

TELESCOPE

January, 1968
Volume 17, Number 1



**Great Lakes
Maritime
Institute**



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

Cover Photo

The cover photo for this issue is of the St. Joseph River craft, TOURIST. Built at St. Joseph in 1897, she measured 87.1 x 17 x 4.4 feet, 66 gross tons. She was sold to parties on the Calumet River around 1909 and remained in service until she burned at Riverdale, Illinois, August 18, 1911. Dossin Museum Photo.

Meetings

The next meeting will be held at the Dossin Museum on Friday, March 29th, 1968. It will be an entertainment meeting at 8:00 PM. Father P.J. VanderLinden will narrate a slide show of historic Lakes ships. There will be a business meeting on April 26, 1968. This will also be held at the Dossin Museum at 8:00 PM.

Marine Gallery Data

TOM M. GIRDLER (US 249104). Built as a C-4 freighter by the Kaiser Corp., Vancouver, Washington, 1946. Named LOUIS McH HOWE. Converted to a bulk freighter in 1951 by the Maryland Dry Dock Co. 585.7 x 71.7 x 29.5, 9115 gross tons, 5719 net tons. Purchased by Nicholson Universal S.S.Co. from the Maritime Commission in 1951 and entered the Lakes via the Mississippi River and re-named TOM M. GIRDLER. Operated by the Republic Steel Corp.

McKEE SONS (US 247490). Built as a C-4 freighter, MARINE ANGEL, in 1945 at Chester, Pa. by the Sun S.B. & D.D. Co. Re-built in 1953 as a self-unloading bulk freighter by the Maryland Dry Dock Co. 620.4 x 77.1 x 26.5, 11758 gross tons, 8151 net tons. Re-named in 1953 when purchased by the Amersand S.S. Co. Powered by a General Electric Turbine. Operated by Boland and Cornelius.

ARTHUR B. HOMER (US 280946). Built by the Great Lakes Engineering Works at Ecorse, Michigan in 1959. 711 x 75 x 39, 13390 gross tons, 8442 net tons. Powered by an 8811 hp turbine that was built by Bethlehem Steel. Owned by the Bethlehem Transportation Co.

ELTON HOYT II (US 264126) Built in 1952 at Sparrows Point, Maryland by Bethlehem Steel Co. 611 x 70.2 x 33.7, 10576 gross tons, Lengthened in 1957 at South Chicago to 683 ft., 11198 gross tons 7665 net tons. Powered by turbine engines that were built by the shipbuilder. Entered the Great Lakes via the Mississippi River. Owned and operated by the Interlake S.S. Co.

GRAND RIVER PAGEANT

JOHN C. DERLER



L. Jenison at Grand Rapids, about 1870. Grand Rapids Public Library photo

When the Indians first built a lean-to at the rapids of the Grand River, little did they dream that a great city would grow and rise where the ashes of the campfire now smoldered. And when the first fur trader visited the Indian Village at those rapids, the river first served man in a way it would for many years to come. When that anonymous trader loaded his birch bark canoe with fur and paddled downstream toward the distant lake, he became the first to use the Grand River as a highway of commerce.

This is the story of steam navigation on this highway; and over the years, canoes, poleboats, graceful river packets and lowly tugboats all have come and gone. Our story properly begins with that meeting between the white man and the red man, but this event is lost in time. It is, however, a meeting that occurred hundreds of times across the Northwest Territory...two men bartering, exchanging goods and acquiring in trade what each needed.

In time the fur trade grew and

soon a hardy pioneer, Louis Campau by name, settled on the banks of the river near the Indian Village. The year was 1832. Soon he brought his family, and other adventurous souls followed suit. The transportation of needed materials to and from the growing little community required something more than a canoe, so in 1835 the first poleboat was built.

It was the *Young Napoleon* and like the flatboats of the Mississippi and Ohio Rivers, it was a flat-bottomed affair that drifted with the current and was fitted with long sweeps for a somewhat limited degree of maneuverability.

It was a good boat, as poleboats go, and others soon followed but a man named John Almy had a better idea. He reasoned that if this new-fangled thing called steam was being

successfully applied to vessels on the ocean and lake, why not use it for boats on the river? He was lacking materials to build his own steam engine, so in 1836 he bought one and the boat that contained it. Little is known of this steamboat, the *Don Quixote*; she was said to have been purchased at Detroit, and while en-route to the river she was wrecked at Alpena, on Lake Huron, in November, 1836

Other men shared similar ideas and when the *Don Quixote* was destroyed, James Godfrey found in the wreck the engine he needed for his steamboat. The engine was laborously brought to the village of Grand Rapids and the following spring was installed in a new vessel taking shape on the river bank.

The steamboat era on the Grand



Steamboats *Ball* and *Jenison* on the Grand River, 1870.
Grand Rapids Public Library photo.

River was ushered in on Independence Day, 1837 when the new boat was named *Governor Mason* in honor of the new governor of the new State of Michigan. Then, amidst much celebration, she steamed down the river to what is now Grandville for her maiden trip. Her Master was Captain William Kanouse, a Frenchman who had an all French crew. In addition, as the steam whistle had not yet been invented, one Alanson Campton stood on the deck in front of the pilot house with a bugle to announce the steamer's landing. She should have done well that summer but apparently did not. Perhaps people were afraid of her, not quite understanding the machinery, and the principle that made it function. She made only a few trips that year, the most notable being in November when she ascended, and later descended, the normally impassable rapids of the Grand River.

The flood waters made this possible, and it is interesting to note that other boats have since run down the rapids, sometimes successfully, sometimes not, but never has a vessel, excepting the *Governor Mason*, steamed up the rapids, against the current.

