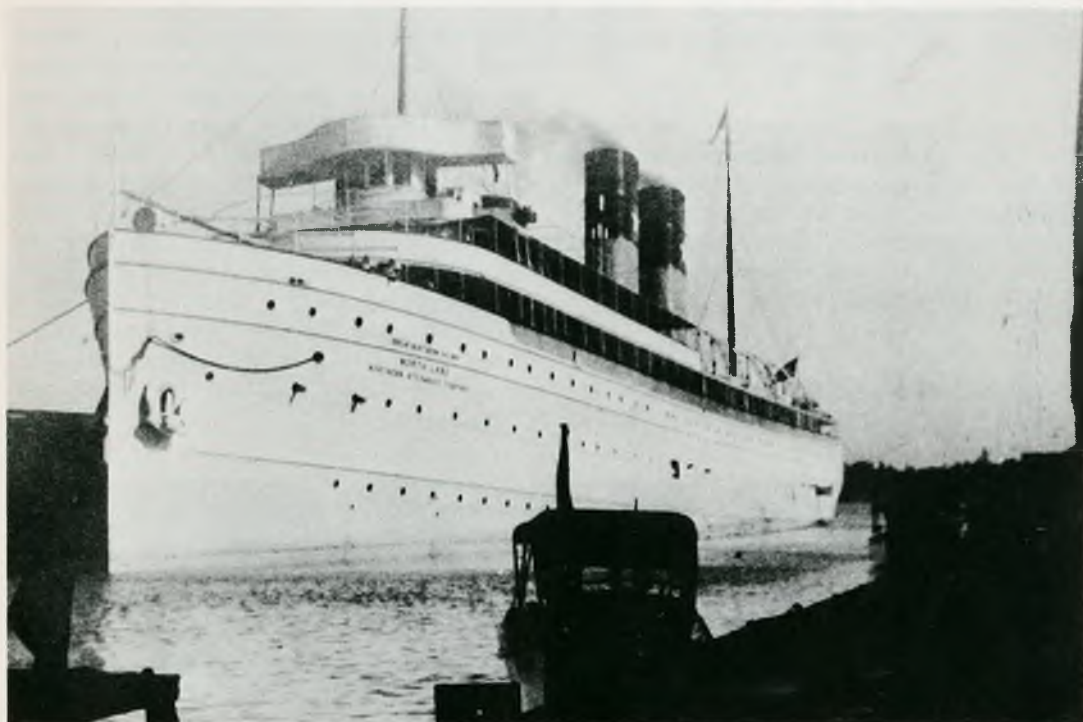


TELESCOPE

June, 1966

Volume 15, Number 6



**Great Lakes
Maritime
Institute**



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

COMING MEETINGS

GENERAL MEETING, Friday, September 30, at Dossin Museum, 8 p.m. A program of entertainment will be provided.

BUSINESS MEETING, Friday, October 28, at Dossin Museum, 8 p.m. Visitors are welcome as usual at these meetings of the Institute's Board.

* * * * *

For a few years, at least, we will miss the occasional photographs and quotes that turn up on this page of *Telescope*, as sent in by our Ludington correspondent, John Derler. He is now "off to see the world, Navy style," he writes.

* * * * *

The July issue will be edited by *Telescope's* former editor, Bill

Hoey, and by *Steamboat Bill* issue editor, Bill Worden. The latter, by the way, just finished putting together a monumental summer issue of *Steamboat Bill* on the departed Canadian steamers. Your more-or-less regular editor will be in Europe.

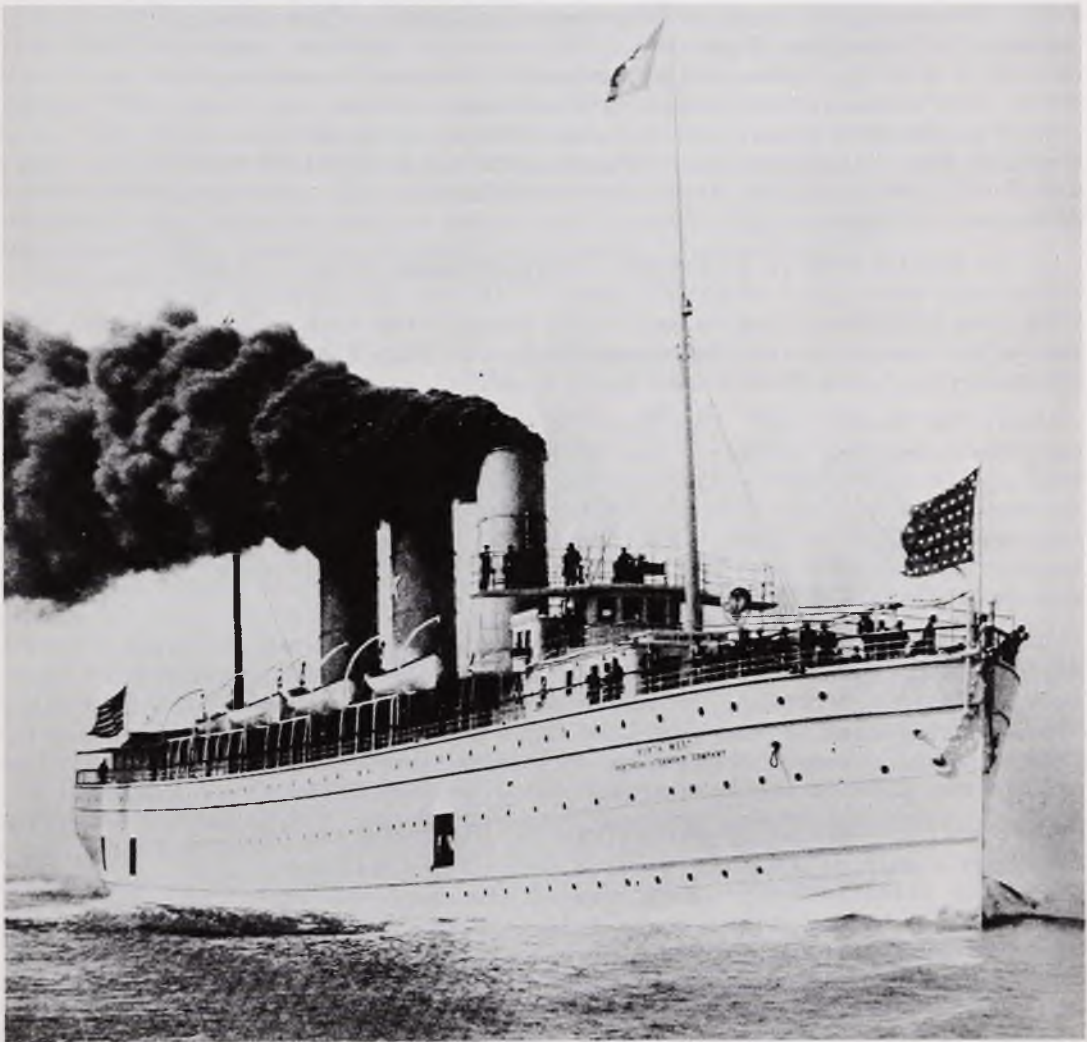
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The cover photograph shows *North Land* some time after her rebuilding of 1901-02. Other views show the main salon of *North West* (below) as it originally looked in 1894; and (on opposite page) *North West* with a bone in her teeth "running at a rate of speed exceeding 20 knots," as shown in Northern Steamship Co.'s monograph of 1895. Much of the material in this issue, as in our previous single-ship monograph issues, comes by courtesy of J. Michael O'Brier.



The Ocean Liners of the Lakes:

NORTH WEST & NORTH LAND



THE OCEAN LINERS OF THE LAKES

Almost-legendary splendor surrounds the memory of the twin Great Northern Railroad liners *North West* and *North Land*. Now and again one hears that they were the most magnificent passenger liners the Great Lakes have ever known. Other lake people measure them against features of more recent, more familiar ships--public rooms of *City of Detroit III* or the *Assiniboia* dining room--and wonder how this could be so.

