

# TELESCOPE

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



HATTIE HUTT

Marine Historical Society

## Cover

ONTARIO ii (Can. 77775). Built in 1868 at Goderich, Ontario by Marlton. 105 X 23 X 9.5, 210 gross tons, as a two masted wooden schooner. Struck the lighthouse at Southampton, Ontario, October 7, 1907 and sank. She was later raised and returned to service. Rebuilt as a sand dredge about 1916 and was owned by the Ontario Gravel Co. She was towed by the tug FLORENCE.

## This Page

Built originally as the F.B. STOCKBRIDGE (US 120117) in 1873 at Saugatuck, Michigan, 130 X 26 X 9.0, 188 gross tons, she was renamed HATTIE HUTT, December 28, 1881. She was sold Canadian in 1908 (Can. 112190) to F. Granville of Chatam, Ontario. She was dropped from registry in 1936 and was abandoned because of age at the mouth of the Thames River in Ontario.

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BURT BARNES (US 3193). Built in 1882 at Manitowoc, Wisconsin by Rand & Burger, 95.5 X 24.5 X 7.3, 134 net tons, as a three masted schooner.

- Owners:
- 1) O. Oberg, Manitowoc.
  - 2) W. Mueller, Chicago.
  - 3) Graham Bros., Kincardine, Ontario.

Foundered off Braddock's Point, Lake Ontario, September 2, 1926.

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# HOW IT CAME TO BE ... *C. E. STEIN*

Early in her career under the ownership of the Graham Brothers of Kincardine, Ontario, the three masted schooner, BURT BARNES transported a cargo of cedar posts to a wharf on the Rouge River which is a tributary of, and flows into the Detroit River just below Detroit, Michigan.

Captain John Graham was her master and Alex Graham, Dan Graham Alf Schaeffer, Geordie Cleeg, Bob Whitebread, Jimmie Smith, and Cap Smith were familiar names on her decks. Usually local people from Kincardine, Goderich, and the backing farmland were employed. Sometimes, of necessity, due to illness or accident, a stranger was hired.

On this particular visit to the Rouge River, Cap Smith failed to return from an innocent tour of the dockside terrain. As sailing time drew near, a husky stranger approached Captain John with a request for a job. Captain John hired him. Captain John also inquired at the local Police Precinct, with no success, for Cap Smith. Now, Cap was a simple soul, and Captain John had no doubt that he would turn up in his own good time once his curiosity about the surrounding countryside was satisfied, so a sufficient sum of money was left with the police to send Cap home by train when he was found.

In the light of later identification of the new sailor, it is more than possible that he had something to do with Cap's tardiness. The new sailor was none other than Kid McCoy, sometime light heavyweight boxing champion of the world. Although he may have been a boxer, he was definitely no sailor. At least he made no effort to work at being one. It would appear that he deliberately maneuvered to join the crew of the BURT BARNES so that on the vast expanse of the blue waters of the Lakes his whereabouts would be virtually unknown. Another time he had fled after murdering his 12th or 13th wife in California. At that time he was caught and sentenced to life imprisonment in San Quentin Penitentiary. What he was fleeing from at this time is not known.



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The weather on the up bound voyage of the BURT BARNES was lively. The new hand was no help. In fact, he lay bracing himself on his crude plank bunk down the fore-castle hatch, near the bow of the ship...an object of abject moaning misery...as the BARNES mischievously heaved her nose high in the air on a wave then dropped out from beneath him as the bow plummeted into a trough. His moans seemed to indicate that the chance of going to the bottom would be a trivial calamity. He tried to heave his boots or any other handy object at the short, broad figure of Dan Graham, who was outlined in the companionway, ostentatiously shewing tobacco and calling down good-natured taunts. Dan's ruddy good health and iron stomach were most obnoxious to the prostrate victim of seasickness. McCoy was a genuine landlubber. When he did manage to come on deck to get rid of the seemingly unnecessary contents of his stomach, he went to the windward and heaved; the unnecessary contents always returned to plaster his face.

Captain John was irritated and according to Frank Granville, a contemporary wind ship man who sailed the schooners ONTARIO and HATTIE HUTT, "when Captain Johnny got irritated he could stutter up a storm to make the old BARNES quiver." As soon as the BURT BARNES tied up at her destination, a lumber dock at Sheguindah on Manitoulin Island, Captain John tossed his latest recruit's 'turkey' on the wharf and ordered the pseudo sailor to follow.