Flood waters came again in the spring and the *Mason* broke her moorings, was washed downstream and left stranded in a swamp. It took nearly a month to re-float her, and was a rather bad start for the season of 1838. Over the course of the season three new steamboats were placed in river service and, also, the first steamboat was lost on the river.

A sternwheeler was launched at Grand Haven for the river trade and was given the Indian name for the river...Owashtanong. The 140 foot *Owashtanong* was a sort of patchwork affair, promptly nicknamed the 'poor house'. Like all river boats she was flat bottomed, 'engine-on-a-raft' type vessel and used cordwood for fuel.

Upstream at Grand Rapids, two side wheelers were launched during the course of the year. One was the *Patronage* and, as far as is known, she led an uneventful career. The other was a beautiful little craft called *John Almy* and had the misfortune of being 'stabbed to death' by a snag on her maiden trip.

Riverboats had a peculiar quality that made them susceptible to violent death by one or more ways. If the pilot didn't know his river, his boat could have her bottom ripped out in an instant by snags. To better avoid snags and sandbars, river boats had to be of shallow draft, so weight was an important factor. To save weight, the upper works were built of very light wood which would burn readily. Once a fire was started it was nearly impossible to stop. Again, to save weight, high pressure non-condensing engines were used. Boiler defects, or simply negligence could result in a boat being blown apart, and if the explosion didn't destroy her the resulting fire did. These problems plagued all boats, whether they plied the Grand River, the Ohio, or the mighty Mississippi. Grand River boats held a good record and less than a dozen died violently in the 80 years that the packets plied the river.

After the unfortunate loss of the *John Almy*, the riverboats went into a slump. The steamers were successful enough, that is in all ways but the one that counted; income. There is no record that any of these early boats ever paid any dividends, and in fact, the *Governor Mason* is known to have done very poorly when it came to balancing the books.

Riverboats were short lived vessels and in 1840 two of them left the river, quite by accident. The *Governor Mason's* financial status was so low that in May her owners decided to try for wider trade routes. She departed Grand Haven for

what proved to be a one way trip to Muskegon. It was a beautiful spring day at the start, but it ended in a tragedy when a squall threw *Governor Mason* on a sandbar at the Muskegon harbor entrance. The boat was destroyed and history records the number of lives lost as 'several'.

Later in the same year the 153 ton *Owashtanong* landed at the 'big mill' in Grand Haven and due to poor business conditions, remained laid up for some time. As she laid alongside the piles of sawdust and saw logs, fire broke out. Wind fanned the flames and soon both the boat and the mill were ablaze. Though it is not clearly defined whether the fire was started in the mill or on the steamboat, when the smoke cleared, both were valueless.

Steam was not easily defeated, and there were those who saw that this new mode of power had possibilities in spite of the poor start. Accordingly, in 1842, the *Enterprise* was launched and in 1843 the *Paragon* joined her on the Grand River. In 1845 the *Great Western* was built and from then on steamboats were well established on the river and began to appear regularly.

In March, 1846, the 167 ton lake propeller *Odd Fellow* was launched at Grand Rapids by D. H. Corbin for A. C. Turner and O. M. Hyde who intended her for Lake Michigan service. The *Odd Fellow* was the first of many steam and wind powered ships that would be built on the banks of the river for service on the open lakes.

On the river itself, more and more steamboats entered service. Some of the early boats were the *Empire* of 1846, the *Humming Bird* of 1847, the *John F. Porter* of 1852, and the *Michigan* and *Olive Branch*, both of 1854. Other steamboats came up from the St. Joseph River to steam on the Grand. There was *Michigan* of 1847, the *Michawaka* of 1843, a converted schooner which came in 1846 and ret-

urned to wind and canvas power in 1847, and the *Algoma* of 1845, which came to the river in 1848.

The 127 foot *Algoma*, built originally as a freight carrier, was soon altered into the river's crack liner and remained so until the *Olive Branch* came out in the fall of 1854. The *Olive Branch* was a sternwheeler, and though not as speedy as the high stepping *Algoma*, she was a favorite due to her chef, Jim Daly, whose superb dinners assured a well filled dining hall nearly every day. The ship itself was the last word in luxury; she had cabins with carpets and lace curtains, staterooms similarly replete, and a diningroom that looked like a banquet hall. In short, she was the floating palace of the Grand River.

In 1857, Mr. Charles E. Belknap of Grand Rapids journeyed to Grand Haven aboard the *Olive Branch* and, though there was nothing out of the ordinary about the trip, he took the time to record that typical steamboat passage. Here is what he wrote:

One spring morning in 1857, the steamer Olive Branch set forth for the Haven with a cargo of package freight, and her top deck heavily loaded with passengers. We were soon winding between banks heavily wooded and bordered with wild fruit trees in full bloom...plum, cherry, crab, and thornapple...all festooned with wild vines.

At the dock of Hovey's plaster mills a hundred barrels of land plaster was taken aboard. Then angling across the river we were against the bank at Grandville...here we left package freight and took aboard a few passengers. At Haire's Landing we gathered up a lot of maple sugar in tubs and a pile of slab wood for the boilers.

At the mouth of Sand Creek, where there had once been an Indian village, we added a couple going to the Haven to be married. Coming down



W. H. Barrett departs on a Saturday excursion, band and all, ca. 1890. Author's photo

from the upper road they crossed the creek on a tree footbridge and the young lady had taken a tumble...the women passengers fitted out the young woman in dry clothing and the couple were seated at the Captain's table for the noon meal.

