

TELESCOPE

January - February, 1969

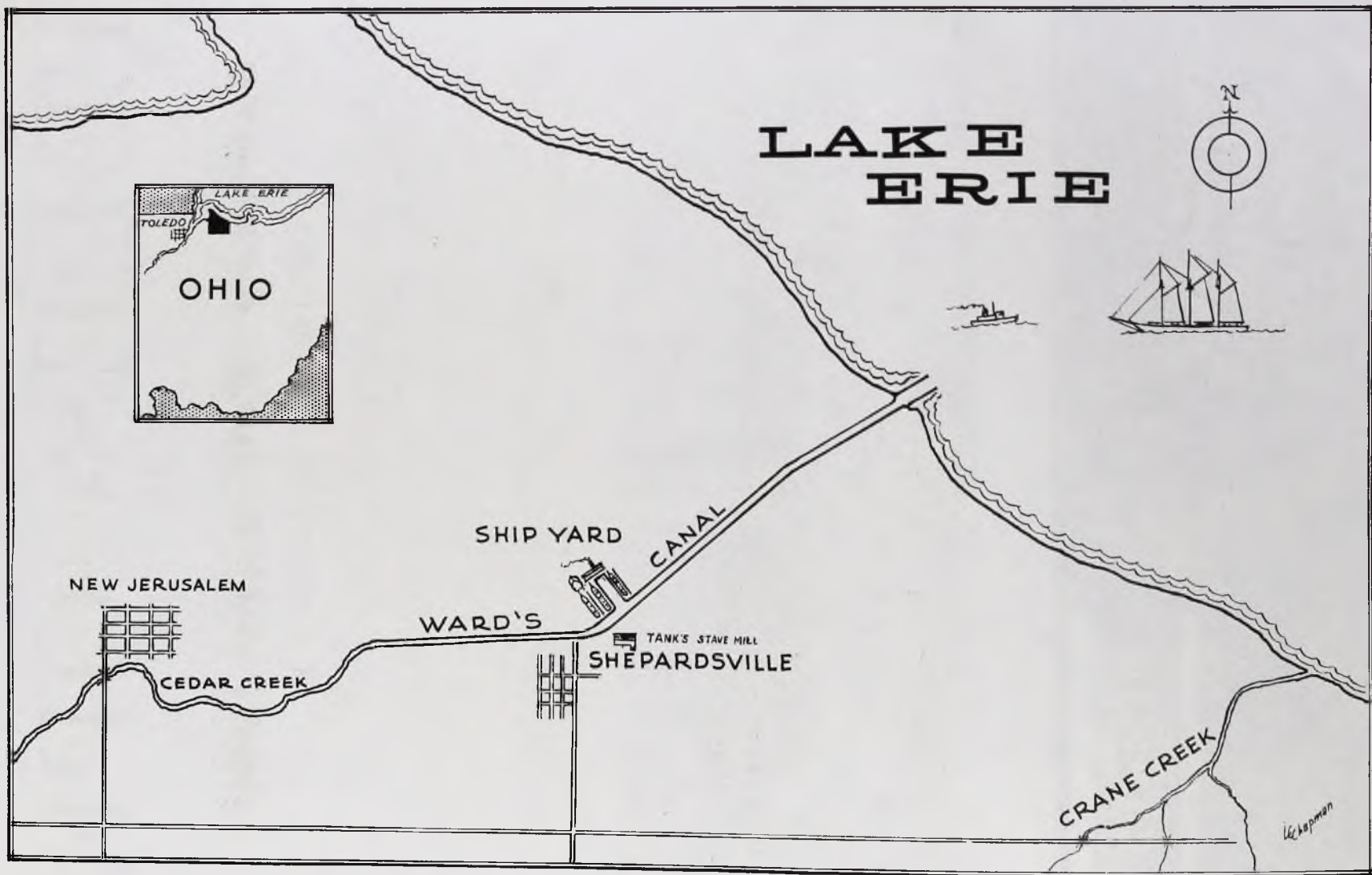
Volume 18; Number 1



**Great Lakes
Maritime
Institute**



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



A FORGOTTEN PORT and Log Towing Revenue Cutters

Submitted by:
CAPT. FRANK E. HAMILTON

About thirteen miles from Toledo at the eastern end of the Jerusalem Road (which must have been an Indian trail) and where present-day Route 2 makes a sharp turn to the south, stands the town of Bono.

In the early 1860's the Detroit capitalist, Eber Brock Ward, acquired 8.177 acres of timber land on what was known as the Howard Farms. This desolate tract of land, isolated from all communications, reminded Ward of Jerusalem, and he named it *New Jerusalem*. A two-and-a-half mile canal, 60 to 150 feet wide, with a depth of about 15 feet was dug to connect Paw Paw, or Cedar Creek with Lake Erie. Piers were built 250 feet out into the lake to protect the mouth of the canal. The canal became known as *Ward's Canal* and the settlement, New Jerusalem, was on its north bank.

