TELESCOPE

August, 1965 Volume 14, Number 7

Great Lakes Maritime Institute

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

COVER ILLUSTRATION: The Papachristidis Fleet's new Don-de-Dieu *is shown entering Lock Seven of the Welland Canal on her maiden voyage, July 22, 1965. Gary Beach took this photograph of her.*

INSTITUTE NOTES:

General Meeting, Friday 24 September, Dossin, 8 p.m.

For a change, we will venture beyond our own waters in a slide showing conducted by Bill Worden, our Recording Secretary. He will illustrate river and other steamers of Europe, as seen during a year recently spent studying in Denmark. For those of us who regretfully watch our own passenger ships slip away without being replaced, this is a chance to "escape" to a place where old ships not only manage to linger, but new ones --the largest pleasure craft the Rhine has ever seen, for example--continue to be built.

Business Meeting, Friday 29 October, Dossin, 8 p.m.

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

REVIEW: *Maps of Buffalo Harbor, 1804 - 1964*

Edited by Henry H. Baxter and Erik Heyl

This issue is more preoccupied with history and physical character of Great Lakes ports and waterways than --as is more usual--with its ships. So it seems appropriate to take note of a new booklet issued by the Lower Lakes Marine Chapter of Buffalo and Erie County Historical Society. It is a collection of old and new maps of Buffalo Harbor, reproduced and arranged chronologically from 1804 to the present. Throughout the last century, until Cleveland promoted iron ore shipping, Buffalo was the most important port of the Great Lakes. There cargoes were transferred from lake ships to canal boats of the Erie Canal which, after 1825, gave lake commerce its life. Until very late in the century, the Buffalo yards built the largest and technologically the most significant upper lake ships, and was home to most of the major shipping firms. Now, with this booklet in hand, we can watch Buffalo "grow" and come to know it as a place, rather than only as a home port. The editors, Henry Baxter and Erik Heyl, have given landmark references and explanatory notes to each map. Thus it is more enlightening to look through this book than it would be to examine the original maps, themselves. A group of harbor photographs helps to bring the third dimension to the collection. The booklet is available at Lower Lakes Marine Chapter of Buffalo and Erie County Historical Society, 25 Nottingham Court, Buffalo, New York 14216 (price $2.00.)

TO THE FRESHWATER SEA

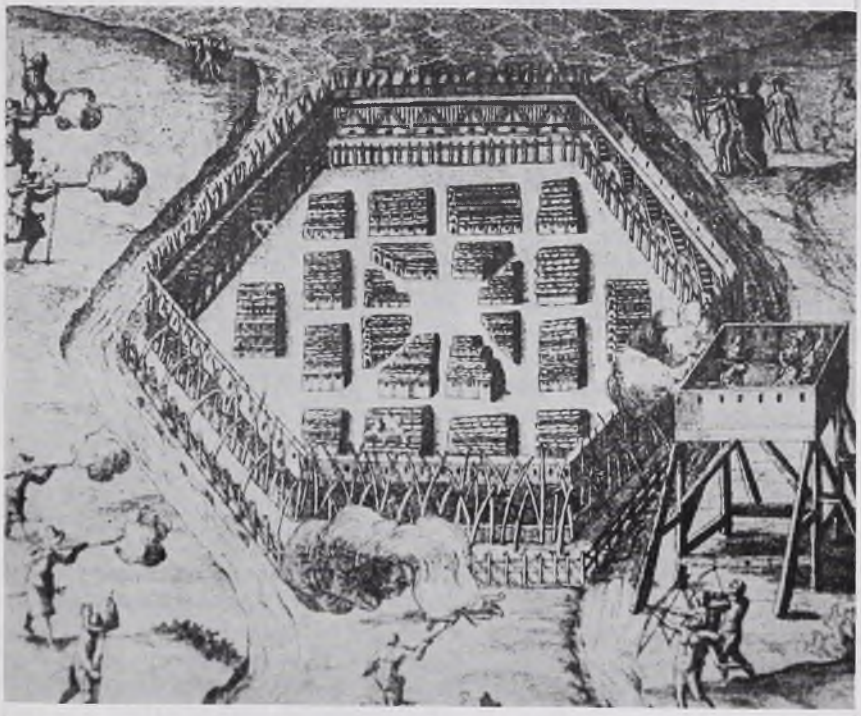


ILLUSTRATION: Champlain's drawing shows his method of laying siege to an Iroquois Indian settlement near Lake Oneida in upstate New York during the fall of 1615. His campaign on behalf of his Huron and Algonquin allies was his reason for visiting Lakes Huron and Ontario then.

350 Years Ago, Samuel de Champlain wrote of his visit to the Huron Country. But Etienne Brulé may have discovered Lake Huron as early as 1610-11.

TO THE FRESHWATER SEA

By Gordon P. Bugbee

As this is written, two astronauts are orbiting the earth in what has become the longest manned space trip yet achieved. Today's space story is one of those epics that men take up from time to time, extending their grasp on the earth, and now beyond it. In a world bored with achievements created verbally, it is small wonder that this genuine heroism captures the public imagination.

One such venture into the unknown world took place three-and-a-half centuries ago, when the French explorers gained a foothold in Canada. In 1608, Samuel de Champlain led a small band of men up the St. Lawrence River to build a permanent settlement at Quebec. Cruel odds frowned on this undertaking. In the winter that followed, twenty of the twenty-eight men at Quebec died of scurvy. These lost men were not cheap human resources if the men who survived are any measure, for in spite of their small numbers, the survivors went on to great things.

When spring came, for example, Champlain and two other Frenchmen gave spirit to a war party of Huron and Algonquin Indian allies. Near what became Lake Champlain, the forces drove to flight an army of Iroquois Indians, who were normally the terror of their neighbors. We must agree, however, that since the Iroquois had never before experienced gunfire, they were understandably awed by three men with guns.

And, 350 years ago this month, in early August of 1615, Champlain journeyed far inland, all the way to Georgian Bay. This trip followed seven years after his settling at Quebec, and five before the Pilgrims landed at Plymouth Rock. And, as we shall see, Champlain was not the first Frenchman to see Lake Huron.