At the Beldon Hills two families of Hollanders, all wearing wooden shoes, were met by a man with a yolk of cattle. Their goods were piled high on his cart and the boat tooted a goodbye as they trailed away in the forest.

It was a short run to Lamont, a beautiful place so spread along the bluffs...for every man wanted a home on the river front...that it looked four miles long and four rods wide.

All morning a couple had occupied a bench on the top deck in front of the pilot house. The man smoked a fancy pipe. The couple talked only in German. Lamont evidently touched

his heart and with his arm outstretched he recited "Bingen on the Rhine".

At Eastmanville Mr. Eastman came aboard with a party of ladies and gentlemen. The ladies were carrying many things made by the Indian women of the vicinity; beaded belts and beaded money bags. Some had traveling bags of smoke tanned buckskin ornamented with native dyes and woven designs of porcupine quills. The freight taken here consisted of many packs of axe helms shaved out of white hickory.

The long dining table was crowded at the evening meal. Captain Collins toasted the bride-to-be who was garbed in the best that several 'carpet sacks' afforded.

At the landing at Bass River Mr. Eastman took charge of the dining cabin and with song and story the Olive Branch rounded Battle Point,

paddling past great river bottom meadows of cattail and wild rice, from which flocks of wild duck came swirling overhead.

As we neared the Haven the sun in the golden west disclosed smoking mill stacks, forests of ship masts and drifting sand dunes. Beyond was a great sea of white caps. This was the end of a perfect day.

It was the end of a perfect day. The year 1857 was a very good year on the river and the coming season promised to be even better as evidenced by the new hulls that were launched that summer. Three new packets entered service, the *Forest Queen*, the *Nebraska*, and the *Newaygo* as did two towboats, the *Kansas* and the *Martin A. Ryerson*. The *Kansas*, at 104 foot length, was the largest towboat to have ever been employed on the Grand River.

The Grand River has a natural barrier to navigation. Steamboating was relatively easy above and below the city of Grand Rapids, but the city had been named for a stretch of water that made rivermen cringe at the thought of sending a steamboat up or down it. To get a boat around the rapids required several days of portaging, which was laborious, back breaking work, but the trade often made it worthwhile.

At one time there had been a canal around the rapids which, of course, made the transition around the white water a commonplace occurrence. The canal was begun in 1835 by Lucius Lyon and was completed in 1842. In 1847 the State of Michigan appropriated 25,000 acres of land to 'construct a canal and locks around the rapids at Grand Rapids'. The money raised from the sale of land was



Valley City in her first season. Collection of Homer L. Burch.

used to build a dam across the rapids and to improve the locks and canal. The system was operational for only a few years more, however, and by 1850 portaging was once more required.

In 1858, a railroad which had been under construction for several years was finally completed with its western terminus the growing river port of Grand Rapids. The advent of the railroad cut out most of the upper river steamboat trade and one of the two steamers serving the upper river at the time, the *John F. Porter*, was taken downstream. The *Nebraska* was the sole remaining steamboat on the upper river, and she continued to compete with the 'iron horse' until she went broke and was hauled up on a mud bank to rot in 1864.

On the lower river, too, things began to decline. The railroad was being pushed further westward, toward Grand Haven, and when completed it spelled the beginning of the end for the steamboats.

The river still supported navigation, though, and as long as it did, there would be a boat floating on it. One of the leading figures in riverman's circles at this time was Captain Jesse Ganoe of Grand Rapids. Captain Ganoe first started steamboating on the Grand River in 1855 and a year later was the owner of his own steamer, upon which he built his profitable business. His first packet was the *Pontiac* which he ran until she was blown to glory by her own boilers in 1864. He immediately replaced her with the *L. G. Mason* which ran opposite his *Daniel Ball* of 1861. A few years later Ganoe went into partnership with his son, William, and it was not until 1890 that they sold their last boat and gave up the river.

The city of Grand Rapids was growing all this while and though the railroad was here to stay, until about 1875 business conditions for

river steamers were still good. It was about this time that the decline began in earnest. The last regular Grand River packet was the *W. H. Barrett*, built for Jesse Ganoe in 1874. To be sure, there were others yet to be built, but they were simply expensive experiments to keep the river trade alive, and few saw much service on the Grand.

Conversely, as the freight and passenger traffic on the river tapered off, the logging increased. Logging was nothing new to the river for the first raft had been sent down in 1838 by James M. Nelson and William H. Witney. For many years there had been mills at Grand Rapids and Grand Haven and there was a chute in the dam at Grand Rapids to allow the log rafts to pass downriver. Because this chute was only 16 feet wide, the rafts could be no wider, but they were often 200 feet long and 2 feet thick. The rafts were steered by two sweeps and the raftsmen, a special breed of French-Canadians, built shelters upon them. Two scows accompanied each raft, one for food and the other for shelter. In addition to this food and quarters, the raftsmen were paid \$1 to \$3 per day.

With the development of the light steam engines, small tugs were built for the purpose of moving logs on the river. The White & Friant Logging Company of Grand Haven owned two tugs used exclusively for this purpose, as did other lumber firms, and after 1899 all rafts were handled by such vessels, with the French Canadian raftsmen already becoming part of the past.

In the 1880's we find the river trade dwindling at an astonishing rate. The *L. G. Mason* had steamed 'round to Saginaw in 1881, leaving only the *W. H. Barrett* to carry on. The tugs and towboats were as numerous as they had been ever, but the railroad was slowly eating away at their trade too.

