

TELESCOPE



September, 1966

Volume 15, Number 9

**Great Lakes
Maritime
Institute**



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

Cover: One of the propellers of Independence, now in a park at the Soo. Opposite page: the McKnight steamer Baltimore and his Chippewa Portage railroad which preceded the canal at the Soo.

MEETING NOTICES

GENERAL MEETING, Friday, November 18, Dossin Museum, 8 p.m. Father Dowling will present a program on the history of U. S. Steel's Pittsburgh fleet.

BUSINESS MEETING, Friday, January 6, 1967, at Dossin Museum, 8 p.m. Members and guests are welcome to these meetings of the Institute's Board of Directors.

GENERAL MEETING, Friday, January 27, 1967, at Dossin Museum, 8 p.m. A program of entertainment will be featured.

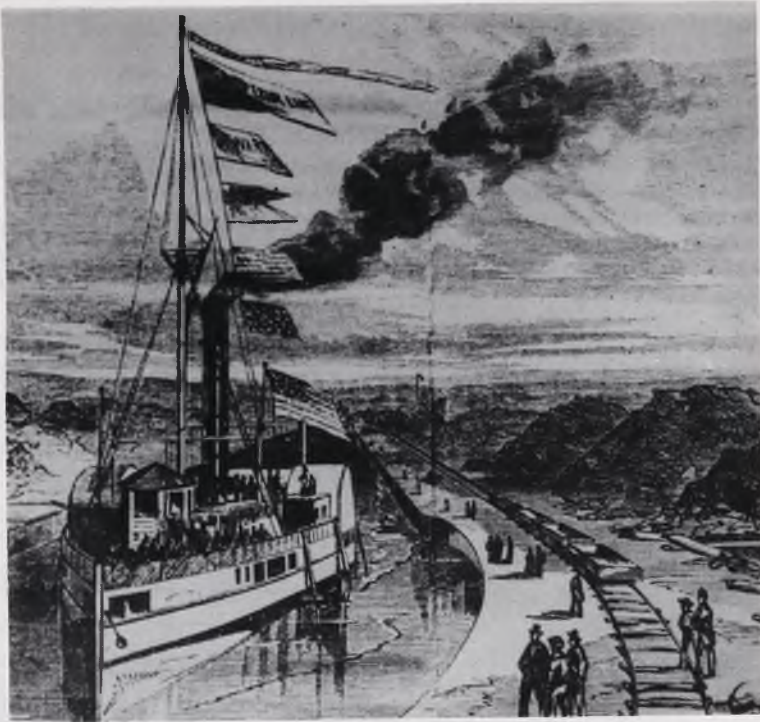
Captain William J. Cowles

It has been several years since *Telescope* has had the regretful task of announcing deaths among its close friends. Now two have occurred on successive days.

Captain William J. Cowles died unexpectedly in a Grand Rapids hospital on Monday evening, October 31, at age of 56. Cap had been the Institute's president for four years beginning in 1958 while it was still the Great Lakes Model Shipbuilders' Guild, and he served three more years as vice-president. Thus he helped to shepherd the Institute through a difficult time when the *J. T. Wing* schooner museum was no longer present to encourage participation of Institute members. It was a time when the basement marine display in Detroit Historical's Main Museum made the prospect of the Dossin building seem a dream. The Guild-Institute needed a revived sense of purpose, and Captain Cowles' leadership was in great part responsible for seeing that the organization survived to serve the Dossin Museum. For some of us who are shore-bound amateurs in following lake lore, Captain Cowles was also perhaps the only lake shipmaster that we knew as a close friend. Cap was a native of Mackinac Island, and began his sailing career on the wooden Arnold Line ferry *Islander*. He went on to sail with the Pittsburgh fleet, and finally served the Detroit river ferries of the Chesapeake & Ohio. He commanded the old *Pere Marquette 14*, but went ashore to C&O office duties when "his boat" was scrapped and the river ferries were transferred to Port Huron - Sarnia service. Cap and his family recently moved to Grand Rapids; in that sense, the Institute has already missed him; but we feel the loss even more now.

We also are sorry to learn that death took the wife of our fellow Institute director Lloyd Chapman on October 30. We are also grateful to Lloyd Chapman for having overseen the Institute's new book project (see pages 206-07), and are thus especially sorry that this unhappy event prevents his enjoying satisfaction of a fine job well done.

--G. P. B.



COLONEL McKNIGHT AND THE STATE'S NEW CANAL

A new lock for future lake ships as long as Queen Elizabeth is nearly finished at Sault Ste. Marie. The new lock replaces the Poe Lock of 1895, which in turn had replaced the old State Lock of 1855. The State Lock was the Soo's first shipping lock, excepting a very early lock for fur trade canoes, now reconstructed at the Canadian Soo. A decade ago the centennial of the State Lock's opening was an occasion for dusting off the well-known history of its construction and the role of Charles T. Harvey in the work. The coming opening of the giant successor to its successor in 1967 will certainly invite another round in the storytelling. Perhaps we may be forgiven here if we turn aside from the central familiar theme and digress instead upon a sidelight of events leading up to the opening of the canal.

**Part 1: A Fortune for
A Man Who Stays Behind?**

COLONEL McKNIGHT AND THE STATE'S CANAL

As part of its ambitious public works program of railroads and canals in the middle 1830s, the new State of Michigan had engaged a contractor to dig a canal around the St. Marys rapids. But the project came to nothing, for the financial troubles of 1837 set in. Michigan was unsuccessful in appealing to the United States Congress for a land grant to finance such a canal. In the Senate debates, Henry Clay had seemed quite justified in his now-famous observation that the canal project was "a work quite beyond the remotest settlement of the United States, if not the moon.

Indeed, the fur trade had already moved further west from Lake Superior. Briefly its place was taken by the fishing trade. In 1840 Lake Superior led other Great Lakes regions by far in producing barreled fish for sale elsewhere in the country. But six years later Lake Superior was producing only one-seventh of its 1840 output, while Mackinac took over the lead instead. As early as 1843, American Fur Company's schooner *William Brewster* had been portaged out of Lake Superior, so discouraging were the prospects for Lake Superior trade.