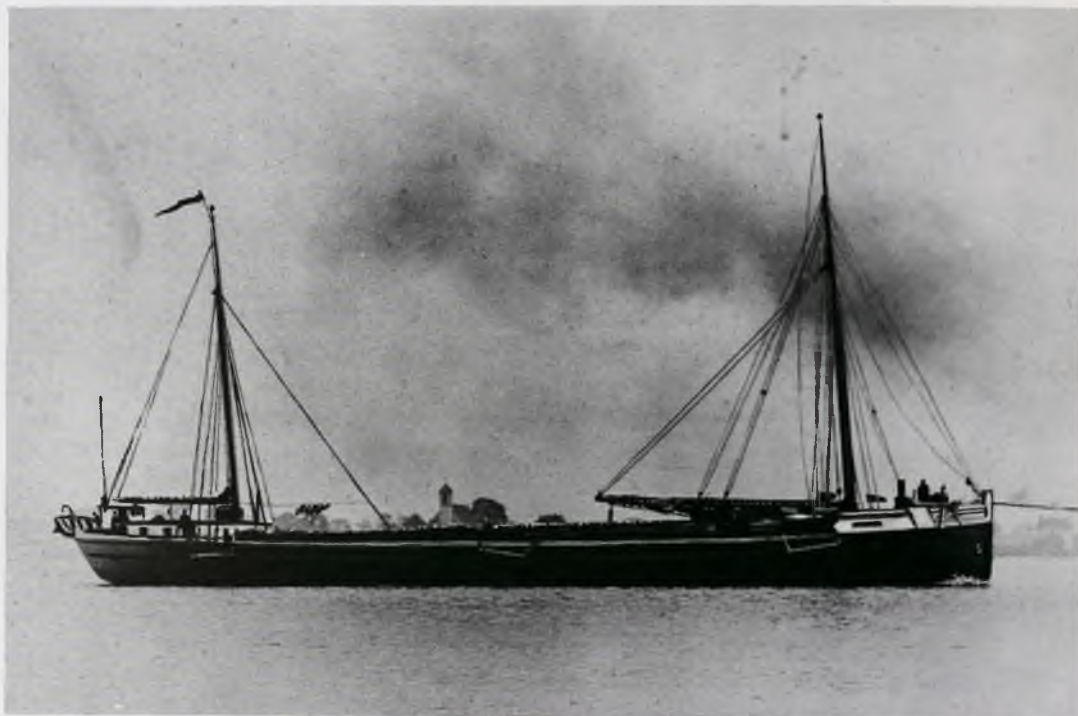
In 1879 a shipyard and sawmill was built on the north bank, about half way to the lake and a plank road was built to the shipyard. At this time a cut-off canal was dug north of the town which put the settlement on the south side of the canal. A large home, a boarding house, stables, and a race track were built. In 1872-76,

Ward employed as many as a hundred men, and Daniel Shepard was the manager of the shipyard. Homes were built for the men and the place got to be known as *Shepardsville*, but on applying for a Post Office it was discovered that Ohio already had a Post Office by that name. The name then selected was *Bono* in honor of an Indian who had been a commercial fisherman on Kelleys Island for a while. The Bono Post Office was opened on December 17, 1898.

It is worthy of note that on both 1860 and 1870 maps of Lucas County, Howards Farms and the surrounding territory were in a Michigan survey.

Ward's mill shipped a lot of 248 feet by 24 inch square timber to the Soo, and much other timber and wood was shipped to Ward's Wyandotte rolling mill, which had a charcoal iron furnace.

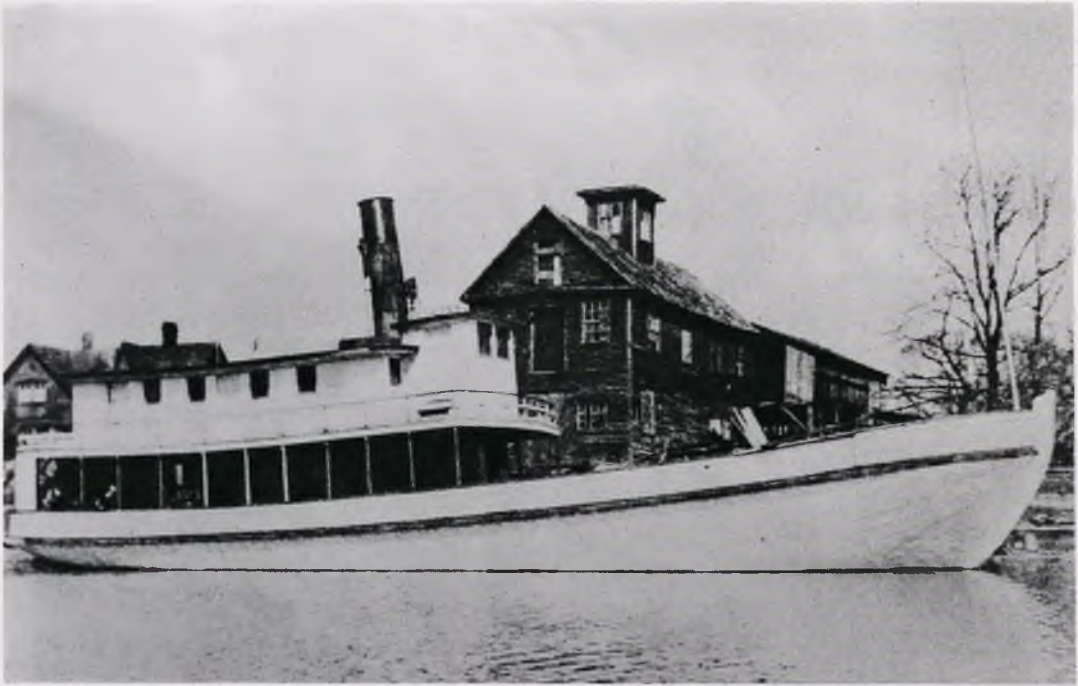
In 1871 the schooner-barge *MERCURY* of 232 tons was built for Nat Engleman, of Milwaukee, at a cost of \$6,500, at the New Jerusalem shipyard. In 1872 the schooner-barge *MARS* of 234 tons was built for the Sam Ward Estate, of Conneaut, at a cost of \$7,000.

Barge *URANUS*

PESHA PHOTO Dossin Museum Collection

In 1872 the *HERSCHEL*, a schooner barge, was built for Kirby & Company at Marinette for \$5,000, and in 1873 the schooner-barge *URANUS*, 524 tons, was built for the same company. The steamer *LELAND* of 325 tons was built in 1873 for the Leland Iron Furnace at Leland for \$16,000. Angus McLeod was the Master Carpenter who built these four barges and the steamer *LELAND*, and he was from Ward's Wyandotte shipyard. In 1874 the heavy outside tug *MUSIC* of 320 tons was built by Andrew Cameron, Master Carpenter, for Mitchel, *et al*, at Bay City at a cost of \$20,000. The year 1875 saw the little fore-and aft schooner *FRED L. WELLS* of 97 tons built by Arthur Fraser, Master Carpenter of Ward's yard, for Edward Winchester, of Toledo.