Jesse Ganoë, however, still believed the river could, and should, support steamboat navigation. In 1887 he proposed that a dam and lock be built at Lamont. He visioned that coal would be brought to Grand Rapids from Buffalo by an all water route. At Grand Haven the coal would be trans-shipped to barges for the tow to Grand Rapids. He estimated that the total cost would be about \$1 per ton, but the project, as he conceived it was never realized. Coal did start to move along the river, though, and for the next 3 years the little steam canal boat *Doctor Hanley* shuttled up and down the river with coal in her hold.

About 1890 the river suffered a complete collapse. The only packet still in service was the *Barrett* and only a handful of tugs were left, most of them having been sold or retired.

The situation was desparate, and some seemed to think that a super steamboat might be able to give the river economics the needed boost. Mr. John F. Craig of Toledo became interested in the project and offered financial backing and the technical know-how needed to build the proposed vessel.

The ship was built at Craig's ship yard in Toledo and shipped knockdown to Grand Rapids where it was assembled, and on July 7, 1892, was named *Valley City* and launched. She was a sternwheeler which stretched more than 170 feet overall, and her steel hull was divided into 5 watertight compartments. She was powered by a pair of horizontal engines of 5 foot stroke which totaled 200 h.p. at a speed of 12 m.p.h. The Thompson & Huston Company of Chicago installed a \$1,200 electric lighting system aboard the spacious steamboat. To aid in foul weather navigation, she was equipped with a 2,600 candlepower searchlight. She was one of the most modern, highly advanced river

steamers in the world, and yet, on the Grand River the 263 ton *Valley City* was an undisputed failure. Her Master, Captain John M. Mitchell, who had worked closely with Craig in designing and building the boat, sold his interest in the steamer and surrendered his command less than a year after her launching. Others followed suit and in August, 1893, John Craig found himself the sole owner of the uneconomical giant. She was taken to Toledo and later to Alaska's Yukon River where she was finally to know success as the *John C. Barr*. River navigation then came to a close with the burning of the *W. H. Barrett* in 1894.

The first hint of a re-birth of the river as a commercial highway came in 1899 with the appearance of the sternwheel towboat *Allendale*. This steamboat, which looked like a wreck waiting for a place to happen, plied the lower river for 10 years pushing barges and log rafts. Then, just after the turn of the century, in May, 1901, things suddenly looked brighter!

At Grand Haven the sternwheel packet *Evelyn* arrived from Oshkosk, Wisconsin to begin service for the Grand River Transportation Company as the *City of Grand Rapids*. Then in July, the packet *Heath* steamed up from the Kalamazoo River to join her in the service.

The service was short lived, however, and both paddled back to where they had come from at the close of the 1901 season.

The river was dying, but because of the railroad's freight rates on furniture, there would be other attempts to keep the business alive.

Furniture is fairly light, but a bulky commodity, and as the railroad charged by volume rather than weight the charges soared. A steamboat's freight deck was well suited to carrying large quantities of light car-



The *Grand* steams upriver in her brief Grand River career, about 1907. Author's photo.

goes, and therefore would be an economical carrier for such items. Or so went the theory proposed in 1904 by a group of prominent Grand Rapids businessmen.

At this time they formed the Grand Rapids & Lake Michigan Transportation Company, a firm that was to operate a pair of packets on the Grand River. The boats were 219 ton stern-wheelers built of wood in 1905, and were named the *Grand* and *Rapids*. The city was proud of the new boats, but even when local businessmen sent cargoes by river, although other routes were cheaper, the company was losing money. In order to cut down expenses, the *Rapids* was withdrawn from service in mid-1907. The economic situation continued to sink and when the *Grand* went to her lay up berth that November, she remained. The boats changed owners, but remained idle until sold for Mississippi service in 1909

The river was almost dead, but in 1911, a sidewheel packet named *May Graham* slipped into Grand Haven harbor and commenced trading on the river. She had been built 32 years

earlier for service on the St. Joseph River, and though small (only 91 tons) was well suited to the Grand and, for a few years at least, she did well. She was owned by the Crosby Transportation Company, a Wisconsin firm operating a fleet of lake steamers. Grand Haven was a principle port of call for the Crosby steamers and apparently *May Graham* served as a feeder boat for the lake fleet, again, carrying furniture and similar light freight. She did not earn her own keep, but it still cost less to transport freight by water than by rail, and it seemed that when portions of her losses were underwritten by the lake steamers, the entire operation of the Crosby Line was more economical, and hence her purpose.

People still liked the steamboat travel, as they always had, but in 1917 the *May Graham* embarked her last group of passengers. When the swing bridge at Eastmanville closed behind her, and as her paddles slowed to a stop at Grand Haven, steamboat navigation on Owashtanong...the Grand River...had come to an end.