But *North West* and *North Land* were built about a decade before this more abundant group of lake ships. In 1895 there was nothing in their class on the lakes. Their promoters turned instead to the grandest ocean liners of the day for a yardstick of superlatives. *North West* and *North Land* passed separately from passenger services by the First World War, so few remember their cruises today. Little in print substantiates their claim, other than handsome views in Dana Bowen's books, or Ken Smith's account in *Ships That Never Die*. In one sense, however, they are still with us. One person who spent childhood vacations on *North Land* summer cruises boarded *South American* for the first time four decades later, and felt immediately at home. For the Georgian Bay liners were born close to the image of *North West* and *North Land* just when those ships were ending their own brief passenger careers.

It is fascinating to rediscover these handsome ships in something more than their external aspect. In the mid-nineties when they came out, their cabins were well illustrated both in the *Marine Review* and in the bound monograph of 1895, *The Northern Steamship Co.'s North West and North Land*.

Until the Seaway came, the Great Lakes enjoyed a rather self-contained shipping history. Few lake ships came from beyond or went elsewhere to trade. It has thus been easy for historians to keep track of them. In its isolation the lake trade created its own patterns of ships. The best known of these were the engines-aft "propellers" and "steam barges" and "whalebacks", and their descendants, the ore carriers of today.

But there have been times when lake men looked eastward to the Atlantic and beyond for inspiration. The Lake Erie night steamers took their form from Fall River Liners of Long Island Sound. Niagara Navigation steamers of Lake Ontario had a touch of British Channel ships. Recent ships have shown ocean manners--*Aquarama* and the new Canadian package freighters like *Fort York*.

One early example of ocean fashions on the lakes was Lake Michigan's pair of 250-foot ferries *Detroit* and *Milwaukee* of 1859 (see illustration). They seem to have been the lakes' only sidewheelers having paddle boxes fully exposed in the manner of contemporary Cunard or Collins liners of the Atlantic. In such fashions, their cabins were contained within the shape of the hull, with little more cabin work than the pilot house standing exposed to the weather.

THE OCEAN LINERS OF THE LAKES

Ocean styling flourished on the lakes briefly in the eighties and nineties while lake carriers were searching for their modern forms. Package freighters of the Lehigh Valley and Erie Railroad fleets were the best examples of this trend. Bulk carriers like *Maryland* and *Centurion* also had their machinery placed nearly amidships. Largest and fastest on the lakes then were Erie Railroad's 350-foot package freighters *Owego* and *Chemung* of 1887-88 (see illustration). They were modelled closely after Atlantic coastal freighters of the Mallory Line. Their powerful engines and fine hull lines gave them laurels in impromptu races with other package cargo liners of the Chicago and Buffalo trade.

Lake Superior then had less glamorous American-flag freighters than those on the Chicago run. They were principally wooden Ward Line propellers, or older tonnage pooled by various railroad fleets to make up the Lake Superior Transit Company. But three Canadian ships of 1884 were the finest passenger-cargo steamships of the lakes--*Alberta*, *Athabaska* and the unfortunate *Algoma*. These actually came from shipyards overseas in Scotland. And they introduced many modern ocean innovations to the lakes--such as the "Plimsoll line," which other lake ships needed a decade or more to begin adopting grudgingly. But in appearance the Canadian Pacific ships and *Algoma's* replacement, *Manitoba* of 1889, were less transplanted ocean liners than greatly modernized engines-aft traditional propellers.

The Canadian Pacific was part of the great spectacle of western railroads pushing toward the Pacific between the sixties and the nineties. Another of these railroads began in the Lake Superior region as the St. Paul and Pacific Railway. But it made very little progress westward before financial grief overtook it in the troubles of 1873. By 1878 it had been reorganized by a Red River steamboat operator named James Jerome Hill. Now it was less pompously rechristened the St. Paul, Minneapolis and Manitoba Railway. Hill encouraged Canadian friends to finance it, as the railroad now hoped merely to reach the Canadian border and meet feeders of the growing Canadian Pacific system. But in a few years the Canadian Pacific began pushing vigorously eastward around Lake Superior. Soon it would be much less dependent on its Minnesota railroad connections. And Hill's railroad had turned westward again, reaching Montana by 1887 and the state of Washington by 1893. Alone among the American transcontinental railroads, Hill's company survived succeeding financial depressions with an unbroken dividend record, thanks to sound planning and management. We mention this only to counter the notion that Jim Hill was a reckless spendthrift; the following pages will have little more such evidence!

Manitoba wheat and flour were still Hill's best cargoes in the late eighties. To carry these cargoes eastward, he circumvented the Lake Superior Transit pool of eastern railroad ships and built his own vessels. Cleveland's Globe Iron Works had grown into the

*Illustrations on
this page:*

*Ocean Fashions
in Lake Ships
(from drawings
by Samuel Ward
Stanton)*

*top--
Milwaukee, 1859*

*upper middle--
Owego, 1887*

*lower middle--
Virginia, 1891*

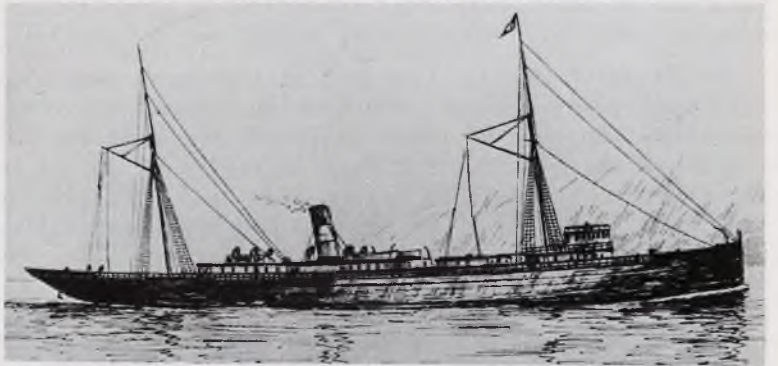
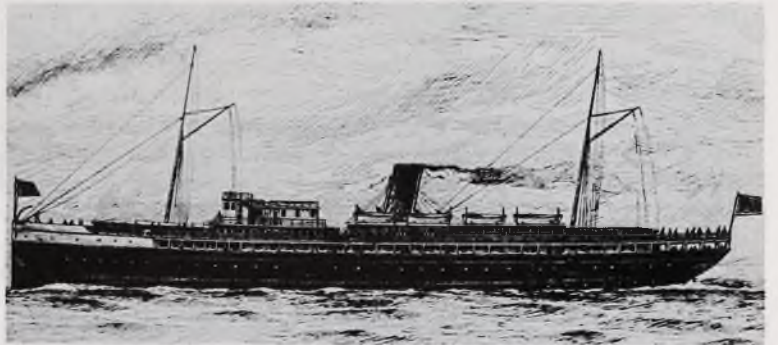
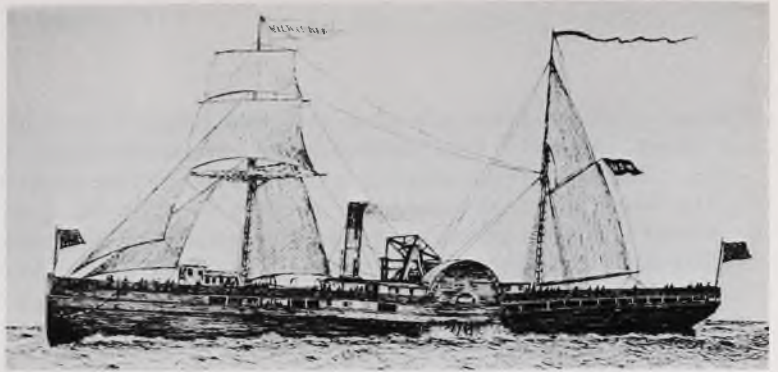
*bottom--
Manitou, 1893*