No doubt this was exactly what Kid McCoy had in mind. Whether he really had been seasick the entire voyage no one will ever know. McCoy was a character who had to be real. No fiction writer could have ever invented him. He collected his sailor's wages for which he had performed no labor and went ashore. He worked his way west stopping in every likely place where he could set up a boxing match. Wherever possible he offered to take on any individual for a fifty dollar purse if they could stay five rounds with him. The fights were staged in poolrooms, dance halls, and bars. Wherever possible, the ring was set up against a wall which had a window capable of being opened ostensibly for ventilation. When possible, if McCoy's opponent proved a tough nut, he would be maneuvered close to the open window where, unseen and away from the glare of the hanging kerosene lamp under its great shade, A McCoy accomplice, usually a woman would be standing outside and bop the opposing boxer on the head with a club.

Between bouts and if traveling by train, McCoy, with sadistic glee, would remove the ticket from the hat band of some slumbering passenger, then would make sure to be close by when the conductor made his rounds to enjoy the sight of the unfortunate

traveller either paying another fare or getting put off the train at the next stop. A story is told, and no doubt it is true that McCoy, during palmy days, won a ten thousand dollar bet in Paris by defeating the French savate (foot-boxing) champion. The

two opponents got into the ring and when the amenities were performed McCoy glanced toward the rafters and started to laugh uproariously. The Frenchman looked up to see what McCoy was laughing about. With the Frenchman's chin thus set up...McCoy clobbered him. The Frenchman never did find out the cause of McCoy's mirth.

Eventually, on his western tour, Kid McCoy reached the then wild and woolly frontier town of Edmonton, Alberta. In a bar and dance hall he took on a big raw-boned young man who was the bouncer of the establishment. Contrary to McCoy's wishes the owners set up the ring in the center of the dance hall so that the paying customers could range on four sides of it and still have access to the adjacent bar at all times. The youth, whose name was Freddie Martin, was big, tough, and fast. McCoy was unable to have an accomplice aid him and the fight went the five full rounds and Freddie Martin collected the fifty dollars.

Freddie Martin, as will be further noted, had an ambitious streak in his nature. He turned to professional boxing. He was a good boxer and he became better. One night he stepped out into the street to cool off after a bout. In the distance he heard a Salvation Army band playing. He followed the music to its source and later spoke with members of the band. The genuine goodness of these people impressed the big youth. In short time he joined the ranks of the Salvation Army and eventually played in one of their bands. He played the bass drum.

In the course of time he was stationed in Windsor, Ontario. Martin continued his good work with the Salvation Army. However, he still had that ambitious streak in his nature and he studied business, engineering, and architectural courses. One night, as Freddie watched the fascinating patterns of lights flickering from the tall buildings of Detroit on the dark waters of the river, he had a vision. He was inspired by God to build a tunnel between Windsor and Detroit under the Detroit River. "Hundreds of years after we're gone," he wrote, "this tunnel will be making nations friendlier eradicating foolish boundries, and serving all mankind."

There was already a franchise to build such a tunnel, but nothing daunted Martin and he took three hundred dollars, his life's savings, and approached the man who held the franchise.

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This man was a brilliant, and shall we say, slightly eccentric, Toronto man, Charles Vance Millar. Millar had acquired the franchise 'to spite' the Detroit-Windsor Ferry Company. Millar was peeved at the Company because he had missed one of their boats. The captain would not put back for him, and he, Millar, was forced to wait thirty minutes for the next boat. Martin and Millar worked out a curious deal. Millar sold his tunnel franchise to the Salvation Army drummer and took a ten percent share of the stock as part payment.

For the benefit of readers unborn at the time of these curious proceedings it should be explained that these events occurred while the United States was suffering the pangs of thirst engendered by the Volstead Act. No intoxicating beverages could legally sold or consumed in the neighboring states just across the border from Windsor. Windsor also had the Kenilworth and Devonshire race tracks in full operation. In Michigan...at least... horse racing was also prohibited. This was the age of Al Capone, the gangster and rum-running era. So...Freddie Martin had the vision and the franchise, the twenty-five million dollars that was necessary for the construction was subscribed by hard-headed investors who saw the project in their mind's as the Detroit-Windsor Tunnel.

Digging of the tunnel was begun in May of 1928 and 2½ years later on November 12, 1930 it was opened to vehicular traffic. Freddie Martin's vision had become an accomplished reality. With the opening of the tunnel, the stock issues soared. Charles Vance Millar had died at the inception of activities as the project got under way. Before his death the value of his ten percent share had increased to a value of half a million dollars. It has been previously mentioned that Millar was a delightful eccentric. After his death, Toronto and the entire world were startled by the bizarre bequeath contained in his will. The half million dollar profit from the tunnel franchise was to be given as a prize to the Canadian mother giving birth to the greatest number of babies born legitimately in the ten year period following his death. The resulting production race came to be known as the "Stork Derby." One contestant entered ten babies. Rival mothers claimed five of these babies were illegitimate. In the resulting court case, lawyers claimed that parents may be illegitimate but no baby ever is. Controversy raged for a year. On October 30, 1937, the Stork Derby was declared a dead heat and four entrants who had produced nine babies each in the ten year period were given the half million dollars divided in four equal shares.