A large stave and tile mill was built in 1880 by Fred Tank and Associates, located where the present Route 2 bends to the south. This was used in later years as an onion storage warehouse. The old shipyard slipway remained in place, and in 1889 William Spaulding built there the steamer *FRED TANK*. She was 91 tons, and built for LaDuce of Toledo at a cost of \$9,000. Built to haul staves and tile out of Tank's Mill on Ward's Canal, she took many loads of staves to Kelleys Island for the cooper shop at the north side lime kilns. In 1896 the *FRED TANK* delivered the four street cars from Toledo to Put-in-Bay, for the Hotel Victory Electric Railroad Line. At the time the *TANK* was built there were several mud scows built for



ENERGY

Photo; Rev. E. J. Dowling, S. J.

local interests, as in 1894 the canal was dredged westward, almost to the town of Curtis. Several other canals were dug in the vicinity at the same period, used mainly as drainage ditches.

Ward's Canal is mentioned in 1887 as a Port of Entry. The sail-scow *KATE GRANT* was purchased to sail between Sandusky and the canal in 1888 in the wood trade. The steamer *DAN KUNZ* made the first trip from Sandusky to Ward's Canal for wood on May 30, 1888. In the early 1890's, small steamers such as the *ENERGY*, *LUCKY BOY*, *LAFAYETTE*, *SAKIE SHEPARD*, and *FAUGH A. BELLAGH* brought cordwood from Ward's Canal to Kelleys Island where it was used to fire the lime kilns. At this time the tugs *O. J. TRUE*, *CHARLES E. BOLTON*, and *W. H. MOORE* were towing wood scows

out of the canal. In later years, into the 1900's, small vessels like the *LONG JOHN* were used in the onion trade out of Ward's Canal.

After the Civil War the United States government went on an economy binge and laid up some of its Great Lakes steam Revenue Cutters. The *JOHN SHERMAN* was sold out of service on June 25, 1872, to George Irwin of Detroit, acting for John P. Clark, the Detroit shipbuilder, who chartered her to Eber B. Ward for use in towing logs from Ward's Canal to Wyandotte and Detroit. Tow posts had been installed at Clark's Springwells shipyard. On July 20, 1872, the *SHERMAN* was coming up from Wards Canal towing the new barge *MERCURY*, which was to finish fitting out at Clark's yard, when the *SHERMAN* got stranded on the lower end of Bob-Lo.



SAKIE SHEPARD at Marine City for repairs after fire.

Photo: Rev. E. J. Dowling, S. J.

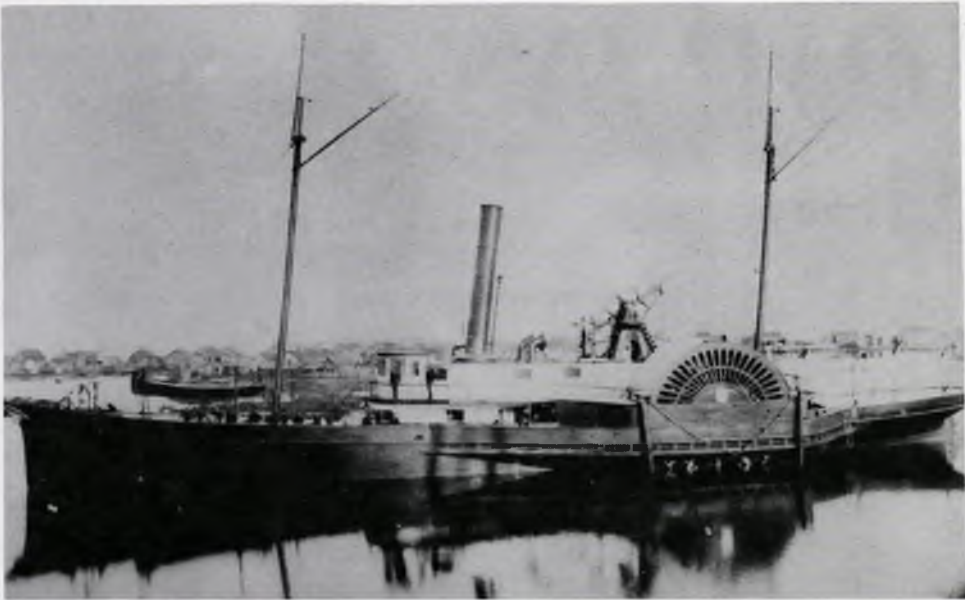
The Revenue Cutter *WILLIAM P. FESSENDEN*, after much hard work, succeeded in freeing her.

On June 27, 1872, the government sold the Revenue Cutter *JOHN A. DIX* out of service to Eber Ward. She was also used to tow logs from the canal to Wyandotte and Detroit, her tow posts also having been installed at Clark's yard. On October 20, 1872, the *DIX* towed the barge *MARS* from Ward's Canal to Clark's Springwells yard to complete fitting out.

It might be interesting to note that of the four Revenue Cutters contracted for during the Civil War, three played a part in the relatively short commercial history of New Jerusalem and Ward's Canal in the log towing business. All four had

vertical beam engines of about the same size. The North River Iron Works of Hoboken, New Jersey, built the engines for *FESSENDEN* and *SHERMAN*, the Shepard Iron Works of Buffalo, built the engine for the *ANDREW JOHNSON*, while James Murphy and Company of New York built the engine for the *DIX*. Both the *FESSENDEN* and *SHERMAN* were launched at Cleveland by Elihu M. Peck on June 21, 1865. The *JOHNSON* was built at Buffalo by Andrew S. Mason, and the *DIX* at Tonawanda by James D. Leary. Both were launched the same day; July 28, 1865.