But 1843 was also the year that Washington was becoming aware of the copper wealth of the Lake Superior region, thanks to the reports of Michigan's state geologist, Douglass Houghton (although Benjamin Franklin was possibly thinking of Isle Royale copper when he urged Britain to yield this region in negotiations for the Peace of Paris after the Revolutionary War). By the winter of 1843-44 five companies were setting up copper mines in the Lake Superior region, and the rush was beginning. In July of 1845, every boat reaching the Soo brought Easterners coming to make their fortunes. Most of them inevitably returned southward before winter, "looking as if they had met with fisherman's luck." In September, 1845, the Lake Superior fleet of schooners supplying the mineral region had grown to include *Algonquin*, *Swallow*, *Uncle Tom*, *Merchant*, *Chippewa*, *Ocean* and *Fur Trader*. Oliver Newberry was having Captain Goodsell build him the schooner *Napoleon*. The propeller *Independence* was being worked across the portage to become Lake Superior's first steam vessel. And Colonel Taylor's sidewheeler *Julia Palmer* was imminently expected at the Soo for portaging, too.

Copper dominated the early 1847 mineral reports, together with silver discoveries. "Inexhaustible" iron ore was barely mentioned, with no hint that anybody thought it worthwhile to begin mining it. But by late July, 1847, an iron smelting plant was bound for Carp River aboard *Independence* to serve promoters from Jackson, Michigan. Before the year ended, Cleveland promoters had formed another company to begin what grew into Cleveland's dominating role in developing the iron ore resources of the Lake Superior region. With new reasons for a canal around the St. Marys rapids, Michigan's legislature granted incorporation to a canal-building company in early 1847. But the moment was still too early, and again nothing came of it.

COLONEL MCKNIGHT AND THE STATE'S CANAL

If there was a fortune to make in the mineral country, there also seemed to be a fortune back at the Soo for the man who could stay there and organize provisioning for the mining men. The output of the mines also had to be shipped south, after it was portaged at the Soo. This prospect interested Colonel Sheldon McKnight, who had come to the Soo in 1845 as President Polk's Mineral Agent for the Lake Superior region.

Colonel McKnight had come to government officeholding from a newspaper career. He had been Postmaster of Detroit in 1836 to 1841, and had acquired his military title serving on Governor Mason's military staff at that time. But he is best remembered for his newspaper work. Born on August 30, 1810, in Herkimer County, New York, he had come to Detroit as a boy of ten. There he apprenticed and became a journeyman for his uncle John Sheldon's newspaper, the *Gazette*. Fire suspended the paper in 1827, but McKnight soon afterward launched his own. In May, 1831, this became part of the new *Democratic Free Press*, and McKnight was its editor and publisher until February, 1836. His name will surely be confused with the name of John S. Knight, today's publisher of the *Detroit Free Press*, which survives as one of Detroit's pair of daily papers.

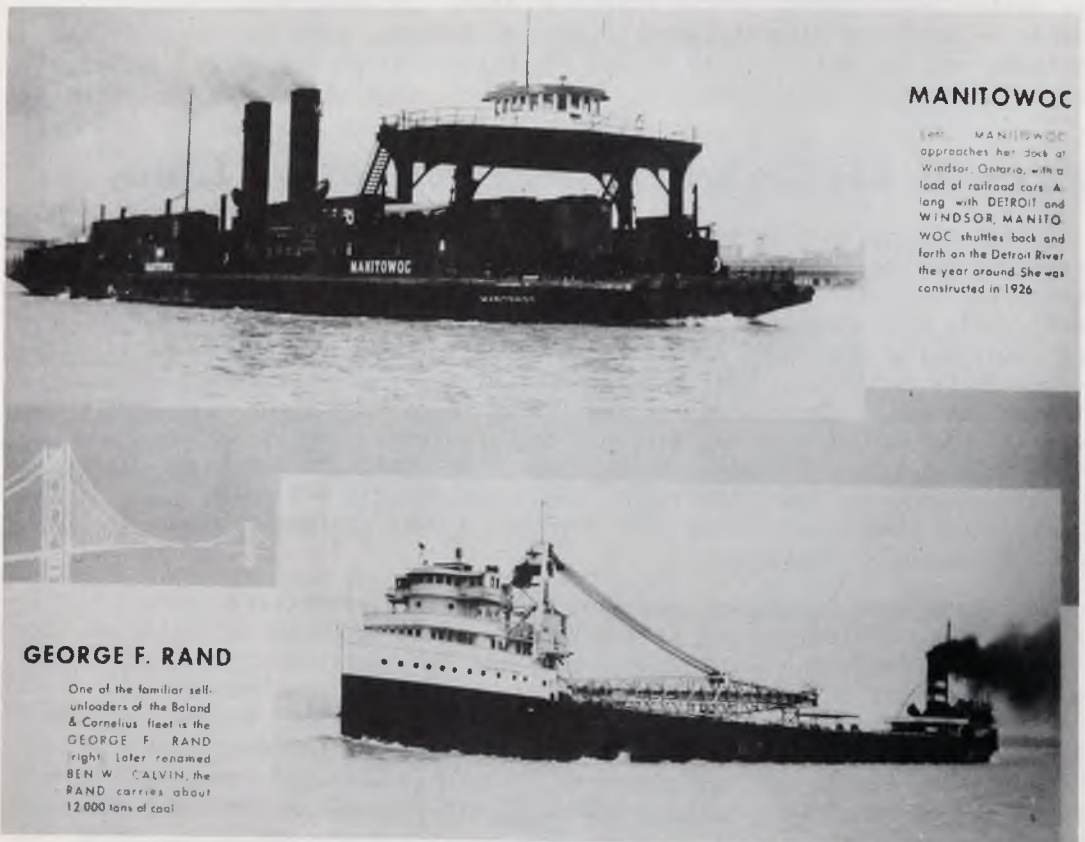
Part 2: McKnight's Lake Superior Line

In 1847 Colonel McKnight acquired the schooner *Meteor* to carry cargo between Detroit and the Soo, as an arm of his new freight forwarding business. This was the pioneer of what later became "McKnight's Lake Superior Line." Colonel McKnight also became the agent for a new steamer line to the Soo from Detroit in 1847, organized by Samuel and Eber Ward as part of their growing lake steamer network. Their *Champion* was joined in 1848 by their *Detroit*, and the service was extended to Cleveland. For 1849 the Wards employed only *Columbia* on the route. But McKnight acquired his own steamer to share the route. This was the old *Benjamin Franklin* of 1842, which as we have seen was a name appropriate to the Lake Superior region.