It is sad to relate that financier Fredrick W. Martin, the former Salvation Army Bandsman, Freddie Martin, died penniless on May 2, 1935. Curiously enough Kid McCoy also threw in the towel across the river from Windsor. Harry Bennet, onetime Personnel Director of the Ford Motor Company, had paroled McCoy from San Quentin Penitentiary. McCoy died in Detroit where he had been working as a factory guard at the Ford Motor Company for Bennet. Oh yes, Cap Smith turned up safe and sound, though no one ever bothered to question him as to where he had been.

But questions do arise.

If Cap Smith had not decided to investigate the terrain of the River Rouge waterfront would Captain John Graham have hired Kid McCoy as a deckhand on the schooner BURT BARNES? If Kid McCoy had not been put ashore on the dock on Manitoulin Island would he have worked his nefarious way westward and fought Freddie Martin in Edmonton? If Freddie Martin had not fought Kid McCoy and discovered that he had in him the potentialities of a prize fighter and had not stepped out for a breath of fresh air after a fight would he have ever joined the Salvation Army and journeyed to Windsor and have been inspired to build the Detroit-Windsor Tunnel?

The answer is: that, if that familiar old grey and white three masted schooner that nestled so innocently for so many winters among the heaved-up ice cakes in the middle of Kincardine Harbor just thinking up what curious chaos she could cause come spring, had not been up the Rouge River at the precise time Kid McCoy needed a get-away ship the Detroit-Windsor Tunnel may not have been built; nor...would the myraid offspring of the Stork Derby contestants have been conceived.

So...it seems obvious that the operators of the Detroit-Windsor Tunnel should mount a model made of gold of the lake schooner BURT BARNES at each entrance of the tunnel and each person born as a result of the Stork Derby should have a model of the BURT BARNES on their mantle. Either this, or if not this, at least the tunnel should be re-named the Cap. Smith Tunnel.



# The Hines Lumber Company Fleet

*REV. EDWARD DOWLING S. J.*

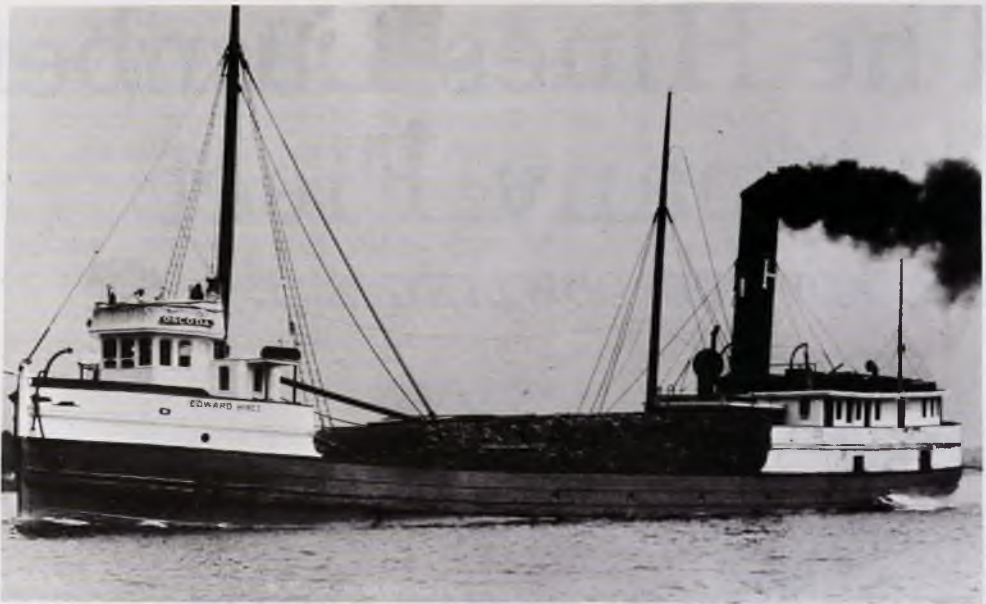


SELDON E. MARVIN

Bell Photo, Author's collection

S.S. J.D. MARSHALL, 1891 at South Haven, Michigan by Pereue. 154 x 33 x 12, 531 gross tons. In fleet under charter for the season of 1901. Later converted into a sand boat. Turned turtle and foundered off Gary, Indiana, on Lake Michigan, 6-11-1911, 4 lives lost

