

TELESCOPE

Volume 14, Number 4

April, 1965



**Great Lakes
Maritime
Institute**



**Dossin Great Lakes Museum,
Belle Isle, Detroit 7, Michigan**

Institute Notes

Business Meeting, Friday 30 April, Dossin Museum, 8 p.m.

Visitors are welcome to these meetings of the Institute's Board of Directors.

General Meeting, Friday 21 May, Dossin Museum, 8 p.m.

The subject for this meeting will be announced in the May issue of *Telescope*; please notice that it has been set forward a week to avoid a conflict with the Memorial Day weekend.

PAST MEETING REPORTS

A short business meeting preceded the general meeting of March 26. A nominating committee was appointed for the coming elections, with Bill Hoey as chairman. Members suggesting candidates for nomination should first make sure that their candidate is willing to serve, and then offer his name to Mr. Hoey at 1421 Langley in Clawson, Michigan. The D&C Fund-raising campaign was discussed at length, and it was announced that Messrs. Lee and Brown would be going to Cleveland the following week to open negotiations with the owner. The business meeting was then adjourned, and the directors joined the large crowd that gathered in the main hall for the evening's talk.

Father Dowling, Honorary President of the Institute, spoke on the *Eastland* disaster, which has its 50th anniversary this year. Father first explained *Eastland's* history up to the time of her accident. She had been built for Lake Michigan service, had gone to Lake Erie for Cleveland-Cedar Point service, and had returned later to Lake Michigan

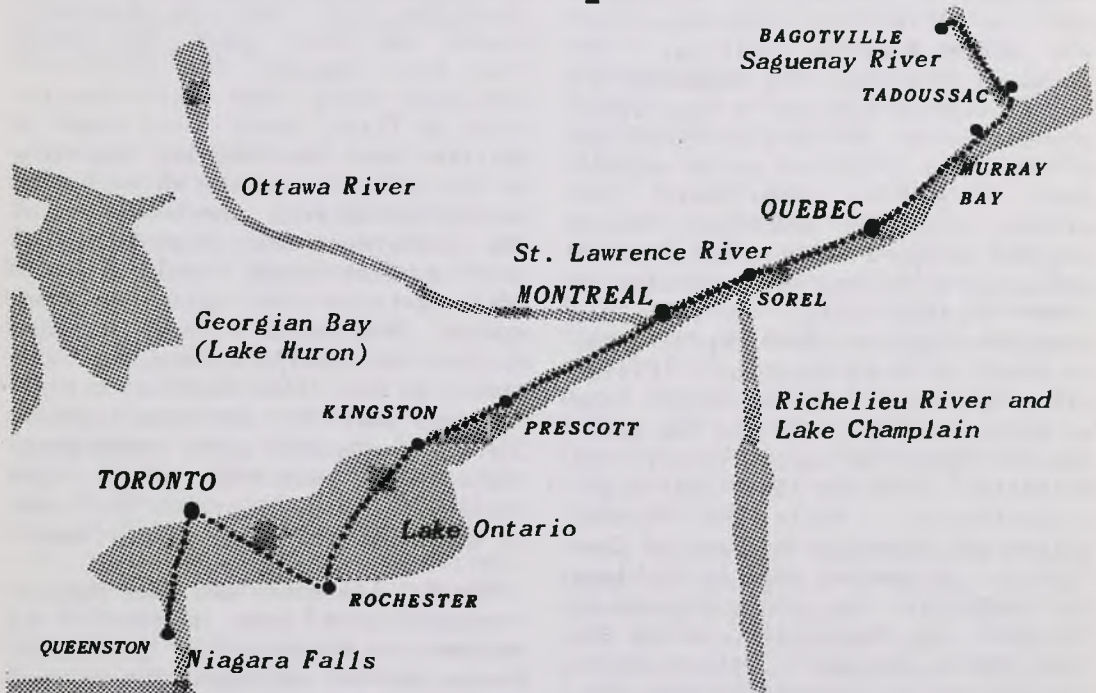
for Chicago-St. Joseph service. He outlined her past history of instability, citing several occasions on which she had shown herself to be crank. Using a blackboard, he explained the reasons for this instability. Father continued with a description of the accident and the rescue work, together with each of the rescue craft involved. Also included were the most common reasons given for the disaster, each of which he evaluated for plausibility. The most probable explanation was that the ballast tanks intended to correct *Eastland's* instability had not been properly used. A description of *Eastland's* later career as the training ship *U.S.S. Wilmette* concluded the talk. "Tragedy at Clark Street Bridge" was based on a paper Father has prepared for a forthcoming issue of *Steamboat Bill*.

--William M. Worden, Secretary

COVER: Our cover drawing by Bill Moss shows *Kingston* backing from her Toronto pier bound for the Thousand Islands on September 17, 1949, to close her season--and, it developed, the Toronto-Montreal route for good.

“Niagara to the Sea”

A Collection of Drawings
by William Moss
Showing Lake Ontario
and St. Lawrence Steamers of
Canada Steamship Lines in the 1920s



Of the five Great Lakes, only Lake Ontario no longer keeps large passenger ships plying regularly between its ports. And “shooting the rapids” on a St. Lawrence steamer has become something old timers talk about. The Seaway’s power dams have flooded the Long Sault Rapids, and excepting the once-a-year visit of cruise ship *South American*, only freighters use the Seaway locks.

From Montreal to salt water, however, the story is still cheerful. Here ply the three “Saguenay” cruise steamers of Canada Steamship Lines, maintained in the immaculate grand manner of such steamer lines half a century ago. Excepting *Chesapeake* of Chesapeake Bay, these night steamers are the and around our lakes: the night steamer with a large superstructure bracketed out on “guards” beyond the hull.

Two summer evenings out of three, *Tadoussac* (or her smaller mate, *St. Lawrence*) sails from Montreal's Victoria Pier, arriving at Quebec City early the next morning. Many tourists go ashore here, but the day has just begun for cruise passengers. Continuing downriver, the steamer calls at Murray Bay, site of the steamship line's large chateau-style summer hotel, "Manoir Richelieu." Finally, in late afternoon, the ship leaves the *St. Lawrence* to ascend its tributary, the Saguenay River.

Baedeker's Canada calls the Saguenay "one of the most remarkable rivers on the American continent. ... To speak strictly, the Saguenay is not a river at all, but a true fjord consisting of the deeply-eroded bed of a glacier...located on an ancient fault." At the river mouth, the steamer calls at Tadoussac, where another Canada Steamship Lines hotel dominates a village first settled in 1599. Further along, the river bed drops to a quarter-mile depth, about as deep as Lake Superior. Cliffs along the sides range in height from an average of 600 feet to the spectacular faces of Capes Trinity and Eternity, 1700 and 1500 feet high, respectively. While the steamer glides up close to the face of Cape Trinity, a special whistle is blown to demonstrate the echo. The end of the line is Bagotville, where the ship spends the night before starting the return journey the next day. The whole cruise occupies two days and three nights, or passengers may prolong the cruise with a stopover at Manoir Richelieu, Hotel Tadoussac or Quebec City. A more leisurely voyage of one week's duration is made by the steamer *Richelieu*.

