

# TELESCOPE

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

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# DULUTH...

## THE ZENITH CITY

*Consider that we are sailing up the Lake from the east, and the wild North Shore is on our right. Slowly rising out of the wilderness, the spires and chimneys of a town catch the eye, a veritable city, in attempt of construction, but at first sight suggesting the idea that it was discharged from a cannon and lodged and grown in all shapes and places. Half a mile south of Duluth proper, the point is being cut by a canal, which the Duluthians are very determined about digging, in order to enter the inner and safe harbor... Thus was Duluth described in a pen picture in the LaCrosse (Wisconsin) Leader of April 15, 1871.*

2,342 miles from the Atlantic Ocean, Duluth is the farthest-inland port in the United States. Its obvious natural advantage lies in its position as western-most of all the Lakes ports, an advantage that was taken for granted by Assinibois and Dakotahs many centuries before the arrival of the Europeans. Minnesota Point, jutting across the head of the Lake between Duluth and Superior City, was an important tribal meeting place for the several Indian cultures of the region.

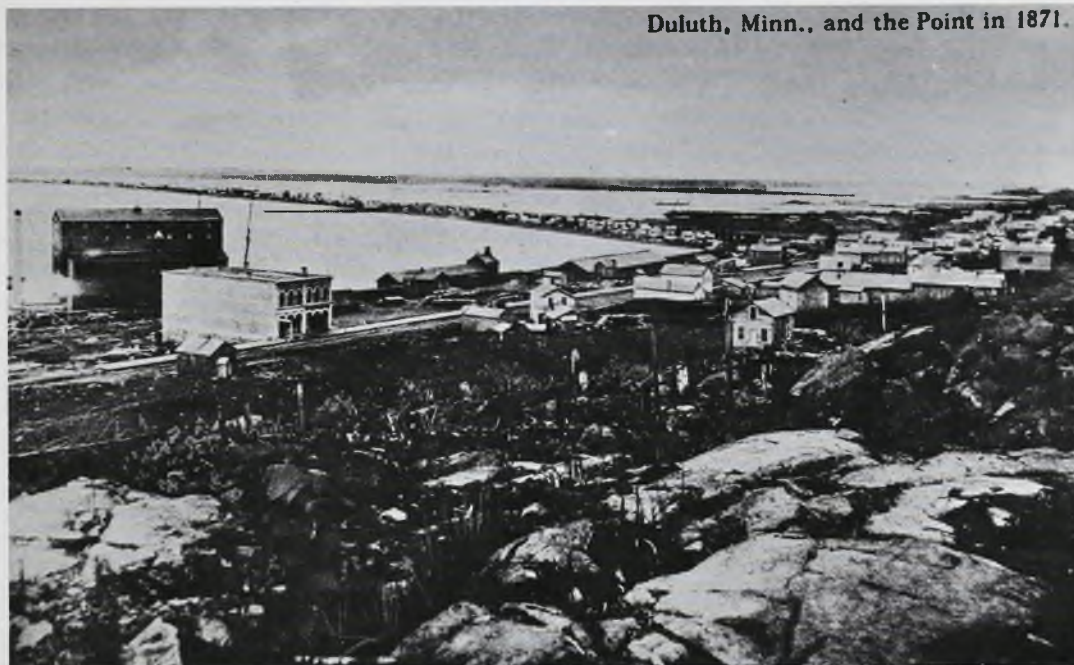
The lakehead appears to have been first described overseas by Captain Jean Duluth in 1679, although there

is evidence that Norse Vikings visited the area around 1000 AD, when their voyagers passed on vague details of the land to later generations in their sagas, and then other Europeans drew crude maps of the area in 1632.

John Jacob Astor established a fur post at the site of Duluth in 1817, and white men came and went. In 1851, a few families built crude log dwellings there, and a few miles away at the other end of Minnesota Point, where Superior City would rise. The latter town site was laid out in 1853 as Endion, and it became Superior City a year later. In 1856, Duluth was also platted, with a blacksmith shop, several cabins, and a steam sawmill under construction.

When the St. Marys Falls Canal opened in 1855, land speculators wove fabulous schemes around these twin townsites, and the lakehead stirred excitement in many hearts. The same year, the steamers *Sam Ward* and *Manhattan* visited Superior City's new wharf, linking that place with the east. It was probably Superior's better 'port facilities' which drew attention there first, and Superior boasted over 2,000 lots sold by the year 1857. Duluth lagged for many years, and in 1869 it was still a village with but a hundred people. In





*Duluth from the hill in 1871; construction on the Canal is under way.*

*Richard J. Wright Collection.*

the same year, Superior already had 800! The two settlements, seven miles apart, became contestants in a competition for trade with the surrounding cities, and Superior was clearly the more successful.