The *JOHNSON* remained in government service the longest, being sold out of service on June 2, 1897. On March 27, 1883, the *FESSENDEN* was sold out of service, this after her engine



U. S. Revenue Cutter *ANDREW JOHNSON*

Photo: Rev. E. J. Dowling, S. J.

had been placed in the new, iron hulled Revenue Cutter *WILLIAM P. FESSENDEN (ii)* which was launched on April 28, 1883.

AUTHOR'S NOTE: Information on ship building on Ward's Canal is taken from the Historical Atlas of Lucas County, Ohio, published in 1875, and maps from the Lucas County Engineer's Office with information

furnished by the late Charles Mensing of Toledo, Ohio. Information on the log towing activities of the DIX and SHERMAN came from early newspapers, researched by Mr. David Glick.

Eber Brock Ward was born at Harmborough, Upper Canada, December 25, 1811. He died at Detroit on January 2, 1875.

COVER

JOHN A. DIX as passenger vessel, after being sold out of U. S. Revenue Marine. *Photo: Rev. E. J. Dowling, S. J.*

The *TOMLINSON* Fleet

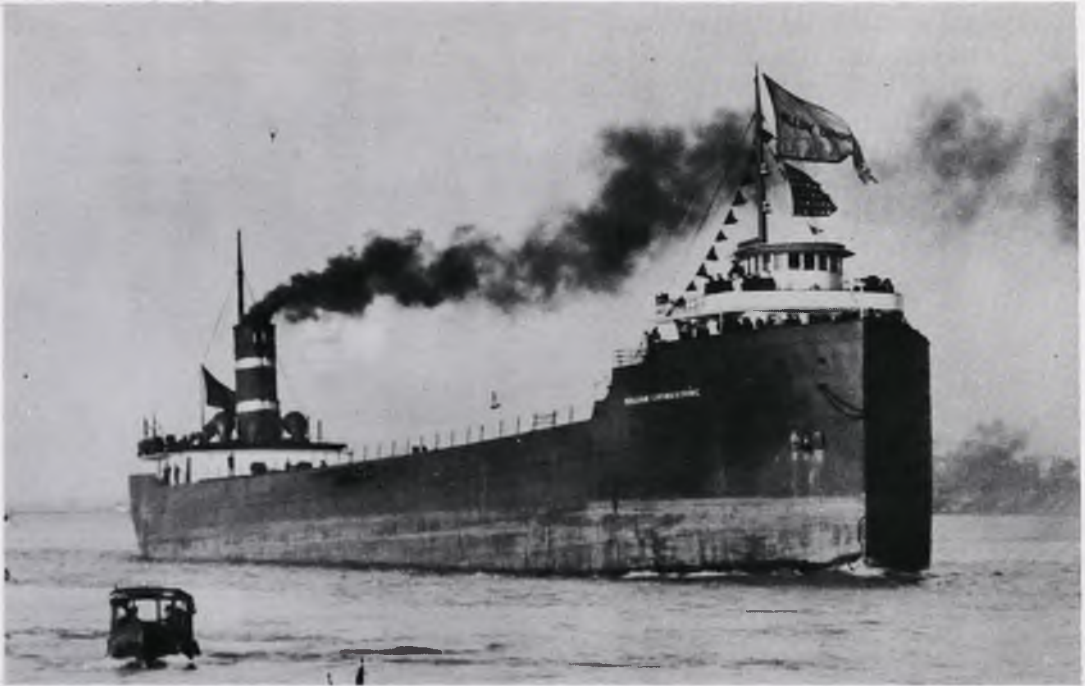
Rev. EDWARD DOWLING S.J.



RUFUS P. RANNEY

Massman photo
Dossin Collection

FRANK T. HEFFELFINGER. Built in 1901 at Chicago by the Chicago Shipbuilding Co. Hull #49, for the Peavy Steamship Co. 430 x 50 x 28. Operated by Tomlinson for the owners from 1913 to 1916. She was later CLEMENS A. REISS and SUPERIOR. Scrapped in Europe in 1962.



WILLIAM LIVINGSTONE opening the Livingstone Channell in 1912.
Author's Collection

HONDURAS. Built in 1908 at Buffalo by the Buffalo Dry Dock Co. Hull #214. 247 x 43 x 27/ Operated by Tomlinson for Davidson Steanship Co. To the coast early in World War I. Sold Brazilian in 1919 and re-named GAURANY. Burned and foundered off Barbados on 10-24-1919.

HOOVER AND MASON. Built in 1905 at Ecorse by the Great Lakes Engineering Works. Hull #6. 504 x 54 x 31. Converted into a self-unloader in 1928 and renamed E. M. YOUNG and later COLONEL E. M. YOUNG. Sold around 1947 and later reconverted to a standard bulk freighter and renamed again to SPARKMAN D. FOSTER. She was sold for scrap in 1962.

KENSINGTON. Built in 1903 at Toledo by the Craig Shipbuilding Co. Hull #94. 369 x 50 x 28. Sold out of the Tomlinson Fleet at an early date. Later M. A. REEB and O.S. McFARLAND. Converted into a crane ship in the late Thirties. Presently in the Columbus Fleet but has neem inactive in recent years.



MILINOKETT

Pesha photo
Author's Collection

LAKE GEORGE (ex PERREGAUX). Built in 1917 at Ashtabula, Ohio by the Great Lakes Engineering Works. 253 x 43 x 27. An engines-aft type "Laker" that was built originally for French owners but was requisitioned by the U.S. Shipping Board during World War I. Acquired by the Davidson Steamship Co. after the War and managed for them by Tomlinson until sold Chinese in 1937. Later names are WIN ON, HELLENIC CITY, FOLOZU, and BISSHO MARU. She was a war loss on 5-29-1943.