MARINE



Massman Photos; Data on page 2



GALLERY

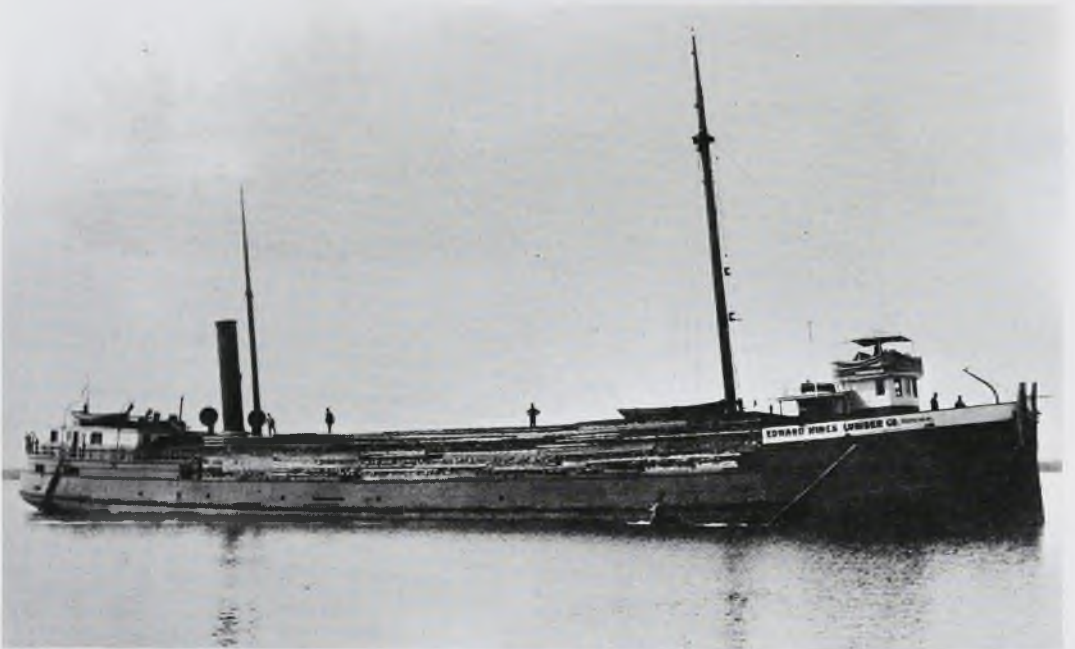


Massman Photos; Data on page 2



The Hines Lumber Company Fleet

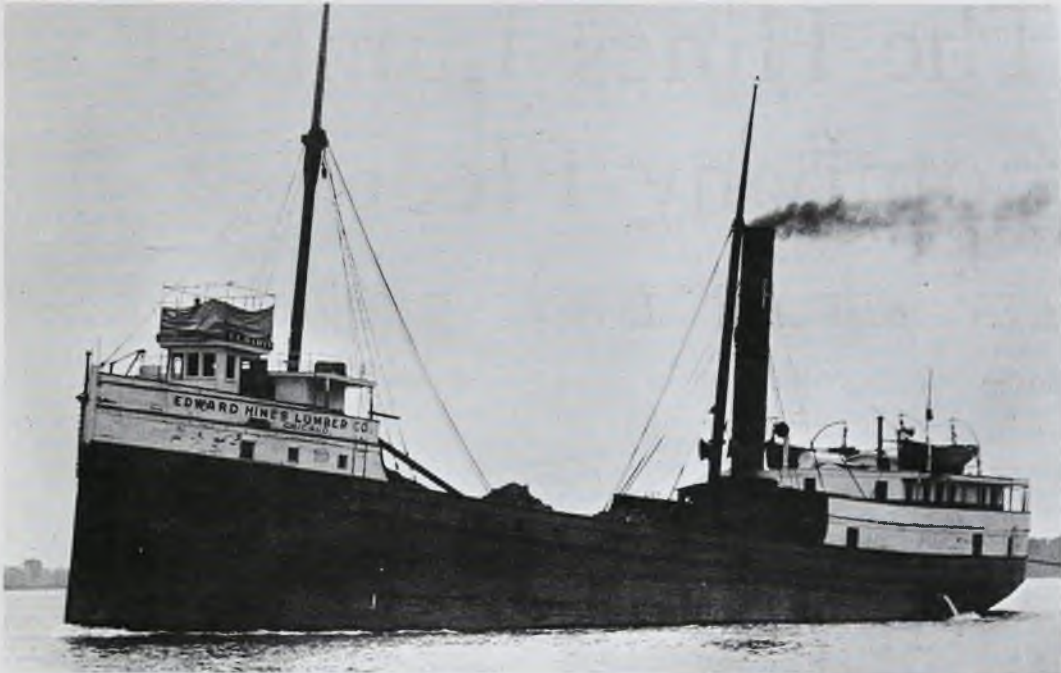
REV. EDWARD DOWLING S. J.



CORMORANT

Bell Photo, Author's Collection

The Edward Hines Lumber Company was established in 1899 as the successor to the S.K. Martin Lumber Company. In the succeeding years the Hines Company became Chicago's largest retail lumber dealer, a position which it still holds. From 1899 until 1915 this company operated a large fleet of wooden steam barges and schooner barges in the Great Lakes lumber trade. When the availability of commercial lumber in the Great Lakes area fell off, Hines sold the fleet. In 1915 the control of the vessels then in operation was taken over by the former manager of the Hines Fleet, Captain W.D. Hamilton, and the fleet was thenceforth known as the Hamilton Transportation Company. The following list shows the vessels known to have been owned or chartered by the Hines Fleet between 1899 and 1915.



L.L. BARTH

Pesha Photo, Author's Collection

Barge ASHLAND, 1886 at Trenton, Mich. by Craig (Hull #31). 218 x 37 x 15, 991 gross tons. In fleet, 1906 to 1915. Later sold Canadian and abandoned about 1936.

S.S. L.L. BARTH (ex S.S. WILHELM), 1889 at W. Bay City by Davidson. 185 x 35 x 13.8, 683 gross tons. In fleet 1900 to 1915. Later used as a sandsucker around Chicago. Abandoned in 1928.

Barge J.I.CASE, 1874 at Manitowoc by Rand and Burger. 208 x 34 x 14, 827 gross tons. In fleet 1911 to 1915, Sold Canadian, 1920. Abandoned and scuttled in the St. Lawrence River near Quebec in 1933.