In 1869 the Lake Superior Railroad was built from St. Paul, and the entrepreneurs chose Duluth as eastern terminus. Given this assurance of a vast lakes trade combined with the direct rail connections to the west, the inhabitants of Duluth elected to open a canal from Lake Superior to the shallows of St. Louis bay and construct a breakwater in the lake. The job was finished in 1871, along with the marvelous development of the newly-created inner harbor. The 1,200 foot canal, totally artificial, resulted from a magnificent effort on

the part of 'Duluthians'...a popular bit of folklore describes hundreds of townsmen with picks and shovels working through days and nights to complete the project. Threatened with an injunction by wary Superior City businessmen, they only halted their efforts when the canal was complete; the injunction followed a day later! Superior merchants insisted that the new canal would divert the water and lower water levels in the bay; they also knew it would provide Duluth more competitive position as a lakes port. Duluth prevailed! The *Zenith City* channelled all of its efforts to completion of a huge, modern port and together with the arrival of the rail roads from the west, this occasioned the beginning of the city's spectacular growth.

1871 was a year not soon forgotten on Lake Superior. Where two years before the village, then unincorporated had 'about a dozen small dwellings in a dilapidated state', it was now a bustling city of over 4,000 inhabitants! John Disturnell, in his *Lake Superior Guide*, asked in 1874 '*Is not this enterprise and rapid growth deserving of great credit?*' The modern port beckoned grain-schooner fleets and offered a brand-new elevator with a capacity of a half million bushels. Several sawmills belched yellow smoke and six lines of steamboats connected the port with Buffalo, Chicago and Collingwood.

A depression or 'panic' in 1874 interrupted the magnificent progress of the Zenith City, and the population which had swollen to 5,000 soon dwindled to 1,300. Recovery of the town's stability took a few years but by the last days of the 1870's the grain and lumber trades had put Duluth back on her feet. In 1880 the population rose to 3,470; by 1885 it reached 18,000; and in 1890, 25,000 people made their living in Duluth.

#### PORT UNIFICATION

As both Duluth and Superior grew in the 1880's it became evident that the futures of the "Twin Cities" would be indissolubly linked; originally seven miles apart, they were growing toward one another, and were quickly becoming a single 'superport' with a 24 mile-long waterfront. In 1896, by an Act of Congress, the harbors of the two ports were legally combined and unified under the name of Duluth. Appropriations were made for the further improvements of the vast complex

and the Twin Ports became the rival of bustling Chicago. Millions of tons of valuable cargo from the rich west poured into Duluth by rail, Diverted from Lake Michigan ports by shorter routes and better facilities.

By 1890, Duluth had absorbed six separate outlying towns...Portland in 1870, Lakeside in 1893, West Duluth and Oneota in 1894, and New Duluth and Fond du Lac in 1895. The city's population was now 60,000, and neighboring Superior had another 34,000.

In the trade world, Duluth first distinguished itself as a grain port. Even before completion of the inner harbor, mammoth elevators were planned. The Union Improvement and Investment Company completed a half-million-bushel elevator months before the canal was opened in 1871. The railroads brought rich harvests from the west and movements of the valuable cargo reached wonderful proportions. In 1880 nearly a million bushels of number one hard wheat passed through Duluth, and in 1886 the trade amounted to over 14 million bushels. Modern statistics indicate that the ports of Duluth and Superior ship nearly 85 percent of the grain moved from American lake ports.

The lumber boom reached Duluth in the 1870's and '80's, and in 1886, 23 lumber companies operated in that city alone, cutting over 160 million feet of lumber in a season! Experienced lumbermen estimated that the supply of pine around Duluth would last for 50 years, even if current (1885) rates of cutting were tripled. Cedar, birch, spruce, maple, elm and ash also abounded at the lakehead and for decades they provided a major





*The People's Dock, Duluth, in 1871. This first Duluth dock was located on the lake outside Minnesota Point. Ships are, left to right; brig COMMERCE, propellers R. G. COBURN and an unidentified canaller.*