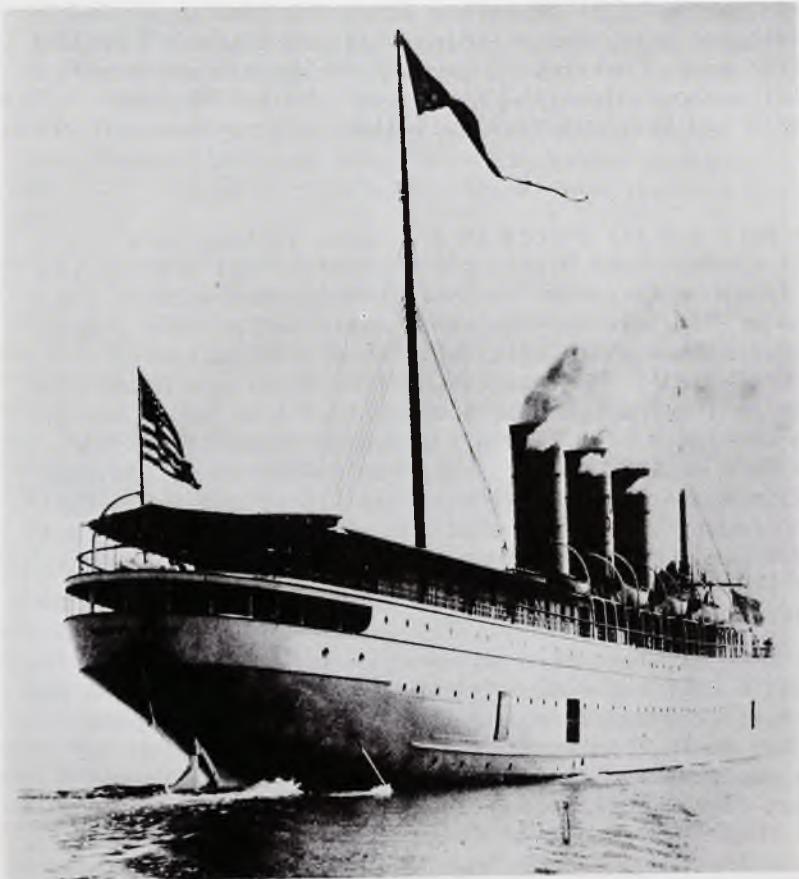
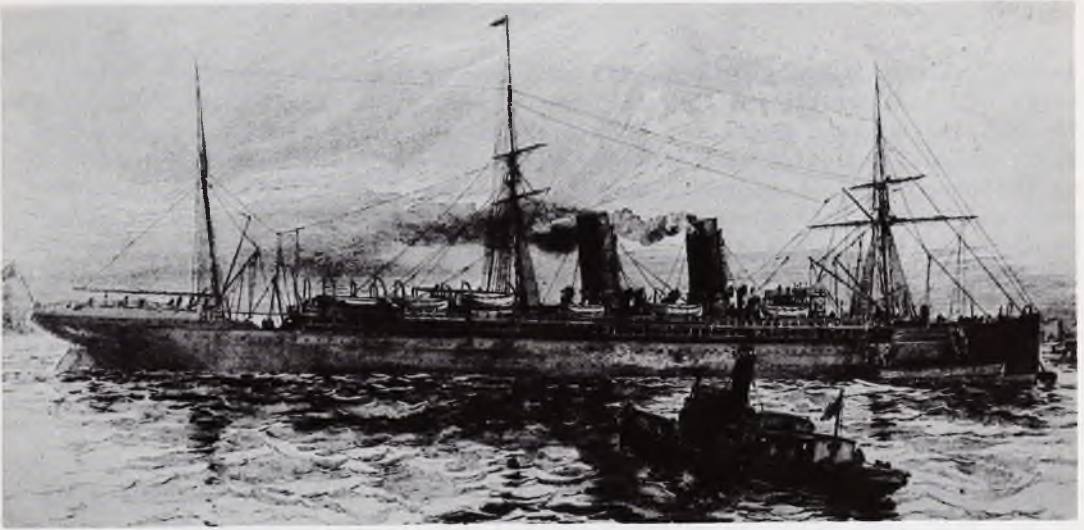
* * * *

*Illustrations on
opposite page:*

*top--Cunard liner
Etruria of 1884,
drawing from
Ocean Steamships.*

*bottom--stern of
North West is
like lower part
of that of
South American*





lakes' principal supplier of steel bulk and package freighters since its initial venture in metal shipbuilding, *Onoko* of 1882. In 1887 it had just built the bulk freighter *Cambria* with the lakes' first triple-expansion engine. And it was laying down the first of the ocean-style Lehigh Valley package freighters. Hill passed over the Lehigh Valley model in favor of one closer to *Cambria*. So Globe built the six 312-foot "Manitoba boats" for Hill's new Northern Steamship Company. These ships were *Northern Light*, *North Wind* and *Northern King* of 1887, and *Northern Queen*, *North Star* (i) and *Northern Wave* of 1888. Each could carry 25,000 barrels of flour, or 95,000 bushels of wheat, or 2,700 tons of iron ore.

Ordering six ships at once was a hint of the great lake fleet building soon to follow. In 1887, financing one large steel lake freighter usually required the resources of a railroad or a syndicate of investors. But around that year iron ore displaced wheat as the main lake cargo when the Minnesota ore fields were opening. Large steel and ore firms were coming into the picture. Thus in 1890-91 Minnesota Iron Company began shipping ore south from Two Harbors in six more Globe-built ships which were duplicates of the "Manitoba boats." The Menominee fleet was also organized then for six other very similar ships built by Globe. With the grain trade in mind, "Manitoba" package freighters could still be nearly interchangeable with "Minnesota" bulk freighters. The Manitoba boats had very graceful hull lines with pronounced shear.

* * * * *

The Globe yard won its chance to try ocean styling on a passenger liner when Lake Michigan's Goodrich fleet ordered its twin-screw flagship *Virginia* for Chicago-Milwaukee service (see illustration). *Virginia* had two raked masts and a raked stack amidships over cabins which originally were well contained within the hull shape. She was rated at 20 miles per hour. In 1891 she was considered the best product that lake yards had to offer. The Chicago fleets were all grooming their fleets for the World's Fair of 1893 there. *Virginia* prospered well enough in competition with two parallel railroad lines, and she might have won the consort mentioned when she was first ordered. But Alexander McDougall built his huge whaleback passenger steamer *Christopher Columbus* as a World's Fair attraction, and then put it in day service opposite *Virginia*.