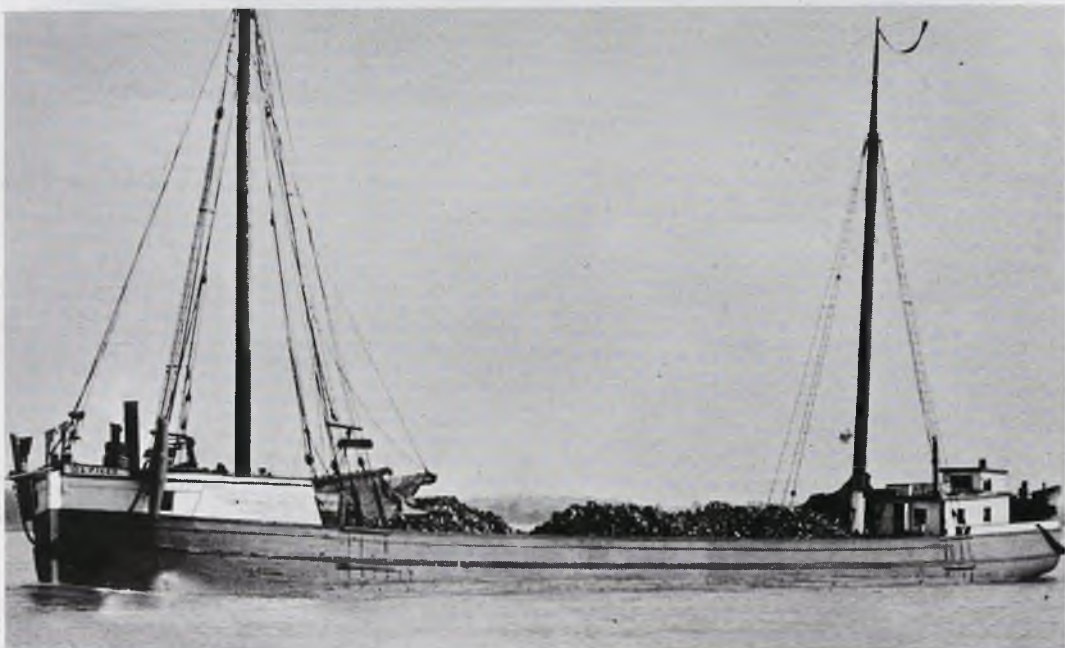
Barge CITY OF CHICAGO, 1861 at Cleveland by Peck and Masters. 240 x 30 x 11, 327 gross tons. In fleet 1901 to 1912 at which time the vessel was abandoned due to age.

S.S. CORMORANT, 1873 at Cleveland by Louis LaFranier. 218 x 34 x 14, 977 gross tons. In fleet 1900 to 1907. Destroyed by fire off the Apostle Islands, Lake Superior, 10-30-1907.

Barge IDA CORNING, 1881 at East Saginaw by Arnold. 168 x 31 x 11, 444 gross tons. In fleet, 1900 to 1908. Abandoned and burned for scrap, 1931.

S.S. C.F. CURTIS, 1882 at Marine City by D. Lester. 196 x 32 x 13, 691 gross tons. Foundered off Grand Marais, Michigan, on Lake Superior, 11-19-1914, with the loss of 14 lives. The CURTIS was towing the barges MARVIN and PETERSON, both of which were also lost.

Barge DELTA, 1890 at Algonac by A. Smith. 134 x 29 x 11, 269 gross tons. In fleet 1899 to 1915. Stranded near Holland, Michigan on Lake Michigan, 8-21-1919.



D.L. FILER

Pesha Photo, Author's Collection

Barge D.L. FILER, 1871 at Manistee by Barlow. 156 x 30 x 10, 357 gross tons. In fleet 1899 to 1915. Foundered near Bar Point in the "Black Friday" Storm of Lake Erie in 10-20-1916.

Barge GALATEA, 1882 at W. Bay City by Wheeler (Hull #13). 176 x 33 x 12, 610 gross tons. In fleet 1899 to 1905. Foundered near Grand Marais, Michigan, on Lake Superior, 10-20-1905.



L. EDWARD HINES

Pesha Photo, Author's Collection

- Barge HELVETIA, 1873 at Tonawanda, N.Y. by F.N. Jones. 204 x 35 x 14, 793 gross tons. In fleet 1904 to 1915. Abandoned due to age at Milwaukee, c. 1922.
- S.S. L. EDWARD HINES (ex SANTA MARIA), 1893 at Marine City by J.J. Hill. 203 x 37 x 14. In fleet 1899 to 1915. To coast in 1916. Foundered in Caribbean near Belize, British Honduras, 10-15-1916.
- Barge EMMA C. HUTCHINSON, 1873 at Port Huron by Fitzgerald. 195 x 34 x 14, 736 gross tons. In fleet 1911 to 1913. Abandoned in 1913.
- Barge C.G. KING, 1870 at East Saginaw by Arnold. 163 x 29 x 12 457 gross tons. In fleet in season of 1900. Lost, 11-20-1901.
- Barge LIZZIE A LAW, 1875 at Port Huron by Fitzgerald. 196 x 34 x 14, 747 gross tons. In fleet 1905 to 1908. Stranded, Huron Islands, Lake Superior, 10-20-1908.
- Tug J.D. McFADDEN, 1892 at Duluth by Grignon. 45 x 11 x 6, 15 gross tons. In fleet under charter, 1902 to 1904. Abandoned c. 1918.



GREAT LAKES *and* **SEAWAY NEWS**

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Oct. 30...Capt. Arni Bjornsson, acting master of S.I.U.'s cruise ship SOUTH AMERICAN, pleaded guilty to a charge of permitting the spillage of oil from the ship into Montreal harbor. He was fined \$1,000.