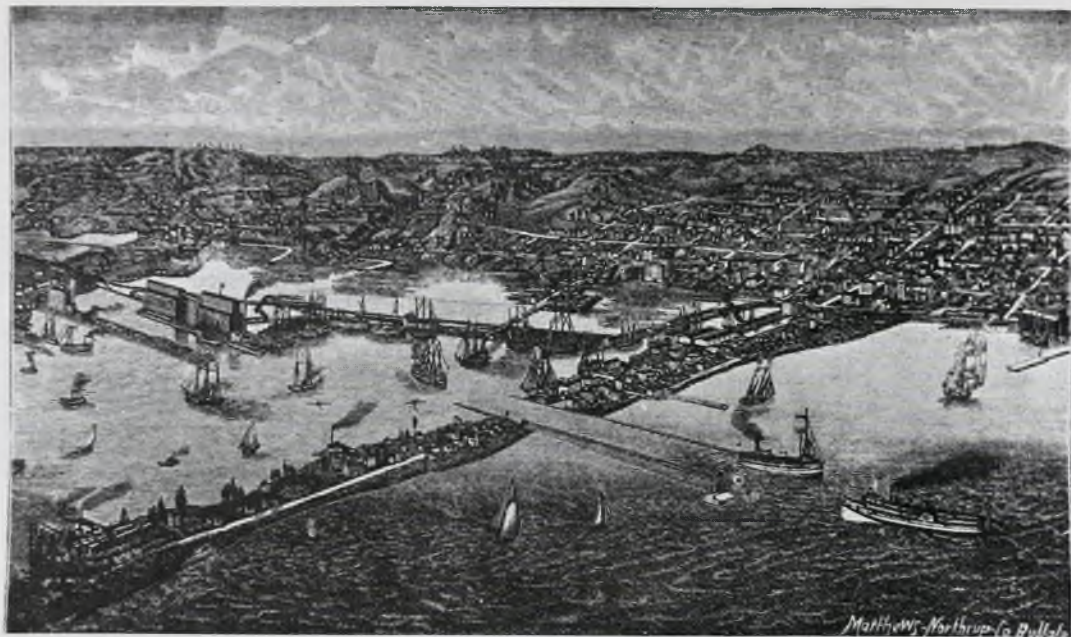
*Dossin Museum Collection.*

trade out of the Twin Ports. At the turn of the century, Duluth still ranked as a great lumber port, while most other lakes areas had depleted their forests by reckless cutting. Minnesota instituted a vigorous program of reforestation, but with many lower lakes ports looking to Lake Superior and Georgian Bay for their lumber products, the tremendous reserve dwindled. By 1920, most of the American lumber trade centered at the Pacific coast, having swept the continent from the New England states in little more than a hundred years.

#### ORE AND COAL TRADES

Duluth owed much of its phenomenal growth to the iron ore which was

found in its environs in the 1870s. Speculation drew much of the city's populace, although the port did not begin to realize its economic potential until the 1890's. At that time, railroads were completed to link the docks with the nearby Mesaba and Cuyuna mines which had until then been relatively inaccessible. Built in the mid-nineties, the ore docks of the Duluth, Mesaba & Northern Railway extended 2,850 feet into the bay, accommodating as many as a dozen big freighters at a time. Superior had a similar dock of lesser dimension. As the Twin Ports grew, all of the railroads entering the cities were connected with all of the docks. Today



*A 'bird's-eye view' of the Zenith City in 1886...compare with the harbor map on pp.60-61. From Duluth, its Trade, Commerce, and Industries, 1886.*

*Richard J. Wright Collection.*

there are seven modern ore docks, including the largest in the world. Two docks in Duluth are owned by the Duluth, Mesabie & Iron Range Railway; four in Superior are run by the Great Northern Railway; and another in the latter city is run by the Northern Pacific Railway. The seven docks have a total of 2,430 ore pockets with a combined capacity of 900,000 gross tons. The unified port handles fully 62% of the ore shipped in the United States or about 50 million short tons annually.

The fourth significant Duluth trade is coal, about 9 million tons of which moves to and from Zenith City docks in a season. Most of the huge freighters in ore service between the Lakes Superior and Erie carry coal on their northbound passages, and this

has been the pattern since the Lake Superior ore trade opened up in the 1860s. In 1886, the largest coal dock on the lakes was built at West Superior. In 1898, 10 million tons of coal reached Lake Superior annually, most of it destined for the lakehead's 11 coal docks. In the 1940s the coal yard storage capacity reached 11 million tons and, today, with over 20 docks, coal remains an essential part of the port's economy.

The fishing industry, like lumber, is nearly dead but it was at one time a significant Duluth business which accounted for several hundred of the port's working force. Lake Superior's cold blue waters teemed with edible fish, and the trout and whitefish were world renowned. Many commercial fishing establishments were begun in





*Minnesota Point stretches to Superior City from the Duluth waterfront, ca 1900.* Dossin Museum Collection.

the 1870s and '80s and bought out in 1885 by the Booth Fisheries of Baltimore. Operating an extensive network of vessels, docks, and warehouses, that firm once employed over 200 men in Duluth. The firm sold all of its Great Lakes properties after the First World War, and the lamprey eels of the 1950s finished off the last independent fishermen. Today there is talk of the industry being reborn as a result of the practical eradication of the lampreys and the planting of Coho salmon in the lakes. Perhaps commercial fishing will one day regain its importance; the prospect is an exciting one.

Many other lesser trades and industries flourished in Duluth and Superior, including cement, limestone, petroleum products, granite, sand, iron and steel products, and cattle.

The success of each has been directly linked with the port, its facilities, and its geographical position. In the *Lake Series*, a statistical analysis prepared by the Corps of Engineers, it is observed:

*As long as the vast iron mines of the Mesabi Range, about 100 miles westward from Duluth-Superior, continue to produce ore, the fertile fields of the northwest grow grain, and the coal mines of the East keep on producing coal for the transshipment through lower lakes ports, Duluth-Superior will unquestionably retain the important position it now holds among the ports of the nation.*

#### THE STEAMBOAT ERA

Shipping out of Duluth dates from 1855, when the schooner *ALGONQUIN* en-



'The longest ore docks in the world,' about 1902. The freighter at right is the 430-foot MAUNALOA.