McKnight's operations were maturing by 1850. He advertised that he could deliver copper at New York, Boston and Pittsburg. His steamers connected at Cleveland with the Pittsburg canal boats. McKnight obtained the steamer *London* from the new Detroit and Cleveland line to run opposite his *Benjamin Franklin*. For Canadian services he was agent for the propeller *Earl Cathcart* running to Montreal. On Lake Superior McKnight's Line had two propellers serving the mineral country. These were the pioneering *Independence* and the former schooner *Napoleon* which had been

(Continued on page 214)

An Institute committee has produced a new book of photographs of *Great Lakes Ships 1925-1950* for sale material for the Dossin Museum *Western States* newsstand. The book makes available photographs in the Museum collection--especially the McNutt collection photographs which the Institute bought for the Museum several years ago. This collection contained much of the work of Captain William Taylor, the best marine photographer the lakes have known. Lloyd C. Chapman was chairman of the book committee, which also included Father Dowling, Pat Labadie, Bill Labonville, Bob Lee, Emory Massman, Bill Moss, Bob Radunz and Don Richards. Two photographs below show a sample page spread, conveying a better idea of the book's scope than our words could do. The Museum newsstand sells the book for \$1.25 over the counter or \$1.50 by mail. Its 36 pages are about 8½" x 11", and show a fine printing job. Lloyd Chapman, who is retired from graphic arts work for Bell Telephone, gives the book a handsome graphic design format. The title date of 1925-1950 refers to the time when the photographs were taken.



MANITOWOC

Left: MANITOWOC approaches her dock at Windsor, Ontario, with a load of railroad cars. A long with DETROIT and WINDSOR, MANITOWOC shuttles back and forth on the Detroit River the year around. She was constructed in 1926.

GEORGE F. RAND

One of the familiar self-unloaders of the Boland & Cornelius fleet is the GEORGE F. RAND (right) later renamed BEN W. CALVIN. The RAND carries about 12,000 tons of coal.



GREAT LAKES SHIPS

1933-1950



PHOTOGRAPHS FROM THE DOSSIN MUSEUM
Published by Great Lakes Maritime Institute



ALPENA

The self-unloader ALPENA has the distinction of having served for 57 years without changing name, ownership, or statistics. She was built for the Wyandotte Transportation Company in 1909, and was sold to another line in 1966.



The Name Behind The Nameboards:

The Place-name Freighters of the Cleveland - Cliffs Fleet





Illustrations: above--Marquette; opposite page--Negaunee

In past years Cleveland-Cliffs Iron Company has given a large number of its ships names signifying something besides homage to company executives. Throughout its fleet-owning history have run the traditional names of *Pontiac*, *Frontenac* or *Cadillac*. But until recently, other Cleveland-Cliffs freighters were named for sites of iron mining or other operations of the company. *Ishpeming* had the last of these names to survive in the fleet. Earlier this season she became Upper Lakes Shipping's *Thornhill*.

These names are of special interest to us when, elsewhere in this issue of *Telescope*, we discuss early days in Michigan's Upper Peninsula. For Cleveland-Cliffs Iron Company brought together the most important of the earliest iron mining ventures there. The Cleveland Iron Mining Company grew out of explorations of Cleveland promoters in 1846, which led ultimately to Cleveland capital's dominating the iron mining and shipping industry. In 1891 the Cleveland company merged with the Iron Cliffs Company. In 1905 Cleveland-Cliffs absorbed the pioneering Jackson Mining Company of 1845. A company centennial history appeared in 1950 with Harlan Hatcher's *A Century of Iron and Men*. This is a book which manages to satisfy its duty to details of company history while giving the reader a broad understanding of the whole history of iron mining in the Lake Superior region.

A Century of Iron and Men also serves our immediate purpose of learning the place-name significance of this group of Cleveland-Cliffs freighters. Ignoring such presumably extraneous names as *Yosemite*, these ships are as follows:

THE NAME BEHIND THE NAMEBOARDS

Marquette (420x52, 1908; a purchased freighter, formerly *E. L. Wallace*; later *Poweraux Roger*, and scrapped 1965). *Marquette* would seem to belong as well with the *Cadillac-Frontenac-Pontiac-Champlain* group; for, after all, the town of *Marquette* was named for the priest-missionary-explorer. The town was founded about 1849 close to the first iron range to be opened up; the port of *Marquette* shipped the product of the iron mines south. At first this product was iron processed in charcoal furnaces at *Marquette*, but after the *Soo Canal* opened in 1855 it became much more practical to ship the iron ore, itself.

Negaunee (380x50, 1902; purchased--formerly *E. N. Saunders*; scrapped in 1954). A group of businessmen from Jackson, Mich., began developing the first *Marquette Range* iron mines, after Indians showed them a rich ore outcropping in 1845. The town of *Negaunee* grew up around the Jackson Company mines.

Ishpeming (530x56, 1907; sold 1966, and renamed *Thornhill*). The Cleveland company developed early mines west of *Negaunee*. These became productive when linked by railroad to *Marquette*, just around the time that the *Soo Canal* opened. The town of *Ishpeming* grew up around the Cleveland company holdings.