Nov. 21...The stranded barge WILTRANCO I (a. HORACE S. WILKINSON) was auctioned off today for \$25,000. Successful bidder was Salvage Systems Inc., of Akron, Ohio. A spokesman for the buyers said an attempt to refloat the hulk would be made before the end of the year.

...The self-unloader SYLVANIA (a. SYLVANIA, b. D.M. PHILBIN) was pulled off a mud bank in Thunder Bay, about 1½ miles off Alpena, Mich. by the tug JOHN ROEN. She had left the channel and grounded on Nov. 20 when en route to the Huron Cement Co. docks in Alpena with a cargo.

Nov. 30...The U.S. Coast Guard cutter NAUGATUCK late today freed the Canadian Coast Guard icebreaker ALEXANDER HENRY from a mud bank in the lower St. Mary's River where she had grounded in the morning. The HENRY was taking out buoys near Macomb Island in Wiskey Bay when she grounded in American waters. No damage was reported although the NAUGATUCK had to work several hours to refloat her.

Dec. 1...The barge WILTRANCO I, hard aground near Buffalo, N.Y. has been sold to Great Lakes Marine Salvage Corp., a subsidiary of OMC Contracting Corp., of Buffalo, N.Y. She had originally been sold to Salvage Systems Inc. last week, they failed to complete the transaction however and the underwriters turned to the second bidder.

Dec. 2...The U.S. Public Health Service designated all the water of Lake Erie west of Point Pelee as too contaminated to be used either for cooking or drinking by ships crews even if it has been chlorinated.

GREAT LAKES AND SEAWAY NEWS

...The big tug FRANCES A. SMALL sailed from Buffalo, N.Y. for a temporary berth in Brooklyn, N.Y. It is believed her owners Bulk Navigation and Towing Inc., are negotiating a charter for her.

...The tanker LUBROLAKE (a. MERCURY), recently transferred to East Coast interests, was blown ashore near Waterford, N.S. during a heavy storm, together with the tug IRVING BEECH, owned by J.D. Irving Ltd., of St. John, N.B. The incident occurred after a breakdown of the tug's generator. Both vessels were reported heavily damaged. The LUBROLAKE was blown up to the shore and nine men had to be rescued from the tug. Winds at the time were blowing up to 40 knots.

Dec. 3...U.S. Steel's PHILIP R. CLARKE brushed ground in the Fighting Island channel of the Detroit River. She has gone to Lorain, Ohio for repair of the 22 damaged plates.

...WINDOC (a. M.A. HANNA, b. HYDRUS) arrives in Toronto with last cargo of storage grain. Her radar, etc. are removed.

Dec. 4...The tug S.M. DEAN, towing the barge MAIDA, hit the Grosse Ile toll bridge. She scraped the bridge and hit the pilings, moving them 20 feet. The barge MAIDA then rammed the rear of the DEAN. Motor traffic was tied up for 2½ hours before the bridge was reopened. Grosse Ile Island is located near the mouth of the Detroit River.

Dec. 6...The Associated Maritime Officers, a division of District 2 of the Marine Engineers Beneficial Association, won the right in recent elections to represent Chief Cooks in the U.S. Steel fleet, both in the self-unloader division and in the "straight decker." AMO also will represent the mates in the self-unloader division. They also won elections on the three carferries of the N&W Railroad, among masters and licensed engineers.

...The tug IRVING BIRCH attempts to refloat IRVING BEECH, results not known.

Dec. 7...The last ocean-going ship of the season in the upper lakes, the Finnish freighter MYLLE, is due at Port Colborne, Ont. en route to the Atlantic.

Dec. 8...Scrapping operations begun on the barge CONSTITUTION in Humberstone, Ont.

...Lighthouse staff members from the Rock of Ages, southwest of Isle Royal, and Huron Islands have been transported to the mainland by Coast Guard cutter in anticipation of the winter's freeze of Lake Superior. For the first time however, crews at lighthouses on Passage Island and Manitou Island will remain until the end of December and then they will be removed by helicopter.

JANUARY
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Lubrolake ashore near Waterford, N. S., December 4th., with tug *Irving Beech* and an unidentified barge. *Irving Birch* at right. (See details p. 21.) Abbas photo.

GREAT LAKES AND SEAWAY NEWS

- Dec. 9...SOODOC (a. MOSES TAYLOR) arrives in Hamilton with a load of scrap for Stelco and will reportedly be scrapped by Stelco.
- Dec. 10...The Detroit Marine Post Office and vessel reporting service at Detroit, both operated by J. W. Westcott Co. discontinued operation for the 1967 season.
- Dec. 11...CHARLES M. WHITE (a. MOUNT MANSFIELD), of the Republic Steel fleet, arrived in Cleveland, Ohio for installation of a bow thruster by the G&W Welding Co.
- Dec. 12...The self-unloading bulk carrier FRONTENAC was launched at Lauzon by Davie Shipbuilding, Ltd. Built to Seaway maximum dimensions, 730' x 75', she is the twelfth freighter completed for Canada Steamship Lines, Ltd., since the opening of the new Seaway in 1959.
...Hull of JOHN ERICSSON cut open, after cabin removed and foreward cabin burned out at United Scrap-Stratlerne Terminals at Hamilton, Ont.
- Dec. 13...Latest case of oil polluting is that of the Canadian motor ship CABOT. Her master, Capt. J. Begin, was fined \$1,000 and cost in a Montreal court, with the alternative of a 30 day jail sentence. The oil spillage occurred south of Newfoundland. It was spotted by the crew of a Canadian forces aircraft.
...Five U.S. Steel boats operating on the late iron ore run are the LEON FASER, CASON J. CALLAWAY, ARTHUR M. ANDERSON, BENJAMIN F. FAIRLESS and THOMAS W. LAMONT.
- Dec. 14...The British freighter RIALTO, owned by the Ellerman Wilson Line, was the last salty in the St. Lawrence Seaway, clearing St. Lambert's lock at 1439 hours.
...The CAROL LAKE was the last laker downbound in the Seaway.
...A new type of icebreaker, the Alexbow, will be tried by the Coast Guard this winter in various areas of the Great Lakes. The Alexbow gets its name from Scott Alexander of Ottawa, its designer. The device, which has no power of its own, is meant to be fixed to the bow of a vessel, thus converting the vessel into an icebreaker. It looks like a small barge with an enormous snowplow on the bow and a V notch in the stern.
...Ford's ROBERT S. McNAMARA (a. STADACONA, b. W.H. McGEAN) and the PETER REISS will be on the "coal run" between Detroit and Toledo this winter.
- Dec. 15...The Welland Canal closed at midnight today, but remained in operation after that long enough to permit the exit of three boats in the system. They are the STERNCLIFFE HALL upbound, and the FORT YORK and the JOHN O. McKELLAR downbound.