* * *

The Saguenay route is the surviving leg of a sequence of lines once maintained by Canada Steamship Lines "from Niagara to the Sea." The first lap was the former route of

Niagara Navigation Co., a day trip from the lower Niagara River ports of Queenston, Lewiston and Niagara-on-the-Lake across Lake Ontario to Toronto. On this route, steamers like *Cayuga* and *Chippewa* made several round trips daily. From Toronto in mid-afternoon sailed the steamer *Toronto* or *Kingston* for an overnight run down Lake Ontario to Rochester, Kingston and the Thousand Islands region. At Prescott the next morning, passengers transferred to one of the rapids steamers like *Rapids Prince* or *Rapids King* for the remaining trip down to Montreal. People who have taken the rapids trip have thought the experience seemingly tamer than their expectations at first until they began to realize what was actually happening to the ship under the water. The Seaway has altered the currents of the surviving Lachine Rapids so much that a pilot today would have to start to learn the course all over again. The rapids steamer reached Montreal around the dinner hour, not having to wait for traffic through the many small *St. Lawrence* locks. Through passengers could immediately transfer at Montreal to a night steamer for Quebec, or, on four days of the week, to a Saguenay steamer.

The *St. Lawrence* and Lake Ontario steamers have been overlooked by steamship historians, generally. Historians of the upper lakes tend to limit their attention to what happens above Niagara Falls; East Coast historians tend to draw their line at the Canadian border. A useful list of ships in the Richelieu & Ontario fleet, compiled by the late R. W. Shepherd, appeared in the *Detroit Marine Historian* for March, April and May, 1955, and this introduction draws much knowledge from it. The same publication began John Bascom's list of Canada Steamship Lines in February, 1952. Niagara Navigation's best-known historian is Alan Howard, now curator of Marine

NIAGARA TO THE SEA

Museum of Upper Canada in Toronto, where many of *Cayuga's* elements are displayed, including her upper bridge. Indeed, through his and other efforts, *Cayuga* came out of retirement during the mid-fifties for several seasons as a "living" museum.

Telescope is proud to add to this bibliography the accompanying drawings by William Moss. Our readers already know this Wayne University art student for his fine sketches appearing in *Telescope* and *Steamboat Bill*, and for his splendid model of *City of Detroit III*, illustrated in our February issue.

* * *

"Niagara to the Sea" is rich in steamship history. In the early 1830s, steamboats like *Great Britain* of Lake Ontario and *John Bull* and *Royal William* of Montreal were among North America's largest, and *John Bull* claimed the largest marine steam engines of her day. Iron hulls for commercial service came early, almost two decades before the upper lakes saw that of *Merchant*, their first. One iron steamer was the Richelieu company's *Richelieu* (i) of 1845, serving out of Montreal. Only in 1954 was she retired, as the ferry *Beauharnois*. Another R & O ancestor was Lake Ontario's *Passport* of 1846, which survived as *Caspian* until 1922. While upper lakes vessel men debated the merits of iron hulls in the sixties and early seventies, Canadian Navigation Co. operated at least seven iron steamers on Lake Ontario and the upper St. Lawrence above Montreal. In 1875 Canadian Navigation brought these along in a merger with the Richelieu company.

Before the merger, the latter had been active building five large iron steamers for its downriver services, beginning with *Montreal* (i) of 1861 and *Quebec* (i) of 1865. These were

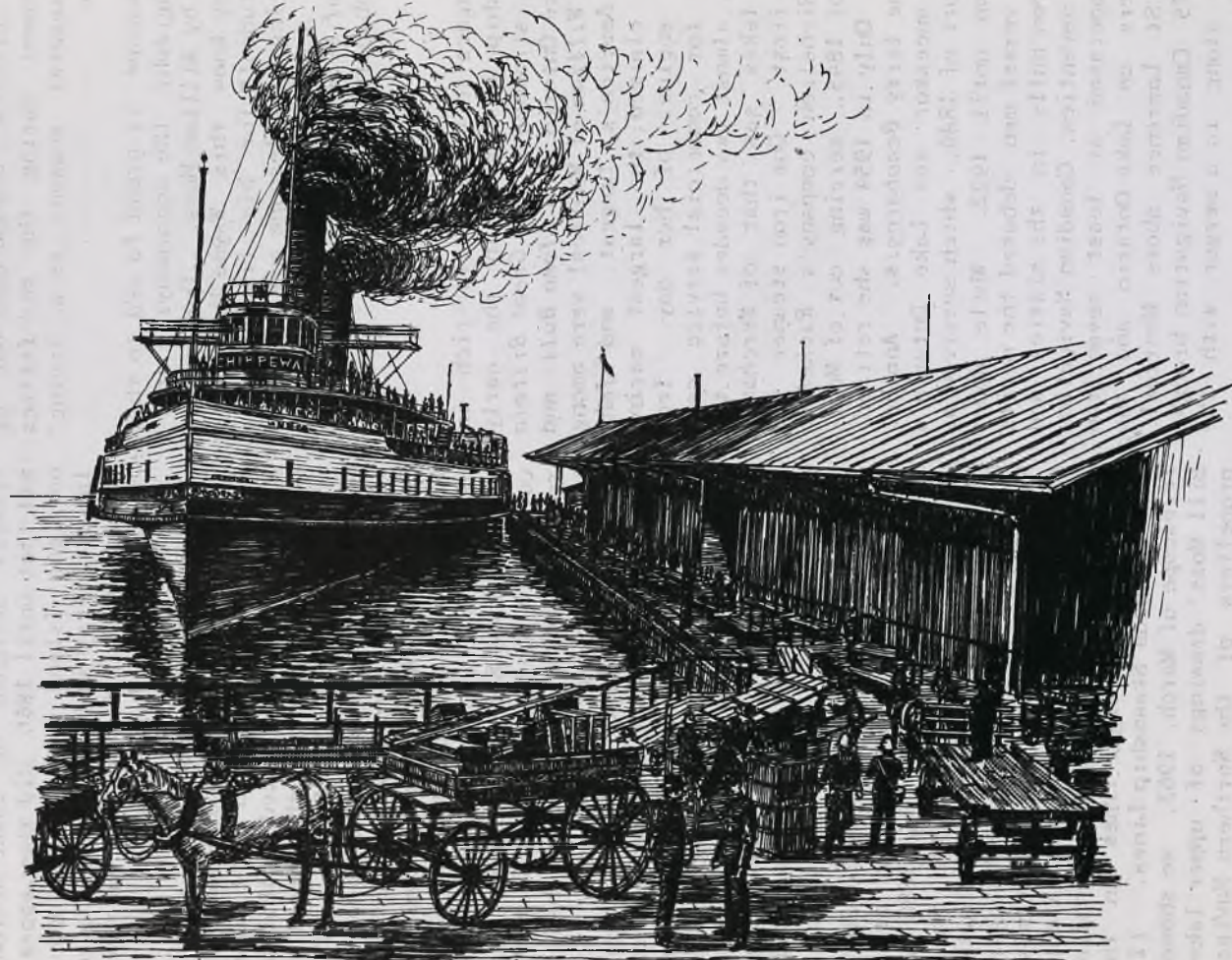
distinctive for having two full stateroom decks above the main deck. Such ships had first appeared only a few years earlier with Hudson River vessels designed by Isaac Newton, and not until 1866 did they appear on Long Island Sound. The upper lakes' first such ship was *City of Cleveland* of 1886, built a quarter-century after *Montreal*.