One other Lake Michigan firm improved on *Virginia*'s suggestion. Lake Michigan & Lake Superior Transportation Company ordered the 303-foot propeller *Manitou* from Chicago Shipbuilding Company. This was a new South Chicago yard closely affiliated with the Globe Works management. *Manitou* carried only passengers and their baggage (see illustration). Her hull plating rose one deck higher than usual for lake ships, so the usual sheltered promenade was found on her hurricane deck instead of the spar deck. Her dining room was forward on the spar deck. This was

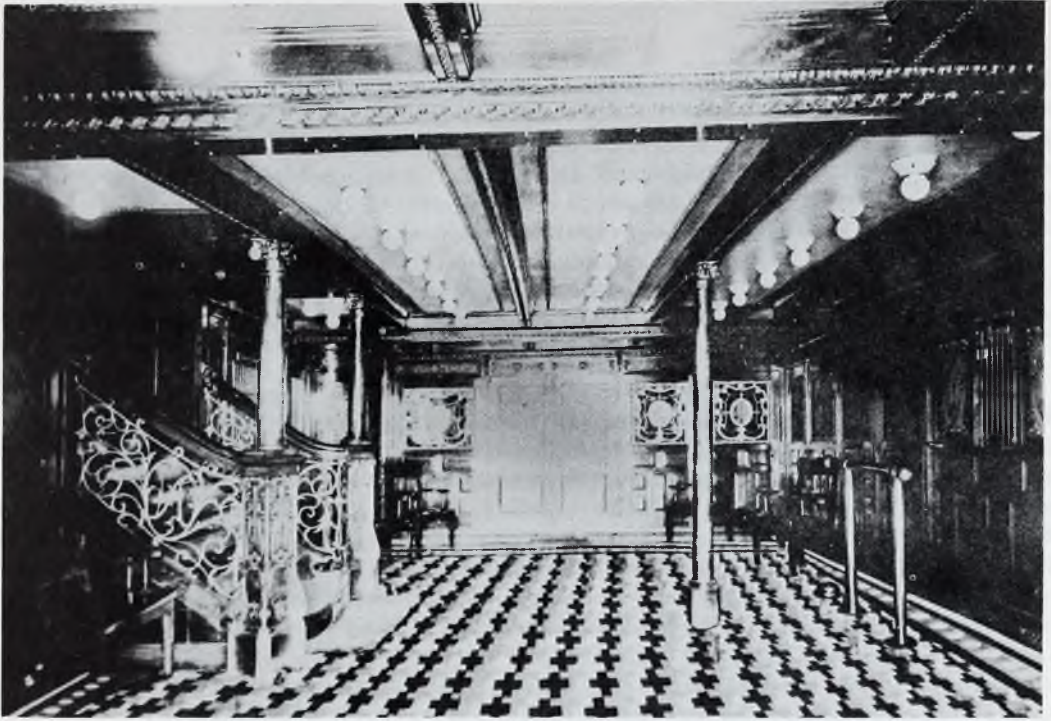
THE OCEAN LINERS OF THE LAKES

the usual position for dining space aboard upper lake propellers, where tables might occupy the forward end of the grand salon, flanked by staterooms. But *Manitou's* dining space was a separate room extending the full width of the ship. *Manitou* had 120 staterooms, all furnished with electric lights and running water. Her single raked stack was placed a bit further aft of amidships than Stanton's drawing suggests, so she had a hint of traditional lake propeller form to her. While other liners of her fleet ran all the way to Duluth, *Manitou* made shorter cruises twice weekly from Chicago, at first to the Soo and later only to Mackinac Island.

Virginia was brand new and *Manitou* was a-building when the Globe Works began planning their grandest passenger liners of all. The St. Paul, Minneapolis and Manitoba Railway had changed names again for one more appropriate to revived ambitions; as it had neared the Pacific coast in 1890, it became the Great Northern Railway. President Hill was now looking for a way to attract eastern passengers to travel on his new railroad to the Pacific and perhaps beyond to the Orient. His answer was like that of midwestern railroads of the 1850s which built huge steamers of Lake Erie and Lake Ontario for similar purposes. Why not reach across the lakes to Buffalo with lavish steamships which might carry 500 passengers to Duluth in sixty hours with a minimum of calls along the way. To avoid schedule interruptions for cargo handling, such liners might carry only passengers and their baggage. Published preliminary plans bore the tentative name of "*North America*" (see center spread). These were from designs of Adolph Sheldon.

First reports suggested four such liners, which vessel men dismissed as daydreams. Two liners were laid down during the summer of 1892 for delivery the next July. But the Worlds Fair summer came and went, followed by that year's financial depression. The liners were still on the building ways after absorbing expenses approaching double the original \$400,000 estimates for each, thanks largely to change orders of the owner. Vessel men nodded a knowing "I told you so." At last, work on one of the hulls came almost to a standstill. The other hull was launched on January 6, 1894, and christened "*North West*."

Today it is hard to realize what an impression *North West* must have made when she appeared in May of 1894. Even the Worlds Fair had not made Midwestern cities too worldly-wise to exclaim at the fantasy of a great ocean liner appearing in their midst. *North West* was 383 feet long overall, with beam of 44 feet. These are modest dimensions today. But they made *North West* and her later consort the last passenger ships to qualify as the largest ships of any kind on the Great Lakes. In appearance she resembled Cunard's new 620-foot Atlantic flagships *Campania* and *Lucania* and the slightly older *Etruria* (see illustration), except that the Cunarders had only two great funnels and had black hulls. *North West's* image was dominated by three huge buff-colored funnels over



Deck and interior views of North West

Opposite page:

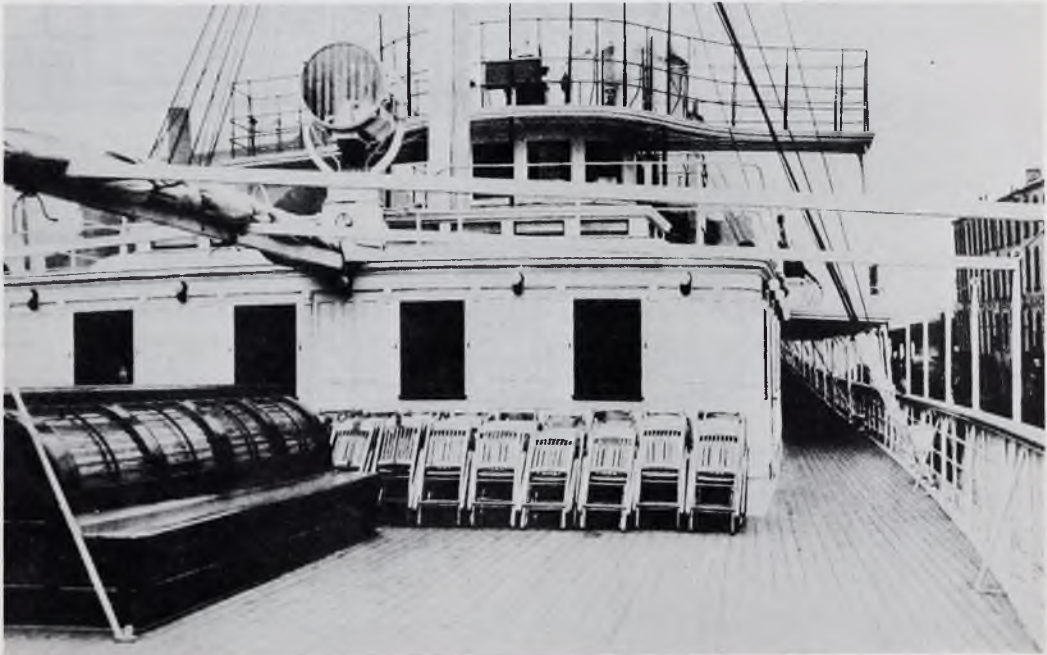
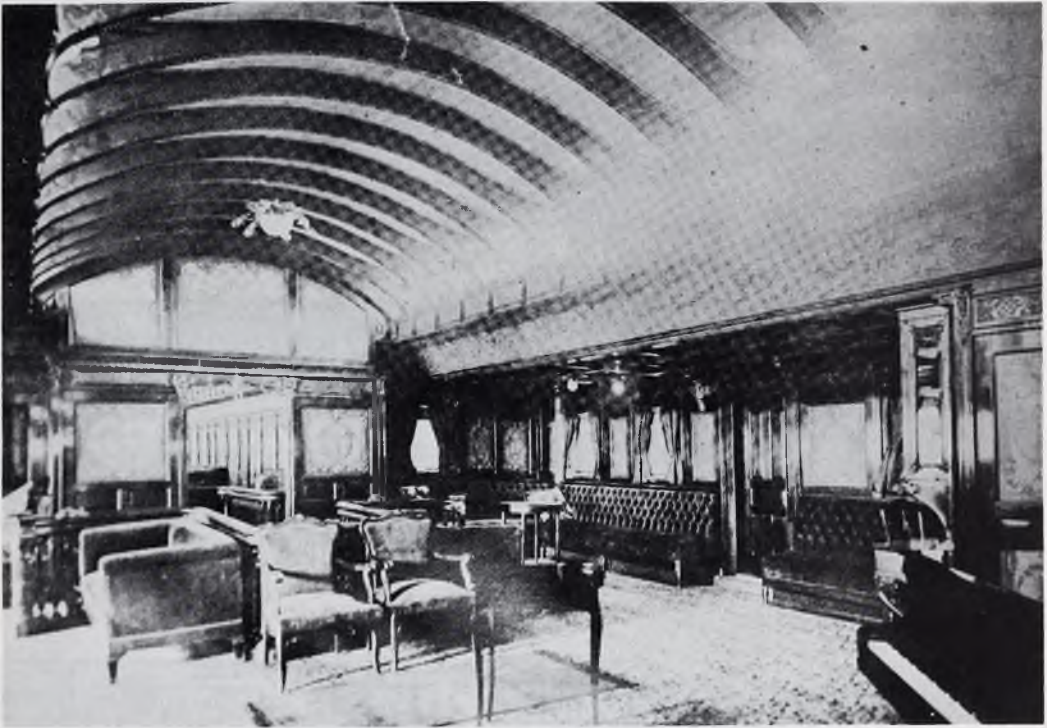
lobby (above)