GREAT LAKES AND SEAWAY NEWS

Dec. 16...Halco's HUTCHCLIFFE HALL was the last commercial ship to pass through the Seaway this season, clearing Iroquois Lock, westbound, at 0020 hours.

Dec. 21...The S.S. DELPHINE, former Dodge yacht, has been sold to the Seafarers International Union for a training ship. She will be stationed at Piney Point, Md.

Dec. 22...Gales are blowing on all the Great Lakes, with whole gales on Lake Superior. The Coast Guard reported only seven vessels underway, none on Lake Superior.

Dec. 25...Three crewmen perished in a fire which broke out aboard the Nor. freighter DIANET, while anchored in the Hudson River off Yonkers, N.Y. Eighteen other crew members were hospitalized, one critically injured. Her cargo of South American sugar was not damaged. Cause of the fire is not known at this time. The DIANET was built in 1962, and made one trip in the Seaway in 1962, 1963, 1964 and 1965.

Dec. 27...The barge MAIDA, now in winter quarters at Toledo, Ohio, suffered a fire in her after cabins. Cause of the fire and extent of the damage is not known at this time.

Dec. 28...The new M/V CHIMO will begin a new winter schedule between Montreal and Newfoundland on Jan. 2, 1968, which improves the service from 5 days to 2½ days for each trip.

Dec. 29...The last ship of the season to sail eastbound on Lake Superior in the iron ore trade passed north of Keweenaw peninsula. The CASON J. CALLAWAY, of U.S. Steel's Great Lakes fleet, notified the Hancock, Mich. Coast Guard station that it was bound for the Soo.

MISCELLANEOUS

The former lake carrier LAKETON has been sold by Lundrigans Ltd. to Steel Factors Ltd., of Montreal, for scrapping in Italy. She will be towed across the Atlantic by the Italian tug KORAL. The LAKETON has been tied up for the last two years in St. John's, Newfoundland, where she has been serving as a floating turkey-feed warehouse.

M/V GRAINMOTOR, sold by Canada Steamship Lines Ltd., has been renamed BULK GOLD, by Bahamas Ship Owners Ltd., Nassau, during August, 1967.



CURATOR'S CORNER

by
ROBERT E. LEE, Curator,

Dossin Great Lakes Museum

Our new Aaron DeRoy Hall is now in use, although it has yet to be formally dedicated, and it has proven to be everything we hoped it would. The first affair of any size to be held in this beautiful new addition was a meeting of our sister organization, the Marine Historical Society of Detroit's regular monthly meeting for January, which was addressed by our Honorary President, Rev. Edward J. Dowling. The following Friday night, January 26, the Institute held its meeting and heard member Hal Jackson give a talk on the tugs of the Lakes. Both of these fine talks were accompanied by slides, and the new giant screen got a real workout.

The next two meetings should be held over for reporting in the February issue, but as we are late publishing, we'll report them now. On February 9, we held a dinner for the Algonquin Club, a local history organization, at which 75 persons were served a complete meal. This was easily the most ambitious undertaking we've ever attempted, and it went off without a hitch.

On the following Monday the Detroit Historical Society held the annual Patriotic Assembly meeting which was attended by over 200 persons, which is the largest group we have ever had in the building at a single function. Now that all of these meetings are behind us we are able to report that the DeRoy Hall has had a good shakedown 'cruise' and came through in a fine style.

This page has been used from time to time to advise members of new books and publications that we are sure will be of interest to them, and this again becomes our happy opportunity with the appearance of a new book that will be received with enthusiastic pleasure.

All of our members are familiar with the great contributions made to Lakes history by Father Dowling, and many will remember the monumental work he produced in the pages of *Telescope* on the World War I Lakers. All of this material, plus that which was presented earlier in *The Detroit Marine Historian*, has been assembled into a 107 page book, *THE LAKERS OF WORLD WAR I*. Father Dowling has augmented the original information with additional text, and the entire work is broken down into eleven chapters and a six section appendix.

The illustrations, of which there are over eighty, are those which have illustrated his many past articles on the subject both in *Telescope* and the *Historian*. There is also a typical plan for one of these ships, and a map locating the yards in which they were built.

This is truly a must in the serious lake historian's library as well as for the collection of those who merely enjoy having an insight into the subject. *The Lakers of World War I* can be obtained from the Institute, over the counter at the Museum or by mail at \$1.50.

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.



1965

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