It may be unfair to belittle thus the British colonists of North America. They moved inland slowly since they were making towns and farms as they went. French "civilization" remained growing slowly along the St. Lawrence, generally no further west than Montreal. Further west, excepting a village at Michilimackinac and later one at Detroit, were found only forts, trading posts and missions in the Great Lakes area. The Frenchmen seem quite "modern" in the way they worked in relatively good faith in partnership with the natives of this most underdeveloped of nations. Away from the St. Lawrence towns, Frenchmen often took on the habits of the Indians, both to survive in the forest and to secure the Indians' confidence and cooperation. The Spaniards in the new world, by contrast, erased a learned but "pagan" civilization to enslave the natives for building fortunes. The British tried to ignore the natives as being vexing irritants to transplanted European civilization.

The enlightened example of Champlain, himself, probably guided the French to this policy. Champlain has left his own descriptions of his expeditions and discoveries in Canada. Modern readers of his collective *Voyages* will find him immensely likeable. W. L. Grant quotes one writer's evaluation of Champlain: "He is particularly interesting to Americans because he is a Frenchman with those qualities which a wayward English tradition denies to the French--patience, sobriety, calm self-control and a complete absence of vanity." Grant, himself, goes on to say, "In him the valor and the religious ardor of a crusader were unsullied by the intolerance and superstition which marked so many of his contemporaries.[1]

* * *

Champlain's original interest in what he heard of the lakes had lain

in a wish to find an easy waterway to the Pacific for trade routes to Asia. That, of course, was the goal of most explorers then. Indians had told Champlain about the lakes in 1603 during his first visit to the St. Lawrence. Butterfield gives his description written then, and helpfully adds modern identification:

"Then they come to a lake (Ontario) some eighty leagues long, with a great many islands, the water at its extremity being fresh and the winter mild. At the end of this lake they pass a fall (Niagara) somewhat high and with but little water flowing over. Here they carry their canoes overland about a quarter of a league, in order to pass the fall, afterwards entering another lake (Erie) some sixty leagues long, and containing very good water. Having reached the end, they come to a strait (Detroit and St. Clair rivers) two leagues broad and extending a considerable distance into the interior. They said they had never gone any farther, nor seen the end of a lake (Huron) some fifteen or sixteen leagues distant from where they had been." 2

Even this second-hand account was old news. Indians had told Jacques Cartier a similar description on his pioneering visits to the St. Lawrence as early as 1535. The site of Montreal was Cartier's deepest penetration of Canada, however, and he abandoned his Canadian ventures by 1542. Political unrest in Europe prevented further French expeditions to the St. Lawrence for fifty-seven years. Then Tadoussac was briefly settled as a fur trading post in 1599. Champlain's visit of 1603 was the first to cover the territory Cartier had explored, up to the Lachine Rapids (then known as the Falls of St. Louis). For the next four years, Champlain was busy with a colony in Acadia on the Atlantic coast. Not until 1608 did permanent settlement begin on the St. Lawrence at Quebec and once again at Tadoussac.

Fur trade was partly intended to finance exploration for such a westward route or for other greater trading benefits for France. The military expedition to Lake Champlain in 1609 was partly an effort to let an Indian war party guide Champlain to unknown and possibly useful territory. Champlain was unlucky then in his choice of allies and his consequent choice of enemies; for the Iroquois quickly recovered their composure. By 1650 the Iroquois had exterminated or driven into exile their neighboring Indian nations around Lakes Erie, Ontario and Huron, and had threatened the survival of the French colony, itself.

Because the Iroquois "five nations" were spread across what is now upper New York State, Frenchmen avoided that region. Lake Erie was accordingly the last of the Great Lakes they seem to have explored. Until late in the seventeenth century, the usual French approach to the West would be up the Ottawa River to Georgian Bay, a route more likely to avoid Iroquois marauders.

* * *

In 1613, by way of the Ottawa River, Champlain made his first major journey west of Montreal. He was searching for the "North Sea." The year before, on a visit home to Paris, he had met one of his former scouts, Nicholas de Vignau. This man claimed to have found a route via the Ottawa to this North Sea. Champlain probably thought this was Hudson's Bay, then just discovered by the Englishman, Henry Hudson; for Vignau said he had found the wreckage of an English ship there. Champlain excitedly persuaded Vignau to guide him to this North Sea.

On May 29, 1613, Champlain left the vicinity of Montreal with Vig-

nau, three Frenchmen and one Indian guide. They travelled as usual by canoes, which the French were to use almost exclusively for their transportation on rivers and portages and for skirting lake shorelines. (La-Salle's *Griffin* of 1679 was probably the only sizeable vessel the French built on the upper Great Lakes up to the British conquest of 1759-60.) Ascending the Ottawa was hazardous, not only for avoiding the Iroquois, but also for the numerous exhausting portages around rapids. While passing up the river bed of one of these rapids, Champlain slipped and badly injured his hand, and barely avoided being swept downstream.

At last, Champlain's party reached an Algonquin village on the lower Lake des Allumettes, near the present town of Pembroke, Ontario. A welcoming banquet for them was given by its chief, Tessouat. Champlain explained his purpose of travelling northward, hopefully with escorts from Tessouat's men. Tessouat did not think such a journey possible, but Champlain protested that Vignau had been up north already. The Indians vehemently cursed Vignau for lying, swearing that his "journey" of 1611-12 had gone no further north than their own settlement, where he had spent that winter. At length, Vignau admitted that the North Sea story had been a hoax. With Vignau in disgrace, the Frenchmen abandoned their plans and withdrew downriver once again.