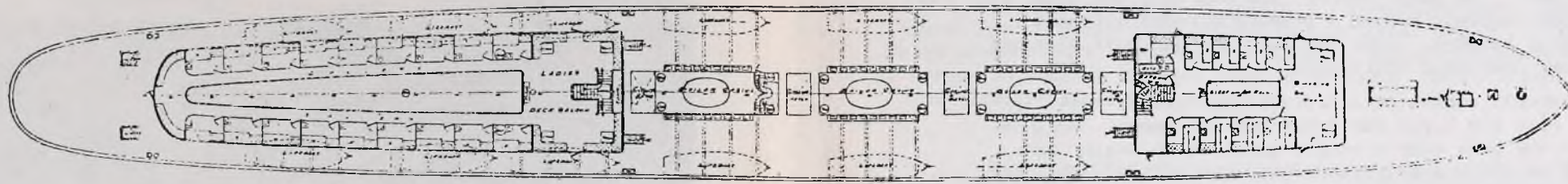
dining room (below)

This page:

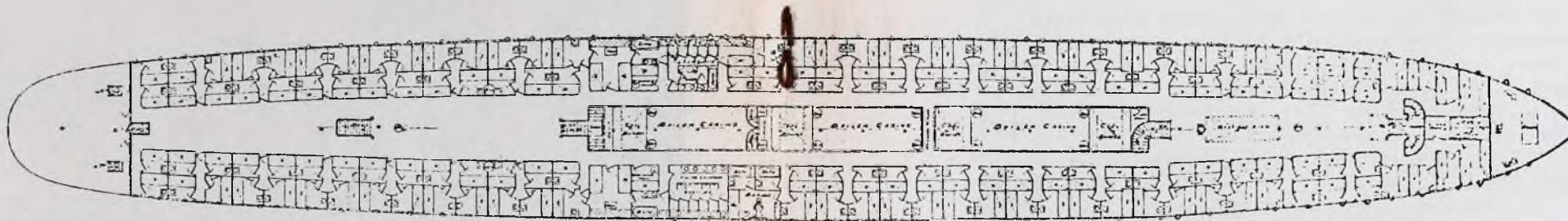
ladies' deck salon (above)

foredeck (below)

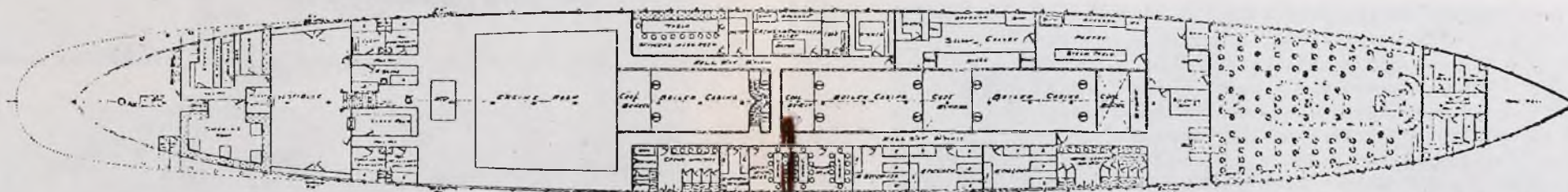




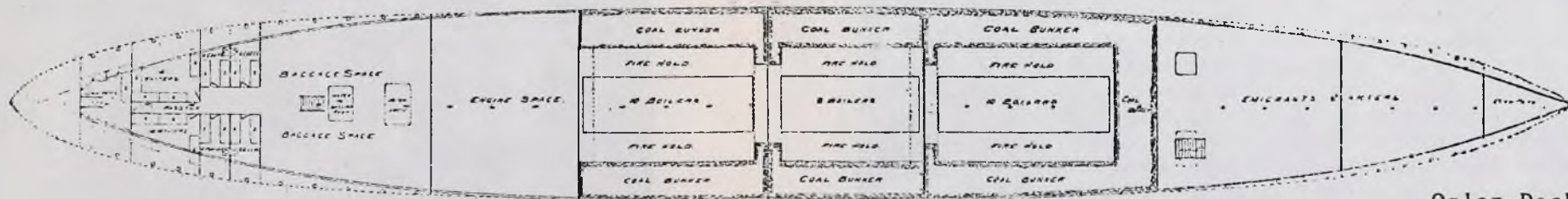
Hurricane Deck



Spar Deck



Main Deck



Orlop Deck

a graceful white hull. In ocean manner, she had only one deck of cabins exposed unobtrusively behind a promenade under lifeboat platforms and canvas awnings. Like *Manitou*, she had hull plating carried up past her spar deck staterooms.

The pair of quadruple expansion reciprocating engines that drove *North West* were the first the lakes had yet known; *Unique* appeared later in the year with a single quad. Each engine was rated at 3500 IHP at 120 r.p.m. (dimensions were 25"-36"-51½"-74" x 42"). Company literature colorfully compared her power plant to an equivalent of "42,000 men working together at 10,500 oars day and night." Her engines turned two four-bladed propellers thirteen feet in diameter. Steam fed the engines from twenty-eight Belleville water tube boilers, another innovation for the lakes. Water tube boilers were still very experimental, and scotch boilers remained standard for ships for many years afterward. The new boilers were troublesome. In one three-week period three firemen were badly scalded in separate accidents while tending them. It was said that Hill later sent to India for firemen who could stand the intense heat of the boiler rooms. *North West* boasted more electric lights than any other ship afloat--1560 as compared to *Campania's* 1320. Her large 100,000-candlepower searchlight forward had spent the previous summer as a Worlds Fair exhibit.