*Dossin Museum Collection.*

gaged in hauling supplies to neighboring mining settlements. The little propeller *SENECA*, formerly a schooner sailed out of Superior in the late 1850s, and she plied on Lake Superior until she was destroyed by a boiler explosion in 1861. According to the *History of the Great Lakes* (Mansfield 1899) the first ferries to connect the Twin Ports were the sidewheelers *KASOTA* and *J.C. FROST*, which initiated the service in 1871.

In the same year the Union Steamboat Company and the Atlantic, Duluth, & Pacific Lake Company formed a pool of 11 big propellers to provide regular service between Buffalo and the lakehead. This fleet was soon

diminished to just three boats, but was expanded again in 1878 when three lines (Anchor Line, Union Steamboat Company, and the Western Transportation Company) together formed the Lake Superior Transit Company. This combine was comprised of wooden propellers like *WINSLOW*, *ARCTIC*, *NYACK*, *PACIFIC*, *R.G. COBURN*, and the iron 'triplets', *INDIA*, *CHINA*, and *JAPAN*. The ships of this popular line made daily departures from Duluth for all the principal ports on the lakes. Several Canadian ships made up the Canadian Royal Mail Line, running from the lakehead to Collingwood in the 1870s, and the *Beatty*, Canadian Pacific, and Great Northern Transit



vessels were also regular visitors to the Duluth docks of yesteryear.

One line most frequently identified with Duluth was the Northern Steamship Company, organized in 1888 by James J. Hill at St. Paul. The *North-ern* boats connected Buffalo directly with Duluth, and four extensive eastern railroad networks with the roads of the west. At first the fleet was comprised of six sister-ships, all modern steel package freighters; in 1894 Hill ordered the twin liners *NORTH LAND* and *NORTH WEST*, exclusively for passenger trade. Patterned after contemporary salt-water passenger steamers, these 383-foot sisters represented the ultimate achievements in luxury and comfort. They were driven by quadruple-expansion engines and each had 28 boilers. Unfortunately, the two ships were not financially successful, and they were titled '*Jim Hill's White Elephants*'. *NORTH WEST*

burned at Buffalo in 1911, and her sister was withdrawn from service in 1915, never to sail again.

Unlike *NORTH LAND* and *NORTH WEST*, many of the ships successful in the upper lakes trade combined passenger and package freight capabilities. When passenger trade began to wane around 1915, the number of package boats also lessened, and after the first World War they had dwindled in number to a very few, succeeded by expanded systems of trucking and rail transport.

The ships trading in Duluth today are basically two types. The first, of course, is the Great Lakes bulk freighter engaged in the ore and coal services. The second group includes the hundreds of foreign ships calling at the lakehead for grain and mixed cargoes, all destined for ports overseas.

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The picture of the *ALGOCEN* that is on the cover of this issue was taken about five years ago by the Editor in Goderich. She is in winter lay-up but within a few days steam will be up and the pilot house windows un-boarded. The crew will be aboard and another navigation season will be under way. In another few years, boats such as the *ALGOCEN* will be gone from the Lakes and the products of the best years of American ship building will be nothing but memories.

The *ALGOCEN* was built in 1909 at Lorain, Ohio as the *JOHN J. BARLUM US. 206279*, for the Barlum Steamship Company of Detroit. She measures 511.0 X 54.0 X 30.2 feet, 6904/5030 tons. Sold in 1935 to the Algoma Central and Hudson Bay Railway Company fleet and given Canadian #158164 and renamed *ALGOCEN*. Powered by a triple expansion engine built by the American Ship Building Co. at Lorain. She suffered minor damage in a collision with the British freighter *PHRYGIA* in the Detroit River, June 15, 1964. A model of the *JOHN J. BARLUM* is on display at the Dossin Museum and is a beautiful model with its natural wooden hull and tall spars.

# A TRIP UP THE LAKES

*Reprinted from the MARINE REVIEW*

There is a feature of the Great Lakes trade so common in the Great Lakes region as to excite no comment whatever, but which must, nevertheless be a source of great envy to those who do not live in the lakes district. That feature of the trade is the passenger business of the bulk freight carriers, a feature carried on by invitation exclusively the passengers being guests, and from whom the company derive no revenue whatever. Of course, the bulk freight carriers confined to the coal and ore trades have practically no passenger accommodations, but nearly all of them have from one to four staterooms capable of accommodating from two to eight guests. As a rule these invitations are confined to interests and families directly associated with the trade. They are by no means dealt out promiscuously. Those that are favored with an invitation, however, really have a most delightful time.

To the uninitiated, a vessel confined to the coal or ore trade might seem a dirty and uncomfortable thing for a passenger to travel on; but the reverse is the truth. As soon as the cargo is aboard, the steamer is made as neat and trim as a private yacht and the character of the accommodations afforded is such as to justify the term of luxury. Certainly similar accommodations on a pas-

senger liner would cost a royal price, if indeed they could be said to exist at all. The staterooms on a freight boat are really rooms of ample cubical dimensions, supplied with an abundance of light, and in some of the ore boats being flush with the decks, ventilation is perfect. In fact, similar accommodations on a fast Atlantic liner would cost \$1,000 from New York to Liverpool. As companies on the lakes operating these freighters have grown in wealth, in influence and in ramification of enterprise, such as iron and steel making, they have given attention not only to the greater burden of the steamer, but also to the introduction of a certain elegance into the limited passenger accommodations. There are probably a half dozen steamers on the lakes whose passenger accommodations note a refinement that is scarcely to be found on a private yacht since the line is distinctly drawn between beauty and mere display.