Presque Isle (406x50, 1898; now cement freighter *E. M. Ford*). A new port for shipping ore from *Presque Isle* had just been developed when *Presque Isle*, first of the place-name ships, was built.

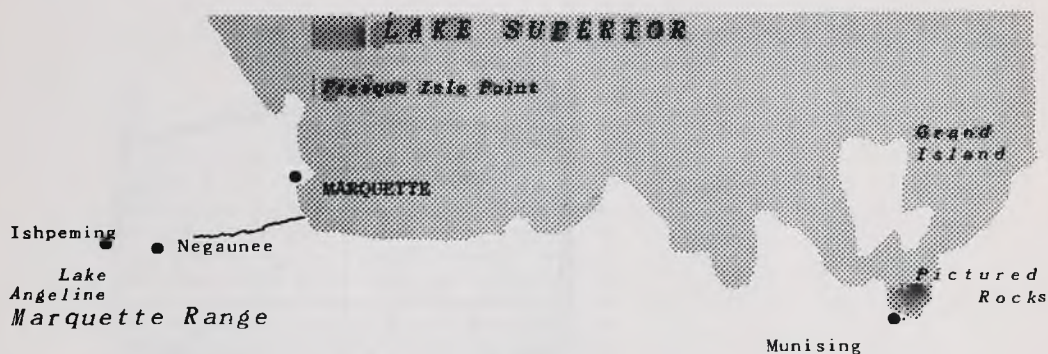
Angeline (414x50, 1899; scrapped 1966). Lake *Angeline*, near *Ishpeming*, was drained in the early 1890s for mining the ore deposit beneath it. The lake has since resumed its place over the exhausted mine.

Munising (380x50, 1902; purchased--formerly *F. M. Osborne*; Scrapped in 1954). *Munising* is a tourist town near the Pictured Rocks along the shore of Lake Superior; until last year it was a calling point for *South American's* cruises. *Munising* was developed early for shipping both iron and wood products. Cleveland-Cliffs bought *Munising* in 1900, and its forest products developed as a byproduct of what was originally a need of wood to make charcoal fuel for the iron furnaces.

Grand Island (488x52, 1905; purchased--formerly *Eugene Zimmerman*; later *Poweraux Chris*; scrapped 1964). Acquiring *Grand Island* with *Munising*, Cleveland-Cliffs developed it as a forest and game preserve.

Michigan (530x56; 1907; now *Goudreau*). The name of *Michigan* reflects Cleveland-Cliffs' commitment to developing the Upper Peninsula of the state for over a century.

THE NAME BEHIND THE NAMEBOARDS



MAJOR SITES OF CLEVELAND-CLIFFS IRON COMPANY

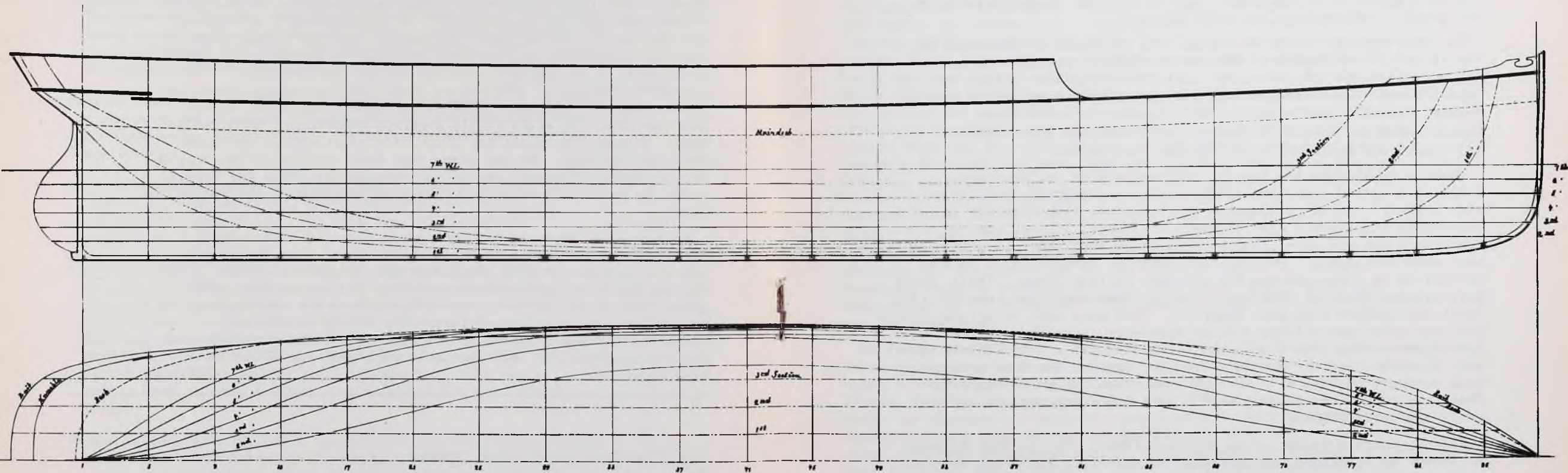
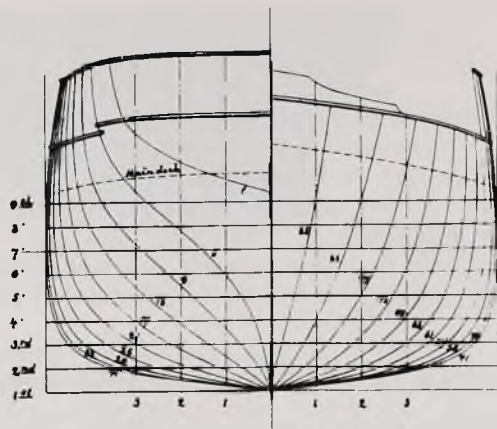
(As Reflected in Names of their Ships, 1898 to 1966)

Two other names come close to the place-name category. *Peter White*, a 505-foot freighter of 1905, was named for the Marquette businessman who had become a sort of "institution" in working for the welfare of the Upper Peninsula. Hatcher's book gives a fascinating picture of this man, who came to Marquette in 1849 as a youth of 18 and grew with the region from the start. The freighter *Pioneer* of 1892 was an early lake craneship, built to handle pig iron cargoes. This first *Pioneer* was built around the time that Cleveland-Cliffs acquired the Pioneer Furnace Company. *Pioneer* had built the first blast furnaces in the Upper Peninsula in 1857. We may guess that this venture is the origin of the name of *Pioneer*, and of her namesake of 1907, the former *J. H. Bartow*, which ended her career as flagship of the Nicholson fleet.

