he rushed a slip to completion. He proposed to use existing facilities of the Grand Trunk at Detroit and Windsor, plus slips of the Canadian Pacific and the Wabash, if he could get those roads to interchange with him.

Davidson altered the two barges to carry three tracks on their decks. Each barge had a capacity of nine to twelve cars. Since they are reported to have had switches on deck, they were apparently designed to load from a two-track apron, such as his proposed connections used on both sides of the Detroit River. Moreton thought that his route of seventy-six miles was easier than the Lake Michigan Car Ferry Transportation Company's line, and he anticipated no difficulty in operation. He considered the tug HOWARD, but decided instead upon chartering the well-known tug CHAMPION for his service. His company never owned a tug, but Moreton contemplated ordering a large one similar to the LMCFTCo's S. M. FISCHER, which he admired greatly.

Moreton hoped to establish service October 25, 1897, but neither his slip nor his barges were ready. CHAMPION towed the barges down to Detroit about November 1. Upon arrival, the two barges collided while berthing, breaking five frames of one of them. This was to be only the first of the line's difficulties. The barges had to be taken to the Detroit Dry Dock Company for repairs and about a week was lost. Meanwhile, freight was building up for the line in Sandusky. The first consignment had to be re-routed by rail because of the delay.

On Sunday, November 7, CHAMPION and the two barges arrived in Sandusky. Frank T. Barcroft, chief engineer of the company, was on hand to observe the fit of the barges into the slip which he had designed. When two hoppers were loaded on TYCOON experimentally, it was found that the tracks were an imperfect fit, and the starboard rails had to be relaid. Similar relaying was necessary upon MIKADO. By November 17, the necessary changes had been made; another shipment was at hand, and CHAMPION left for Detroit with TYCOON and eight cars of coal destined for the Grand Trunk. The original proposal was to leave Sandusky daily at 8:00 a.m. and to leave Detroit returning at 8 p.m. On the first trip it was necessary to sail southbound with TYCOON empty. After one trip it was decided to replace the switch on TYCOON's deck, delaying her northbound departure by a few hours.

The service operated for about a month in 1897. On November 30, CHAMPION carried a deck cargo of package freight in addition to towing TYCOON. On December 14, Moreton announced that his barges would be laid up in Detroit for the winter, and called his first season—short though it was—a big success.

In the long run, Moreton wanted to employ larger vessels—prefer-

ably full-sized car ferries. He proposed to order two ferries from Detroit Dry Dock, each ferry being of 28-car capacity and being apparently of the orthodox Great Lakes design. Frank E. Kirby was to execute the plans. Moreton hoped to buy them for \$70,000 each and to have them ready for the opening of navigation in 1898. He contemplated year-around operation. Since, even in 1897, one could not purchase a full-sized car ferry for \$70,000, Moreton was unable to finance his project.

Moreton next conceived of using the Grand Trunk ferries HURON and INTERNATIONAL which were lying idle at Sarnia. Presumably he intended to provide them with amplified crew accommodations and some additional protection of the cargo, since they were hardly suited to open lake navigation as they were. In October, 1897, Moreton tried to arrange a transfer of the ships to American registry, but he failed to secure permission of the Treasury, even though he expressed willingness to pay the duty upon them. The cabotage restriction prevented their operation between American ports. Consequently, Moreton was forced to operate in 1898 with the two barges once more. The line was essentially doomed when it failed to secure full-sized ferries, for the barges were too small for the operation to be economic. In addition, the barges could not be used in the winter months, when demand for coal was heaviest.

The New York Central, the Detroit & Cleveland Navigation Company and the Ashley & Dustin Line watched the M & O with great suspicion, but the other railroads showed some interest. In December, 1897, the Columbus, Sandusky & Hocking (now the Sandusky branch of the Pennsylvania) announced that it would have Barcroft build a slip on its property. It intended to ship over the M & O, but it wanted to avoid paying the B & O a \$2 switching charge for each car. This plan was dropped, unfortunately for Moreton, and the M & O continued to use the B & O slip exclusively.

Moreton was eager to begin service in the spring. On April 6, 1898, about a week later than he had hoped, he had CHAMPION leave Detroit with both barges on the southbound trip. Three days later, CHAMPION made the first northbound trip with two barge loads of coal.

One of the M & O's problems was the shallowness of the water at the Warren Street slip in Sandusky. CHAMPION and other large tugs could not approach close enough to work the barges in and out of their berth. Consequently, in April, 1898, the M & O chartered the small tug DAVID SUTTON to handle the barges at Sandusky. Originally, the company expected to have her work only in Sandusky Bay, but for about ten days in May CHAMPION was chartered by other operators for towing on the Detroit River, and DAVID SUTTON made trips to Detroit. She was much too small for such operations, and CHAMPION was reported back in service at the middle of the month.

Meanwhile, Moreton encountered the first of the legal battles that were to kill his enterprise. On May 9, Captain Davidson placed a libel against TYCOON and MIKADO, claiming that he had received only

Telescope

\$2,000 of the \$16,000 that the M & O had contracted to pay for the barges. Moreton replied hotly that Davidson had instituted the action only because he knew the M & O was about to sue him. The M & O, Moreton said, had spent \$2,449 upon altering the barges to fit the slips, and proposed to sue Davidson for fitting them out improperly. The barges were bonded and released for service; Moreton and Davidson agreed to submit their differences to arbitration, but the M & O lost two days of operation because of the dispute.

Simultaneously, Moreton was involved in a dispute with the Michigan Central and the Wabash concerning terminal charges. For the 1898 season, he had arranged for the M & O to terminate at a slip (apparently newly-built) on the grounds of the Solvay Process Company on the River Rouge in Detroit. Since the company was a major consumer of coal, this was a favorable arrangement in one respect. However, the property was served mainly by the Michigan Central. Thus, the M & O was dependent for its terminal switching upon a part of the New York Central System, with which the company had been intended to compete. The New York Central was overtly hostile, and was even rumored in marine circles to be considering building a branch from Essex to Kingsville, Ontario, and running its own ferry MICHIGAN CENTRAL to Sandusky in rivalry with the M & O.