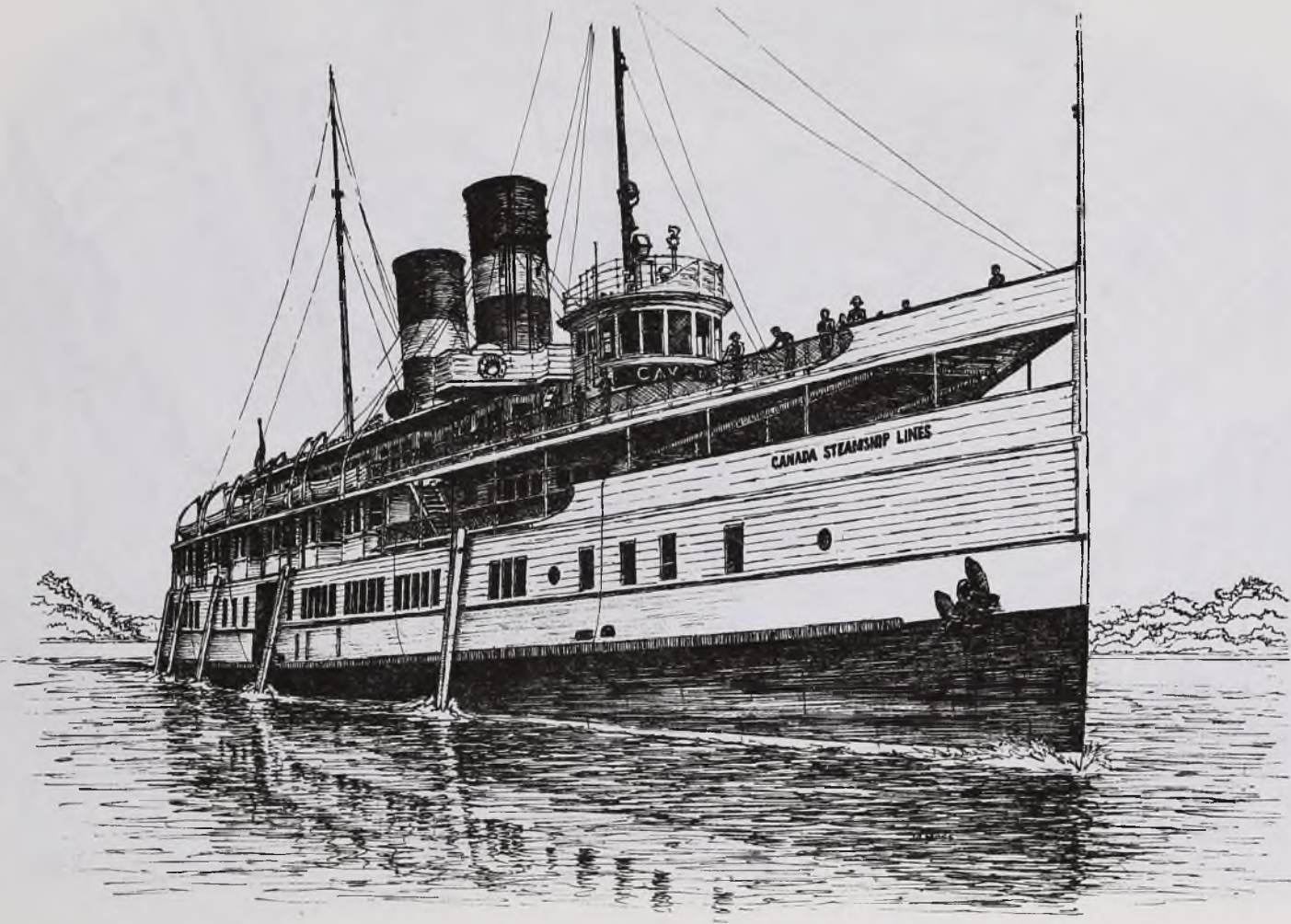
These steamers were also up-to-date in adopting engine innovations. Frank E. Kirby has said that Canadian sidewheelers adopted feathering paddle wheels before they began to appear in the United States. The modern inclined compound engine of sidewheelers also appeared on Lake Ontario in Niagara Navigation Company's *Cibola* of 1888, several years before *City of Toledo* introduced them to Lake Erie. (However, according to photographs, *U.S.S. Michigan* of 1843 seems to have had a two-cylinder inclined engine.) The Richelieu and Ontario night steamers also began to adopt inclined engines just before their Lake Erie counterparts abandoned the beam engine. By 1906, with the building of *Cayuga*, Canadian steamers began changing to twin-screw propellers with four-cylinder engines.

The Richelieu and Ontario fleet seems to have grown by merger or by absorbing other lines. In 1886 it took on the Saguenay route which established its downriver limits. Only in 1911 did it absorb Niagara Navigation Company, its uppermost extension. Two years later, Richelieu & Ontario joined other Canadian passenger and freight lines in the giant Canada Steamship Lines. (In *Telescope* of March, 1963, we showed Bill Moss' drawings of upper lakes propellers of the Northern Navigation Division of Canada Steamship Lines, running from Sarnia or Windsor to Lake Superior.)

(Continued on page 87)