The new steamer *Peter White*, just built for the Presque Isle Transportation Company at the yards of the Great Lakes Engineering Works of Detroit, has passenger accommodations of the most exquisite finish, though no special emphasis was intended to be made upon this feature of this particular ship. Nevertheless, the most beautiful woodwork has been in-



troduced in the construction of the staterooms and a number of little conveniences are provided in the way of book racks, individual sideboards for ice and water and shaded lights in each stateroom. The steamer *Wm. G. Mather* now building for the Cleveland Cliffs Iron Company at this same yard will probably have the most complete passenger accomodation of any freight vessel on the lakes. She will be the flagship of the Cleveland Cliffs Fleet. Considerable thought has been devoted to making her a model of comfort, convenience and elegance in the entertainment of directors, the officers and associated interests of this enterprising company.

The great bulk of ore is taken from Lake Superior ports and shipped to Lake Erie docks. The distance from the head of the lakes to Buffalo is 1,000 miles, or to be exact 996 miles, so that a round trip from Buffalo to Duluth or Ashland means a trip of practically 2,000 miles, or two-thirds the distance across the ocean, made under conditions of comfort that cannot be possible obtained on an ocean liner. In the first place these great freighters are so steady that sea sickness is almost unknown. There is no rolling motion to the ship, and as the engine is of low power and the propeller always submerged, there is no perceptible vibration...just a steady gliding through the water. The trip itself

has infinite variety since 100 miles of it is made through rivers where the channels are so narrow that one may easily communicate with passing steamers or even speak to persons on the banks. It is a wonderful sight to see these giant freighters pass each other at a speed of from ten to twelve miles an hour with only a few feet of water between them. The salt water sailors are apt to scoff at the lake steamship, but that is because they know nothing at all about it. There are scarcely more than twenty vessels on the ocean that are longer than the longest of the modern lake freighters, and it requires great courage and skill to handle them in the restricted channels of the lakes. Further, in storms a salt water ship has plenty of sea room, but a lakes master has a lee shore to reckon with at all times.

It is frequently charged that while lakes masters are good pilots, they are not navigators, and while that may have been true in the past, it is becoming less and less true.

*EDITOR'S NOTE:* This article appeared in *The Marine Review*, October 5, 1905, and was the reporter's observations made on a trip on the steamer *Centurion* of the Cleveland Cliffs Iron Company. As many of our readers wonder what its like to travel on a freighter, it was felt this article warranted reprinting. His description is equally true today, for very little has changed in this facet of the Great Lakes operations.



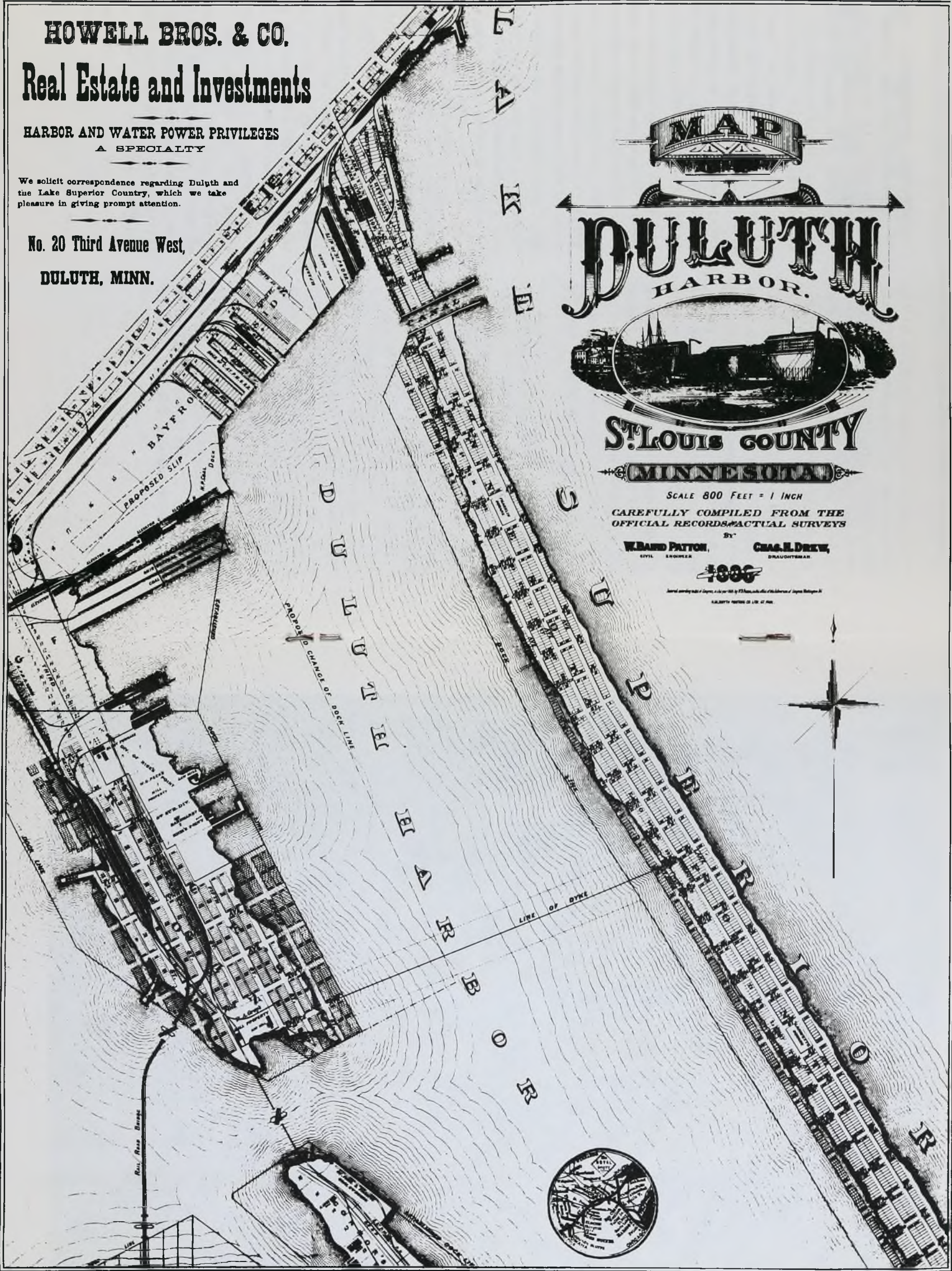
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MAP