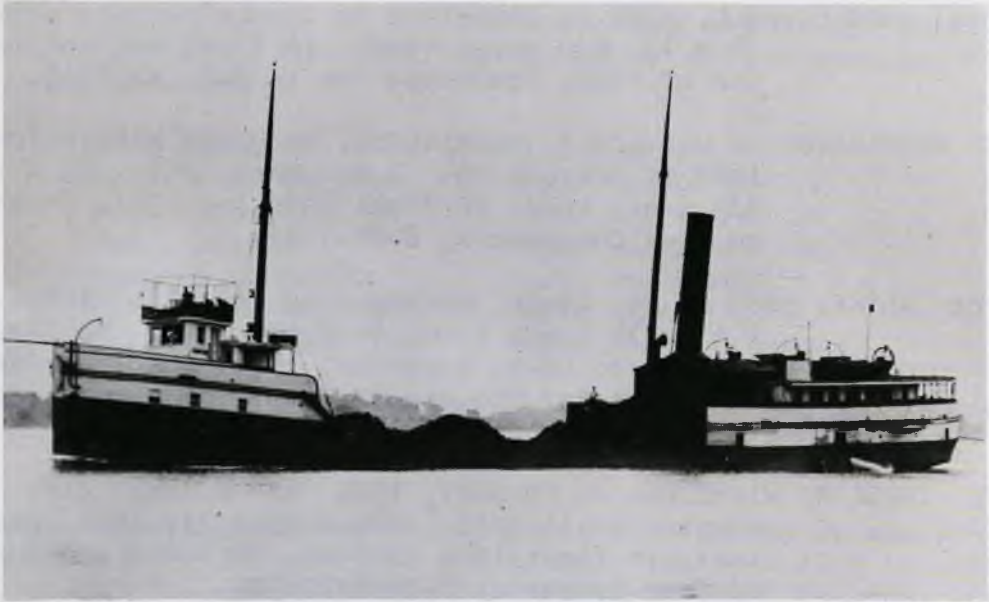
Barge SELDEN E. MARVIN, 1881 at Toledo by Bailey Bros. 174 x 33 x 12, 618 gross tons. In fleet 1899 to 1914. Foundered near Grand Marais, Michigan on Lake Superior, 11-19-1914, along with the steamer CURTIS and the barge PETERSON.



OSCODA

Pesha Photo, Author's Collection

- S.S. NIKO, 1889 at Trenton, Michigan by Craig (Hull #38). 189 x 35 x 13, 1039 gross tons. In fleet 1910 to 1915. Foundered off Garden Island, Lake Michigan, 11-2-1924.
- Barge NIRVANA, 1890 at W. Bay City, Michigan by Davidson. 169 x 34 x 13, 611 gross tons. In fleet 1900 to 1905. Foundered off Grand Marais, Michigan, Lake Superior, 10-20-1905.
- Barge ALICE B. NORRIS, 1872 at Milwaukee by Wolf and Davidson. 194 x 32 x 13, 692 gross tons. In fleet 1900 to 1915. Abandoned due to age, c. 1926.
- S.S. OSCODA, 1878 at St. Clair by Langell. 175 x 32 x 13, 529 gross tons. In fleet 1900 to 1914. Stranded on Peiky Reef, northern Lake Michigan, 11-8-1914.
- S.S. LOUIS PAHLOW, 1882 at Milwaukee by Milwaukee Shipyard Co. 155 x 30 x 10, 366 gross tons. In fleet 1899 to 1915. Abandoned due to age in 1938.
- Barge ANNIE M. PETERSON, 1874 at Green Bay, Wis. by A. Johnson. 190 x 33 x 13, 631 gross tons. In fleet 1910 to 1914. Foundered off Grand Marais, Michigan, Lake Superior along with the steamer CURTIS and barge MARVIN, 11-19-1914.



NIKO

Pesha Photo, Author's Collection

- Barge C.E. REDFERN, 1890 at W. Bat City by Wheeler (Hull #65).  
181 x 34 x 14, 680 gross tons. In fleet 1905 to  
1915. Converted to a motorship in 1926. Founde-  
red off Point Betsie, Lake Michigan, 9-19-1937
- S.S. W.H. SAWYER, 1890 at W. Bay City by Wheeler (Hull #66).  
201 x 37 x 13, 746 gross tons. In fleet 1906 to  
1915. Foundered off Harbor Beach, Michigan,  
Lake Huron, 9-20-1928, 1 life lost.
- Barge SHAWNEE, 1873 at Gibraltar, Michigan by Linn & Craig  
(Hull #14). 178 x 33 x 12. In fleet season of  
1900. Stranded near Cleveland, 5-16-1911.
- S.S. I. WATSON STEPHENSON, 1895 at W. Bay City by Wheeler (Hull  
#107). 172 x 35 x 11, 639 gross tons. In fleet  
under charter for the season of 1905. Abandoned  
at Cleveland, 1935.
- Barge S.J. TILDEN, 1869 at Cleveland by Quayle & Martin. 172 x  
32 x 13, 613 gross tons. In fleet 1907 to 1915.  
Abandoned, c. 1925.
- Barge A.C. TUXBURY, 1890 at W. Bay City by Wheeler (Hull #64).  
181 x 35 x 13, 679 gross tons. In fleet 1905 to  
1915. Later barge E.M.B.A. Abandoned at Mil-  
waukee in the 30's.