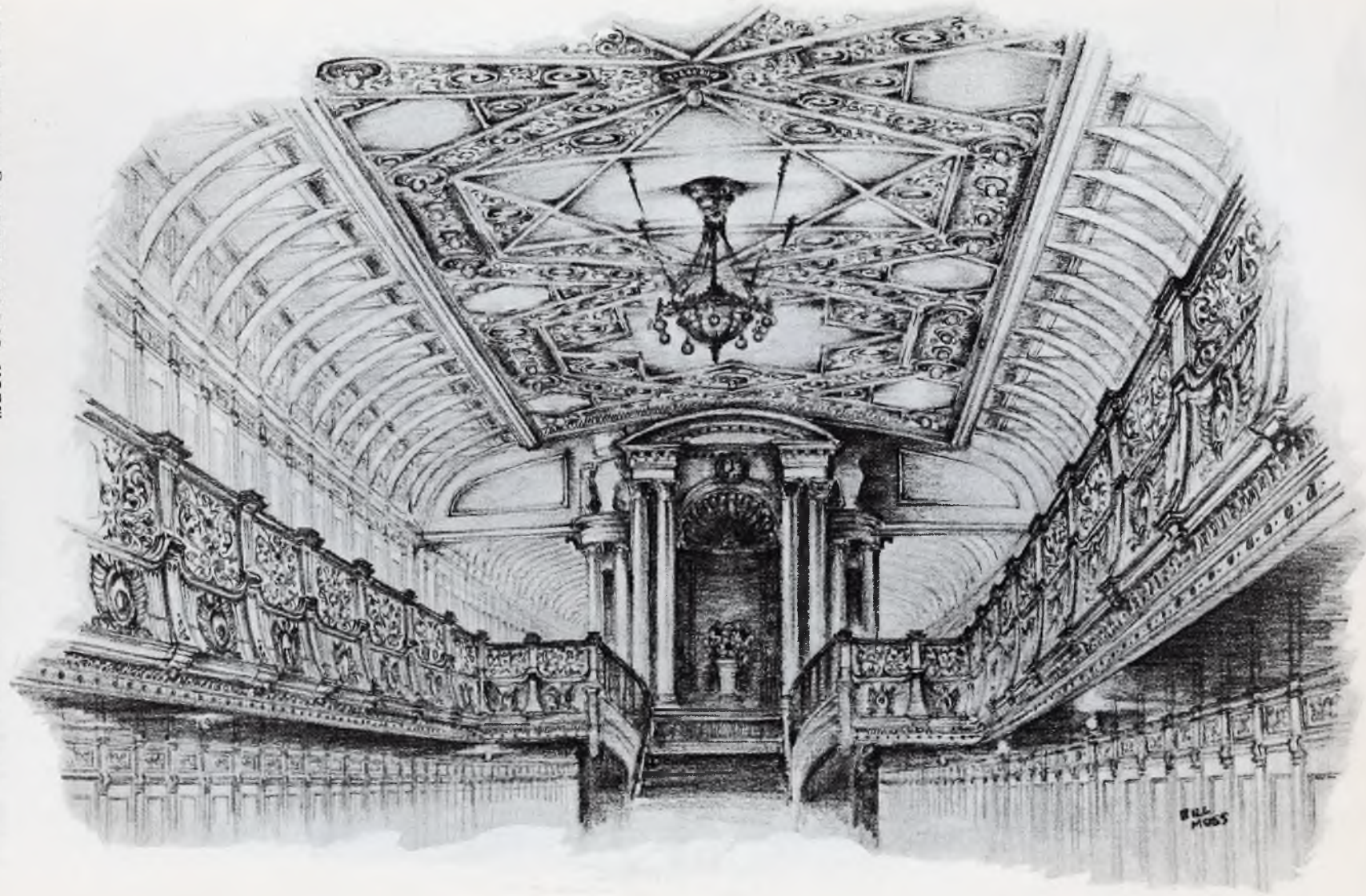
CHIPPEWA at Toronto





CAYUGA on the Niagara River

Main salon ceiling of KINGSTON

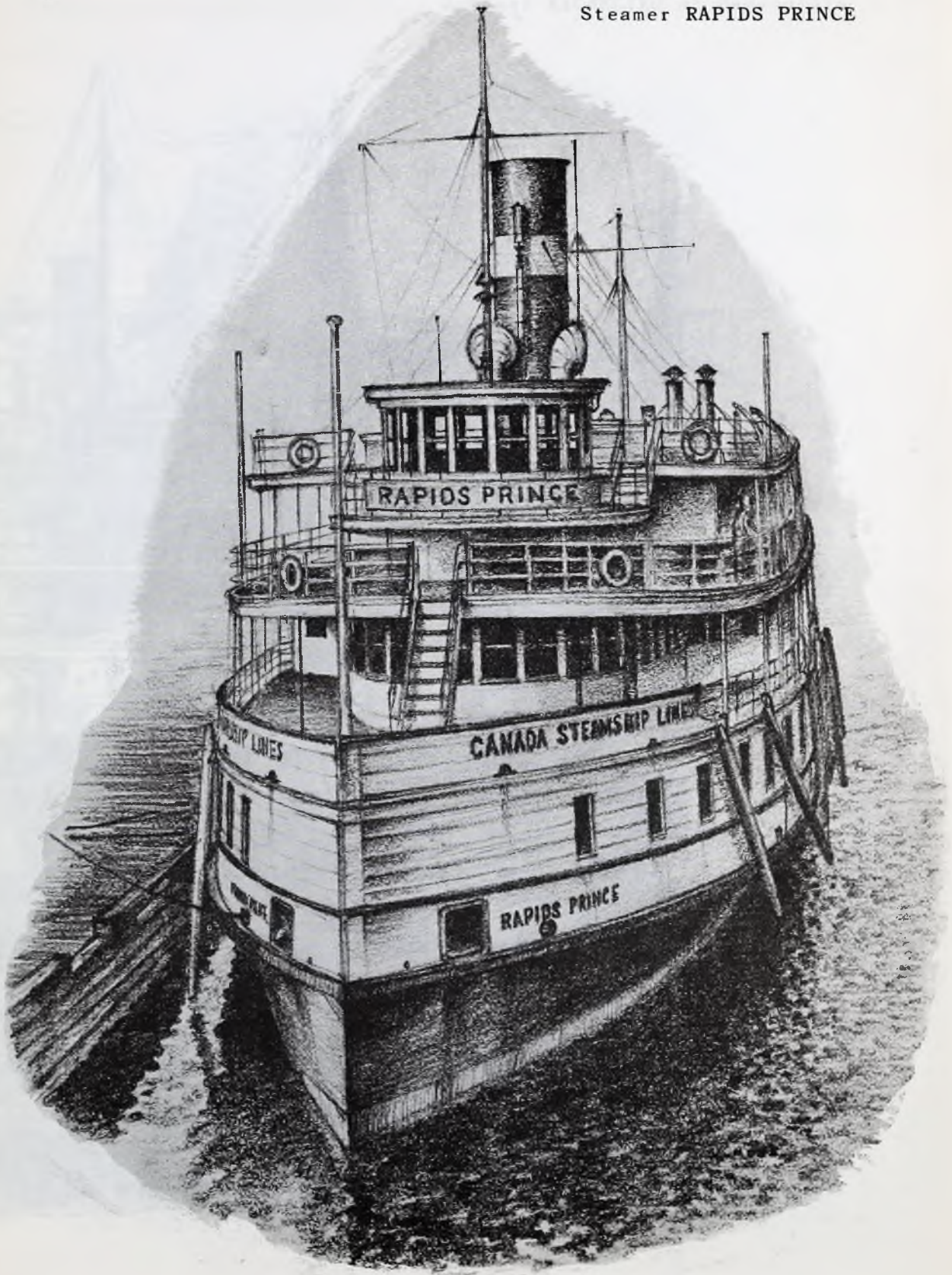




TORONTO in the Thousand Islands



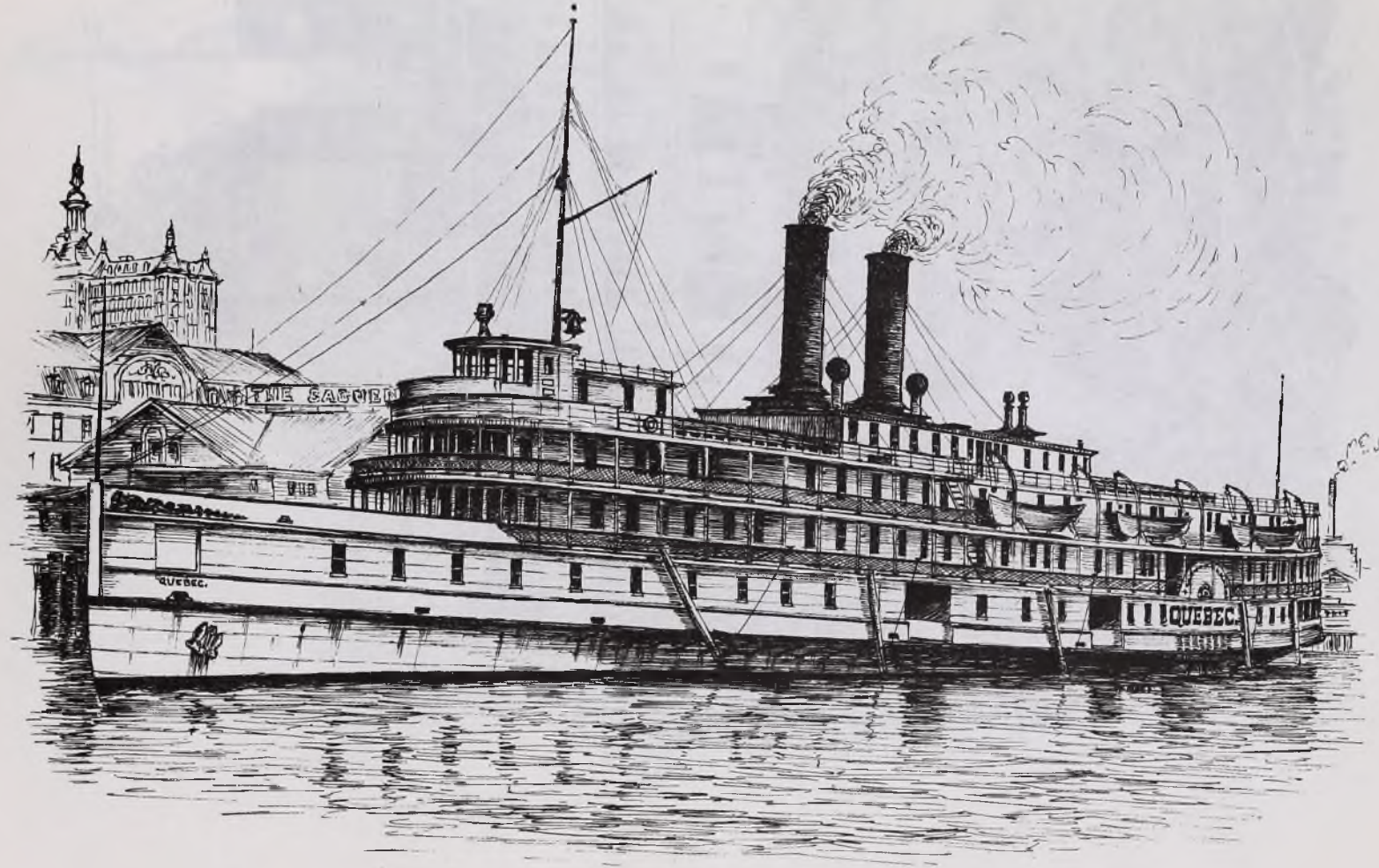
Steamer RAPIDS PRINCE



Steamer RICHELIEU at Bagotville



The first steamer QUEBEC



NIAGARA TO THE SEA

(Continued from page 77)

In modern times, steamers like the Angstrom-designed *Toronto* and *Kings-ton* were the closest that lake ships came to the appearance of the great Long Island Sound steamers. Indeed, at the other end of the line, *Rich-elieu* was built as *Narragansett* in 1913 for a Grand Trunk Long Island Sound route that didn't materialize; she was greatly rebuilt for her present service, in 1922. On the other hand, Niagara Navigation Co. ships like Angstrom's *Cayuga* and Kirby's *Chippewa* seem British in flavor. This is perhaps not sur-prising, since the line's first ship --*Chicora*--was a British-built former Civil War blockade runner.