Munising and *Negaunee* were among the five freighters that Cleveland-Cliffs traded to the Maritime Commission toward two new ore carriers in 1943, *Champlain* and the third *Cadillac*. The new Maritime Commission ships often had preliminary names given them on the building ways before their new owners took possession and rechristened them. The tentative name of *Champlain* was *Belle Isle* (for which we will claim no ex-post-facto significance). But appropriately, that for *Cadillac* was *Lake Angeline*.

--G. P. B.

ILLUSTRATION ON CENTER SPREAD: Hull lines of the United States Lighthouse Tender *Sumac*. An outboard profile drawing of *Sumac* appeared in the February issue of *Telescope*; a deck plan and a longitudinal section appeared in the March issue, together with a historical account prepared by Pat Labadie.



COLONEL McKNIGHT AND THE STATE'S CANAL

COLONEL McKNIGHT

(Continued from page 205)

powered in 1849. Finally, in April, 1850, Colonel McKnight received permission to build a horsecart railway for his new Chippewa Portage Company through the U. S. military reservation.

The 1850 season also began the long list of wrecks and financial problems that seem to have troubled the entire career of McKnight's Lake Superior Line. First, *London* damaged her bottom in the Detroit River. She went to Buffalo for repairs, since Detroit had no dry dock yet. *London* also accumulated unpaid bills, and was sold at Marshal's sale--to the Wards. Apparently with their blessing she continued in McKnight's Line. *Benjamin Franklin* was wrecked on Lake Huron at Thunder Bay Southeast Point while attempting a landing on October 8, and her wreck broke in two a month later. In late November *Independence* went ashore with an unshipped rudder at Eagle Harbor, and *Napoleon* went ashore while coming to her aid. *Napoleon* worked free and limped back to the Soo, barely missing a bad storm. *Independence* was also salvaged.

For 1851 McKnight added the propellers *Peninsula* and *Monticello*. The former joined *London* in service from Cleveland, and the latter was portaged into Lake Superior. But *Monticello* didn't last to season's end. She sprang a leak and had to be beached above Eagle Harbor, a total loss except for her engine. To replace her, Colonel McKnight bought the Detroit and Cleveland line sidewheeler *Baltimore*, and portaged her at the Soo that winter.

Service south from the Soo for 1852 was billed as "Ward and McKnight's Line," and that above the Soo as "McKnight and Livingston's Line." J. R. Livingston was a partner with McKnight in his forwarding and steamer enterprises. The Wards' steamer empire diminished quickly after 1852 as they found that other investments were more profitable. But the Lake Superior service still seemed attractive to them--perhaps for its part in iron trade. Their Lake Erie steamer *Ocean* of 1850 had an engine beam made from iron of the first consignment from Lake Superior. They were soon to set up their own iron plant and rolling mill at Wyandotte, supplied at first by Lake Superior pig iron deck cargo of Ward steamers. By 1853 Ward's Lake Superior Line was distinct from McKnight's, *Sam Ward* having been portaged to furnish a through connection for their *Pacific*. There was thereafter to be a Ward's Lake Superior Line off and on until the early 1890s.

Indeed, there were now three distinct lines. For in 1851 S. and A. Turner of Cleveland had portaged the propeller *Manhattan* to connect with their new steamer *Northerner* running from Cleveland. Below the Soo, each line had a sidewheeler as flagship, and although there were initial skirmishes in competition, the lines soon agreed to maintain three sailings per week for the Soo. *Northerner* sailed from Detroit upbound on Tuesdays, *Pacific* on Thursdays and *Albany*

COLONEL MCKNIGHT AND THE STATE'S CANAL

to maintain three sailings per week for the Soo. *Northerner* sailed from Detroit upbound on Tuesdays, *Pacific* on Thursdays and *Albany* on Saturdays in 1853. The sidewheeler *Albany* was bought as McKnight's answer to his new competition. He also obtained the propeller *Globe* for freight-only service from Cleveland.

Late November of 1853 brought a new set of casualties for McKnight's Lake Superior Line. *Independence* exploded and sank near the Soo, with four lives lost. She was carrying winter provisions which would be "sorely missed" in the mineral region that winter. One of her propellers, salvaged from the river bottom, is now a piece of sculpture in the park that adjoins the Soo Locks (see cover illustration). *Albany* unshipped her rudder in a Lake Huron gale and was wrecked at Presque Isle.

For the 1854 season three large new sidewheelers were placed upon the Cleveland and Soo route. McKnight took over the new 275-foot *Illinois* which Oliver Newberry had been building at Detroit. It was named for a well-known Newberry flagship of 1838 which yielded its engine to the new ship. This second *Illinois* remained McKnight's flagship until his death in 1860. The Turners built the fast steamer *North Star* to about the same dimensions as *Illinois*. The Wards replaced *Pacific* with their largest steamer, *E. K. Collins*, which had been built the previous summer. She was 254 feet long. The *Collins* was named for the promoter of iron mines and smelting works near Marquette, one of Eber Ward's best clients. Collins is better known for his Collins Line of transatlantic liners, perhaps the only American line that ever came close to dominating North Atlantic passenger trade. *E. K. Collins* burned near Amherstburg on October 8, with 23 lives reported lost. The fire was prophetic: a few days later Detroit heard the news that Collins' own *Arctic* had taken 500 lives down with her in the Atlantic. To replace the *Collins* Ward built *Planet*, but she came out too late for the celebrations of 1855. McKnight as usual lost a vessel in November; *Peninsula* broke a shaft in a storm which carried her ashore and smashed her at Eagle Harbor. The propeller *General Taylor* replaced her the next year.