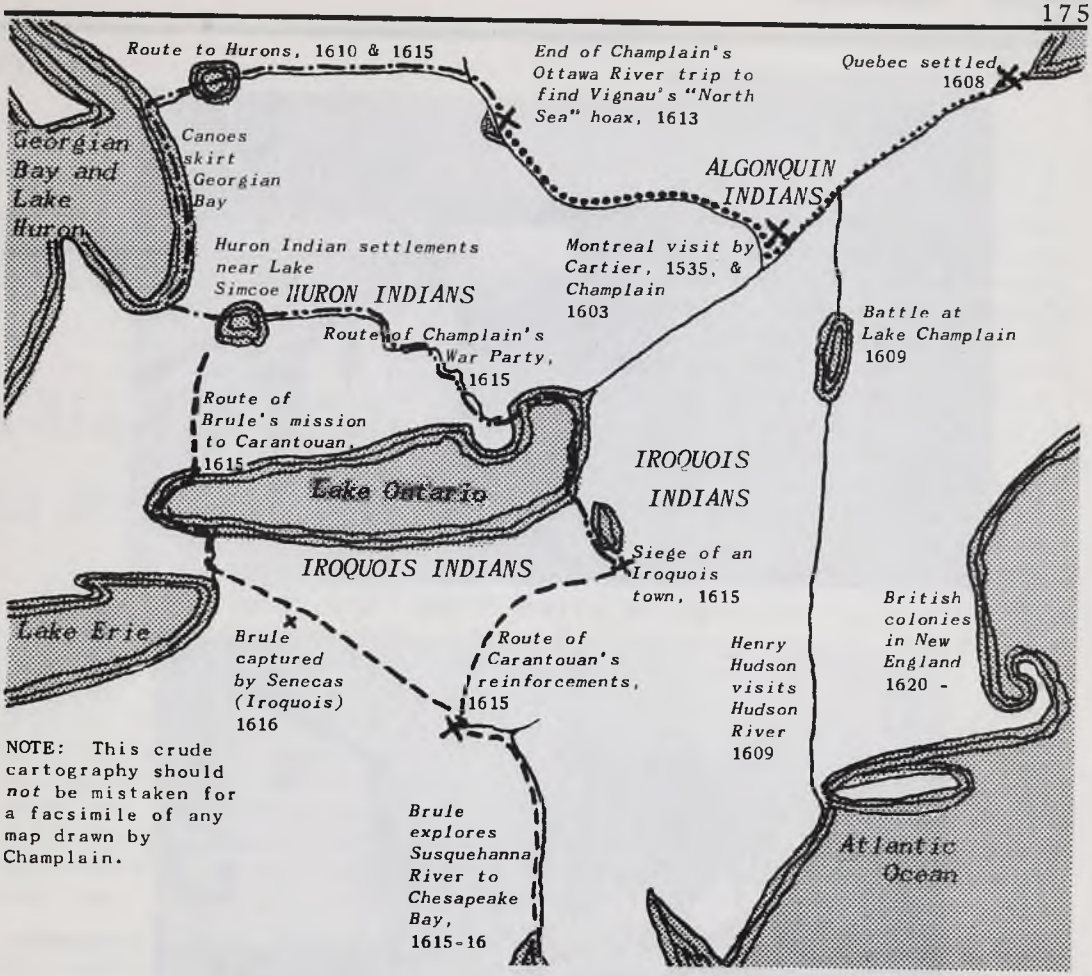
* * *

Two seasons later came Champlain's journey to Lake Huron at last. Once again he ascended the Ottawa, continuing to other rivers and portages and to Lake Nipissing and the French River. From there, he passed southward along the eastern shore of Georgian Bay to the region near what is now Midland, Ontario. Then he turned inland once again. His account of seeing Lake Huron is the first ever written by a European visitor to one of the Great Lakes.

Champlain writes, "We went some forty-five leagues, all the time along the shore of the lake. It is very large, nearly 400 leagues long from east to west, and fifty leagues broad, and in view of its great extent I have named it the *Mer Douce* (Freshwater Sea). It is very abundant in various sorts of very good fish, both those which we have and those we do not, but especially in trout, which are enormously large, some of which I saw as long as four feet and a half, the least being two feet and a half. There are also pike of like size, and a certain kind of sturgeon, a very large fish and of remarkable excellence. The country bordering this lake is partly hilly, as on the north side, and partly flat, inhabited by savages, and thinly covered with wood, including oaks."[3]

This is a sober description, as factual as he could make it. If it has overtones of a fish story, it is because pollution, the lamprey and many years of fishing have removed from the lakes anything remotely resembling what Champlain saw. This account is not the excited one of a discoverer. This year, Champlain was preoccupied with the real goal of his journey. He had promised to help his western Huron Indian allies to attack an Iroquois town south of Lake Ontario, and he was coming to rally their forces.

But, after all, Champlain was not the discoverer of Lake Huron. A priest of the Recollet order, Father Joseph le Caron, had passed that way only a few days earlier on his trip to establish a Christian mission among these Huron Indians. And Champlain's own guide had been there before. This was a Frenchman called Etienne Brule, who seems to have spent a winter among the Huron Indians as early as 1610-11!



* * *

Butterfield writes, "Brule was essentially a woodsman: his fondness for savage life was remarkable. But he wrote nothing; and his verbal recitals, as they were taken down from his own lips and recorded by Champlain, Sagard and le Caron, are not calculated to awaken at once the thought that they border on the marvelous.'' 4

Butterfield offers good evidence that Brule was probably the first European to visit lakes Huron, Ontario and Superior. He also thinks that Brule could possibly have seen Lake Erie, too. That would leave only Lake Michigan unvisited by Frenchmen until Nicolet passed the Straits of Mackinac in 1634. But since French accounts remain ignorant of Lake Erie geography until long after the time of Brule and Champlain, Butterfield agrees that Brule's southward journey of 1615-16 probably missed Lake Erie. This leaves Louis Jolliet as the first known European visitor to Lake Erie, coming as late as 1669.

Brule seems to have been the first of a number of young men that Champlain persuaded the Indians to take to live among them, each for a winter, beginning in 1610. Vignau had been one of these in 1611-12. A Frenchman living among Indians might learn their language as well as the geography he encountered. Champlain never names the first of these men explicitly. But Butterfield cleverly shows implicit evidence that Brule was the man.

Thus, during that winter of 1610-11, Brule seems to have visited the Huron Indians via the route Cham-

(Continued on page 183)


FIFTY
MILES

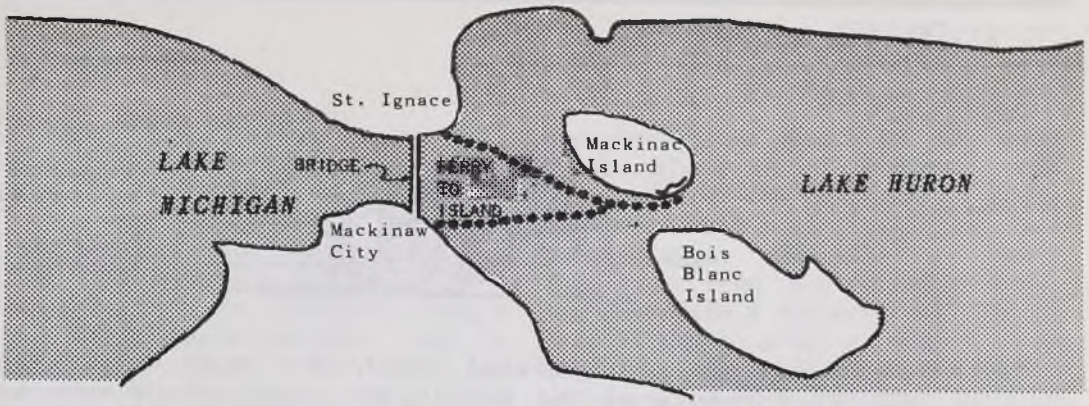
Mackinac:

Island and Straits in Photographs

Mackinac Island and the Straits of Mackinac are the most charming attraction the Upper Great Lakes region holds for tourists. First, the island preserves much of the easy-going feeling of a turn-of-the-century summer resort. Most of its hotels date from that period or before, and it is well known that automobiles do not intrude on the island. Second, there is genuine historical appeal of the various forts on the island and mainland, and of the buildings of the fur trading era. Finally, most of the island is left to natural scenery, with such special features as the "arch rock" (photograph #4) and the "sugar loaf rock."