WILLIAM LIVINGSTONE. Built in 1908 at Ecorse by the Great Lakes Engineering Works. Hull #41. 539 x 58 x 31. Operated by Tomlinson until 1916/ Later S.B. WAY and CRISPIN OGLEBAY. Presently a self-unloader in the Columbia Steamship Co.

MILINOKETT. Built in 1907 at Ecorse by the Great Lakes Engineering Works. Hull #30. 504 x 52 x 31. Operated by Tomlinson for the Mililokett Steamship Co. (Eddy-Shaw). Later HERBERT K. OAKES, STEELTON i and CORNWALL. Scrapped at Hamilton, Ontario in 1950.

- F.M. OSBORNE. Built in 1902 at Lorain, Ohio by the American Shipbuilding Co. Hull #312, for Gilchrist. 380 x 50 x 28. Operated by Tomlinson for the Davidson Steamship Co. from 1913 to 1916. Was later MUNISING. Scrapped at Buffalo in 1956.
- FRANK H. PEAVEY. Built in 1901 at Lorain by the American Shipbuilding Co. Hull #309, for the Peavey Steamship Co. 430 x 50 x 28. Operated by Tomlinson from 1913 to 1916. Later WILLIAM A. REISS. Stranded on the Sheboygan pierheads on 11-13-1934. Abandoned and scrapped at Sturgeon Bay.
- GEORGE W. PEAVEY. Built in 1901 at Cleveland by the American Shipbuilding Co. Hull #310 for the Peavey Steamship Co. 430 x 50 x 28. Managed by Tomlinson from 1913 to 1916. Later RICHARD J. REISS and SUPERIOR. Scrapped at Hamilton, Ontario in 1948
- PENOBSCOT. Built in 1895 at W. Bay City, Michigan by Wheeler. Hull #108. Originally 351 x 44 x 23. Lengthened in 1906 to 454 feet. Operated by Tomlinson for the Lake Transit Co. (Eddy-Shaw) in the early years of the Twentieth Century. Scrapped in 1963.
- E.C. POPE. Built in 1891 at Wyandotte by the Detroit Dry Dock Co. Hull #106. 317 x 41 x 24. Managed by Tomlinson for the Lake Transit Co. (Eddy-Shaw) in the early part of the Twentieth Century. She was scrapped about 1960.
- RUFUS P. RANNEY. Built in 1908 at Superior, Wisconsin by the Superior Shipbuilding Co. Hull #520. 425 x 52 x 28. Operated by Tomlinson for the Triton Steamship Co. from 1916 until scrapped in 1961.
- SAHARA. Built in 1904 at Lorain, Ohio by the American Shipbuilding Co. Hull #331. 481 x 52 x 29. She spent her entire life in the Tomlinson Fleet. In later years she was renamed CUYLER ADAMS. She was scrapped in 1961.
- E.N. SAUNDERS. Built in 1902 at Lorain, Ohio by the American Shipbuilding Co. Hull #314, for the Gilchrist Transportation Co. 380 x 50 x 28. Operated by Tomlinson for the Davidson Steamship Co. from 1913 to 1916. Later NEGAUNEE. Scrapped in 1956 at Buffalo, New York.



SAXONA

Pesha photo, Author's Collection

- SAXONA. Built in 1903 at Cleveland, Ohio by the American Shipbuilding Co. Hull #416. 416 x 50 x 28. Abandoned to the underwriters after a collision and sinking in 1916. She was renamed LAKETON and sailed in the Matthews and Misener Fleets until sold for scrap last year. She foundered off the Azores while being towed to Italy for scrapping.
- SIERRA. Built in 1906 at Toledo, Ohio by the Toledo Shipbuilding Co. Hull #108. 439 x 52 x 29. Converted to a self-unloader in 1929. She was sold to Columbia in 1949 and scrapped in 1965.
- SINALOA. Built in 1903 at W. Bay City by the West Bay City Shipbuilding Co. Hull #609. 416 x 50 x 24. In the fleet from 1903 through 1924 and from 1928 to 1933. Was later WILLIAM F. RAPPRIK, SINALOA and STONEFAX. Was in service in the 1968 season but is rumored to be scrapped.
- SOCAPA. Built in 1905 at W. Bay City by the West Bay City Shipbuilding Co. Hull #614. 504 x 54 x 29. In the fleet from 1905 until 1936. Was later GEORGE G. BARNUM and HENNEPIN. Converted to a self-unloader in 1958. In service for the Redlands Steamship Co.

SONOMA. Built in 1903 at W. Bay City by the West Bay City Shipbuilding Co. Hull #610. 416 x 50 x 24. In the fleet from 1903 until 1924. Was later DAVID S. TROXEL, SONOMA, and FRED L. HEWITT. Scrapped at Hamilton in 1962.

SONORA. Built in 1902 at Superior, Wisconsin by the Superior Shipbuilding Co. Hull #505. 346 x 48 x 28. In the fleet until 1923. Sold for scrap in 1961.



SOCAPA

Pesha photo
Author's Collection

STEEL KING. Built in 1902 at Lorain, Ohio by the American Shipbuilding Co., hull #316, for the Gilchrist Transportation Co. 380 x 50 x 24. Managed by Tomlinson for the Davidson Steamship Co. from 1913 to 1916. Later was renamed CADILLAC and CHACORNAC. Scrapped in 1956.

SULTANA. Built in 1902 at W. Superior, Wisconsin by the Superior Shipbuilding Co. Hull #503. 346 x 48 x 24. This was the first vessel of the Tomlinson Fleet. Sold in 1923. Reduced to a barge and shortened in 1963. In service on the Detroit River as a rubbish disposal barge.