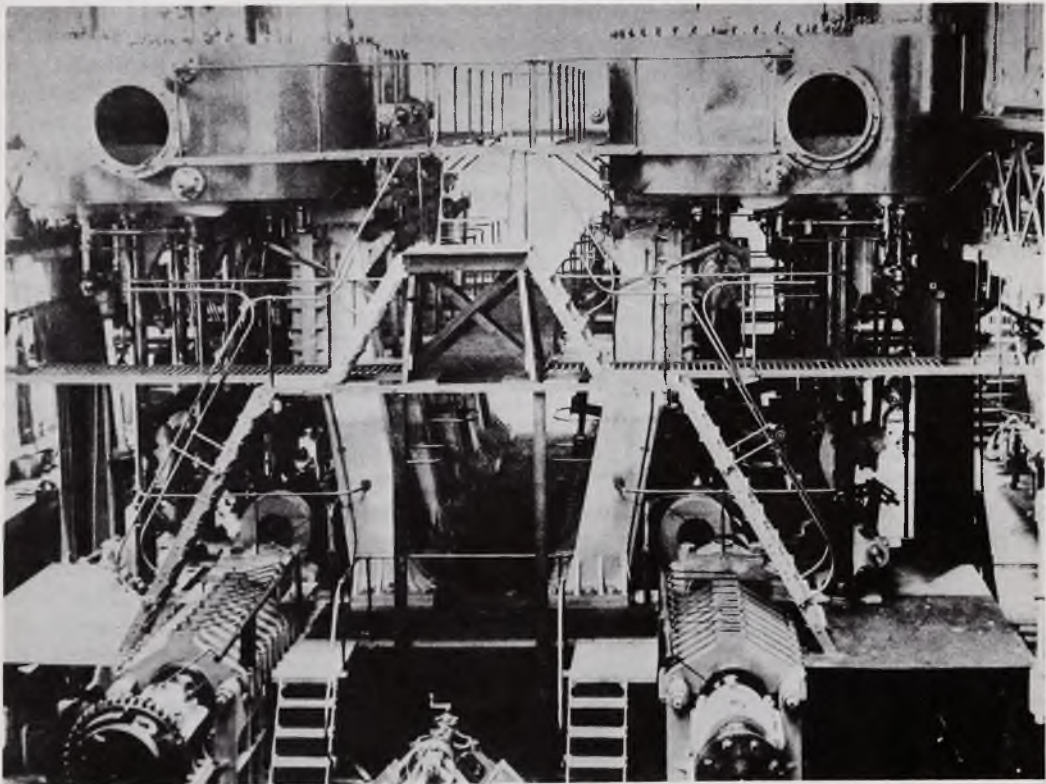
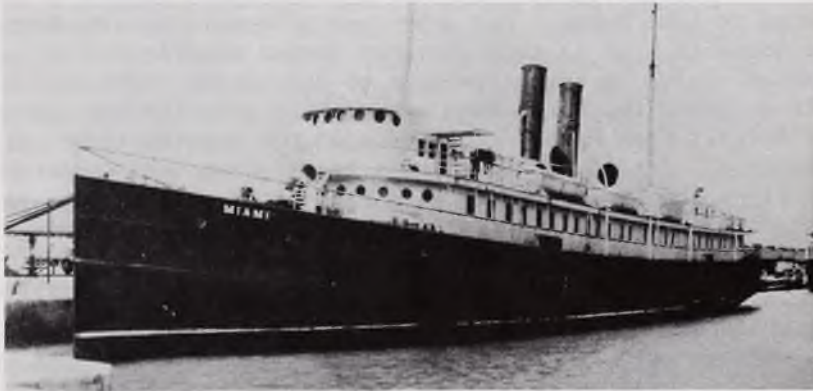
Photographs in this issue show the rich interior fittings of the cabins of *North West*. Passengers boarded her at a quarter-deck foyer with ship's offices and a staircase to the galleried grand salon. Aft of the foyer was a men's cafe, while forward of it was a platform where passengers could watch the engines. Major features of the public rooms were on the hurricane deck--a ladies' deck salon forward in the grand salon, and a smoking room fronting the forward deck cabin. Each stateroom had its own running water, electric lights and ship's telephone. Only the dining room seems to have fallen short of one's expectations. It suffered by comparison with those of the later propellers *Tionesta* and *Assiniboia*, which were amidships on the top deck, with broad windows for a fine view. *North West's* dining room was very plain, buried forward on the main deck over the steerage quarters. It had nothing of the rich space or leaded glass skylights then in fashion for dining salons of ocean liners. But in these days no other major lake steamers except day boats had dining rooms with anything but portholes for a view. Lake ship-owners needed another decade to think of richer surroundings for dining, which was after all the major pastime of a long lake trip.

North West made an introductory visit to lower lake ports in May of 1894. On June 5, she left Buffalo on her first trip to Duluth. On her way, she opened the new Hay Lake Channel of the St. Marys River on June 7. As the lakes' largest ship, she had her initial troubles in maneuvering. While coming about to call at Detroit downbound on June 18, she tried to avoid an anchored schooner and instead split open the stem of the new *City of*

Center spread: Tentative plans published in 1893 under name of "North America" in the first volume of the Transactions of the Society of Naval Architects and Marine Engineers.

Above on this page: Miami of 1897 was chartered for season of 1901, but was repainted in Northern Steamship colors, not as shown here. Photo from Steamship Historical Society of America

Below on this page: quadruple-expansion engines of North West as set up in Globe's machine shop in November, 1893, prior to installation aboard the ship.



THE OCEAN LINERS OF THE LAKES

Mackinac docked at Third Street. Continuing on, she bumped a scow and knocked a dock crane ajar before coming to a halt. A week later, she sank a fuel scow at Cleveland. Such first fumbling seems common for "largest" lake liners, including *City of Detroit III* and *Aquarama*.

But *North West* remained more consistently a terror to the upper St. Clair River, especially as she swept through Point Edward's narrow passage to Lake Huron. Her wake tore schooners or steamers from Sarnia moorings. It is said that her owners cheerfully accepted damage claims as advertisements of her speed. "The heavy swells on board the *North West* are not the only trouble..." quipped the *Detroit Free Press*, "but those on the outside seem to be the worst." Relief for the Sarnia people came that August when forest fires covered the lakes with a smoke worse than fog. *North West* had to move very cautiously in the rivers, then, and ruined her schedules by as much as a day's time.

Good will lost upriver was regained in the St. Clair flats, at least among children of the cottagers. *North West* would rush past, saluting them with five or six whistle toots and blasts of a toy cannon. The children would come out and dance on the shore or wave table cloths or flags; or they would take to small boats to cavort in her wake, which would sweep them up and set them on dry land.

The first season schedule did not permit *North West* a call at Mackinac Island. The D&C Line was happy for this, as she out-classed the fine Mackinac sisters they had just finished the year before. A clipping in Frank E. Kirby's scrapbooks shows the great naval architect's pleasure in seeing his *City of Mackinac* overtake *North West* at Marine City and beat her to Detroit by two miles. But such a result would have been less likely in deeper waters of Lake Huron.

Mackinac and Chicago passengers could still take *North West* up Lake Huron to Detour for a rendez-vous with the downbound *Manitou*. But the next year Mackinac was *Manitou's* terminus and now also a calling point for the Northern steamers.

North West faced other schedule delays at the Soo when long lines of ships formed to lock through. Relief would come only after 1895 when a second American lock and the new Canadian lock would open. When the 1894 season ended in late September, *North West* had made sixteen round trips and had carried 8,300 people.

* * * * *

Construction resumed on the mate for *North West*, which was launched on January 5, 1895, as *North Land*. Captain W. H. Campau moved over from *North West* to command her, while Captain Wesley Brown took his place. Until the bulk freighter *Victory* began sailing in August, both ships shared honors as largest ships of the lakes.

THE OCEAN LINERS OF THE LAKES

In this new season, *North West's* image appeared at the top of the government pilot rules, replacing a cut of an ancient man-of-war. Other lake lines were allowed to paste pictures of their own ships over this image when posting the pilot rules on their ships.

A new schedule was published for 1895; departures from Buffalo would be at 9:30 p.m., and from the following other ports at 3 p.m. *North West* would leave Buffalo Tuesdays, Detroit upbound Wednesdays, Duluth Fridays and Detroit downbound Sundays. *North Land* would leave Buffalo Fridays, Detroit upbound Saturdays, Duluth Mondays and Detroit downbound Wednesdays. What a sight it must have been to cross from Detroit on a Windsor ferry on a Wednesday afternoon and see both grand liners arriving from opposite directions! Westbound calls at Cleveland transferred passengers at the breakwater via the steamer *Post Boy* acting as a tender. In later season eastbound passengers for Cleveland were transferred at Detroit to D&C ships to save time.