Moreton might have expected unfriendly treatment, and he received it. The Michigan Central charged him a switching fee of \$5 per car, as contrasted with the \$2 which he paid the B & O at Sandusky. Both the Michigan Central and the Wabash—which also had access to the Solvay plant—defended the \$5 charge on the grounds that the ferry line had a low volume of traffic and was in no position to provide reciprocal switching. They charged other railroads \$2 per car, but—they argued—they could not have held the fee so low in absence of a reciprocity arrangement. They also levied the \$5 charge against the Grand Trunk and the Detroit & Lima Northern, which could not provide adequate reciprocal switching. Before the Interstate Commerce Commission, in August, Moreton made a formal complaint against the Michigan Central and the Wabash for discrimination in violation of sections 1, 2 and 3 of the Interstate Commerce Act. He was eager for an early hearing, but his correspondence with the ICC dragged on until the M & O had failed. His complaint was dismissed for want of prosecution in 1903.

The M & O also became involved in a minor difficulty at the south end of the line. After a dispute with dockmen concerning the berthing of DAVID SUTTON, Moreton in June had to lease the Jones dock at the foot of Shelby Street in Sandusky.

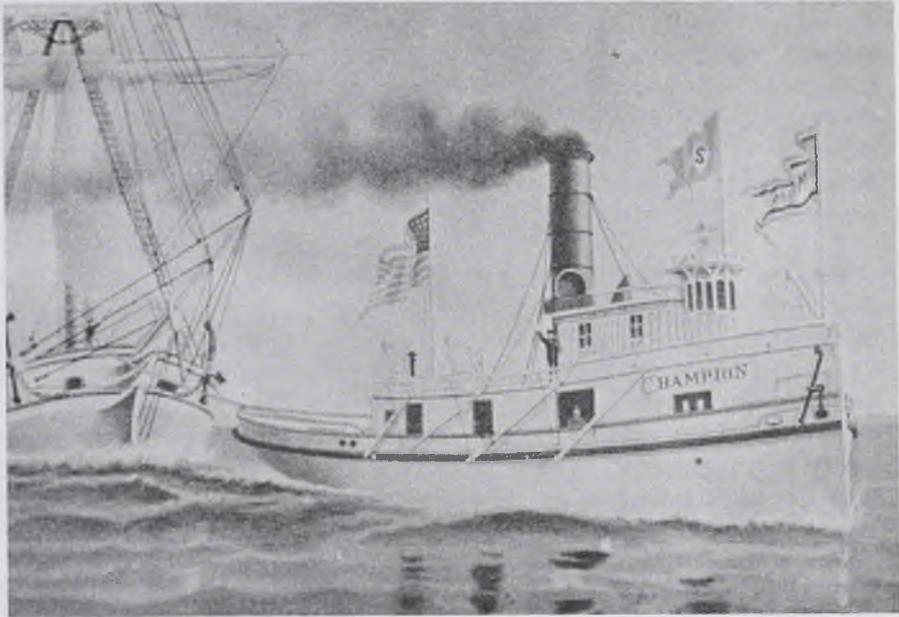
From June 20 to July 6, the M & O again had to do without CHAMPION, which her owners had chartered to take a log raft out of Georgian Bay. In the interim, Moreton leased the Gilchrist tug MAXWELL A.

In July Moreton concluded that he would be better off with two tugs. The M & O had all the northbound traffic it could handle, and Moreton planned to increase utilization of his barges by having

Tug CHAMPION

Detail from
the well-
known
S.A. Whipple
view

—Dossin Mus.



a tug coaled and ready to take them out as soon as they were brought into Sandusky. The inbound tug could then be serviced while the barges were on their round trip to Detroit. To this end, the M & O chartered SAUGATUCK, which had been towing out of Toledo.

In one of SAUGATUCK's early trips—possibly her first—the barges were involved in a serious accident. On Monday, July 18, SAUGATUCK was towing MIKADO and TYCOON, in that order, into Sandusky. The bulk freighter YAKIMA, loaded with iron ore, had gone aground on a shoal at the east side of the channel. As SAUGATUCK and her tow were passing, YAKIMA was working her engines full speed astern in a mighty effort to work free. Suddenly the freighter came off, darting into the channel. Before her engines could be reversed, YAKIMA's stern collided with MIKADO. She then took a shear and went into TYCOON. Cars came loose upon the decks of both barges, tearing up some of the track, and the port bulwarks of both were damaged. Captain John Carney of MIKADO sprained his ankle and received enough bruises that he had to be taken to the hospital. Neither YAKIMA nor SAUGATUCK was damaged.

MIKADO, the more seriously damaged of the barges, had to be towed to Detroit for repairs, but TYCOON was made ready for service again in two days. CHAMPION towed TYCOON out on July 20 for the line's first trip since the accident. CHAMPION managed to round the Marblehead peninsula, but off Kelley's Island she had a severe boiler failure. She put back into Sandusky for repairs, while the tug PEERLESS picked up TYCOON to return her to Warren Street. CHAMPION was found to be in very bad shape, and was out of service nearly two months. Moreton again chartered MAXWELL A. He may be forgiven if he thought his troubles were becoming endemic, for on August 16, MAXWELL A broke her shaft while towing the two barges down the

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Detroit River. The M & O chartered the well-known tug GIADIATOR to replace her. On September 10 MAXWELL A. was reported back in service. On September 18, CHAMPION, with extensive boiler work and a new coat of paint, returned to duty. These two tugs appear to have provided the rest of the service. On September 23 MAXWELL A. broke down in Lake Erie while towing TYCOON, and had to be towed into Amherstburg by SAUGATUCK, which was apparently no longer in the company's service.

The M & O had little life remaining. After leaving Sandusky on October 9, the barges were attached by the deputy U. S. Marshal at Detroit for an unsatisfied claim of \$1,600 for repairs and alterations, filed in Federal Court by Detroit Dry Dock. Once more, the barges were bonded and released, but they did not put into Sandusky again until October 17. As on several previous occasions when the M & O encountered legal or natural troubles, much northbound freight had to be diverted to the rival New York Central System for movement into Detroit.

Thereafter the M & O was troubled with autumn storms. On November 21, 1898, Moreton announced that he could operate no longer and he arranged to lay up the barges in Detroit. The M & O never operated again. A total of \$6,000 in charges for towing and repairs had been laid against the company in Federal Court, and Davidson foreclosed his mortgage on the barges. The Marshal advertised that he would sell them in December to satisfy the firm's creditors. TYCOON became property of the Ashtabula Steamship Company, which removed her from documentation in 1900. MIKADO, after a season of Davidson's ownership, passed into the hands of L. P. and J. A. Smith in December, 1899. She was reported abandoned in 1908. The slip at Sandusky remained intact for some years as the last tangible evidence of this unfortunate operation. Plans of the Kelley Island Lime & Transport Company to operate a car ferry into it from Marblehead never materialized.