Obviously, a visitor will approach Mackinac Island across the water. Most in keeping with the island's spirit is a landfall made from the deck of the cruise ship *South American*, now the last of a multitude of cruise ships that called there in past years (photograph #1). The island town is seen here, nestling in an inlet forming its harbor, while the whitewashed walls of the fort are draped picturesquely against the cliff-side above. * * * More hardy visitors to Mackinac work their passage in sailing yachts during the annual Port Huron-to-Mackinac or Chicago-to-Mackinac races. Here, yachts are moored by the main wharf under a threatening sky after a Port Huron race (photograph #2), suggestive of the forest of masts one sees in old pictures of lake ports.

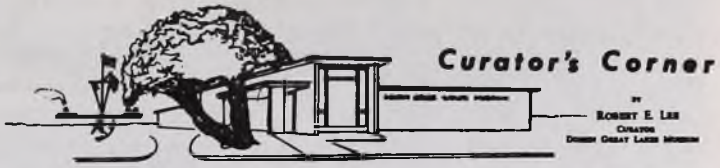
* * * Those who climb the steep path to the fort find a panoramic view of the town, harbor and straits of Mackinac (photograph #3). Lake Huron lies eastward, beyond Bois Blanc Island (seen at left). (*North American* is shown at the pier on her last visit, in May, 1963, after 50 years' cruising to Mackinac). * * * Looking to the right from the same vantage point (photograph #5), one scans westward toward Lake Michigan, past the walls of the fort and the South Sally Port, the main approach for visitors. The British built the fort in 1781, replacing the mainland fort. Its strategic value is obvious from this photograph; yet, the British took it without resistance in 1812 after landing on the other side of the island and threatening from high ground on the rear near where Fort Holmes now stands.



* * * Buildings of the fur trading era are on Market Street. John Jacob Astor's American Fur Co. had an Agency House (photo #6) and a warehouse of 1810-17, now maintained as a museum. * * * Nearby was the company's retail store (photo #7). After a shooting accident there in 1822, the injured man was treated by the fort's physician, Dr. William Beaumont. Dr. Beaumont's later examinations of his patient furnished important medical knowledge about digestion; Michigan doctors restored the store as a Beaumont memorial in 1954. * * * Further out Market St. is the Edward Biddle House, restored to the late 1820s (photo #8). It is typical of houses built by Mackinac settlers of French descent. * * * A byproduct of the late fur trading days was the church (photo #9) built for the Indian Mission school in 1830 in a manner reminiscent of New England churches. It stands at the other end of town, on Huron St.

* * * The island's best-known monument is more recent. The Grand Hotel is one of this country's last large summer hotels of the last century. It was built in 1887 by the D&C Line and two railroads which had just opened service up to the Mackinac Straits (see an early view of the Grand Hotel in July *Telescope*, page 159). Its chief feature is its 880-foot-long porch (photo #10), a high promenade looking out over the hotel's garden and swimming pool and the Straits. * * * The island's other hotels are down closer to town (photo #11).

* * * Most visitors cross over to the island from Mackinaw City or St. Ignace, where they have left their cars. The only large steamer still serving these people is *The Straits of Mackinac*, seen here backing from her island terminal (photo #12). * * * The mainland was settled earlier than the island, first at Point St. Ignace in the seventeenth century, and then at Mackinaw City in the eighteenth. The island was not settled until 1780. For many years, before Cadillac founded Detroit in 1701, the village at St. Ignace was the only village established by the French in the Great Lakes region. It was the center of their fur trade activity and of the Jesuits' mission work with Indians of the upper Great Lakes. The fort at Mackinaw City has now been restored (photo #12). At this fort, during Pontiac's rebellion of 1763, Indians held a "ball game" by the main gate as a ruse for storming the fort and massacring the garrison. The fur trader Alexander Henry hid himself in the attic of a house within the fort (like that shown here), and later wrote of the adventures in which he escaped the massacre. * * * The present century has its own monument at the Mackinac Straits, a bridge joining the upper and lower peninsulas of Michigan. The Straits Bridge (photo #14) is still the third largest suspension bridge in the world, with a main span of 3800 feet. * * * Railroad cars cross the straits by car ferry. *Chief Wawatam* (photo #15) operates all year, the last of the icebreaking car ferries of Mackinac Transportation Co.



Comes the end of the year (fiscal, that is) with the first of July, and we servants of the public are required to make an annual report. We complain bitterly of the time it takes, and we put it off for as long as we can, but after a while we face up to it. That's when we appreciate that the idea is, after all, a good one.

Once a year we have to look back. We see things we should have done, and resolve better for next year. But we also see what has been done, not necessarily by ourselves, but by our staff and friends. It makes a pretty staggering list.

There were a hundred accessions, averaging about three items each. That's pretty nearly an item for every working day in the year! Various persons on a volunteer basis donated three hundred hours to the museum: Institute members, Girl Scout service corps, and independent individual projects. This does not include the unrecorded time of Don Richards on the photo file, or of Chris Savage in the Sales Booth and refinishing the Gothic Room, or Bill Moss on art work.

We gave seven talks during the year to outside organizations, and Pat Labadie gave two. Three of these were for out-of-town groups, and two were radio talks.

The long-awaited pilot house was finished, giving a unique demonstrational facility as well as a fine static exhibit.

Every gain brings some loss. While the D&C material that was obtained for the Museum this year will add immeasurably to the interest of the place, it caused something of a crisis in storage. To have room to marshal material for installation, we had to suspend special exhibits, with a resulting marked effect on attendance. In spite of some opinion to the contrary, it is these shows and the advertising they justify that keeps visitors coming in. Attendance dropped below the previous year for the first time since we opened, and all the drop has been in the months since the Special Exhibits Room was closed. Last year attendance was 234,000, and this year it was 206,500. But we passed a milestone, anyway, for in March we clocked in our one millionth visitor.