Alongside the Northern steamers, the Anchor Line triplets *India*, *China* and *Japan* seemed ancient for their 25 years of age. So their chief attraction in Duluth service was to make many calls along the way. More formidable competition came from the Canadian Pacific, which since 1891 had kept a spare boat laid up, after traffic from Owen Sound decreased for a time. In 1895 it could spare *Alberta* to carry passengers from Windsor to the Canadian lakehead to meet its own transcontinental trains. The service was not long-lived, however. The Beatty liners also sailed to Lake Superior from Sarnia, and there were many propellers running there from Georgian Bay.

North West and *North Land* continued paired in service to Duluth until 1901. The Buffalo exposition that year made it worth their while to transfer to Buffalo and Chicago service. This revived direct passenger sailings which for a quarter-century had been replaced by Lake Michigan and Lake Huron steamers making connections at Mackinac. To keep alive service to Duluth, the Northern Steamship Company chartered the 239-foot steamer *Miami*, built four years before at Philadelphia. She met the two other steamers at Mackinac for northbound passengers. After one season *Miami* returned East, and was later familiar there as *Steel Pier*.

During the winter of 1901-02, *North West* and *North Land* were rebuilt. Out went the bothersome water tube boilers, and in went scotch boilers in their place. These occupied much less space, allowing one funnel to be removed forward. They also made possible a boost of horsepower to 8600. In place of the lost stack, the dining room was enlarged and great changes occurred forward on the upper decks. The pilot house was boosted a deck higher and further forward, above a new cabin of 34 parlor staterooms. The forward smoking room was exchanged for a larger one aft. Much of the cabin work remained unchanged, but the appearance of the sisters was transformed.

THE OCEAN LINERS OF THE LAKES

During the 1902 season the sisters remained paired in Chicago service, now apparently without help of *Miami*. But *North West* returned to Duluth service in 1903. Now each ship was assigned to the route that would concern the rest of its career. But *North West* found the Anchor Line's brand new *Tionesta* also in Duluth service, while a new Canadian *Huronic* had started running from Sarnia in 1902. In a decade Lake Superior had eight of these new propeller passenger liners (see *Telescope* for March, 1963). These were package cargo carriers which could pay their way with fewer passengers than *North West* carried. They had a high proportion of public rooms which, beside the usual grand salon, included more livable smoking rooms, ballrooms, drawing rooms and bars.

The package freighters of Northern Steamship Company had been gathered into a pool of several fleets known as Mutual Transit Company, with headquarters in Buffalo. *North Star* sank in Lake Erie in 1909. Three new 350-foot package freighters were built in 1910--*North Lake*, *North Sea* and a new *North Star*.

In June of 1911, *North West* was fitting out at Buffalo for the new season when oils exploded in her paint room and set her on fire. There was no steam in the boilers for pressure, so her fire apparatus was helpless. Moored alongside was *North Land*, which was badly scorched before tugs pulled her free. Water sprayed from ashore quenched the fire after it consumed *North West's* superstructure, and she filled and settled on the bottom of the Blackwell Canal. She was later raised, but plans to rebuild her were set aside. Some theorize that new plans were drawn for a smaller replacement, and were used instead to build *North American* in 1913 for Chicago, Duluth & Georgian Bay Transit Company. If so, this would explain similarities in name and appearance.

North Land continued in service from Buffalo to Chicago until the First World War. In 1915 was passed legislation requiring railroads to give up shipowning. The Great Lakes Transit Company was formed to pool the best ships of the American lake package freight fleets. *North Land* had no place in this scheme of things, probably thanks to her high operating costs. After the war she was sent to salt water for service overseas, but her plans fell through and she was scrapped at Quebec.

The burnt hulk of *North West* had already started eastward during the war, for rehabilitation as an ocean freighter with new machinery. Like *North Land* it was too long for Canadian canals and had to be broken in two for the passage to salt water. In a storm on Lake Ontario the forward section was lost. But the after section survived for incorporation in what became the Canadian freighter *Maplecourt*. After war duty she returned to the lakes. War called her to the Atlantic again in 1940. Now the remains of her luck was running out. Early the next year a torpedo sank her in the North Atlantic.

—G. P. B.

GREAT LAKES AND SEAWAY NEWS

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Barry Gillham, *Toronto* Dan M. Weber, *Toledo*

May 1...A new record of 28,849 tons of iron ore was set by CSL's M.V. SAGUENAY, when she passed through the Seaway, surpassing her old record of 28,649 tons. She also holds the record for cargoes of corn and oats.

...Strike at the Port Weller Drydocks has left the DOLOMITE, (a.EMPIRE CITY, b.SUMATRA) stranded in the drydock.

May 3...The freighter OCEANIC WAVE is the only vessel now in the Pacific Ocean claiming Cleveland, Ohio, as her home port, is due to arrive at Viet Nam today with military cargo. She is owned by the Oceanic Pioneer Steamship Co. of Cleveland, Ohio, but is presently under charter to the Military Sea Transport Service.

...MAPLECLIFF HALL begins its maiden voyage.

...For the second time within 48 hours, fire broke out along the Montreal waterfront, gutting shed 19. The fire on Sunday swept through sheds 44 and 45. It was believed the causes were not related.

...The French Navy destroyer COMMANDANT BOURDAIS arrived in Montreal for a five day good will visit.

May 4...American Ship Building Co. is the apparent low bidder for construction of an oceanographic ship for the Coast and Geodetic Survey. The ship will be 278 feet long, a beam of 51 feet, a depth of 25 feet, and will draw 16 feet. The Company has the option of building the ship in either the Toledo or Lorain yards.

...Great Lakes fleets last month hauled a whopping 5.5 million tons of iron ore, largest total since 1960. Ore from U.S. sources totaled 5.2 million gross tons, and from Canada 300,000 tons.

...The KINSMAN INDEPENDENT left Fraser Shipyard in Superior, the first time she has seen service since 1960. This leaves only one idle vessel at the head of the Lakes, as against 16 in the summer of 1963.

...The former Greek freighter ORIENT TRADER, (a.STAMFORD VICTORY, b.BRITISH PRINCE, c.MANDAGALA), has been sold for scrapping in Spain by Marine Salvage, Ltd. of Port Colborne, was towed from Toronto by the tugs GRAEME STEWART and HELEN M. McALLISTER.

...L. A. McCOQUODALE, (a.SUPERIOR, b.RALPH BUDD), cleared Toronto for the last time bound for Hamilton where it will be cut up at Stratherne Terminals.

...Washington, D.C.: The U.S. was represented here as being willing to accept a small increase in Seaway tolls if necessary to avoid construction of an all-Canadian Seaway. Public hearings will be held May 25 in Ottawa, and in Chicago on June 1.

May 5...Halco's new MAPLECLIFFE HALL passed through the Seaway on her first trip loaded with iron ore.

...Society of Naval Architects and Marine Engineers meeting in Detroit.

...The 128 ft. tug OLIVER L. MOORE and her 245 ft. grain laden barge were grounded on Little Point Sable, when caught in a Lake Michigan squall. Coast Guard lifeboats rescued 12 crewmen from the tug. The skipper had decided to change from pushing the barge to pulling it at the end of a tow line. During this maneuver, the tug's anchor knocked a hole in her own hull. Unable to cut the steel towing cable, the skipper headed for the beach, as his vessel shipped water. The barge's 90,000 bushels of corn, destined for Viet Nam, via Rockport, Maine, was apparently unharmed. Work on salvaging the vessels will get under way shortly.

...The EXTAVIA of the American Export Isbrandten Lines, rammed the breakwater in Milwaukee Harbor, and tore a large chunk of concrete out of it. After inspection by divers showed that the ship suffered only slight damage and took on no water, she left for Montreal.