The modern twin-screw steamers of the Saguenay run were built in the late 1920s. Their public rooms are not as impressively "splendid" as those of an earlier era, but are much more comfortable. Half of the top deck is taken up in the spacious music room and adjoining bar, and on each deck forward is an elevated observation lounge with large win-dows. Together with their quarter-deck dining room, these appointments fit them well for daytime cruising. Thus, they probably represent the ultimate stage in development of the East Coast type of night steamer.

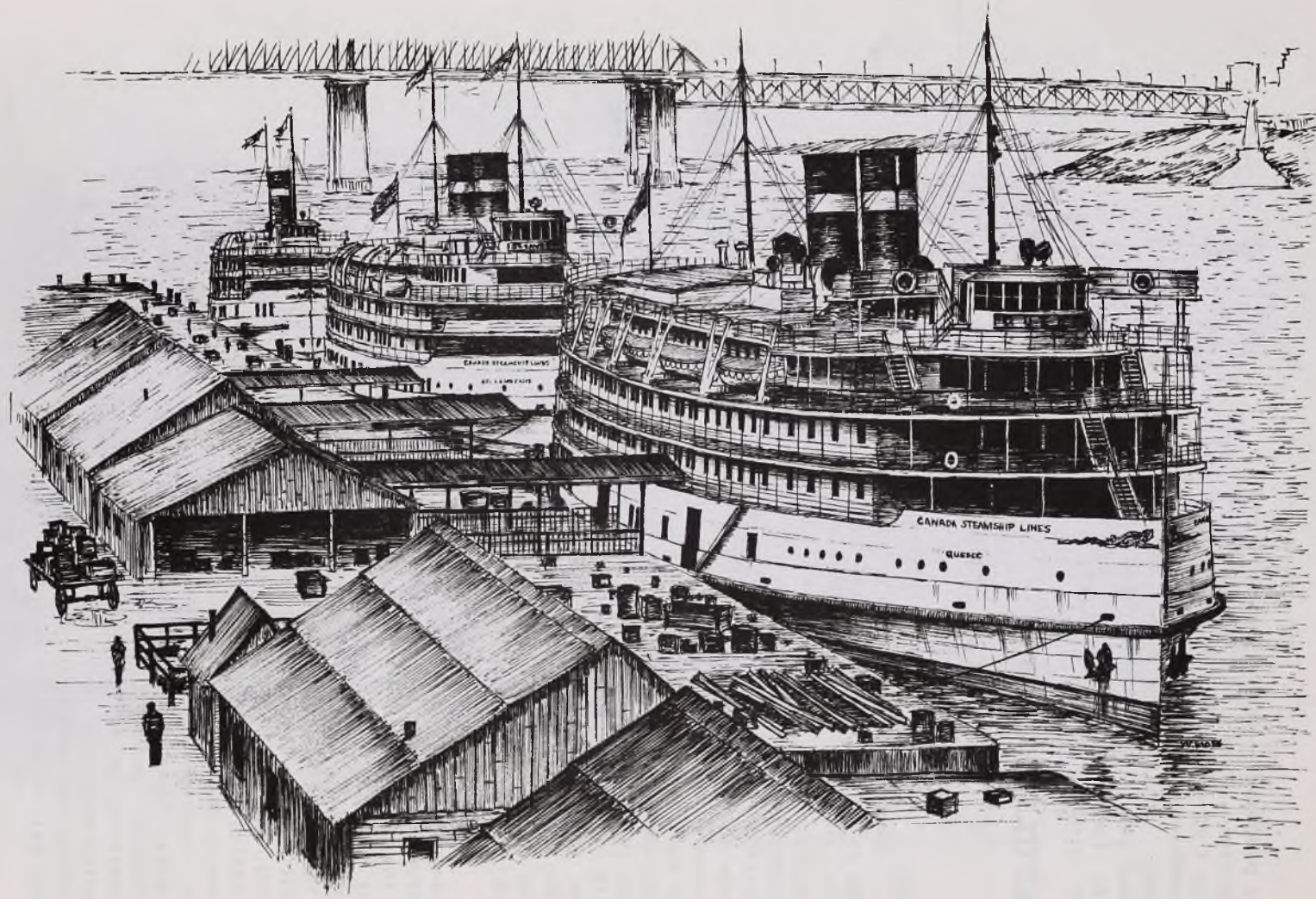
--GPB

Data for the Drawings

Cayuga (C 122219), 1906 *Toronto* by Canadian SB Co. (hull #100) for Niagara Navigation Co. Steel pro-peller. 305 x 36.6 x 14.2; 2196 gt; 1168 nt. Two quadruple-expan-sion engines, 17½-25-36-52 x 30, by Can. S. B. Co. Later owned by Cayuga Steamship Co. Scrapped at