Barge CHARLES WALL, 1866 at Cleveland by Ira LaFranier. 194 x 34 x 13, 629 gross tons. In fleet for the season of 1900. Abandoned due to age, c. 1915.

S.S. WARRINGTON (ex U.S.L.H.T. WARRINGTON, ex HENRY WARRINGTON). 1868 at Detroit by J.M. Jones. 152 x 25 x 10, 375 gross tons. In fleet 1910 and 1911. Stranded near Charlevoix, 8-21-1911.

Barge WAYNE, 1882 at St. Clair, Michigan by Langell. 186 x 34 x 13, 674 gross tons. In fleet 1902 to 1906. Wrecked on Lake Superior, 1906, but recovered and converted for other uses. Sold Canadian in 1916. Abandoned in 1926.

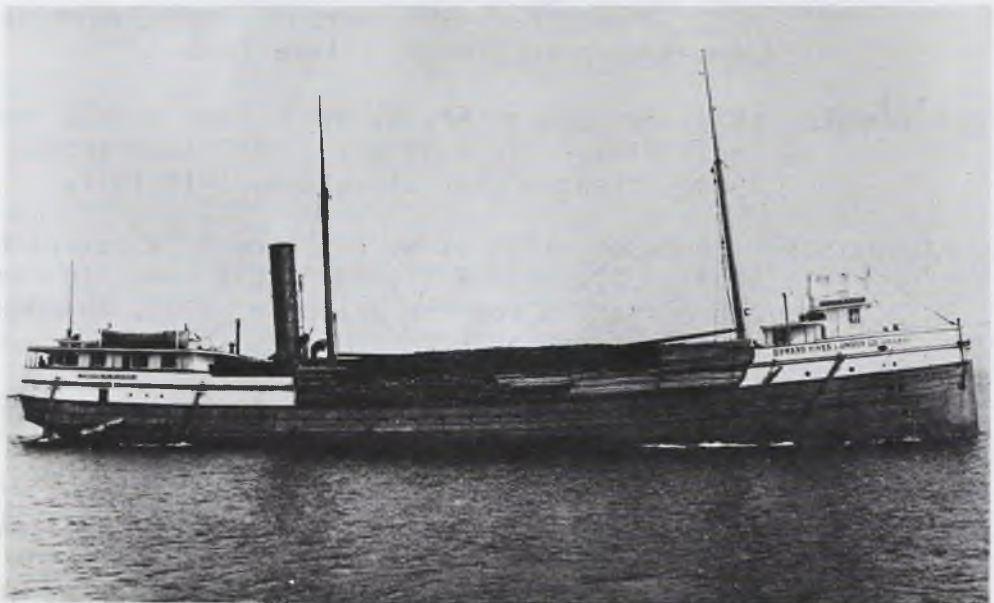
S.S. TRUDE R. WIEHE (ex A. FOLSOM), 1885 at W. Bay City by Wheeler (Hull #23). 183 x 33 x 21, 941 gross tons. In fleet 1902 to 1910. Stranded and burned near Escanaba, 7-21-1910.

The Hines ships were gray in the lower hull, white forecandle poop, and houses, and dark yellow spars. They were well kept up and always looked attractive.

It will be noted that Hines built no new ships. All vessels were aquired from other owners.

TRUDE R. WIEHE

Bell Photo, Author's Collection



When Captain Walter D. Hamilton purchased the Hines Fleet in 1915 and formed the Hamilton Transportation Co., he acquired the following 14 vessels:

Bge. ASHLAND	S.S. NIKO
S.S. L.L. BARTH	Bge. ALICE NORRIS
Bge. J.I. CASE	S.S. LOUIS PAHLOW
Bge. DELTA	Bge. E.C. REDFERN
Bge. D.L. FILER	S.S. W.H. SAWYER
Bge. HELVETIA	Bge. S.J. TILDEN
S.S. L. EDWARD HINES	Bge. A.C. TUXBURY

Within the next few years Captain Hamilton added the following vessels to his fleet:

- S.S. F.R. BUELL, 1888 at Mt. Clemens, Michigan by Dulac. 194 x 36 x 14, 951 gross tons. In fleet 1916 to 1919. Later NAGAHO. Foundered off Port Collins, Ont. on Lake Ontario.
- Barge BUTCHER BOY, 1868 at DePere, Wisconsin by Sorenson. 147 x 29 x 11, 359 gross tons. In fleet for the season of 1916.
- Barge INTERLAKEN, 1893 at Algonac by Angus Smith. 170 x 34 x 11, 567 gross tons. In fleet 1917 to 1924. Stranded near White Lake harbor, Lake Michigan, 10-1-1934.
- Barge B.W. JENNESS, 1867 at Detroit by J.M. Jones. Originally a propellor whose engines were removed in 1885. Dimensions as a barge are: 155 x 29 x 10, 356 gross tons. In fleet for the season of 1916.
- Barge A. STEWART, 1889 at Mount Clemens, Michigan by Dulac. 172 x 32 x 12, 533 gross tons. In fleet for the season of 1917. Later H.J. MCAVOY and KEUKA. Classed "exempt" in 1930. Eventually sunk on Lake Charlevoix. Has been a subject of much interest to scuba divers in recent years.
- Barge TEMPEST, 1872 at Marine City by P. Lester. 159 x 30 x 12 412 gross tons. In fleet 1917 and 1918. Foundered on Lake Erie off Erie Harbor, 8-27-1918.

Hamilton Transportation Co. ceased operations at the end of the 1925 navigation season.



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Dec. 16...The *Myron C. Taylor* is in American Ship Building Company's Toledo yard, where she will be repowered with a 4,000 horsepower Nordberg Diesel engine, with pilot house controls. She will also receive a 600 H.P. Bird Johnson bow thruster, powered electrically.

...In the Chicago yard of American Ship, the self-unloader *John G. Munson* will receive new tank tops.

...At the Lorain yard of American Ship, the *Irving S. Olds* will receive an 800 horsepower Bird Johnson bow thruster and new tank tops and side tanks.

...Erie Marine, Inc., Division of Litton Industries, Inc., new graving dock at Erie, Pa., will be 1,250 feet long and 130 feet wide.

Dec. 30...The *Cason J. Callaway* passed through the Soo Locks, where she joined the *Benjamin F. Fairless*, which had waited for her in the St. Mary's River, to proceed in convoy. (The Coast Guard cutter *Naugatuck* escorted the boats through the lower St. Mary's, and the *Bramble* and the *Tupelo* escorted them in the Detroit River and through the Pelee Passage).

Dec. 31...Last ship through the Soo Locks was the Canadian freighter *Yank-canuck*, which passed downbound with a load of steel products en route to Windsor, Ontario.

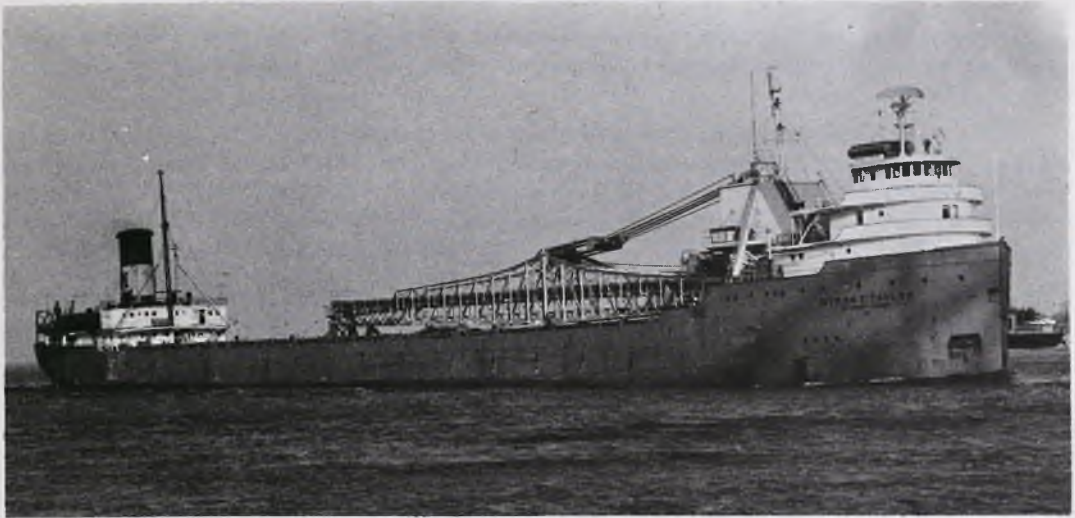
Jan. 1...The annual award for the first ocean ship to arrive at the Port of Montreal from overseas, each New Year, was won by the Soviet freighter *Leonid Leonidov* in 1968. A traditional gift of a gold headed cane will be presented to the ship's Captain in a special ceremony.