We can learn an object lesson from this. As much as some may desire to focus the entire museum on some one aspect of marine history, the few who would thus be pleased would far from equal those who come to see other facets of the story. The special exhibits area lets us show a wide variety of subjects, and thus pleases more people with more interests.

Now we enter "next year" confident it will be the best yet!

TO THE FRESHWATER SEA

(Continued from page 175)

plain took in 1615. In exchange for Brule, to encourage the Indians of each other's trust, Champlain took a young Indian named Savignon back to Francd that winter. When Brule and Savignon were exchanged once again in June of 1611, Brule had become a valuable interpreter and guide.

So we may understand why Champlain's journal of 1615 lacked the eager anticipation of that of 1613.

* * *

Champlain was almost a month in assembling the war party. But at last in early September, he set out with nine Frenchmen and his Indian allies. Their destination was an Iroquois town which may have been south of Lake Oneida, although Parkman thinks it was further west. Along the way, coming from the Trent river and the Bay of Quinte, they passed around the eastern end of Lake Ontario. Once again, Champlain's journal is the first European's eye-witness account of Lake Ontario. But again, Champlain is preoccupied with the business at hand; he says merely that Lake Ontario has beautiful islands.

On the south shore of the lake, the army concealed its canoes and started inland. On October 9 they captured a small fishing party of Iroquois Indians near the town they intended to assault. To Champlain's dismay, his Indians were eager for skirmishes, revealing themselves too soon to the town's defenders before siege devices were prepared.

Champlain had his Indians build a high wooden tower to be placed beside the town's palisades. Champlain's own drawing, on page 171, shows the intended use of this tower. Archers on the high platform could prevent the defenders from approaching and quenching the fires which Champlain's Indians would build beside the palisades. Alas, the fires were built carelessly in a leeward area, where the wind pushed them away from the fortifications. And Champlain's Indians could not be disciplined to press an attack in an orderly manner. For Indian warriors ordinarily followed any but the most persuasive of their leaders with shortlived obedience to commands. The attack caused little damage, so Champlain's forces withdrew to a safe distance to await expected help from the south.

In a village named Carantouan on the Susquehanna River lived Indian allies of the Hurons. Before he left the Huron region, Champlain had sent Brule on a mission to ask these people to join the war party. Brule travelled around the western end of Lake Ontario, thus "discovering" that lake only a few days before his commander beheld its eastern end. He ascended the Niagara River part way, and then apparently turned inland, thus narrowly missing the chance to see Lake Erie. For there was no time for any but the shortest route to Carantouan. He now made his way through dangerous territory, where lived the Seneca Indians, the westernmost of the Iroquois "five nations."

Brule reached Carantouan safely, but the people there deliberated too long about the war party. Their 500 men arrived at the appointed rendezvous with Champlain's forces two days after Champlain's people had given up hope for their coming and had withdrawn homeward. Brule and his Indians returned to Carantouan. Rather than spend the winter idle there, Brule took this chance to explore the Susquehanna River all the way south to Chesapeake Bay. Some historians claim that he even reached the Atlantic. In any case, he was the first white man to cross what is now Pennsylvania.

In the spring of 1616 Brule began homeward from Carantouan again. On the way, he fell captive to Seneca Indians. They began torturing him, searing his face with burning wood. Brule pointed to a gathering storm as evidence that his God would punish his tormentors. The credulous Indians released him, and even guided him to the Niagara River. He lingered among his Huron friends until 1618, and returned to the St. Lawrence two years after Champlain had reached home. Francis Parkman thinks it possible that Brule's name —"brule" is French for the scent of something burnt—was given to him after his ordeal; the name never appears in print before that time.

* * *

Champlain never again ventured up the Ottawa. Governing the colony at Quebec required his whole attention. In 1628, the British fleet blockaded the St. Lawrence River mouth and besieged the French colony. Brule served the invaders as pilot, guiding their ships through the treacherous channels which wrecked another British invasion fleet eighty years later. The starving garrison at Quebec surrendered without a fight. Butterfield attributes to Brule's treason the humane motive of ending the suffering at Quebec. In any case, his countrymen could no longer tolerate his presence, and he went west again to live with the Hurons. In 1632, in the village of Toanche, his hosts put him to death and grotesquely consumed his remains. Soon afterwards, disease visited the region. The remorseful people of Toanche, thinking their deed was its cause, burnt their town and fled.

By treaty, the British gave Canada back to France in 1632. Champlain returned to govern Quebec a year later. There he died on Christmas of 1635.

* * *

One other of Brule's expeditions deserves mention. The Franciscan priest Father Sagard later wrote of it: "The interpreter Brule assured us that beyond the Freshwater Lake there was another very large lake which empties into it by a waterfall which has been called Saut de Gaston, of a width of almost two leagues. This lake and the Freshwater Sea have almost thirty days' journey by canoe in length, according to the savages, but according to the interpreter's account, they are 400 leagues in length." Champlain had known of these waters as early as 1603. On this expedition of 1621 Brule also visited copper mines in the north country. Brule had become the first white man to see Lake Superior, the largest single body of fresh water in the world. But, in wishful thinking, perhaps, Champlain had expected that its waters would be salty.

FOOTNOTES

1. *Voyages of Samuel de Champlain, 1604-1618*, edited by W. L. Grant. New York (Charles Scribner's Soks), 1907. Page 10. The translation of Champlain's journals is by Charles Pomeroy Otis, originally published by the Prince Society of Boston in 1878-82.

2. Butterfield, Consul Willshire, *History of Brule's Discoveries and Explorations*. Cleveland, Helman-Taylor Co., 1898. Appendix Nine. Butterfield's book, sponsored by Western Reserve Historical Society, is the most useful one on Brule's life.

3. *Voyages*, page 282.

4. Butterfield, page v.

Our article above pretends to no "new" scholarship, but is rather a retelling of a story well known by the end of the nineteenth century. Most major works on Champlain and Brule were published before 1900. Perhaps the most useful introduction to Champlain's life is Francis Parkman's *Pioneers of France in the New World*, Volume One of his nine-volume series, *France and England in North America*. For a shorter introduction to Champlain, Brule and the whole period of French colonization of Canada, see Harlan Hatcher's *The Great Lakes* (New York, Oxford University Press, 1944).