SUMATRA

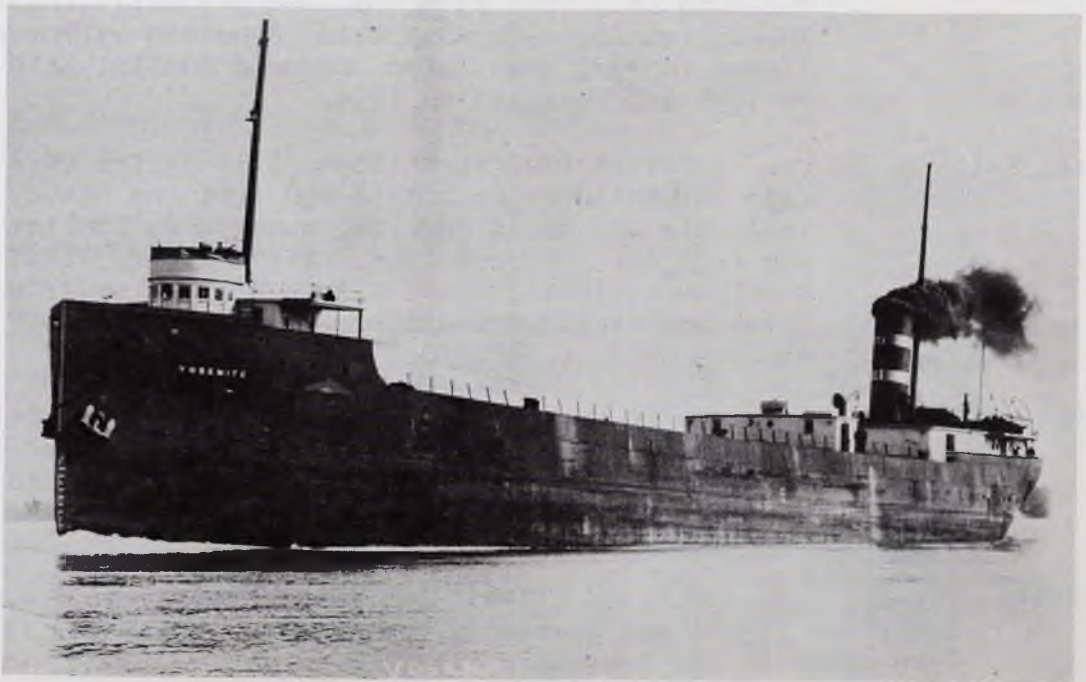
Author's photo

G.A. TOMLINSON unloading at Port Huron.

Richards' photo

YOSEMITE

Pesha photo, Author's Collection



SUMATRA (ex EMPIRE CITY). Built in 1897 at Cleveland, Ohio by the Cleveland Shipbuilding Co., hull #28, for the Zenith Transit Co. 405 x 48 x 24. Acquired by Tomlinson in 1928 and converted to a self-unloader. Sold in 1962 and later renamed DOLLOMITE. To Europe for scrapping in the fall of 1968.

SYLVANIA. Built in 1905 at W. Bay City by the West Bay City Shipbuilding Co. Hull #613. 504 x 54 x 29. Later D.M. PHILBIN and SYLVANIA. Converted to a self-unloader and lengthened to 552 feet in 1958. She sailed for her 63rd year with the Tomlinson Fleet in 1968.

G.A. TOMLINSON. (ex D.O. MILLS). Built in 1907 at Ecorse, Michigan by the Great Lakes Engineering Works for the Mesaba Steamship Co. 532 x 58 x 32. Acquired by Tomlinson in 1960 and converted to a self unloader. Presently active in the fleet.

WILLIAM H. WARNER. Built in 1923 at Lorain, Ohio by the American Shipbuilding Co. Hull #784. 586 x 60 x 32. Sold in 1933 and renamed THE INTERNATIONAL and is still in the International Harvester Fleet.

C.W. WATSON. Built in 1902 at Lorain, Ohio by the American Shipbuilding Co., hull #315, for the Gilchrist Transportation Co. 380 x 50 x 28. Acquired by Tomlinson in 1913 and later renamed SHASTA. Sold in 1938 and scrapped in 1956.

FREDERICK W. WELLS. Built in 1901 at Chicago, Ill. by the Chicago Shipbuilding Co., hull #50, for the Peavey Steamship Co. 430 x 50 x 28. Managed by Tomlinson from 1913 through 1916. Later OTTO M. REISS SULLIVAN BROTHERS, HENRY PLATT JR., PILLSBURY'S BARGE and PILLSBURY. Still afloat as a grain storage hull at Buffalo.

YOSEMITE. Built in 1901 at Wyandotte, Michigan by the Detroit Shipbuilding Co. Hull #143. 356 x 50 x 28. Managed by Tomlinson from 1903 to 1916. Scrapped in 1956.

NOTE: The tug G.A. TOMLINSON (1896) and the freighter G.A. TOMLINSON (1909) and presently the HENRY R. PLATT JR. ii were never in the Tomlinson Fleet.

**GREAT LAKES** *and* **SEAWAY NEWS**

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*Dec. 14...*Halco's tanker *HUDSON TRANSPORT* closed the shipping season in the St. Lawrence Seaway for 1968. Last salty was the U. S. S. R. freighter *BUKHTARMA*, outbound from Toronto. She cleared St. Lambert Lock a day earlier, December 13, 1968.

*Dec. 31...*A U. S. Coast Guard helicopter has been weather-bound on Manitou Island, in Lake Superior, since December 30. It had been sent to provision the crew of the lighthouse, and had been held there by poor visibility, swirling snow and near-zero temperatures. Manitou Island is four miles east of Keweenaw Point.

...Gale warnings were flying on all the lakes as winds went to 55 M.P.H., and the mercury was expected to drop to 10 degrees below zero at the Soo.

...Water temperature at Mc. Arthur Lock is 32.5 degrees.

...*PHILIP R. CLARKE* is out of action in South Chicago, at least for the time being, undergoing generator repair.



U.S.C.G. *MAPLE* in new role as escort vessel in Seaway service. She escorted one of three Soviet freighters making a late trip to Toronto.