The Michigan and Ohio Car Ferry Company did not fail from inadequacy of traffic. Indeed, the northbound coal which the line was established to handle taxed the barges' physical capacity. Southbound traffic was always meager, since the railroads at Detroit generally avoided routing freight over the ferries out of hostility to the entire operation. Had Moreton been able to acquire a full-sized car ferry suitable to year-around operation, and to generate more favorable traffic relations at Detroit, the M & O might well have survived as long as the other Lake Erie car ferry lines.

This article forms a part of George Hilton's forthcoming book, The Great Lakes Car Ferries, scheduled for publication by Howell-North late this spring. The book embraces one of the few Great Lakes subjects that lend themselves to definitive treatment, and it should find an enthusiastic audience among steamship and railroad fans alike. An Institute member, George Hilton is Lecturer in Transportation at the University of California in Berkeley, California.



United States Lighthouse Tender GENTIAN

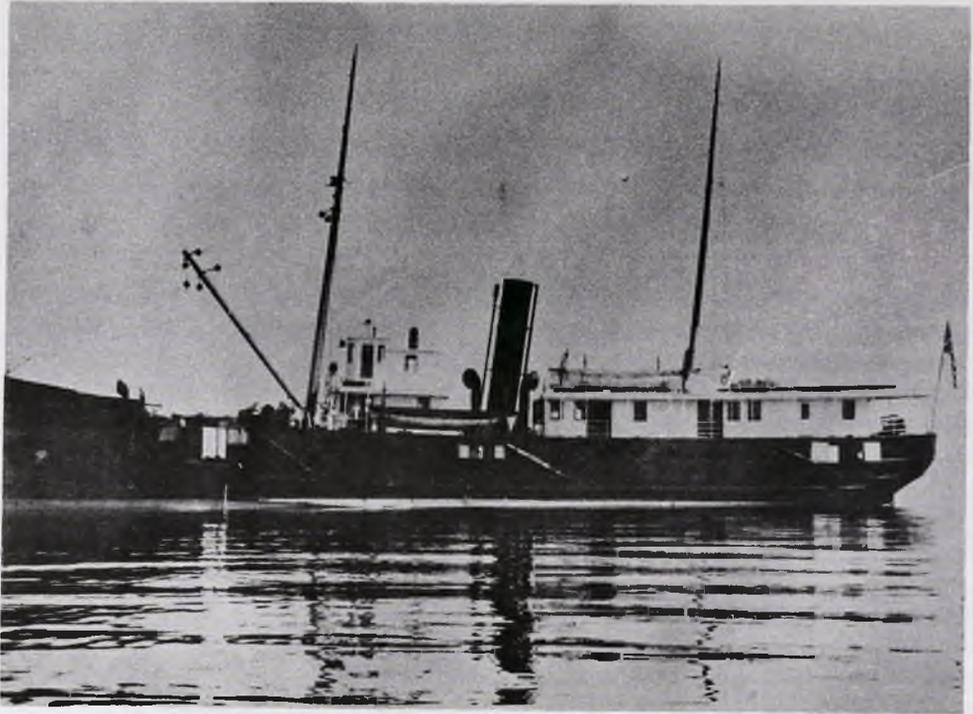
LIGHTHOUSE TENDERS OF THE GREAT LAKES

PART TWO

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

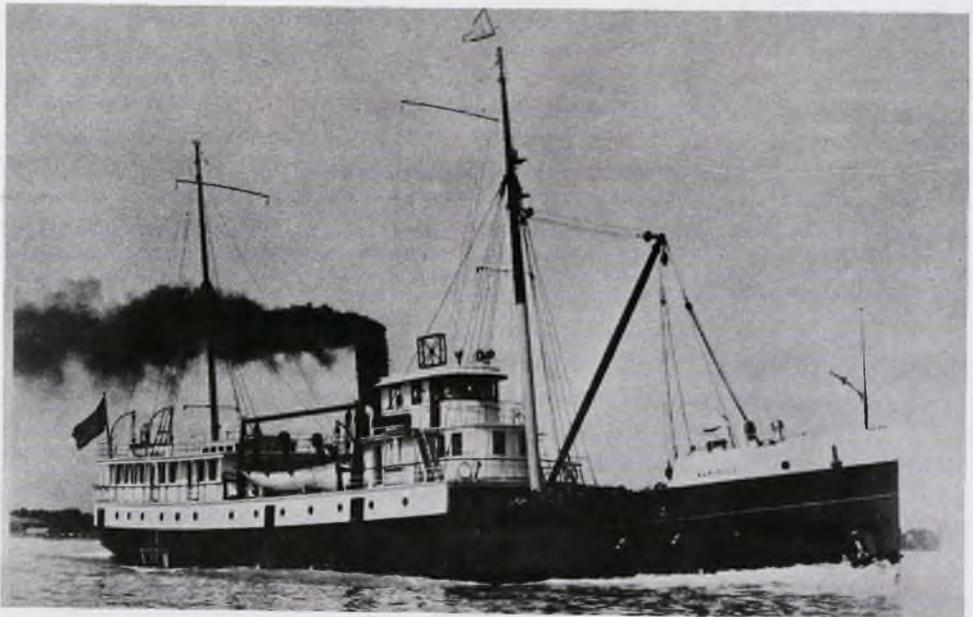
- GENTIAN, 1942 Duluth by Zenith Dredge Co. 180 x 37 x 12. Heavy hull and ice bow for winter navigation. Motorship.
- (ALICE M. GILL), 1887 Grand Haven by D. Robertson. Chartered steam barge (US 106469). 127 x 28 x 10. Wooden steamship.
- HAZE, 1861 Mystic, Conn. Wooden steamship. 137 x 24 x 16. Came to the Great Lakes in 1867.
- HOLLYHOCK, 1937 Bay City by Defoe. 173 x 34 x 11. Motorship, presently stationed at Detroit.
- HORNBEAM, 1943 Duluth by Marine Iron and Steel Co. 180 x 37 x 12. Heavy hull for winter service. Assisted in rescue operations in ANDREA DORIA - STOCKHOLM collision in 1956.
- HYACINTH, 1903 Port Huron by Jenks Shipbuilding Company. Steamship, 160 x 28 x 14. Steamship.
- ILEX, (ex COLONEL EDMUND KIRBY), 1920 Milwaukee by Fabricated Shipbuilding Co. 172 x 32 x 17. Steamship, twin screw.
- IRIS, 1944 Duluth by Zenith Dredge Co. 180 x 37 x 12. Heavy hull and ice bow. Motorship.

Telescope



Above: United States Lighthouse Tender HYACINTH.