Jan. 2...*Cason J. Callaway* and *Benjamin F. Fairless* arrived in Conneaut, Ohio where they will discharge their cargo. The *Callaway* will lay up in Lorain, Ohio, and the *Fairless* will stay in Conneaut.

Jan. 3...The Corps of Engineers start pumping out the Mac Arthur Lock.

...The cutter *Tupelo* reports 4 to 6 inches of ice at the western end of Lake Erie, with some jamming and windrows, and new ice forming fast. Coast Guard's *Kaw* sailed from Cleveland for the Toledo area to assist in keeping the lanes open for the two coal boats still operating between Toledo and Detroit.

## GREAT LAKES AND SEAWAY NEWS



MYRON C. TAYLOR

See opposite page.

Jan. 6....Iron ore movement on the Great Lakes last year totaled 66.2 million gross tons, down eight percent from the previous year.

Jan. 7....The British freighter *Tuscany* ran aground in the St. Lawrence River, near Cap a la Roche, 40 miles west of Quebec.

Jan. 8....Ice was so bad that the big icebreaker *Mackinaw* (a: *Manitowoc*), moving through the Straits of Mackinac, took more than four hours to cut a path through one 250 yard stretch. She was escorting the cutter *Mesquite*, which was towing the *Axelbow*, new experimental icebreaking device, to Sturgeon Bay, Wisconsin.

Jan. 9....The Canadian icebreakers *N. B. McLean* and *Ernest LaPointe* started working on a massive ice jam on the St. Lawrence River between Montreal and Sorel.

Jan. 11...Ferry service on the St. Lawrence between Sorel and Berthierville, Quebec, has been interrupted by ice.

...Two icebreakers reach Sorel, Quebec.

...Further downstream, Marine Industries Limited took over responsibility for salvaging the British freighter *Tuscany*. Icebreakers were working feverishly to clear a path for tugs to rescue the 8,000 ton vessel, which was taking on a considerable amount of water.

Jan. 12...Fourteen ocean going vessels are still trapped in Montreal harbor by the ice blockage beyond Sorel.

...The Danish freighter, *Helga Dan*, trapped near Sorel, was reported to be moving freely as a result of icebreakers smashing through in the Sorel area.

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**GREAT LAKES AND SEAWAY NEWS**

...Transportation Secretary Alan S. Boyd said that the Coast Guard would send an ocean going icebreaker into the Great Lakes this spring for work in the Buffalo Harbor.

...The Coast Guard cutter *Arundel* was dispatched from Chicago to Indiana Harbor where four tankers were beset in the ice, unable to move. They are the *Detroit* (a:*Servitor*, b:*Puloe Brani*, c:*B. B. McColl*, d:*A. J. Patmore*, e:*Rotary*, f:*A. J. Patmore*, g:*Peggy Reinauer*,) *Polaris* (a:*LST 1063*) *Amoco Wisconsin* (a:*Edward G. Seubert*,) and *Sinclair Great Lakes*.

*Jan. 13*...The cutter *Sundew* is escorting the tanker *Mercury* (a:*Renoun*, b:*Beaumont Parks*) into Mackinaw City, Michigan, in the Straits of Mackinac.

...Montreal Harbor was experiencing one of the worst freezeups, as sub-zero temperatures prevailed. Tugs continued to work overtime towing some of the fourteen trapped ships to open water.

...The cutter *Sundew* and the tanker *Mercury* became beset by ice just west of the Straits of Mackinac. The icebreaker *Mackinaw* went to their assistance.

*Jan. 15*...The cutter *Arundel* went into her fourth day of work at Indiana Harbor, where five inches of jammed ice at the southern end of Lake Michigan has made movement impossible except under escort by a cutter.

...Ice storms hit southern Ontario forcing Metro Toronto ferry *Ongiarato* be pulled by the tug *William Rest*.

*Jan. 16*...Heavy ice at the western end of Lake Erie has caused scientists, on board the cutter *Tupelo*, to call a temporary halt to a water sampling project for the Federal Water Pollution Control Administration.

...Ice near the mouth of the Detroit River was so thick that the cutter *Acacia* was beset in the ice for a time and had to call for help. She was able to break free by herself, however.

*Jan. 17*...A contract for an 8,120 ton tanker for Great Lakes and costal service has been awarded to Marine Industries, Ltd., by Shell Canada, Ltd.

...The Dutch vessel *Ocean Sprinter* in trouble in the Atlantic, listing 20 degrees to port, and seas too rough to launch lifeboats.