Photo by GEORGE AYOUB



PHILIP R. CLARKE makes an unusual non-stop run through the Iroquois Lock. Water levels permitted both gates to be open at the same time. Photo by *GEORGE AYOUB*

...Continental Grain Company has leased the grain elevator at the foot of Holland Street in Erie, Pennsylvania. It has been closed since the summer of 1967.

*Jan. 1...*The *YANKCANUK* is to sail today from the Algoma Steel Dock at the Canadian Soo for the Windsor, Ontario area on a trip that may be her last of the season. She is due back at the Soo on January 10.

...The Coast Guard cutter *MESQUITE* freed the tanker *METEOR* (a. *FRANK ROCKEFELLER*; b. *SOUTH PARK*) after she had become beset in Green Bay by eight inch ice.

...The cutter *SUNDEW* was dispatched to make ice reconnaissance in Straits of Mackinac.

*Jan 2...*The carferries *GRAND RAPIDS* and *MADISON* arrived in Muskegon, Michigan after a delay caused by a barrier of jammed ice six feet thick along the eastern shore of Lake Michigan.

...The tankers *POLARIS* (a. *LST 1063*) and *METEOR*, locked in lake Muskegon by the same ice jam, were also freed when the ice shifted.

...At the Soo, U. S. Steel's ore-carrier *ENDERS M. VOORHEES* became the first vessel to make passage through the locks in January since they were built in 1855.

...Derroit River ice, nearly six inches thick, trapped the coal-carrier *ROBERT S. McNAMARA* (a. *STADACONA*; b. *W. H. McGEAN*). She was freed after about an hour by the cutter *BRAMBLE*. The cutter smashed a path for the

freighter, which was off Fighting Island, opposite Ecorse, Michigan, on her way to Toledo. This was to be the last trip for the Ford-owned ship which supplies the Rouge plant with coal.

Jan. 3...The Coast Guard cutter *ACACIA* freed the ore-carrier *A. H. FERBERT* after she had become fast in the ice at the foot of Lake Huron. The ship was enroute to winter quarters at Lorain, Ohio, after delivering her last cargo of ore at South Chicago.

Jan. 4...*ENDERS M. VOORHEES* is the last vessel to pass through the Soo. The *VOORHEES* had arrived in the upper St. Mary's River this morning but came to a complete stop making the turn at Brush Point, above the locks. She was held there seven hours before the cutter *NAUGATUCK* could free her. She then moored overnight in the lower Soo Harbor.

...*A. H. FERBERT* arrives in Lorain, Ohio.

...The Soviet freighter *GRUMANT* was greeted at Montreal as the first arrival from overseas in the 1969 season. This occasions the third time in four years that the award, a gold headed cane, has gone to a U. S. S. R. captain.

Jan. 5...The *BEN W. CALVIN* (a. *WILLIAM C. AGNEW*; b. *GEORGE F. RAND*) was freed today after being stuck in ice since the afternoon of January 3, in the Livingstone Channel of the Detroit River.

...Coast Guard helicopters and cutters are removing the last crews from the lighthouses in Lake Superior and the north ends of lakes Michigan and Huron.

Jan. 6...In Monroe County, Michigan, the ice-jammed River Rasin overflowed its banks. The Coast Guard cutter *TUPELO* was unsuccessful in attempts to break up the jam, and the Coast Guard tug *KAW* was on her way to the scene from Cleveland to lend assistance.

...*ENDERS M. VOORHEES* and *BENJAMIN F. FAIRLESS* are reported making about two miles-per-hour through the ice fields in the lower St. Clair River. The cutter *ACACIA* was assisting them, but ice conditions were such that she was unable to make a clear track in the soft ice with gale winds blowing.

...In Buffalo, N. Y., the Coast Guard tug *OJIBWA* freed the little tanker *LaDuca* from an ice jam in the harbor.

Jan. 7...The *ENDERS M. VOORHEES* and *BENJAMIN F. FAIRLESS* have been held at anchor in the upper Detroit River because of the need to get the *BEN W. CALVIN* up the river and out of the Livingstone Channel. The *CALVIN* was freed from an ice field near Toledo by the cutter *BRAMBLE*, which broke a track up river for her. The *VOORHEES* and *FAIRLESS* sailed from Detroit at about 2 P. M. for Lorain, Ohio, escorted by the *ACACIA* and *KAW*.

...A fire on C. S. L.'s self-unloader *GLENEAGLES*, in winter quarters at Port Colborne, Ontario, caused damage estimated at \$50,000, mainly in the

galley dining room and chief engineer's cabin.

...The tug *WYOMING* sank in her slip at Conneaut, Ohio. Officials say raising her will not be difficult. They think a pipe or valve may have frozen and burst, admitting water to flood her.

Jan. 8...*VOORHEES* and *FAIRLESS* arrived in Lorain, Ohio.

Jan. 9...The Coast Guard icebreaker *MACKINAW* was dispatched to the St. Mary's River to assist the freighter *YANKCANUK*, caught in ice four to five feet deep, three miles below the Soo. At the same time, street officials in both Canadian and American Soo were asked to stop dumping ice and snow they clear from the streets into the river so they will not add to the ice jam. When the *YANKCANUK* arrives at the Soo she will have completed the latest upbound passage through the St. Mary's on record.

...The car ferry *MADISON* was on her regular run from Milwaukee to Muskegon, but could not enter the Michigan harbor because of heavy ice. Thus, she turned around, headed back to Milwaukee, and during this passage was buffeted by winds of 35 M. P. H. and ten-foot waves. Some of the railroad cars on board were damaged.

Jan. 12...The tankers *SINCLAIR GREAT LAKES* and *MERCURY* (a. *RENOWN*; b. *BEAUMONT PARKS*) have become stuck fast in ice off Grand Haven, Michigan. The *SINCLAIR GREAT LAKES* is outbound for East Chicago, Indiana, and the *MERCURY* is inbound with 44,000 barrels of oil and gasoline for its Grand Haven terminal.