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HARBOR.



ST. LOUIS COUNTY

MINNESOTA

SCALE 800 FEET = 1 INCH

CAREFULLY COMPILED FROM THE  
OFFICIAL RECORDS, ACTUAL SURVEYS

W. RAND PRITTON,  
CIVIL ENGINEER

CRAIG H. DEWE,  
DRAUGHTSMAN

1886

Actual survey made in August, 1886, by W. Rand Pritton, under the direction of James H. Thompson, U.S. Surveyor General.

Copyright, 1886, by W. Rand Pritton.









CLEVELAND  CLIFFS

WILLIAM G. MATHER  
THE CLEVELAND-CLIFFS STEAMSHIP CO.









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# MARINE GALLERY

Last month we shorted you readers by not having a Marine Gallery. This month we hope we can make it up to you by having four large pictures of four of the Cleveland-Cliffs Steamship Companys boats. We hope you will enjoy these pictures. All of the pictures are from the collection of Emory Massman.

FRONTENAC, US. 223078. Built in 1923 at River Rouge, Michigan by the Great Lakes Engineering Works. 590.0 X 60.0 X 27.8 feet; 8158/6531 tons. Originally powered by a Great Lakes Engineering Works triple expansion engine she was re-powered in 1954 with DeLaval steam turbines of 5500 hp.

WILLIAM G. MATHER, US. 224850. Built in 1925 at River Rouge, Michigan by the Great Lakes Engineering Works. 601.0 X 62.0 X 27.7 feet; 8662/6810 tons. For many years she was the flagship of the Cleveland-Cliffs Fleet, she was succeeded during the War by the larger Maritime boats. The MATHER was re-powered in 1954 with DeLaval turbines, her original engines being Great Lakes Engineering Works triple expansions. She was given the first automatic boiler plant on the Lakes in 1964 at the cost of over \$1 million.

MICHIGAN, US. 203206. Built in 1906 at Ecorse, Michigan by the Great Lakes Engineering Works, hull #20, 530.0 X 56.2 X 32, 6924/5476 tons. She sailed under the Cleveland-Cliffs houseflag until purchased by British owners in 1964, when she was given British #326399. She was renamed GOUDREAU in 1966 and she is still sailing under the ensign of the Bahamas.

CADILLAC, US. 243423. Built in 1943 at Ecorse, Michigan by the Great Lakes Engineering Works as the LAKE ANGELINE, a Maritime class bulk freighter, 603.8 X 60.2 X 30.2 feet; 9057/6793 tons. Renamed after launching as the CADILLAC. Powered by Great Lakes Engineering Works triple expansion engines 24, 41, & 68 by 42" stroke.



## CURATOR'S CORNER

by  
ROBERT E. LEE, Curator,  
*Dossin Great Lakes Museum*

Last month we called your attention to a new book by Father Dowling, *The Lakers of World War I*, and your response has been very fine. It would seem appropriate that we call attention to a couple of other publications that we feel would please you equally well. Each of these books have been available for some time, and while our older members are fully aware of them, it is quite possible that those who joined after their publication may not have heard of them. So, old timers, bear with us for a moment.