*Jan. 19*...*Ocean Sprinter's* crew removed by the U. S. Coast Guard cutter *Absecon*.

...The Canadian trawler *Zebrinney* claims *Ocean Sprinter* as salvage when they put a line and men aboard her after she was abandoned. Later the line parted and she was taken in tow by trawlers *Zurich* and *Zonnemaitre*. All of the three trawlers are owned by Fishery Products Ltd., of St. John's, Nfld.

...Four ship lines which have served the Great Lakes, announced that they would merge their lines into one operation to be known as Trans-Atlantic Lake Lines. Each of the lines, Compagnie Generale Transatlantique (French Line), Cunard Steamship Company, Ltd., Fjell Line, Olsen & Uglestad, and Oranje Lijn, is to contribute ships to the operation.



## GREAT LAKES AND SEAWAY NEWS

Jan. 22...After fifty-five years of service and with the sale of the cruise ship *South American*, The Chicago, Duluth, & Georgian Bay Transit Company has gone out of business.

The

...The *Ocean Sprinter* was towed safely back to port by the two trawlers. The Dutch freighter, a Seaway visitor, was later arrested in the port of St. John's, on behalf of the owners and crews of the two trawlers which claimed her as a salvage prize. (Note: Part of her cargo included a heavy shipment of frozen pies and cakes from an Ottawa bakery.)

Jan. 23...Three foreign ship lines have combined liner service to the Great Lakes and will operate under the name Scanlake Line. The three lines are the Fjell and Fjord Lines, Swedish Atlantic and Swedish-Chicago line.

Jan. 24...A serious threat to overseas commerce in the Great Lakes is seen in the current attempt in Washington to shut out foreign-flag ships from the carriage of government sponsored cargoes. This would mean all Department of Agriculture cargoes would have to go in American hulls.

Jan. 25...Formation of a company to salvage the cargoes of some of the ten thousand ships *believed* to be sunk in the Great Lakes, was announced when the International Salvage Co., Inc., of Dayton, Ohio was formed.

Jan. 27...The *U.S.S. Pueblo*, center of the current U.S.-North Korea crisis, started her career, toward the end of World War II as a small cargo ship for the Army. She was built in Sturgeon Bay, Wisconsin, and went into service in 1944. Ten years later the vessel was retired. Bearing the designation *FS-344*, indicating her mission as a service vessel in foreign areas, she was taken over by the Navy in 1966, converted into a special project ship with electronic gear and listening devices, and commissioned in 1967.

...Nine icebreakers were attempting to break up the heavy ice jams which were causing flooding conditions in the St. Lawrence River below Montreal.

Jan. 29...A net loss of \$1.96 millions is expected to be incurred by the St. Lawrence Seaway for the fiscal year starting July 1, 1968.

...Former U. S. Representative George A. Dondero (R. Mich), 84 years of age, died at his home in Royal Oak, Michigan. He fought for more than 20 years for the St. Lawrence Seaway. A ship channel in the seaway is named for him and the late Senator Alexander Wiley (R. Wis.).

Jan. 30...Great Lakes interests seeking a longer navigation season won an important victory when the Bureau of the Budget released \$30,000, to the Corps of Engineers, to commence a feasibility study of the subject. The two year study will cover not only the Lakes, and the Seaway, but the connecting channels and the major harbors.

Jan. 31...The icebreaker *d'Iberville* reached Montreal, after twenty-six days of inactivity in port, because she was clogged by heavy ice. Eleven ships which had been trapped by the freezeup were still waiting to get to their berths or depart. Eight icebreakers were battling to open up a channel for shipping between Montreal and Quebec City.

**GREAT LAKES AND SEAWAY NEWS**



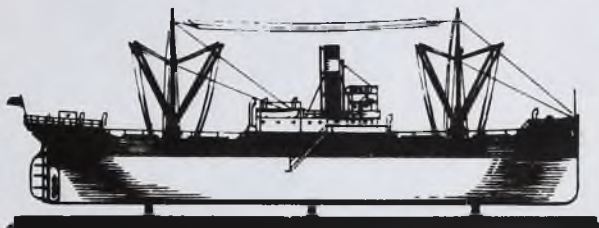
*M/V Joseph Medill Patterson (a: Baie Comeau), recently sold by Quebec & Ontario Transportation Co., Ltd., to Nassau interests has been renamed Exuma Sound during November, 1967. Canadian Registry closed December 1, 1967. Photo taken by George Ayoub during a strike lay-up at Prescott Elevator, prior to her transfer. Also shown in Eastcliffe Hall.*



UNIVERSITY OF DETROIT PRESS

Announces

## The "Lakers" of World War I



by Rev. Edward J. Dowling, S.J.  
Professor of Engineering Graphics  
University of Detroit

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