Baltimore was McKnight's casualty for 1855. She began a new route serving Lake Superior from Chicago in August, and was lost on the beach at Sheboygan in a late September gale. The new propeller *Mineral Rock* joined McKnight's Line in 1856, using the salvaged engine of *Monticello*. McKnight was elected to Michigan's House of Representatives from Detroit in the fall of 1855, and served one term. The 1857 depression brought troubles anew to McKnight's Lake Superior Line, and in February, 1858, his *Illinois*, *Mineral Rock* and *General Taylor* were advertised at marshal's sale for debts. *Illinois* at least was retrieved for further McKnight's Line service somehow, but the financial troubles persisted. Colonel McKnight was in Washington securing a mail service compensation claim when he died suddenly on July 22, 1860.

Illustration: The Soo Locks today. U. S. Steel freighter Irving S. Olds emerges downbound from MacArthur Lock, and Inland Steel's Edward L. Ryerson waits beyond.



Part 3: The Canal is Finished

In early 1853, Michigan's legislature had again passed a bill to provide a canal around the St. Marys rapids. This time the proposal was financed more surely. The canal contractor would be paid with 750,000 acres of public lands already granted by the U. S. Congress. The two canal locks would each be 350 feet long. This was big enough to allow the Lake Superior introduction cruise which the *Detroit Daily Advertiser* proposed in 1855 for *Western World*, the largest ship on the lakes. Eber Ward thought that the proposed locks were too big, but the *Advertiser* disagreed, for they would serve "any ship that the increased trade and traffic of Lake Superior may require for the next century." The locks were in series, providing a two-stage lifting. Michigan's legislation required that the new canal be completed by May 20, 1855. The syndicate that contracted to build the new canal included some of the Eastern investors who had purchased the Michigan Central Railroad from the state in 1847. Under Charles

COLONEL McKNIGHT AND THE STATE'S CANAL

T. Harvey's supervision, the contractors overcame many obstacles to the effort to complete the canal within the two-year contract time. These obstacles included a cholera epidemic among the workers in 1854; lack of building stone sources nearer than Lake Erie; and rock lying close to the surface in the path of nearly a quarter of a mile of the upper channel. The Central's dynamic superintendent, J. W. Brooks, came north to oversee operations to insure completion on time. On April 10, 1855, the upper channel was flooded to the lock's caisson gate. A new obstacle appeared during the flooding when part of the bank gave way. There had not been time for rains to compact the earth fill of the bank. So flooding of the lock, itself, was cancelled until the frost should be out of the ground.

Illinois had been scheduled to open the canal on her trip sailing from Detroit on May 19, with the Governor, canal commissioners and several state officers aboard. The occasion was converted to a canal acceptance trip, given the frost danger to the lock. But there was a nagging question whether the state could accept a canal which could not yet be flooded to prove itself. The *Detroit Daily Advertiser* observed anxiously on May 21, "Whether they can accept it at any future time, under the terms of the law governing their actions, before the meeting of the legislature, appears to be a question of doubt with some. We have not the Act before us, but it is quite certain that it was *not* the intention of the Legislature to keep the work closed for two years longer, if it should not happen to be finished on the day the contract expired." The *Detroit Free Press* had already observed discontent in the previous session of the Legislature over terms of the land to be granted to the canal contractors. New negotiations of terms would promise to be complicated.

Illinois reached the Soo, and the inspection party agreed that Michigan would accept the canal. Remaining behind in Lansing were two men whose signatures of agreement were needed to complete the acceptance. Then there would only be the formality of filing the acceptance certificate with the Secretary of State in Lansing, when the canal contractors would simultaneously deliver the canal and receive title to their land.

But the acceptance party was still at Sault Ste. Marie when new difficulties arose. An Upper Peninsula judge had granted an injunction barring transfer of the canal payment lands on behalf of a man claiming to own several hundred acres of this land. The news reached the ears of Colonel McKnight, a man we would expect to be happy to see the canal stay closed awhile. For he owned the Chippewa Portage railway which was the only alternative to the canal. On the other hand, having lost *Peninsula* on Lake Superior the previous fall, he was short of shipping tonnage on Lake Superior. There was not time perhaps to portage *General Taylor*.

This is of course our own conjecture of McKnight's reaction. But in a letter to the *Free Press* published on June 10, 1855, "H.,"

COLONEL MCKNIGHT AND THE STATE'S CANAL

a passenger on *Illinois'* acceptance cruise, colorfully told the story. (It is perhaps only proper to note here that a letter-to-the-editor concerning a matter involved in politics might not offer us very solid evidence that the story is not apocryphal.)

"About the dinner hour," he wrote, "Mac got wind of some proposed legal proceedings designed to enjoin the state authorities from conveying the canal lands to the company until certain private claims were adjusted. He knew the canal company here too well to believe that they would give up the work to the state until they got the conveyance of the lands. If they got the injunction served, he was in a fix. Losing the use of his boats, forfeiting his contracts with the sharp practitioners of Pittsburgh and Boston would make a poor business season. Mac rubbed his head, swore some, and marched down to the *Illinois*---told the first mate that he wanted all the freight off in two hours---looked up engineers and firemen and told them that steam must be up for travel about the quickest---then he sauntered up town, stopped at the hotels, and gave notice to his acquaintances that the good steamer *Illinois* would leave for Detroit in two hours. She was the only vessel in port, and when another would be up was uncertain. The upshot was a general scrambling to get on board. State government, canal company and miscellaneous concluded to leave, and *they did leave*, and arrived at Detroit. No injunction was served---the lands were conveyed---the canal was delivered to the state---and Mac was enabled to perform his contracts." We can be sure that the Michigan Central gave the acceptance party smooth passage inland to a point for stage connections to the state capital of Lansing. The injunction came down from the Soo several days later aboard *North Star*.