Lakes & Seaway News

Peter B. Worden, Editor
738 Colonial Court, Birmingham, Michigan 48009
George Ayoub, Seaway News

Correspondents:
George Ayoub, Ottawa
Leonard Barr II, Algonac
John Derler, Ludington
Barry Gillham, Toronto
Edwin Sprengeler, Milwaukee
Otto Strek, Detroit
Dan M. Weber, Toledo

July 1...Construction has begun on a $2 million project to double the capacity of Mid-States Terminals in Toledo.
...The old Ottawa River steamboat MUSKRAT, built in 1851 by Jason Gould and destroyed by fire in 1853, was discovered by the Underwater Society of Ottawa at the bottom of the Muskrat River near Cobden, Ontario.

July 3...The Interstate Commerce Commission concluded hearings on the request of the Soo Line, Pennsylvania, and New York Central railroads to abandon ferry service across the Straits of Mackinac and is presently studying the testimony.
...The former Columbia craneship HARRY T. EWIG (a.BALTIC, b. W.W. BROWN, c.JOHN W. AILES) has been reduced to a deck barge for Bultema Dock & Dredge Company.
...Manitowoc Co., Inc. of which Manitowoc Shipbuilding is a subsidiary,announced plans for a new 1.3 million dollar office building.
...Captain Edward J. Scott retired from the Cleveland-Cliffs fleet after 47 years of sailing on the lakes.

July 5...The WESTMOUNT was freed by the tugs SUPERIOR, MAINE, and ABURG after grounding the previous day two miles below the Blue Water Bridge in the St. Clair River.
...A major program of fleet modernization and shipbuilding with completely new design and hull configuration for which the company has applied for patents was announced by Ralph S. Misener, president of Scott Misener Steamships, Ltd., at the company's annual meeting in Port Colborne.
...Ship suppliers in the Port Colborne area charged that flying lockages at Lock #8 on the Welland Canal were costing them thousands of dollars and threatening to put some out of business. The practice was instituted after a time survey indicated that six to ten minutes could be saved per ship.

July 6...A small fire broke out in the radio transformer of the MOOSE JAW, operated by Canadian Pacific, while moored at the Victory Mills in Toronto and was quickly extinguished by city firemen.

ILLUSTRATIONS ON THIS PAGE

— INCIDENTS ON LAKE ONTARIO

The top photograph, by John Bascom, Jr., shows the burning of Orient Trader *in Toronto Harbor (see news of July 21).*

The coastal freighter Prince Quebec *(bottom photo) was towed into Rochester by* Georgian Bay *and beached, having developed a leaky seam. George Ayoub, who took this photo, notes that* Prince Quebec *was well known as* Conrad Marie *before this year, and "flaunted skull and bones design on her stack, probably the handiwork of a gagster."*

...The EDWARD L. RYERSON loaded the largest cargo of iron ore ever shipped over the C&NW ore dock at Escanaba. The load amounted to 24,433 tons and was destined for Indiana Harbor.

July 7...The SILAS BENT, first of a new class of oceanographic ships to be built for the Navy, held sea trials on Lake Erie.

July 8...Expansion of Milwaukee port facilities at a cost of one million dollars was approved by the City Harbor Commission after a six month study. One new general cargo terminal will be built and two will be enlarged.

GREAT LAKES AND SEAWAY NEWS

July 9...Ohio Governor James A. Rhodes has proposed an international highway across Lake Erie, and has requested a feasibility study from the State Highway Department.

July 11...Roen Steamship's old bulk freighter PRINCETON, laid up at Ludington for the past two years, may be converted to a barge for the fleet similar to MARQUIS ROEN (a.R.W.E. BUNSEN).
...John Sherwin, Board Chairman of Pickands Mather & Co., and Jean Lesage, Prime Minister of Quebec, dedicated the $50 million Arnaud Pellets plant at Pointe Noire, Quebec. When in full operation, the facility will ship 5.3 million gross tons of iron ore a year, much of which will come into the Great Lakes.
...Construction has commenced on an extension of the east breakwater at Conneaut. Merritt, Chapman, & Scott have a $479,325 contract to do the job.

July 12...The U.S. Public Health Hospital on Windmill Pointe in Detroit will continue to operate indefinitely due to a ruling by the Government Accounting Office that Veterans Administration hospitals cannot give care to merchant seamen and Coast Guard personnel.
...A bill sent to the Senate after approval by the Senate Public Works Committee included appropriations for a study by the Corps of Engineers to determine methods to extend the shipping season on the St. Lawrence Seaway, a comprehensive water utilization plan for streams and tributaries flowing into Lake St. Clair, the St. Clair River, the Detroit River, and Lake Erie, and for harbor improvements at Alpena, Frankfort, and Lexington.

July 14...The Swedish-American Lines freighter MONICA SMITH went aground in Lake St. Clair off the Grosse Pointe municipal pier and was freed four hours later by the tug MAINE.

July 16...The U.S. Coast Guard opened hearings to determine if Captain Martin Joppich, master of the steamer CEDARVILLE, was at fault when his ship collided with the TOPDALSFJORD in the