Below: United States Lighthouse Tender MARIGOLD. —Taylor photo



Telescope

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(JOHN JOHNSON), 1887 Buffalo. Chartered wooden tug (US 76704).
LAUREL, 1942 Duluth by Zenith Dredge Co. 180 x 37 x 12. Motor-
ship, equipped for winter work.
LIAC, 1892 Cleveland by Globe Iron Works. 145 x 26 x 15. Later
in commercial service as steam tug ELMA (US 224702).
LOTUS (i), 1882 Stannardsville, Mich. Wooden tug, 42 x 11 x 3.
LOTUS (ii), (ex COLONEL GARTLAND N. WHISTLER), 1920 Milwaukee by
Fabricated Shipbuilding Co. 172 x 37 x 17. Steam, twin
screw.
LUPINE, (ex GENERAL WALLACE P. RANDOLPH), 1920 Milwaukee by
Fabricated Shipbuilding Co. 172 x 37 x 17. Steam, twin
screw.
MADRONA, 1942 Duluth by Zenith Dredge Co. 180 x 37 x 12. Motor-
ship with heavy hull and ice bow.
MALLOW, 1943 Duluth by Zenith Dredge Co. 180 x 37 x 12. Motor-
ship with heavy hull and ice bow.
MAPLE, 1939 Buffalo. 122 x 27 x 7. Motorship. Presently sta-
tioned on the Great Lakes.
MARIGOLD, 1890 Wyandotte by Detroit Dry Dock Co. Iron steamship,
150 x 27 x 12. Stationed at Detroit for many years.
Still in service as diesel dredge MISS MUDHEN II (US 264968),
owned by Lyons Construction Co. of Whitehall, Mich.
MARIPOSA, 1944 Duluth by Zenith Dredge Co. 180 x 37 x 12. Motor-
ship equipped for winter service.
MESQUITE, 1942 Duluth by Marine Iron and Shipbuilding Co. Motor-
ship, 180 x 37 x 12, equipped for winter operations.
(MIAMI), 1888 Marine City by M. P. Lester. Chartered wooden steam
barge, 131 x 37 x 11 (US 91991).
PAPAW, 1942 Duluth by Marine Iron and Shipbuilding Co. Motor-
ship, 180 x 37 x 12. Heavy hull and ice bow.
PIANETREE, 1942 Duluth by Marine Iron and Shipbuilding Co. Motor-
ship, 180 x 37 x 12. Heavy hull and ice bow.
REDBUD, 1943 Duluth by Zenith Dredge Co. Motorship. 180 x 37 x
12. Heavy hull and bow for winter service.
SAGEBRUSH, 1943 Duluth by Zenith Dredge Co. Motorship. 180 x 37 x
12. Heavy hull and bow for winter service.
SALVIA, 1943 Duluth by Zenith Dredge Co. Motorship. 180 x 37 x
12. Equipped for winter service.
SASSIFRAS, 1943 Duluth by Marine Iron and Shipbuilding Co. Motor-
ship equipped for winter service. 180 x 37 x 12.
SEDGE, 1943 Duluth by Marine Iron and Shipbuilding Co. Motor-
ship. 180 x 37 x 12. Has heavy plating and ice bow.
SORREL, 1942 Duluth by Zenith Dredge Co. 180 x 37 x 12. Motor-
ship, equipped for winter service.
SPAR, 1943 Duluth by Marine Iron and Shipbuilding Co. Motor-
ship. 180 x 37 x 12. Equipped for winter service. In
1957, together with BRAMBLE and STORIS, circumnavigated
the North American continent, first time ever done.
SPEEDWELL, (ex COLONEL JOHN V. WHITE), 1920 Milwaukee by Fabricated
Shipbuilding Co. 172 x 32 x 17. Twin screw steamship.
SPRUCE, (ex COLONEL ALBERT TODD), 1920 Milwaukee by Fabricated
Shipbuilding Co. 172 x 32 x 17. Twin screw steamship.

(to be continued)

MARINE HISTORICAL SOCIETY of DETROIT

- Joint Cruise -

GREAT LAKES MARITIME INSTITUTE

3:30 PM

Depart Detroit from Georgian Bay
Line dock at the foot of Woodward.

3:45 PM

Pass Belle Isle and the Dossin
Great Lakes Museum.

4:00 PM

Pass Livingstone Light and enter
Lake St. Clair.

4:45 PM

Enter the St. Clair Flats area via
the new Southeast Bend Cut Off.

5:00 PM

Enter the St. Clair River at South-
east Bend.

5:30 PM

Dinner in the ship's dining room.

8:30 PM

Pass Port Huron and Sarnia. Enter
Lake Huron.

7:00 AM

Breakfast in the dining room.

7:30 AM

Enter the Saginaw River.

8:00 AM

Arrive at Bay City.

THE FIRST CLASS



SOUTH AMERICAN

WILL LEAVE

DETROIT

- FOR -

BAY CITY

WEDNESDAY & THURSDAY

JUNE 6-7, 1962

DEPARTS DETROIT 3:30 PM WED. JUNE 6

ARRIVES BAY CITY 8:00 AM THURS. JUNE 7

TICKETS: THIRTEEN DOLLARS ONE WAY

The fare, including two meals, choice of a large number of rooms aboard ship and tax is \$13.00. Children under 12, half fare. Transportation available for return to Detroit will be either by chartered bus (if sufficient members desire), regular Greyhound bus or New York Central train. If you are interested in the chartered bus, kindly advise with your steamship reservation, and if there is sufficient interest, we will charter one or more busses to leave Bay City steamship dock immediately after ship's arrival and arrive downtown Detroit approximately 2½ hours thereafter. Train leaves Bay City at 12:30 present schedule.

Send Reservations and a check made out to GEORGIAN BAY LINE to:

Albert Bradley,
7035 Army Avenue,
Detroit 9, Michigan

All rooms are the same price. Return fare from Bay City to Detroit is EXTRA. Please enclose a stamped self-addressed envelope for return of your tickets.

M.H.S.D. Five-Day ASSINIBOIA Cruise June 16-21...

The Marine Historical Society of Detroit has also kindly invited Institute members to accompany them on their annual ASSINIBOIA cruise from Port McNicoll in Georgian Bay to Fort William in Lake Superior and return, a Saturday-to-Thursday

journey. The Canadian Pacific Railway steamers represent a late example of "gracious living" afloat in North America. The price of tickets is \$80 for inside staterooms and \$90 for outside ones. This includes fare, stateroom, all meals, taxi at Fort William from ship to hotel and return, and one night at the hotel in Fort William. If you are interested, write Albert Bradley at the above address for more information.