The first of these books is a fine picture collection called *The Ship's Scene*, by member *Emory Massman, Jr.* We still have a few copies of this very fine offering which presents 24 full 8" x 10" photos, unencumbered by any text material. In other words, if you want to frame them, they're all ready for you to do it. The caption material, for those who want the information, is compiled on a single page at the back of the book. The price, by mail, is \$1.25.

The second book is an Institute publication, entitled *Great Lakes Ships*, and it contains over seventy historic pictures from the museum's collections. The selection covers the golden era years from 1925 to 1950, and the pictures are from the McNutt negatives, purchased some years ago for the museum by the Institute. This book, by mail, is priced at only \$1.50.

While we're on the subject of things available from the sales booth, we should call your attention to the need to do your Christmas shopping early! That *may* sound silly, but read on.

We purchased from the Georgian Bay Line, when it went out of business, a number of items we thought members would like to have as souvenirs. Among these items are Christmas cards with a photo by Harry Wolf, of Santa high on the stack of the *South American*. While they last, we are selling these cards at \$1.00 per box of twenty. Sure, its early, but think how nice it is going to be next year not to have to push through the crowds looking for just the right card. Sorry, but these can't be mailed, so you must come to the museum to get them.

All of this may have sounded a iittle like a commercial for the sales booth, and maybe it was. However, being interested in the same things you are, we sort of feel that you might like to know what is available to you at the museum. Often we search all over town to find something for a gift, or for ourselves, then we find it could have been obtained right under our noses at the museum. Moreover, its a way by which you can satisfy your own needs, and at the same time help to support the Institute in its program of assistance to the museum. How can you go wrong?

Next time, try the museum first. If we don't have it we'll get it.





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Feb. 1...Traffic in the port of Montreal was resumed today with the arrival of M/V *CHIMO*, and the departure of the Danish freighter *THORA DAN*. A severe freezeup had kept shipping at a standstill for 26 days.

...The General Marine Service and the Transportation Division of the General Fire Extinguisher Corporation, have offered the hulk of the sunken Dutch motorship *PRINS WILLEM V* for sale.

...Litton Industries, Inc. announced the signing of two contracts for work on a new shipyard at Erie, Pa. The graving dock will be 1,240 feet long, and will be the longest in the United States. It will be 140 feet wide, with 20 feet of water over the sill at low water. Completion date for the entire \$20 million project is December 15 this year. The new bulk carrier is due to be delivered in 1970.

Feb. 2...An early opening of navigation on the Great Lakes this spring is seen in the 30-day outlook for February, issued by the weather bureau.

...A giant mass of ice blocked navigation in the St. Lawrence River below Montreal only a day after the fleet of nine icebreakers had succeeded in hacking open a channel between Quebec City and Montreal Harbor.

Feb. 6...The St. Lawrence River between Quebec City and Montreal, closed to shipping by ice jams for more than a month, was clear of obstructions today.

Feb. 7...Capt. Ernest A. Clothier, President of the American Pilots Association, was reappointed to a two year term on the Great Lakes Pilotage Advisory Committee by Admiral Willard J. Smith, Coast Guard Commandant.

Feb. 8...The Canadian Government awarded a contract totaling \$4,572,415 to Alnor Construction Company, of Oshawa, Ontario for excavation of a 4,780 foot section of the new channel for the Welland Canal.

Feb 9...Coast Guard Capt. William F. Rea III will succeed Adm. Charles Tighe, who is moving to the 11th Coast Guard District, based at Long Beach, California, as commander of the 9th Coast Guard District it was announced by Admiral Willard J. Smith, Coast Guard Commandant

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**GREAT LAKES AND SEAWAY NEWS**

...Idle in the port of Montreal since November, 1967, when D.O.T. had refused a pilot to take her into the Lakes, the Liberian freighter *EVIE W.* has been sold, with her cargo for \$132,000 at auction to pay off debts. The new owner is Wallace Watson of Montreal. (Built in 1943, the *EVIE W.* is a former Liberty tanker, which was converted in 1950 and lengthened in 1956. She was formerly in the Seaway as *UNITY* and *SERRE*.)

Feb 10...Outbound from Quebec City, the M/V *CHARNEY* was abandoned, when shifting cargo caused her to list dangerously, about 550 miles off Cape Hatteras, N.C. Her 22 crewmen and two passengers, who were in two lifeboats and a liferaft, were picked up safely from the stormy Atlantic by the Norwegian freighter *VINNI*. (M/V *CHARNY*; a, *CABYLE*; b, *JOSEPHINE LeBORGNE* was built in 1948 at Sorel. Dim. 299.2 x 46.1 x 19.5, 2068 GT, 1022 NT. Owners; North Shipping and Transportation, Ltd.) (See *Goelettes* list, *Telescope*, Vol.16, No.2, February, 1967.)

Feb 11...The M/V *CHARNY* was taken in tow by the tug *ALICE MORAN* from New York, but sank 90 minutes later.

...A new device to help clean up oil spills in harbors and lakes has been announced by the American Oil Company. The device consists of a rotating drum and a huge polyurethane 'sponge' mounted on a 24 foot catamaran. It soaks up spilled oil from the water surface, squeezes out the water in one step and the oil in another. It can handle fifty barrels an hour.