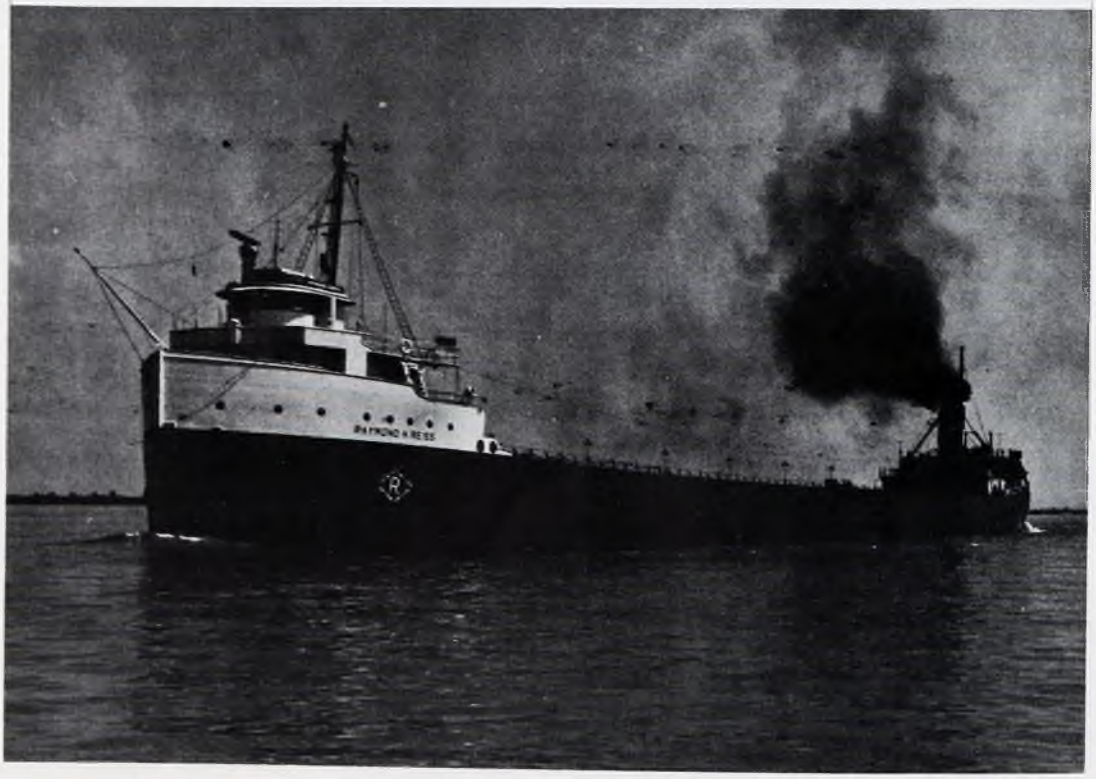
ILLUSTRATIONS ON FOLLOWING PAGES

—CHANGES IN U. S. LAKE FLEETS

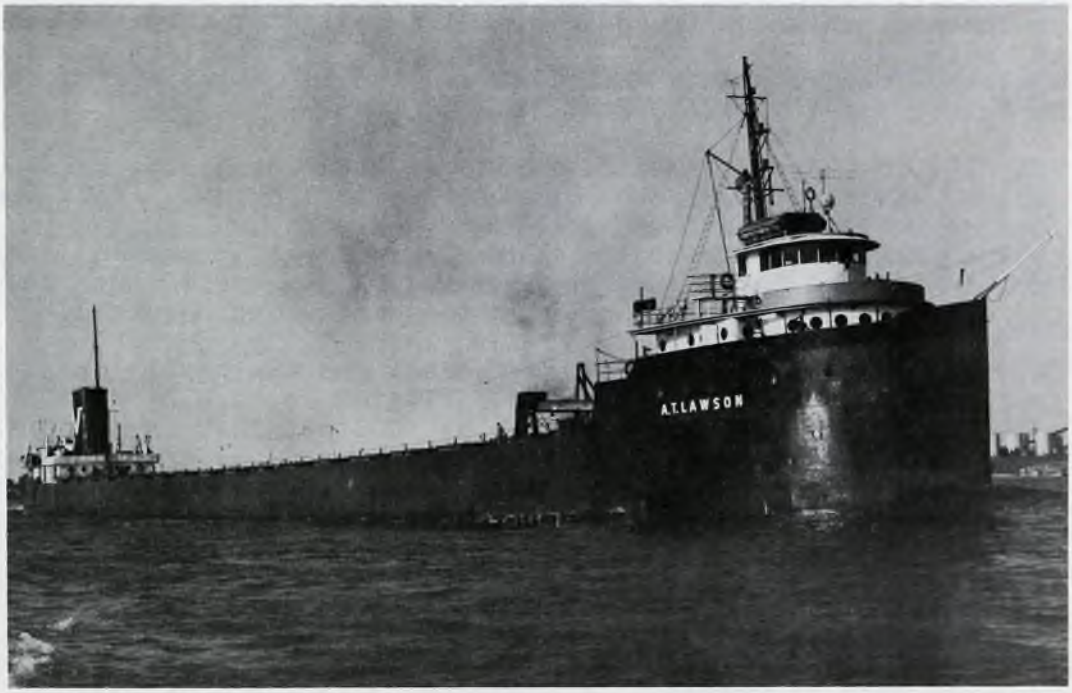
Buckeye Monitor *(page 188, top), the former* Alton C. Dustin *and* J. A. Campbell, *is shown entering Cleveland Harbor in a photo by William D. Carle III. Interlake sold her to Buckeye Steamship Co.*

Raymond H. Reiss *(page 188, bottom) of Reiss Steamship Co. is the former Hanna freighter* Emory L. Ford. *This Gaelic Tugboat Co. photo shows her upbound in the Detroit River's Fighting Island Channel.*

Two Shenango Fleet freighters have found different routes to joining the Wilson Fleet. Col. James M. Schoonmaker *(page 189, top) is chartered to Wilson by Shenango this season. And from Boland & Cornelius, Wilson purchased* B. W. Druckenmiller *late last year, renaming her* A. T. Lawson *(page 189, bottom). She was the Shenango Fleet's original* Shenango, *sold to Boland & Cornelius when* Shenango II *was built. Both ships are shown downbound at Port Huron in photos by Father Peter VanderLinden.*




COL JAMES M SCHOONMAKER


A.T.LAWSON

Straits of Mackinac on May 7. Joppich is charged with making four errors of seamanship which caused the collision, the most serious of which is operating at full speed in zero visibility.