After these preliminaries, the actual opening of the canal seems to be a bit of an anticlimax. By June, nine feet of water was being let into the canal each morning to stand all day until withdrawn in the evening. At last on June 16, *Illinois* sailed for the opening occasion.

The news came down to Detroit on June 21 on *Baltimore*, which had been Lake Superior's captive for nearly four years. *Illinois* had locked through without difficulty on June 18, going as far as the caisson gate, where she was detained twelve hours. "This gate had never been moved," J. T. Whiting told the *Free Press*, "and it required the united exertions of the *Illinois* pushing on the lower side and the *Baltimore* pulling on the upper side to move it." After *Illinois* finally passed through, *Baltimore* locked down in about two hours. In the excitement of her trip home, *Baltimore* lost a man overboard, but he caught a guard rope; while the crew threw life preservers in the water, he was in his stateroom changing his clothes.

A booming cannon welcomed *Illinois* to Ontonagon, near the far end of Lake Superior. Soon after she cleared, *North Star* came in sight, and Ontonagon repeated the welcome.

--G. P. B.

GREAT LAKES AND SEAWAY NEWS

Editor, Frederic E. Weber

8326 Greenlawn, Detroit, Michigan 48204

Seaway News Editor, George Ayoub

Correspondents:

George Ayoub, Ottawa Edwin Sprengeler, Milwaukee

Barry Gillham, Toronto Otto Streck, Detroit

Dan M. Weber, Toledo

August 1...Halco's LAWRENCECLIFFE HALL underwent trials successfully last week near Quebec City, during which she twice passed by the site where she had capsized last November 16, 1965, following a collision with the freighter SUNEK. She was refloated by Marine Industries Ltd., Sorel, and repaired by Davie Shipbuilding Ltd., at Lauzon. Captain D. Larosee will resume command on her return to service.

August 2...Stockholders of Pickands Mather & Co., and Interlake Steamship Co. have approved a previously announced plan to merge. Pickands Mather will be the surviving name.

August 5...The frigate INCH ARRAN which had been retired by the R.C.N., and was purchased last April by Kingston Mariners Association, will be towed to Barriefield, near Kingston to be used as a tourist attraction. She is presently in Toronto Harbor being repainted and cleaned. (Her engines will likely be removed before departure).

(It is interesting to note here that Halco's LAKE TRANSPORT (a. REDHEAD, b. BLUE CROSS), which has been reported sold and renamed CONGAR, is still tied up beside INCH ARRAN in Toronto Harbor. Her fate evidently still undecided).

August 6...Two ocean-going Captains have been placed on probation by Charles J. Carroll, Jr., Coast Guard hearing examiner in Cleveland, Ohio. In one case, the freighter EXTAVIA hit the breakwater at Milwaukee while attempting to leave the harbor on May 5. It was a windy day. In the other case, the freighter FLYING SPRAY ran aground at Gijon, Spain, on May 28, while trying to enter the harbor at night.

...Once again the ore boat MICHIGAN has been sold. It will be the third time in two years. The Algoma fleet took possession of her at Port Arthur, Ont. She will be renamed the GOUDREAU, after a mining area north of the Soo on the line of the Algoma Central Railway. The MICHIGAN was sold by Cleveland-Cliffs to Cherokee Ltd., who sold her to the Hall Corp.

August 7...The steamer LEHIGH (a.MESABI) is under tow in Lake Michigan, after her main engine broke down about 30 miles east of Kewaunee, Wis. She is expected to make Chicago about midnight of August 8.

...The largest ship to arrive at Montreal, PEMBROKE TRADER, 78,000 tons, owned by Pembroke Tankers Ltd., Monrovia, cleared port with 50,000 tons of grain for Pakistan. A further 14,000 tons will be loaded at Quebec.

August 9...The 236-foot Danish patrol ship ENGOLF sailed by Detroit. It is the first time that Denmark's royal naval ensign flew over the Detroit River. The ENGOLF is on a good will cruise of the Great Lakes. She is both a patrol craft and research vessel, customarily based in Greenland and working in the North Atlantic. She is a 1,600-ton motorship, two years old, with a 6,400 horse power engine and carries a 93-man crew.



The package freighter MV FORT WILLIAM was heavily damaged by fire at her berth in Montreal Harbor, September 14, 1965, following an explosion in her cargo hold, and capsized. She was refloated November 22, 1965, and returned to service in May of 1966, after repairs had been completed. She is seen here at Iroquois, Ont., on July 31, 1966. (photo by George Ayoub).

GREAT LAKES AND SEAWAY NEWS

August 11...Efforts to locate a sunken barge and her cargo of steel in Lake Erie have been discontinued, at least for the present. During the hunt, an uncharted wreck was discovered. George Walton, the commercial diver on the job, estimated the steel hull between 200 and 300 feet long. It is resting bottom side up and was unidentifiable. He estimated it had been there about fifty years.

August 13...American Shipbuilding Co. in Lorain, Ohio, has been awarded a \$4.7 million contract by the U.S. Navy to convert an old Liberty ship into a "mine-sweeper special," a prototype for a new class of ship. The contract provides for completion in twenty-three months.

August 14...The WILFRED SYKES passed by Detroit for the first time in ten years. She was downbound for a Lake Erie port.

August 15...The three American Shipbuilding Co. shipyards (Lorain, Toledo, and Chicago) were closed by a strike of more than 3,000 workers and has halted ship construction. The shutdown came at a busy time for the Lorain yard. Three vessels, the FLYING SPRAY, an American freighter; the TRANSBAY, an American tanker; and the PAWCATUCK, a U.S. Navy oiler, were in the yard for conversion or repairs.

...Pickands Mather's new self-unloader FRANK PURNELL (a.PILOT KNOB (2), b.STEELTON) sailed for a load of stone. She left the shipyards just before the strike started.

...The 730-foot Canadian bulk carrier LAKE WINNIPEG (a.TABLE ROCK, b.NIVOSE) sailed from the Duluth-Superior port with 1,046,812 bushels of barley for Baie Comeau, Quebec.