Feb. 12...The Capo Line (Genoa, Italy); the Concordia Line Great Lakes Services (Haugesund, Norway); the Fabre Line (Montreal); and the Niagara Line (Rotterdam, Neth.) will merge their services in 1968, under the name, Medlakes Services.

...The Dutch freighter *OCEAN SPRINTER* was released from arrest in the port of St. John's, Nfld., with the posting of a bond for \$543,000. She is expected to proceed to Marystown, Nfld. for repairs. Two writs of claim had been filed against her owners, one for cargo damage and one for salvage rights.

Feb. 16...The Canadian Labor Congress (C.L.C.) readmitted to the S.I.U.

...Latest reports from the Canadian Meteorological Branch shows the St. Lawrence River 100% covered with heavy winter ice. Thick ice and cold weather on the upper St. Lawrence may hamper opening of the Seaway.

Feb. 19...The cutter *MACKINAW* (a. *MANITOWOC*) is en route to Charlevoix, Michigan to break out the cutter *SUNDEW* beset in heavy ice there. They will proceed to Muskegon, Michigan where ice is reported five feet thick with windrows up to 20 feet. After breaking open Muskegon for use of two car ferries, they may also help out at Grand Haven, a few miles farther south, where the *WOODBUNE* is trying to make a track for two tankers, the *SINCLAIR GREAT LAKES*, inbound, and the *METEOR*, outbound from that port. The '*MACK*' was making 5 to 6 miles an hour through 24 inch ice in the Straights of Mackinac.



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**GREAT LAKES AND SEAWAY NEWS**

Feb. 23...U. S. Steel's Fleet will have a new stackmark this year. It will be the U.S. Steel trade mark in silver letters on black background. The ships of the Bradley Fleet will sport the same stack.

...At St. Joseph, Michigan the tanker *METEOR* is stuck in 30 inch ice, with windrows four to five feet thick. The cutters *WOODBINE* and *ARUNDEL* are on the scene, but unable to free the *METEOR*.

Feb. 24...A Coast Guard helicopter picked up a sick seaman from Lake Michigan and flew him to Detroit for treatment. The sailor had been taken off the tanker *METEOR* by the cutter *ARUNDEL*. However, the *ARUNDEL* was unable to reach St. Joseph. The *MACKINAW* found it heavy-going on its way to assist the *METEOR*.

Feb. 27...Erie Division of Litton Industries, Inc., will hold formal ground breaking for its ship assembly facility at the foot of Holland Street in Erie, Pa., March 12.

Feb. 28...The Welland Canal will open April 1st., weather and ice permitting. Montreal-Lake Ontario section of the Seaway will open April 15th. but could open earlier with good weather. However, no ship will be able to transit the Wiley-Dondero Canal before April 8th. because of repair work on the Eisenhower Lock.

...The Cuban ship *26 De JULIO* (a. *FREDENHAGEN*; b. *JUAN B.*) that became involved in a near international incident between the U. S. and Cuba, is a former Seaway visitor.

**MISCELLANEOUS**

...The former Canadian laker *LAKETON* (a. *SAXONA*) foundered in the Atlantic on January 13, 1968, while being towed from Newfoundland to Vado, Italy for

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## GREAT LAKES AND SEAWAY NEWS

scrapping. Her loss marked at position 39° 42'N and 30° 36'W. Photo taken by George Ayoub at Iroquois, Ontario, August 3, 1964

...The Chicago Duluth & Georgian Bay Transit Company sold the *SOUTH AMERICAM*

...Chicago Duluth & Georgian Bay Transit Company sold the *SOUTH AMERICAM* to the Seafarers International Union for \$111,111,11.

...The former Puget Sound ferryboat *CHIPPEWA*, one of 107 vessels built in the Toledo, Ohio yard of Craig Shipbuilding Company, between 1889 and 1906, has been purchased by Donald Clair, of Oakland, California for use as a museum.

...The Panamanian passenger ship *FLORIDA*, which was renamed Le *PALAIS FLOT-TANT*, and used as a floating hotel in Montreal harbor during Expo 67, has been sold by Jean Paul Bedard, of Montreal, to Steel Factors Ltd., presumably for scrapping.

...The former St. Lawrence River passenger ship *TADOUSSAC* (b. *PASSENGER No. 2* c. *ST. LAWRENCE*), will reopen as a floating hotel at Copenhagen during 1968 after being closed October 1, 1967.

...C. S. L.'s *THUNDER BAY* undergoing conversion to a self-unloader at Port Arthur, Ontario.

...C. S. L.'s *STADACONA* will probably not operate in 1968.

...*BATTLEFORD* has been renamed *REAL GOLD* and is in the cement trade around the Bahamas. She is for sale.

...*BULK GOLD* has been laid up in the Bahamas since January 10, 1968. She is also for sale.



*THUNDER BAY*, Built at Port Arthur in 1952, is soon to be a self-unloader. (Photo by James M. Kidd, Toronto.)



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1965

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