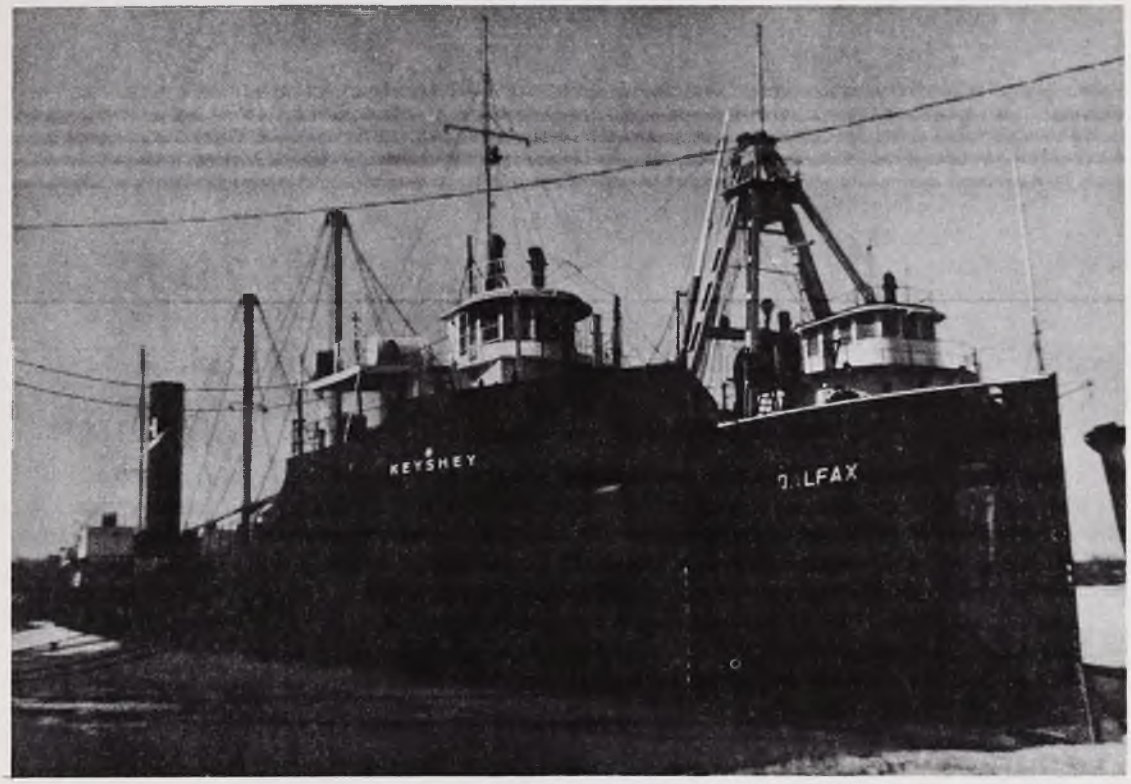
July 20...The steamer JOSEPH H. FRANTZ of the Columbia Fleet returned to service after undergoing the most costly conversion in lakes history. The $4 million project included removal of a Skinner powerplant and installation of a 4,000 horsepower diesel with variable pitch propellor, installation of a 800 horsepower bow thruster, complete remodeling of the cargo holds, and the installation of a 5,000 ton per hour self-unloading system.
...The Norwegian freighter LYNGENFJORD collided with the British freighter SALMELA while backing away from her berth in Montreal Harbor, causing minor damage to her stern.
...The Canadian Maritime Union has replaced the Canadian Brotherhood of Railway, Transport, and General Workers as bargaining agent for the seamen on the steamers NORTHERN VENTURE and WHEAT KING of Island Shipping, Ltd.

July 21...The Greek freighter ORIENT TRADER (a.STAMFORD VICTORY, b.BRITISH PRINCE, c.MANDAGALA) became an inferno when fire broke out in her cargo of raw rubber while she was discharging at Toronto. WM. LYON MACKENZIE, the harbor's new fireboat, got her first real workout in helping bring the fire under control. The Greek vessel had to be towed half a mile and intentionally grounded in shallow water off Ward's Island. (Photo by John Bascom, Jr.).

July 23...Dismantling of BROWN BEAVER (a.FULTON) has commenced at Toronto and unconfirmed information indicates that the work is being done by Seaway Ship Supplies. Scrapping of the whaleback barges ALEXANDER HOLLEY and 137 is being carried out by United Steel & Metal, Ltd., in Hamilton.

July 25...Buckeye's JAMES E. FERRIS (a.ONTARIO, b.F.R. HAZARD) became the first ship to use Dow Chemical's new Pella Dow loading facilities at Ludington.
...The HARRY COULBY of the Interlake fleet grounded near Marine City and CGC ACACIA and the tug MAINE carried out towing operations. Lightering operations were also required.

July 26...Eleven persons were rescued from the small coastal freighter PRINCE QUEBEC (a.PRICE NAVIGATOR No. 1,b.L'EMMANUEL, c.CONRAD MARIE) in Lake Ontario by CCG's RELAY and CSL's GEORGIAN BAY.The stricken vessel was taken in tow to Rochester with a crack in its hull by the big laker and was kept afloat after arrival by its cargo of pulpwood and a couple of mooring cables.
...Boland & Cornelius announced plans to lengthen two of their self-unloaders. The DETROIT EDISON will be stretched 72 feet by Fraser Shipyards, Inc. at Superior, while the JOSEPH S. YOUNG (a.ARCHERS HOPE) will have a 84-foot midbody inserted by American Ship at Chicago.



Above are Coalfax *(right) and* Keyshey *(a* Clearwater *b* Trenora*) at Kingston last February as photographed by Skip Gillham. Both are reportedly sold for scrap and will be moved to Hamilton shortly.*

...The Reiss Steamship Co. announced that their recently acquired RAYMOND H. REISS (a.EMORY L. FORD) will be converted to diesel and fitted with a bow thruster at Superior.

July 29...The PRINS WILLEM V, which sank in 80 feet of water off Milwaukee on October 14, 1954, after colliding with an oil barge, was auctioned off in Milwaukee to a Chicago businessman for $85,000. Charles Huthsing, the new owner, plans to start salvage operations in about two weeks.
...The WILLIAM A. REISS (a.JOHN A. TOPPING) set a new draft record for the Soo when she locked through with a draft of 26½ feet.

July 31...A series of explosions and a resulting fire tore through the tanker CEDARBRANCH at the British-American Oil Company dock in Montreal East. The blasts occurred in the engine room and as a result the ship settled to the bottom in a shallow basin adjoining the dock. One crewman was killed and three injured in the accident.
...Christy Corp. launched the CGC ACTIVE (WPC-618) at their Sturgeon Bay yard. The 210-foot cutter was christened by Congresswoman Leonor K. Sullivan of Missouri.

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.

TELESCOPE, the Institute's monthly journal, covers Great Lakes topics. Its editors welcome opportunity to review manuscripts for publication, sent care of "Telescope, Great Lakes Maritime Institute, Dossin Great Lakes Museum, Belle Isle, Detroit, Mich. 48207. The editors cannot be responsible for authors' statements.

Other communication with the Institute should go to the Coordinating Director, by mail to the address above, or telephone at LO 7-7441.

INSTITUTE MEMBERSHIP is available by calendar year in these forms:

Regular Membership .... $ 5 annually
Sustaining Membership $10 annually
Life Membership ..... $ 100

Subscription to Telescope is included in membership rights in the Institute. Single copies of Telescope are priced at forty-five cents each.

The Institute is supported in part by the Detroit Historical Society.

Printed in the United States of America by Macomb Printing Specialties, Mt. Clemens, Mich.