"Comment Ca Va?"

By Robert Hopkin

—Dossin Museum

A Brief Biography of Robert Hopkin

By Arthur Hopkin Gibson



Robert Hopkin, best known as a marine and landscape painter, was born in Glasgow, Scotland, on January 3rd, 1832. From early childhood he showed rare artistic ability and spent much time sketching the vessels on the River Clyde. This gradually developed into the marked genius which characterized his later productions.

When he was twelve years old, his family emigrated to Detroit. After several years in the public schools, he was apprenticed to learn carriage painting, a trade he thoroughly mastered. Later he did house, sign, and boat painting, and eventually decorating and fresco work. His remarkable talent soon brought him into notice, and the interior decorating of churches, theaters, and other public buildings, together with the painting of theatrical scenery and drop curtains, became his means of livelihood.

Always, his spare time was devoted to easel painting, and this he did exclusively in his later years. There is no way of estimating the number of paintings he produced, as he kept no records, but his swift, sure brush undoubtedly created hundreds.

In 1851 he married Evaline A. Godfrey, a native of Ithaca, New York; and there were six children, a daughter and five sons. Robert Hopkin died of pneumonia on March 21, 1909, at the age of seventy-seven, and was buried in the family lot in Elmwood Cemetery, Detroit.

Arthur Hopkin Gibson is a grandson of the painter, the son of Hopkin's daughter, Sophronia. Mr. Gibson was born in Detroit July 20, 1888. A graduate of Detroit's old Cass Union School, Mr. Gibson found a career in accounting, specializing in industrial costs. From the outbreak of World War II until he retired in 1953, Mr. Gibson served various Government agencies in similar positions. Since early 1959 when his wife, Ella Andros Gibson, passed away, Mr. Gibson has devoted his time to research into the life of his illustrious grandfather. The splendid result is his book, Robert Hopkin, Master Marine and Landscape Painter, just published by Edwards Brothers of Ann Arbor and available at Dossin Museum's WESTERN STATES sales booth for \$4.25. Robert Hopkin and the book will be the subject of a special Dossin Museum exhibit opening April 14 (see cover).

G R E A T L A K E S M A R I N E N E W S

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C A L E N D A R F O R M A R C H , 1 9 6 2

March 1—The Seafarers International Union (AFL-CIO) has concluded agreements with eighteen Great Lakes companies operating freighters. The sixteen-month contract covering 5,300 workers provides wage increases of 8½¢ to 10½¢ per hour (for example, a wheelsman would receive \$2.22½¢ per hour, and coal passers \$1.79½¢ per hour).

--Hearings ended before the U.S. Senate Public Lands subcommittee over the proposed Indian Dunes national park at Burns Ditch, Ind. A bill to create the park has been sponsored by Sen. Douglas (Ill.) over the opposition of Indiana which fears losing the site of a proposed Bethlehem steel plant and deep water port at Burns Ditch.

March 2--The largest bulk freighter to be constructed in the U.K., the 24,500-ton BARLBY, was recently launched at Wearside. BARLBY is 597 feet long, and is designed for the St. Lawrence Seaway.

March 5--Shiphandling equipment and warehouse facilities in the port of Toronto will be taken over and operated by the Toronto Harbor Commission. The new arrangement will require a \$1 million pool of equipment which will be hired out to stevedoring firms.

--American and Canadian grain interests have formed the Canadian firm of Nipigon Transport, Ltd., which is converting the T-2 tanker NIVOSE into the 730-foot lake freighter LAKE WINNEPEG in Glasgow.

March 6—The St. Lawrence Seaway Authority has been testing methods of using compressed air to remove ice from the St. Lambert lock during the winter.

—The automobile carrier HIGHWAY 16 a LST 393 (see photo, p. 85, this issue) freed herself from Lake Michigan ice and made her way into Milwaukee. Aboard was the body of her third mate, Chester E. Kramer, who died on March 4. Leaving Milwaukee, HIGHWAY 16 started back toward Muskegon and was again trapped in the ice.

March 7—A request by the Great Lakes Waterways Development Association for abolition of tolls on the Welland Canal is presently under consideration by the Canadian Government.

—The Defense Department has declared that nearly \$900,000 a year could be saved in shipping U.S. military cargoes through the St. Lawrence Seaway. The report recommended expanding the Army's Transportation Terminal Command at Toledo. That port handles most of the military general cargo shipments, as well as military vehicles which form the principal military shipments of Detroit and Kenosha, Wisconsin. Cleveland also handles military cargoes.

—Thirty-below-zero temperatures prevailing in Lakes Huron and Superior regions promise a late opening of those lakes to navigation. Predictions give April 17-20 for the opening of Green Bay, Duluth and Sault Ste. Marie.

March 10—Halco's new tanker being built at Davie shipyard in Lauzon will be launched April 12 and named HUDSON TRANSPORT. Launched at Port Glasgow on February 12, the firm's HALLFAX (misspelled HALIFAX in our February issue) is due at Montreal in May.

March 12—The Coast Guard cutters KAW and TUPELO have tried to keep open a path through ice to Toledo for River Rouge-bound coal carriers SPARKMAN D. FOSTER a HOOVER & MASON b E. M. YOUNG c COL. E. M. YOUNG and BEN CALVIN a WILLIAM C. AGNEW b GEORGE F. RAND i. On the CALVIN's second trip, heavy ice damaged her steering gear.

March 13—The 5,000-ton Danish freighter HELGA DAN docked at Montreal for the earliest arrival of an overseas ship on record there, beating the old mark by nine days. A gold-headed cane was later awarded to the captain.

—Canadian Vickers, Ltd., of Montreal, has been awarded a \$2.5 million contract by the Department of Transport to build a 251-foot vessel for Arctic service, to be completed in 1963.

March 14—Ice still covers seventy to ninety-five per cent of Lakes Superior, Huron, Michigan, and even Erie, which has solid ice 25 miles west of Buffalo. The ice ranges in thickness from eighteen to thirty-six inches, and windrows are fifteen feet high in places. Some observers call ice conditions the worst seen in twenty years.

—By contrast, shipping in the Gulf of St. Lawrence doubled this winter over last winter's tonnage. The increase was due largely to huge ore carriers carrying ore from Port Cartier in December, 1961.

—New proposals will augment the present program to deepen the Saginaw River from 21 to 24 feet in the Bay channel and the river channel to 22 feet. The Army Corps of Engineers has approved a new program to deepen the Bay entrance to Seaway depth of 27 feet, with the river deepened to 25 feet the remaining three miles to Bay City.