May 6...A bill was introduced in Congress to encourage replacement and modernization of merchant ships, including those used on the Great Lakes, by tax incentives. The legislation is patterned after a Canadian program which has resulted in construction of a new Canadian Great Lakes fleet in the last few years.

May 7...Three Coast Guard Captains on Great Lakes posts are going to retire. They are Captain G.T. Applegate, Captain of the Port of Chicago; Captain J.E. Hocking, Captain of the Port of Duluth; and Captain J.E. Rickey, who is in command of the Great Lakes.

...A four year old ship of Belgian registry and under a Canadian charter, the 9,000 ton S.S. PALIGNIES, was to be seized today at Toledo, Ohio, after being named in a law suit in U.S. District Court. The ship was named in a suit seeking almost \$7,000 in unpaid claims for damaged and lost cargo. The Admiralty suit claims that on a voyage in May of 1965, from Osaka, Japan, to Toledo, cargo was damaged and lost.

GREAT LAKES AND SEAWAY NEWS

...Labrador Steamship Company's new ore boat, the A.S. GLOSS-BRNNER was launched at Davie Shipbuilding, Ltd., Lauzon, Que. The new 730' x 75' bulk carrier is powered by a six cylinder Sulzer diesel engine developing 9,600 b.h.p., was sponsored by Mrs. Glossbrnner.

May 8...Fire aboard the COALFAX in Kingston Harbor was soon extinguished, cause not known as of now.

May 9...Longshoremen in Montreal and Quebec City walked out again to protest parking tickets.
...The excursion vessel SHOWBOAT enroute from Chicago to Cleveland, put into Muskegon today to repair damages suffered on Lake Michigan.

May 10...The steamer W.F. WHITE of the Bradley Fleet was in Christy Shipyard for riveting work on her shell. Stress of weather was blamed for the condition that required repair.

...American Ship Building Co., Lorain, has been awarded a 1.5 million dollar contract to jumboize an ocean ship and convert it to a tanker. The job is unique in that they will use an old midbody cut out of a U.S. Navy oiler, construct a new 57' section to add to it, and then insert the whole thing into an old ship, using the bow and stern of the latter vessel. The finished product will be a 20,000-ton deadweight tanker almost 600 feet long and 75 feet in the beam. The work is being done for Traneastern Corp. of N.Y., which operates a salt water fleet of tankers and freighters.

...The second day of a wildcat strike by 3,500 longshoremen in Montreal, has tied up forty-nine ocean ships and eighteen lakers.

...The BALTIJSK is the first Russian vessel to visit Kingston, Ontario.

May 11...Lake States set to fight higher tolls on Seaway.

...The Roen Salvage Co. fifty-two foot tug BUDDY capsized and sank in 600 feet of water in Lake Michigan. The crew was rescued by another tug of Roen's, the ARROW. They were taking a derrick barge from Sturgeon Bay to Manistee. While changing towing position, the BUDDY's engine stopped just in front of the moving barge, and the barge rolled the tug over. After saving the crew, the ARROW continued with the barge the rest of the way.

May 12...The tug OLIVER L. MOORE, owned by Moore Towing Co. of Newport, Va., entered Muskegon in tow of the tug ROY R. LOVE, after she had been released from the beach at Little Point Sable. Her 245 foot barge had been released on May 6.

...The 470 foot Italian freighter CAPO NOLI collided with a railroad bridge at Welland, Ont., in the Welland Canal, tearing a 10 foot gash in her bow. The impact jolted the railroad tracks $\frac{3}{4}$ of an inch out of line, enough to halt rail traffic. She was able to proceed upbound. She is operated by Montship-Capo Lines of Montreal. Cause of the accident was not determined.

May 13...The old carferry ANN ARBOR NO. 5, out of service for a year, has been sold to a San Francisco firm for an undisclosed use.

...Montreal dock strike still on. There are 115 vessels moored or anchored in the St. Lawrence River including 79 salties.

May 14...The whaleback JOHN ERICSSON was towed from Toronto to Hamilton, where she will become an exhibit at Confederation Park Lagoon as a Marine Museum.

May 16...The master of the EXTAVIA has been charged with negligence in an accident in Milwaukee earlier this month, in which his ship hit the breakwater. He was charged with two specifications: that he failed to use properly the services of the pilot, causing the vessel to strike the breakwater; that he maneuvered in an unseamanlike manner, causing the vessel to strike the breakwater. A hearing will be held when the ship returns to the Lakes.

...Closing of the Marine Hospital in Detroit has been cancelled, it is announced by Rep. Edward A. Garmatz D-Md., chairman of the House Merchant Marine and Fisheries Committee. The administration had previously announced plans for closing the facility, the last Marine Hospital on the Great Lakes. The word was received with satisfaction by the Lake Carriers' Assoc., which has been fighting to retain the hospital.

...As of May 15, there were 145 ore boats operating out of a total fleet of 152, or just over 95% in commission. These are U.S. ore boats only and does not count self-unloaders. Of seventeen fleets reporting, thirteen are operating 100% of their boats. Of the others, the Pittsburg Fleet is operating forty of forty-three; Interlake, fourteen of sixteen; Columbia, five of six. The Tomlinson Fleet's single ore boat is not operating.

May 17...The Norwegian freighter BJORGSUND collided with an empty fuel barge, which was being towed by the tug HARRIET MORAN, in the St. Lawrence River, causing an explosion on the barge and a small fire aboard the BJORGSUND. The fire was quickly extinguished with little damage, and no injuries were reported. After the collision, the BJORGSUND drifted against a shoal and suffered some rudder damage. She has a hole in her bow from the collision. The barge and tug were upbound and the BJORGSUND was downbound. There was no explanation of what caused the collision.

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May 18...The greatest assemblage of legal talent in the Admiralty field seen in Cleveland since the Noronic disaster gathered to confer with Judge James C. Connell on the CEDARVILLE case. A total of twenty lawyers were present, representing various groups of claimants and defendants.

May 19...Speaking before the Propeller Club in Chicago, Maritime Administrator, Nicholas Johnson, announced approval of existing Great Lakes-overseas trade routes on a permanent basis. This means that American ships operating on these trade routes will be eligible for operating subsidies from the M.A. As for American Shipyards, he suggested four moves. (1) Multiple-ship contracts permitting production line methods and capital investment in new equipment; (2) Simplified ship design; (3) Increased labor productivity through job interchangeability and flexibility in work rules; (4) Assistance from the government in form of funds for research and development.

May 21...Plans for a new Welland Canal which would accommodate larger ships is under consideration by the Canadian Government. A second project for 8.5 mile by-pass around the City of Welland, has already been approved, and should be completed by spring of 1972. All highway bridges are to be eliminated and replaced by vehicular tunnels.

May 26...The Great Lakes Commission added its voice to others protesting the toll increase on the Seaway, because it might discourage shippers, hampering the development and hurting the economy of the eight Great Lakes States represented on the commission.

...The union for the Canadian Seaway workers are going to urge its 1,200 members to reject a Federal conciliation board report and go on strike. The union wants a 35% boost in pay to bring Canadian Seaway wages up to those paid on the United States side of the waterway. A mid-June strike date was likely.

May 27...Federal marshals seized the 8,272 ton Dutch M.V. BINTANG in Milwaukee. The Kewaunee, Green Bay, and Western Railroad and the North Western Railway have a suit for \$2,195, charging that the ship struck a bridge pier at Green Bay in September 1963. The ship's agent was arranging to post bond.

...Canada-bound cargoes being unloaded at Toledo. The nineteen day strike of longshoremen in Montreal forces diversions of some goods from Red China. More than 1,380 tons of cargo, originally slated for Montreal, was set ashore at Toledo Marine Terminals. The cargo included twenty cases of menthol crystals and some "New China Peppermint" slated for delivery in Toronto. The Red China products, illegal in the U.S., will be loaded into sealed trucks and delivered to their Canadian destination.

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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