August 16...Kinsman's ore boat PEAVEY PIONEER (a.STEPHEN M. CLEMENT, b.UNITED STATES GYPSUM, c.JOHN J. BOLAND, JR., d. NIAGARA MOHAWK) has been sold to Waterman Steamship Co. of New York. Waterman said they have no immediate plans for the vessel, but indicated they might later offer her to the Maritime Administration as a trade in on a ship from the reserve fleet.

...The ROBERT S. McNAMARA (a.STADACONA, b.W.H. McGEAN) is laid up at the River Rouge Plant of Ford's for her annual summer maintenance.

August 18...With the Internal Revenue Service ruling favorably, the merger of Interlake and Pickands Mather becomes effective August 31.

...The 344-foot Canadian self-unloader BAYGEORGE (a.IOCOMA, b. IMPERIAL WHITBY, c.GEORGE S. CLEET) knocked off a lock fender in the Welland Canal in the downbound section of the flight locks. All vessels are being put through the upbound side, resulting in a small traffic jam. The BAYGEORGE was backed up through locks 4,5, and 6, and moored above lock 6.

August 19...Enhancing the Soo Locks area, will be an information center which will be dedicated today by a group of civic leaders. The center will have a working lock model, historical displays, and a theater where movies and slides of the Soo area will be shown.

...One of the major issues in negotiations between American Shipbuilding Co. and eight striking unions is an 8-minute coffee break.

August 20...The Wilson ore boat FRANK R. DENTON (a. THOMAS R. WALTERS) ran out of fuel oil off of Windmill Point in the Detroit River. Engineers burned diesel oil intended for the bow thruster to get to the anchorage area below the Ambassador Bridge, where she was met by one of Captain Frank Becker's tugs and the barge FUEL OIL. With a fresh supply of fuel on board, she was on her way once more.

...The 7,600-ton MV. COVENTRY CITY arrived at Montreal on her maiden voyage. Specially designed for the Seaway with self-tensioning winches, controllable-pitch propeller, and reinforced hull for winter navigation, she is in the Great Lakes service for the Bristol City Line.

August 22...The Captain of the Swedish motor tanker ANCO SPUR (a. FAUNUS) was fined \$1,000 in St. Catharines, Ont., for oil spillage in the Welland Canal.

...The ROBERT S. McNAMARA of the Ford fleet, arrived at the G&W Welding Dock at Cleveland, Ohio. She will receive a new set of hatch covers.

August 23...Miles S. McKee of Grosse Pointe, Michigan, will be nominated to the Advisory Board of the St. Lawrence Seaway Development Corp. McKee is vice-president of the Wisconsin & Michigan Steamship Co. He is also secretary of Sand Products Corp., Inc., owners of the AQUARAMA.

August 26...Misener's JOHN E. F. MISENER (a. SCOTT MISENER) loaded with ore for Chicago, went aground at Hard Island in the St. Lawrence River near Brockville. First reports indicated her hull had been punctured below the water line and that the first hold was flooded. (Information picked up later is that she was refloated the next day or so, and presumably towed away for repairs).

...The 56-year old excursion boat CANADIANA cleared Buffalo for the last time at 4:15 p.m. in tow of the little tug BUNO. She is headed for Fairport, Ohio, where she is expected to stay during the winter.

...The largest shipment of coal ever loaded at Sandusky, Ohio, was taken on by C.S.L.'s MANITOULIN, when she loaded 25,576 net tons for the Steel Co. of Canada at Hamilton, Ont.

GREAT LAKES AND SEAWAY NEWS



August 28...CSL's MV SAGUENAY claimed another new record when she passed through the Seaway loaded with 954,438 bushels of wheat.

CEDARBRANCH at Iroquois, Ont., June 5, 1966. She was damaged by an explosion and fire while loading at Montreal, July 31, 1965, and subsequently beached. After she was refloated, she was lengthened 32 feet to 291-feet. The ship returned to service late last season. (photo by George Ayoub).

August 31...The 601-foot ore boat HENRY STEINBRENNER (a.GEORGE F. BAKER) is aground in the St. Clair River opposite Port Huron, Michigan. She went aground at 4:15 a.m. in zero visibility due to dense fog. The tugs SUPERIOR and MARYLAND are enroute from Detroit to pull her free.

...A report from Hamilton is that the City Council has asked Upper Lakes Shipping Ltd. to remove the retired whaleback freighter JOHN ERICSSON from Coronation Park, where she was recently installed. Plans to convert her to a marine museum were considered too expensive.

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.

GREAT LAKES MARITIME INSTITUTE

President, Donald Richards
Honorary Pres., Rev. Edward J. Dowling, S. J.
Vice-president, Robert Radunz
Secretary, William M. Worden
Coordinating Director, Robert E. Lee
Treasurer, James C. McDonald

Directors:

Edward E. Andrews	Robert E. Lee
Donald V. Baut	James C. McDonald
Henry D. Brown	Emory A. Massman, Jr.
Gordon P. Bugbee	William A. Moss
Lloyd Chapman	Robert Radunz
Kenneth L. Fairbanks	Donald Richards
William A. Hoey	Otto Strek
C. Patrick Labadie	Rev. Peter Van der Linden
William Labonville	William M. Worden

TELESCOPE

Editor, Gordon P. Bugbee
Assistant Editor, Donald Richards
Fleet List Editor, Rev. Edward J. Dowling, S. J.
Picture Page Editor, Emory A. Massman, Jr.
Blueprint Editor, C. Patrick Labadie
Associate Editors:
William A. Hoey Robert E. Lee Otto Strek

GREAT LAKES AND SEAWAY NEWS

Editor: Frederic E. Weber,
8326 Greenlawn, Detroit, Michigan 48204
Seaway News Editor, George Ayoub
Correspondents:
George Ayoub Edwin Sprengeler
John Derler Otto Strek
Barry Gillham Dan M. Weber

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