Modern steamers gathered at Montreal's Victoria Pier
(Left to right are SAGUENAY, ST. LAWRENCE, QUEBEC ii)



DATA ON STEAMERS ILLUSTRATED

- Toronto in 1963. (See page 79.)
- Chippewa* (C 100753), 1893 Hamilton by Hamilton Bridge Co. for Niagara Navigation Co. Steel sidewheeler. 308.5 x 36.3 x 12.5; 1514 gt. Condensing type beam engine, 75" x 132", by W. & A. Fletcher Co. Scrapped 1938 at Hamilton. (See page 78.)
- Kingston* (C 111654), 1901 Toronto by Bertram Iron Works (hull #37) for Richelieu & Ontario Navigation Co. Steel sidewheeler. 288 x 36.2 x 13.3; 2925 gt; 1909 nt. Inclined triple-expansion engine, 28-44-74 x 72, by Bertram Iron Works. Was scrapped at Hamilton, 1950. (See cover and page 80.)
- Montreal* (C 116600), 1904 Toronto by Bertram Iron Works for R & O Nav. Co. Steel sidewheeler. 326 x 43.6 x 14.8; 4282 gt; 2299 nt. Inclined triple-expansion engine, 33-53-88½ x 78. Was towed through rapids and completed in Sorel. Burned near Sorel, 18 November 1926. (See page 87.)
- Quebec* (i) (C 122405) b *Ste. Anne de Beaupre*, 1865 Glasgow, Scotland, by Barclay, Curle & Co., and assembled at Sorel, for Richelieu & Ontario Nav. Co. Iron sidewheeler. 282 x 34 x 11. Beam engine, 60 x 132, by Barclay, Curle. Two stacks athwartships. Lengthened and given new superstructure in 1907, 340 x 39 x 12; 3498 gt; 2013 nt. Single stack, later twin funnels fore-and-aft. Scrapped in 1928. (See page 86.)
- Quebec* (ii) (C 153450), 1928 Lauzon by Davie (hull #497) for Canada Steamship Lines. Steel propeller. 350.1 x 70 x 18.8; 7016 gt; 4143 nt. Two 4-cylinder triple-exp. engines, 24-38-44-44 x 36, by Richardson-Westgarth. Burned near Tadoussac, 14 August 1950. (See page 88.)
- Rapids King* (C 122407), 1907 Toronto by Canadian SB Co. for R&O. Steel propeller. 231.3 x 40.4 x 9.8; 1563 gt; 854 nt. Two 4-cyl. triple-expansion engines, 15½-24-30-30 x 22, by Canadian SB Co. Was scrapped in 1949. (See page 82.)
- Rapids Prince* (C 130418), 1910 Toronto by Toronto Shipyards for R&O. Steel propeller. 197 x 36.5 x 9.3; 1314 gt; 673 nt. Two 4-cyl. triple-expansion engines, 12½-20-22-22 x 16, by John Inglis. Was scrapped at Hamilton in 1950. (See page 83.)
- Richelieu* (C 150828) a *Narragansett* (US 211533), 1912 Wilmington, Del. by Harlan & Hollingsworth (hull #420) for Central Vermont Transit Company. Steel propeller. 320.2 x 48.1 x 22; 3529 gt; 2134 nt. Used by U. S. Navy in World War I, and sold to Canada Steamship Lines after the war. Two four-cylinder triple-expansion engines, 23-37-42-42 x 36, by Harlan & Hollingsworth. In service. (See p. 84.)
- Saguenay* (C 130526), 1911 Glasgow, Scotland, by Fairfield SB Co. for R & O. Steel propeller. 275.3 x 40 x 14.9; 2777 gt; 1864 nt. Two 4-cylinder triple-expansion engines, 16½-25½-29½-29½ x 24, by Fairfield. Sold Chinese in 1946, later *Kiang Yong* and *Yangtze Phoenix*. Lost in typhoon, 1951. (See page 88.)
- St. Lawrence* (C 153438), 1927 Lauzon by Davie (hull #495) for Canada Steamship Lines. Steel propeller. 329.8 x 61.8 x 17.9; 6328 gt; 3650 nt. Two 4-cylinder triple-exp. engines, 22-36-40-40 x 36, by Richardson-Westgarth. In service. (See page 88.)
- Toronto* (C 107412), 1899 Toronto by Bertram Iron Works for R & O Nav. Co. Steel sidewheeler. 269.4 x 36.0 x 13.8; 2779 gt; 1652 nt. Inclined triple-expansion engines, 28-44-74 x 72, by Bertram. Was scrapped 1948 at Hamilton. (See page 81.)

NIAGARA TO THE SEA AND RETURN:
A SAMPLE VOYAGE OF AROUND 1925

Based on information from 1925 timetable of Canada Steamship Lines in the collection of Robert Misky. The schedule is in Eastern Daylight Saving Time, with the morning hours shown below in italics.

NIAGARA DIVISION

Direct connection for Niagara Falls, Buffalo, and other U. S. points.

<i>Northbound</i> read down		<i>Southbound</i> read up	
1:00 pm	Lewiston	ar. 12:10 pm	
1:10	Queenston	12:00 n	
1:35	Niagara-on-the-Lake	11:25	
ar. 3:45	Toronto	9:15 am	

(There were five other sailings in each direction daily in mid-season. Season was May 20 to October 18.)

TORONTO-ROCHESTER-MONTREAL DIVISION

<i>Eastbound</i> read down		<i>Westbound</i> read up	
4:00 pm	Toronto	ar. 7:00 am	
10:45	Rochester	12:00 m	
6:00 am	Kingston	5:20	
7:35	Clayton	3:50	
8:15	Alexandria Bay	3:10	
9:30	Brockville	1:50	
ar. 10:20	Prescott	12:50 pm	

(Transfer between steamers)

10:30 am	Prescott	ar. 8:00 am	
1:30 pm	Cornwall	12:00 m	
ar. 6:45	Montreal	1:00 pm	

(We have omitted an alternate schedule of the steamer *Cape Trinity* from Toronto to Prescott via the Bay of Quinte route. Notice that downbound rapids steamers could make their complete passage by daylight. The upbound steamers were given nineteen hours to fight the current over the 125-mile route from Montreal up to Prescott. The Toronto-Montreal run downbound required 27 hours; by comparison, on a special cruise of

June, 1960, *Tadoussac* made a 35-hour Toronto-Montreal passage via the Seaway locks, and to anticipate vessel traffic in the locks, a longer passage had been accounted for.)