March 19—For the Seaway in 1962 special consideration will be given to ships carrying in-transit ballast cargoes not bound for North American ports, tolls being applied on the outbound trip only.

March 20—The National Research Council of Ottawa has developed a new type of breakwater with perforations on the seaward side to absorb wave energy. McNamara Quebec, Ltd., of Montreal, has been given a contract for a 1000-foot by 60-foot breakwater and shipping berth at Baie Comeau.

March 21—Welders working in the Wabash railroad yards in Detroit climbed aboard the car ferry DETROIT as she broke loose from her berth, March 19. DETROIT drifted to the Ambassador Bridge while the engine room crew got steam up; and welder Edward Whitney piloted

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her back to her berth. Two days before, the Detroit fireboat JOHN KENDALL broke down in midstream and was brought home by unorthodox means. Her master, Capt. Albert Jagenow, ordered the pump for her after nozzles turned on, and forceful jets of water from her after tower pushed her home to make a neat landing at her 24th-St. dock.

—Marine Industries, Ltd., of Sorel, will build a \$2.5 million, 275-ton floating crane for raising and lowering lock gates in the St. Lawrence Seaway. Associated with Marine Industries will be Demag A. G. of Duisburg, West Germany, and its Canadian subsidiary.

March 26—Davie Shipyards, of Lauzon, have begun construction of a new ferry, 260' x 60', for service between Riviere du Loup and St. Simeon on the lower St. Lawrence River. The ferry will have a capacity of 70 cars and 200 passengers, and will be operated by Clarke Steamship Co. Her cost will be \$2,800,000, with completion slated for the spring of 1963.

March 27—The Dossin Museum, aided by Sea Scouts of Explorer Ship 1466, held a flag-raising ceremony March 24 to herald the season's opening. An actual "opening" above Detroit was provided March 26 when JOHN J. BOIAND passed up in the early morning with coal bound for the Marysville Detroit Edison plant in the St. Clair River. But for Detroit office workers, the "opening" came near noon the next day when Huron Cement's S. T. CRAPO steamed up from Nicholson's Ecorse repair yard, if only as far as Riopelle St. on the East Side.

—The Norris Grain Co. is closing its 2.1 million bushel elevator in Buffalo, following a similar closing of the 3.3 million bushel elevator of Cargill, Inc., in the same port. A company spokesman said, "There no longer is a grain storage business in the port," blaming direct grain shipments by the Seaway and Mississippi River, high operation costs, and reduction in Federal storage rates.

March 29—Following scrapping of its earlier lake fleet, American Export Lines will send a 451-foot class of freighters into the lakes this season, starting with EXPEDITOR, which is due here in early May from the Mediterranean. Iino Line will send the 12,000-ton 511-foot MIKISHIMA MARU to arrive in Montreal April 10th. Fjell-Oranje's PRINS CASIMIR is due in Cleveland April 24 and Cunard's JOHANNA four days earlier. Isthmian Lines begin scheduled services into the Lakes this season, while another American flag line, Moore-McCormack, continues on an unscheduled basis.

March 30—The Lake Carriers Association is fighting a proposed repeal of ICC rules now exempting from ICC-regulated common carrier status the bulk freighters in lake, river or coastal trade. Although a Great Lakes exemption would remain, the ICA fears this as an opening wedge for the ICC to regulate lake bulk freighters which are contract carriers. The action would withdraw their competitive freedom to set transportation prices in contracts, and would hinder their competition with foreign bulk freighters while favoring no other domestic transportation. Private carriers hauling goods for their own use would not be affected by the legislation.



CHARLES L. HUTCHINSON iii, now ERNEST R. BREECH. —Don Baut photo

S H I P S

The most newsworthy ship in this area this spring seems to be the newly-purchased Ford freighter ERNEST R. BREECH, formerly Pioneer Steamship Company's CHARLES L. HUTCHINSON iii. Rechristening is to take place at 3 p.m. April 11 at Detroit's Civic Center. The 624-foot bulk freighter was acquired in March, and exchanges a historic Great Lakes name for that of Ford's former Chairman of the Board.

NORTH SHORE, formerly operated between Montreal and the Gulf of St. Lawrence, has been sold by Clarke Steamship Co. to Typaldos Brothers of Greece and is now named LEMNOS.

MANCHESTER VENTURE is sold by Manchester Liners, Ltd., to General Steam Navigation Company, Ltd., also British, and renamed PHILOMEL. SKOTFOSS a MAKEFJELL i is transferred from Thor Thoresens of Norway to Erik Kekonius of Sweden and is now named BARBRO BRATT.



DISTRICT OF COLUMBIA of 1925 and salon of CITY OF RICHMOND of 1911.

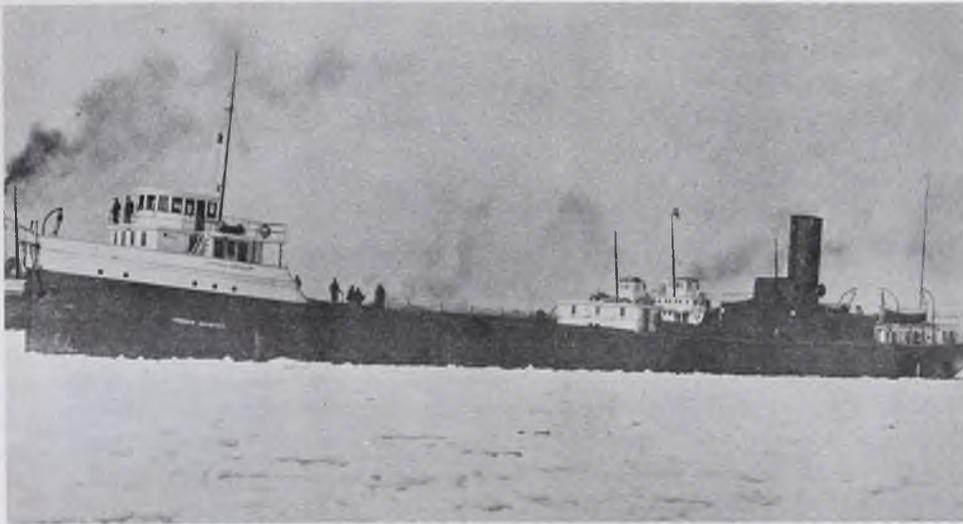
—Photos by Conrad Milster, Jr.