MONTREAL-QUEBEC DIVISION

<i>Eastbound</i> read down		<i>Westbound</i> read up	
7:30 pm	Montreal	ar. 7:00 am	
10:15	Sorel	2:30 am	
1:15 am	Three Rivers	11:30	
.....	Batiscan	9:45	
ar. 7:00	Quebec	6:00 pm	

(Notice that the Saguenay steamer shown below made its sailings from Montreal; while a through passenger could have made an eastbound connection at Quebec, he could only make his westbound rapids steamer connection in Montreal by staying aboard his Saguenay steamer through to Montreal. Season May to November.)

MONTREAL - MURRAY BAY - TADOUSSAC - SAGUENAY DE LUXE THROUGH SERVICE

<i>Eastbound</i> read down		<i>Westbound</i> read up	
7:35 pm	Montreal	ar. 9:30 am	
7:00 am	Quebec	9:00	
11:00	Eboulements	4:40	
12:00 n	St. Irene	3:40	
1:00 pm	Murray Bay	3:20	
1:30	Cap a l'Aigle	2:00	
2:45	St. Simeon	1:00 pm	
5:30	Tadoussac	11:15	
ar. 10:30	Bagotville	7:00 am	

(Notice that this last schedule is not fundamentally very different from that of *Tadoussac* and *St. Lawrence* in 1965, except for slight changes of time, and elimination of minor ports of call. Notice also that in 1925 the complete round trip from the Niagara River, without any stopovers, would have required seven travelling days. The steamer *Cape Eternity* also made a one-week cruise to the Saguenay similar in scope to that which *Richelieu* offers today.)

Great Lakes & Seaway News

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March 1...The Corps of Engineers announced that 93,917,029 short tons of freight passed through the three operational locks at the Soo in 1964. 14,312 vessels locked through, with 137,706 passengers aboard. Iron ore was the prime mover, with 54,545,879 tons downbound and 149,653 tons upbound (the latter en route to Algoma Steel.

...The Commonwealth of Australia has officially recognized the American Bureau of Shipping as a classification society authorized to survey, classify and assign load lines to Australian-flag vessels, becoming the 43rd nation in the world to do so.

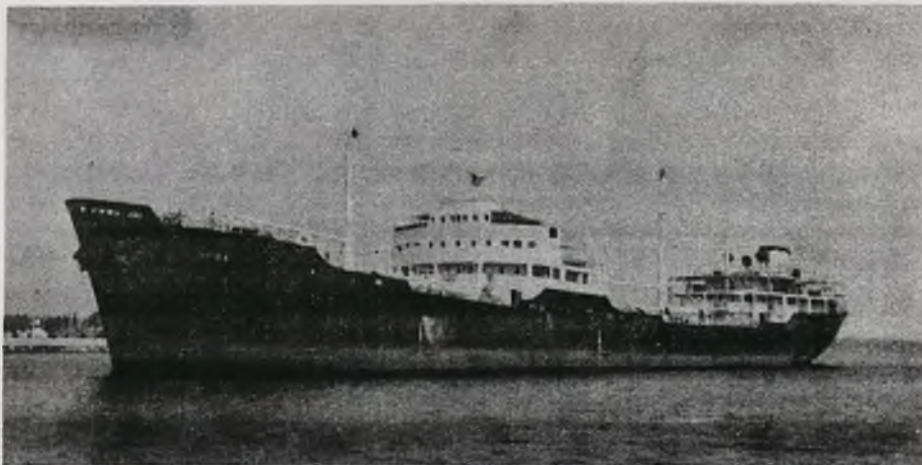
...Two men were killed and one injured in an engine room explosion aboard the sand boat *Niagara* while she was undergoing repairs at Whitby. The blast ripped a hole through her side.

March 2...The Cleveland-Cliffs Steamship Co. announced that the steamer *LaSalle*, inactive since the close of navigation in 1961, will operate again this season.

...Ford's *Robert S. McNamara* resumed winter operations in the Detroit-Toledo coal trade, with *United States Gypsum* also scheduled to follow suit a day later.

March 3...The car ferry *Grand Haven*, idled in Cleveland since January 25th for engine repairs, attempted a crossing of Lake Erie to Port Burwell, Ontario, but was forced to turn back after experiencing boiler trouble.

...Brig. Gen. W. P. Leber, Army Division Engineer at Cincinnati, says a proposed billion dollar Lake Erie-Ohio River canal is feasible. Requiring ten locks and covering 120 miles, the project's estimated cost is \$1,025,000,000, of which \$940 million would be Federal money.



George Ayoub sends this photograph of the Norwegian tanker Nora, which caught fire after a collision in the English Channel on March 28. Nora (a) Isfinn was built at Port Glasgow in 1950 to dimensions 505.6 x 62.2 x 28.3. Her owners are A/S D/S Ranheim (S. L. Paulsen, mgr.) of Bergen, Norway.

...The U. S. Lake Survey stated it is more optimistic about rising water levels on the Great Lakes, particularly for 1966, in view of the generally larger snow fall in recent weeks.

...*Imperial Welland* (a) *Royalite* of 1916 and *Imperial Simcoe* (a) *Simcolite* of 1930 will not be in Imperial fleet service in 1965, and will probably be sold. The 390-foot *Imperial Sarnia* (ii) will return once again from the coast.

...The Canadian Government has ordered four new vessels for the Canadian Coast Guard service, including a 6300-ton ice-breaker for the Gulf of St. Lawrence and the East Coast.

March 4...Bay County, Michigan, has applied in Washington for a free trade zone in conjunction with the Dow Chemical Co. The proposal would provide a "free port" at a Saginaw River wharf used by Dow, allowing foreign goods to enter the zone duty free.

...Kinsman Marine Transit Company announced that the steamer *Henry Steinbrenner* (ii) (a) *Verona* has been renamed *Uhlmann Brothers*, in honor of the two top officials of Standard Milling Company.

March 6...WBL Buffalo, a ship-to-shore radio station operated by RCA Communications, Inc., may be closed in the near future if a buyer cannot be found. The station suffered a \$11,000 loss in 1964.

March 7...Federal Judge James Connell has ruled that the *Sewell Avery* was solely at fault in a collision with the *J. L. Reiss* in dense fog on the St. Clair River on September 24, 1962. A settlement of \$35,000 was also reached in a case

GREAT LAKES AND SEAWAY NEWS

between Pioneer Steamship Co. and the United States. *Pioneer Challenger* (a) *Neshanic* (b) *Gulfoil* (d) *Middletown* had grounded on Waverly Shoal, outside Buffalo Harbor, and damages were sought on the basis that the lighted bell buoy was off station.

...The LCA reported that 1964 petroleum shipments in U. S. and Canadian flag tankers were 10,789,936 tons, a 16-year low.

March 9...The monthly report of the American Iron Ore Association shows that stockpiles were reduced to 49.6 million at the end of January, 5 million tons less than a year earlier.

..The car ferry *Grand Haven* sailed again from Cleveland, attempting to cross to Port Burwell, Ontario.

...The meeting of the Ice Committee of the LCA was encouraged by Coast Guard and Weather Bureau reports. Inland Steel reported that three ships will sail from Indiana Harbor for Escanaba on March 27th.

March 10...Huron Portland Cement Co. announced that their distinctive green hulls will be repainted light gray, with the ship-side billboards in bright red. In addition, two of the Huron vessels, the *H. R. Schemm* (a) *Pan Amoco* (b) *Amoco* and *John W. Boardman* will be renamed *J. A. W. Inglehart* and *Lewis G. Harriman*, respectively. The former, presently undergoing conversion at Chicago, is expected to sail near the end of April, while the latter is in use as a storage unit at Sault Ste. Marie, and is not expected to operate.