S E R V I C E S

North America's oldest steamship line, the 122-year-old Baltimore Steam Packet Company, permanently suspended sailings between Norfolk and Baltimore on Monday, April 2, idling its steamers CITY OF RICHMOND, CITY OF NORFOLK and DISTRICT OF COLUMBIA. Passenger services of the company, popularly known as the "Old Bay Line", had been suspended for winter last September. North America retains domestic overnight or cruise services only in the Great Lakes-St. Lawrence system, the Mississippi and Canadian Northwest. **Ave atque vale!**

PICTURE PAGES: **1**

By Emory A. Massman, Jr.



Above: THOMAS DAVIDSON (US 145482). Built: 1888 by Wolf and Davidson, Milwaukee. Wood hull. Measurements: 2226 gt, 1714 nt, 285.8 x 41.7 x 20.4. Engine: Triple-exp. 20"-33"-54" x 42", built 1888 by Samuel Hodge & Co. of Detroit. Boilers: 2 scotch 11 x 12 built 1888 by Lake Erie Boiler Works, Buffalo. Ship abandoned in 1933. Owners: (1) Wolf & Davidson—West. Div. Steamship Co.; (2) Henry J. Pauly; (3) Crosby Trans. Co.; (4) William Nicholson; (5) Nicholson—Universal SS Co.; (6) Reid Transit Co. —Young photo

Below: J. E. UPSON (US 205033). Built: 1908 by American S.B. Co. (#441), Cleveland. Measurements: 6302 gt, 4856 nt, 504 x 54 x 30. Engine: Triple-exp. 23"-38"-63" x 42" built 1908 by Am. S.B. Co. Boilers: 2 water tube, built 1952 by Combustion Engineering Superheater, Inc. Owner: Wilson Transit Co., Republic Steel Corp.

—Massman photo



PICTURE PAGES: 2 By Rev. Edward J. Dowling, S.J.



Above: THREE BROTHERS (US 24987). Built by Root at Lorain in 1873. 136 x 25 x 13. Abandoned at Toledo, 1925.

Below: MELITTA (US 91309), Built by Hanson & Scove at Manitowoc in 1881. 88 x 20 x 7; 88 gross tons. Abandoned, 1924, foot of Dubois Street in Detroit.



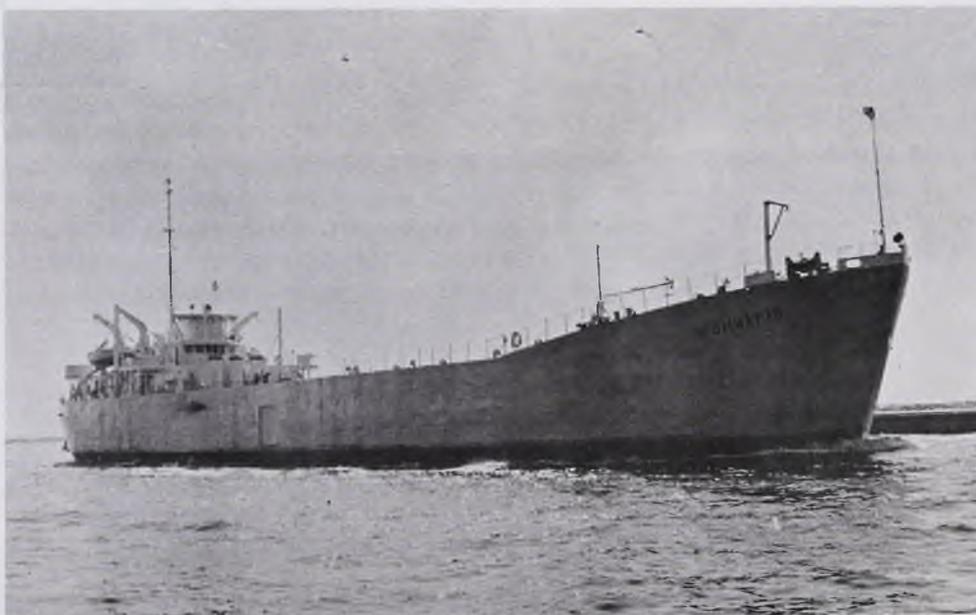
PICTURE PAGES: **3**

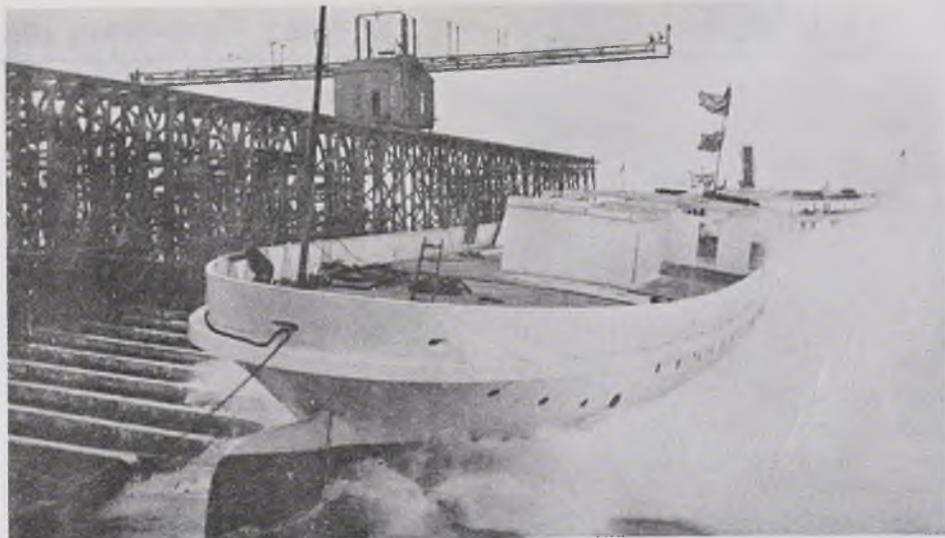
By Emory A. Massman, Jr.