March 12...Pickands, Mather & Co., Cleveland, have announced a \$50 million expansion program at the Erie Mining Co.'s taconite plant at Hoyt Lakes, Minn. Production will be increased from 7.5 million tons to 10.3 million tons annually.

March 13...The steamer *S. T. Crapo* cleared Detroit for Alpena to become the first ship to clear upbound for the season.

...The Lake Survey has predicted that the water levels of Lakes St. Clair and Ontario will increase eight inches in the next month. Lake Erie will rise five inches, while Lakes Huron and Michigan will be three inches higher. Lake Superior, controlled at the Soo, will remain the same.

March 15...The *S. T. Crapo* became the first arrival at Alpena for the season.

...Captain Edgar M. Jacobson has been appointed Marine Superintendent of the Columbia fleet of Oglebay, Norton Co.

March 16...*S. T. Crapo* returned to Detroit to open interlake navigation.

March 17...The car ferry *Grand Haven* was again in difficulty -- beset in windrowed ice 500 feet off Cleveland Main Entrance. The CGC *Kaw* freed the veteran in about five minutes.

..The sale of the Coast Guard cutters *Cherry* and *Dahlia* to the Government of Surinam has been completed. Originally constructed by the Lighthouse Service, these ships were replaced, by CGC *Buckthorn* in Detroit and a 45-foot buoy boat at the Soo. They will serve their new owners as buoy tenders again.

March 18...Legislation was introduced in the U. S. Senate to change the Great Lakes Rules of the Road so that boats under 65 feet in length may no longer hamper the navigation of a larger vessel in restricted channels.

...The Chicago & Northwestern Ore Dock in Escanaba is hopeful of loading 1.25 to 1.5 million tons of iron ore, mostly pellets from the Marquette and Menominee Ranges, between the opening of navigation and May 1st. This tonnage is twice the normal amount handled last season.

March 19...The m/v *Yankcanuck* departed the Canadian Soo with a cargo of steel for Windsor, but was halted by ice at Six Mile Point.

March 20...U. S. Coast Guard Lighthouse at Martins, Spectacle and Poe Reefs were commissioned for the season.

March 21...The m/v *Yankcanuck*, with assistance from the CGC *Naugatuck*, turned around at Nine Mile Point in the lower St. Marys to return to the Canadian Soo and seek repairs to hull cracks behind its reinforced bow.

...The *George F. Baker* has been sold by the Pittsburgh Fleet to Kinsman Marine Transit Co. and will be renamed (b) *Henry Steinbrenner* iii. Except for transfers to the Bradley Fleet, this sale is the first of a 600-footer by the Steel Trust.

March 22...Inland Steel cancelled its plans to sail three vessels March 27 due to severe ice conditions on Little Bay de Noc.

...Lt. Col. Wayne S. Nichols has taken over as District Engineer, U. S. Lake Survey, in Detroit. Colonel Nichols comes from an assignment in Thailand as commander of the 809th Engineer Battalion.

March 24...A labor dispute halted construction of the new Second Lock at the Soo, and raised the possibility that the cofferdams blocking the MacArthur Lock may not be removed by April 8th as scheduled.

...Heavy ice and continued cold have caused fleet operators to set back their initial sailing dates.

...Due to the desire of the St. Lawrence Seaway Authority to speed lockages at Lock Eight of the Welland Canal, the Canadian Post Office at Port Colborne has been closed.

...*Tarntau* was christened today at Midland. The new CSL self-unloader is of maximum dimensions, 730 x 75 x 40.6. She is the largest ship on the Great Lakes, thanks to her hull depth, and can carry 30,000 short tons of cargo within an allowable draft of 28'-4".

...Pickands, Mather has formed a Canadian subsidiary, Labrador Steamships Ltd. The *Samuel Mather* has been transferred to this company, and is now named *Pointe Noire*.

March 25...Picket lines that had threatened to delay the opening of the MacArthur Lock were withdrawn today, pending a

GREAT LAKES AND SEAWAY NEWS

judge's ruling on a request for an injunction against a construction worker's strike resulting from the dismissal of a laborer.

...The Cunard Line announced plans for 28 trips into the Great Lakes this season. The *Lillevan*, one of four ships chartered by Cunard for service to London and Le Havre, will open the season. Japan's "K" Line has scheduled 17 sailings into the Lakes from the Far East. First ship will be *Mississippi Maru*, due at Montreal April 2nd.

March 26...The steamer *Merton E. Farr* has been chartered by Gartland Steamship Co. from Tomlinson Fleet Corp. Gartland also expects to charter again *J. Clare Miller* from Oglebay, Norton Co. *The Harvester*, purchased last fall, and *H. L. Gobeille* (a) *William G. Mather* i (b) *J. H. Sheadle* ii, bought last May, will be renamed *Chicago Trader* and *Nicolet*, respectively. The latter is expected to be ready for service May 15th after conversion to a self-unloader at Manitowoc.

...The *John G. Munson* and *Calcite II* of the Bradley Fleet opened the Straits of Mackinac.

March 29...Joseph H. McCann, St. Lawrence Seaway Administrator, predicted that the waterway would set records during the 1965 season in the shipment of iron ore, general cargo, and grains other than wheat. Scheduled opening of the link with the Atlantic is April 8th.

March 30...After three days of peace, picketing once again stopped work on the new Poe Lock at the Soo. McNamara Construction Co. officials stated that the delay would not interfere with the MacArthur Lock opening on April 8th.

...The self-unloader *Rogers City* was beset in the ice four miles off Harbor Beach, Michigan. The same field also caused slight damage to *John Roen V*, en route to Detroit to resume service for the Pringle Barge Line.

...Vice Adm. James A. Hirshfield, Lake Carriers Association president, requested the Federal Government to take three steps to preserve, rebuild and maintain an adequate Great Lakes fleet. In a letter to Maritime Administrator Nicholas Johnson, Hirshfield requested (a) Administrative action within the framework of the Merchant Marine Act of 1936 to stimulate new vessel construction; (b) revision of construction reserve features of the act to broaden their application and permit Great Lakes operators to deposit earnings before taxes; and (c) adoption of new legislation to give the Secretary of Commerce authority to enter agreements which would give vessel owners sufficient incentive in the form of construction assistance to assure the rebuilding and maintenance of an adequate Great Lakes fleet.

March 31...Due to 20 to 25 degrees below normal temperatures the prospects for an early opening of the upper lakes are dimmer than ever. The Ice Committee of the LCA was also told that windrows 20 to 30 feet high and 200 to 300 feet deep exist in certain areas of Whitefish Bay.

THE GREAT LAKES MARITIME INSTITUTE, INC., promotes interest in the Great Lakes of North America; preserves memorabilia, relics, records and pictures related to these lakes; encourages building of scale models of lake ships; and furthers programs of **DOSSIN GREAT LAKES MUSEUM**, repository of Institute holdings. The Institute was organized in 1952 as the Great Lakes Model Shipbuilders' Guild, with efforts of the late Capt. Joseph E. Johnston. It is incorporated as an organization for no profit under the laws of the State of Michigan. Donations to the Institute have been ruled deductible by the Internal Revenue Service. No Institute member receives any remuneration for services rendered.

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