Above: GRAND HAVEN (US 200007, Hond. 2180). Built: 1903 by Craig S.B. Co. (#92), Toledo. Measurements: 2320 gt, 1678 nt; 307 x 54 x 20. Engines: 2 triple-exp., 22"-36"-61" x 36". Boilers: Originally 8 scotch, 11½ x 11½; replaced 1952 with 4 B & W water tube boilers built 1919-20. Owners: (1) Crosby Car Ferry Co.; (2) Grand Trunk Milwaukee Car Ferry Co.; (3) West India Fruit and Steamship Company, Inc. —Massman photo

Below: HIGHWAY 16 a LST 393 (US 255408). Built: 1942 by Newport News S.B. & D.D. Co. (#423), Newport News, Va. Measurements: 2860 gt, 2346 nt; 309 x 50 x 25. Engines: 2 Gen. Mtrs. diesel, 1800 hp, twin screws. Owners: (1) United States Navy; (2) Wisconsin and Michigan Steamship Company. —Massman photo



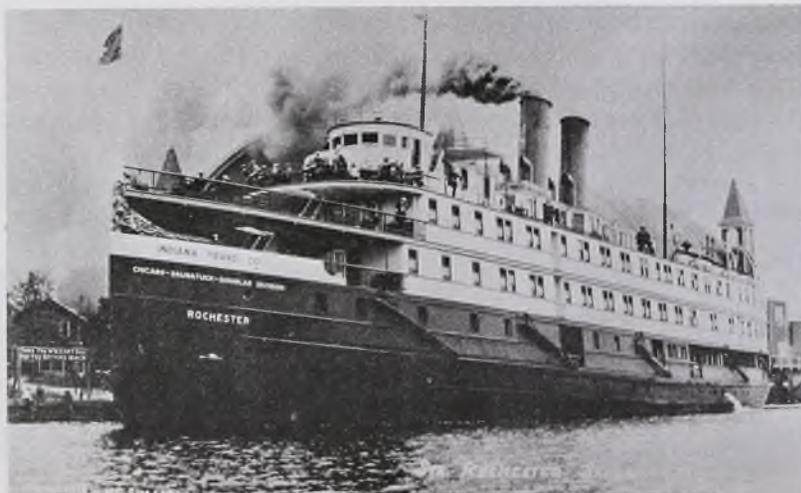


Launch of
ROCHESTER,
Wyandotte,
1910.
Photograph
courtesy
of Richard
J. Wright.

THE BIG SPLASH

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

ROCHESTER (US 207073, later Can. 141863) was a steel, twin-screw freight and passenger vessel built at Wyandotte by Detroit Shipbuilding Company (hull #180) for the Richelieu and Ontario Navigation Company of U. S. A. Her original route was between Niagara and the Thousand Islands via Rochester and Oswego. Dimensions, 246 x 42 x 15, 1603 gt, 867 nt. Her propulsion was provided by two four-cylinder triple-exp. engines 16"-25"-31"-31" x 22" stroke, built by the shipyard. When Canada Steamship Lines took over Richelieu and Ontario Navigation Co. in 1914, ROCHESTER was transferred to other routes. She was chartered in 1916 to Indiana Transportation Company of Chicago for Lake Michigan service. ROCHESTER was transferred to Canadian registry in 1918 and shortly thereafter renamed CAPE ETERNITY, being used in cruise service on the Saguenay and St. Lawrence rivers. CSL sold her in the middle 1930s to Seaway Lines of Windsor, Ont., and as GEORGIAN she ran between Windsor and Georgian Bay. She saw some government service in World War II, and in 1946 was sold to Chinese buyers and renamed HA SIN. As far as we know she is still in service on the Yangtze River. Our illustration below (Simonsen photo) shows ROCHESTER at Saugatuck, Michigan, around 1915.



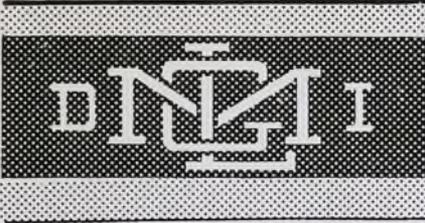


HIGH AND DRY

By William A. Hoey

Pictured above is STE. CLAIRE under site and survey inspection in September, 1959, at Ecorse, Michigan. SAINTE CIAIRE was the last of three steamers built for the Detroit and Windsor Ferry Company's Detroit and Bois Blanc service. COLUMBIA of 1902 and BRITANNIA of 1906 were built by the Detroit Shipbuilding Company. STE. CLAIRE was built in 1910 by the Toledo Shipbuilding Company as their hull #116. Her measurements are 181 x 50 x 14.9, 870 gt, 509 nt, which place her between the larger COLUMBIA and the smaller BRITANNIA. Her triple-expansion engine (20 3/4"-32"-50 1/4" x 36") is rated at 1083 I.H.P. Two single-ended boilers were built for her in 1910 by the Marine Boiler Works. STE. CLAIRE is pictured below returning from Bob-Lo at 12:00 noon one Sunday with a light load of people who would rather ride the boat than walk the Island.





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The Great Lakes Maritime Institute, Inc., promotes interest in the Great Lakes of North America; preserves relics, records, pictures and memorabilia related to these lakes; encourages the building of scale models of Great Lakes ships; and furthers the program of the Dossin Great Lakes Museum, the repository of Institute holdings. The issues of Telescope, monthly journal of the Institute, seek to stimulate inquiry and discussion and to place a record in public hands. Subscription to Telescope is included in membership rights in the Institute; single copies cost 35¢ each. Telescope welcomes an opportunity to consider manuscripts for publication. These should be addressed to "The Editors, Telescope, Great Lakes Maritime Institute, Dossin Great Lakes Museum, Belle Isle, Detroit 7, Michigan. The editors cannot assume responsibility for the statements made by authors. Other correspondence with the Institute should be addressed to the Coordinating Director at the above address, or may be made by telephone at LO 7-7441. The Great Lakes Maritime Institute was organized in 1952 as the Great Lakes Model Shipbuilders' Guild. 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. Membership in the Institute, by the calendar year, is available in these forms:

| | |
|-----------------------------|---------------|
| Regular Membership..... | \$ 4 annually |
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The Institute is supported in part by the Detroit Historical Society.

COVER ILLUSTRATION

April Meeting: BUSINESS MEETING of the Board of Directors. General membership invited. Friday, April 27, at 8 p. m., at the Dossin Museum.

May Meeting: Our speaker will be Neil Morrison, who will tell "A Tale of Two Captains." Mr. Morrison is well known in marine circles, and best known as the author of the history of Windsor and Essex County, Ontario, Garden Gateway to Canada. The meeting will be Friday, May 26, at 8 p. m., at the Dossin Museum.

MEETING NOTICES

The Scotch origins of Robert Hopkin, the Detroit marine and landscape painter, are clearly evident in this ink portrait (13" x 16" framed). With a jaunty set to his tam-o'-shanter, Hopkin "looks as if he had just come from a curling match," as one viewer was prompted to comment. This portrait is the work of Thomas May, veteran artist of the old Detroit Journal, drawn in 1899 for Hopkin's grandson, Arthur Hopkin Gibson, to whom it still belongs. Gibson is the author of a recently-published biography of Hopkin. Based upon this book, the Dossin Museum will open a special exhibit of Hopkin's work on April 14, running through mid-June. (See article in this issue, page 78.)