Jan. 13...The Coast Guard cutter *WOODBINE* left her moorings in Grand Haven to assist the *SINCLAIR GREAT LAKES* and *MERCURY*, but she too joined those ships being stuck in ice ten-foot thick.

Jan. 14...Deposits of manganese ore in Lake Michigan, off Green Bay, which were earlier evaluated *conservatively* at \$15 million now appear to be worth nothing, according to Wisconsin geologist George Hanson. He said samples of the ore discovered last summer hold a percentage of manganese too low to permit profitable extraction.

Jan. 15...The tanker *METEOR* again ice-bound in Lake Michigan for several hours $7\frac{1}{2}$ miles off Chicago. She was headed for East Chicago when trapped. Another tanker, *MOBIL CHICAGO*, freed her.

...*CHIEF WAWATAM*, former car ferry across the Straits of Mackinac, called back into service because of heavy ice, was trapped in ice off Manistee, Michigan, enroute. She was able to free herself before the *MACKINAW* arrived to assist her.

...Before the *MACKINAW* arrived at Grand Haven the three ships trapped there announced they had freed themselves. Shifting of winds to the east loosened the ice, freeing them.

Jan. 17...The official closing of the Lachine Canal on a permanent basis has been postponed pending a court injunction taken by the Hall Corporation of Canada, and its subsidiary, LaVerndrye Line of Montreal. The petition was signed by Halco Corporation which operates a fleet of 27 ships and contends that the closing of the Lachine Canal would mean a loss of trade for six *canallers*, built for canal service, as well as seven other ships which are still in use in the old system.

Jan. 20...The 32nd annual joint conference of the Dominion Marine Association and the U. S. Lake Carriers Association met in Ottawa, Canada, with Joseph H. McCann, Administrator of the U. S. Seaway Development Corporation presenting the opening address. The progress of the St. Lawrence Seaway for the first ten years was reviewed and declares by him to be *living up to realistic expectations*. Dr. Pierre Camu, President of the St. Lawrence Seaway Authority, stated in a follow-up speech that the Seaway had missed its target of fifty million tons in the 1968 season by only 4% and blamed this on a three-week strike together with a slowdown of bulk shipping during the fall. The 1968 season closed with 46 million tons, compared with a record total of 49,200,000 tons set in 1966.

Jan. 21...At the Soo, the International Joint Commission told by American and Canadian representatives that industrial wastes are at an all-time high in the St. Mary's River.

Jan. 22...Rear Adm. W. F. Rea III, Commander of the 9th Coast Guard District, said one of the U. S. Coast Guard's *Polar Icebreakers* will be available again to assist in opening the Great Lakes to navigation this spring.

Feb. 6...The first module of Bethlehem's new ore carrier is expected to be completed sometime in April at Erie, Pa.

Feb. 7...Senator William Proxmire (D-Wis.) restated his support for the Pentagon's decision to use military cargo ships to pick up military cargo from Great Lakes ports. Since the announcement last month to bring ships of the Military Sea Transportation Service into the lakes for military cargoes there have been predictable protests of outrage from Gulf and East Coast interests.

Feb. 8...The Canadian Government is continuing tests of the Axelbow, a large ice plow mounted in front of a barge, although no evaluations are yet available. The original Axelbow was tried out in Green Bay last winter by the U. S. Coast Guard with mediocre results. The Canadian Department of Transport has been trying it this winter in the St. Lawrence River, using the icebreaker *ERNEST LaPOINTE* to push it.

TRANSFERS

M/V EDOUARD SIMARD (a. J. *EDOUARD SIMARD*) from the Branch Lines, Ltd., to Westriver Ore Transports, Ltd.

BAYFAIR (a. *COALHAVEN*) and *BAYGEORGE* (a. *IOCOMA*; b. *IMPERIAL WHITBY*; c. *GEORGE S. CLEET*) formerly owned by Bayswater Shipping, Ltd., to Transworld Shipping, Ltd.

M/v TRANSTREAM (a. *TRANSITER*) and *TRANSBAY* (a. *E. GUNNELL*; b. *PETER KEONIG*; c. *AMHERST*) from Canadian Sealakers, Ltd., to Transit Tankers & Terminals, Limited.



Tug *GRAEME STEWART*; *COLLINGWOOD*; and Tug *JAMES BATTLE* at Iroquois Lock, September 18, 1968, on way to scrapping. The Tug *JAMES BATTLE* is former Detroit fireboat.

Photo by RON BEAUPRE

MISCELLANEOUS

C. S. L.'s *COLLINGWOOD* and *HAGARTY* (a. *J. H. G. HAGARTY*) sold to shipbreakers in Spain, arrived in tow at Santander, October 28, 1968.

ILO (ex-*NORLINDO*; ex-*SCREVEN*) C1-M-AV1 type built 1945 at Sturgeon Bay, Wisconsin, sold by Peruvian Ministry of Marine to shipbreakers in Spain. She arrived in Valencia, September 28, 1968. See previous report *Telescope*, September-October; Page 172.

MYRIAM (ex-*TADGERA*; ex-*TAURUS*; ex-*PONTOTOC*) same type and build as *ILO*, sold by Myriam Maritime Company, Greece, to shipbreakers in Spain. Arrived in Valencia prior to November 1, 1968

TIMBER THREE (ex-*SEVEN STARS*; ex-*UNION POWER*; ex-*MESH KNOT*, launched as *LEWIS HALL*) C1-M-AV1 type, built at Duluth, Minnesota, 1945, sold by Tomber Shipping Company, Panama, to shipbreakers in Spain. Scrapping under way at Valencia during October, 1968.



Left to right; Tug *JAMES BATTLE*; *HAGARTY*; and *SALVAGE MON-ARCH*, taken at Morrisburg, Ontario, September 23, 1968, on way to scrapping.

Photo by RON BEAUPRE



HILLSDALE (a. *CALDERA*; b. *A. T. KINNEY*) on her final trip through the Seaway, bound for Quebec City and overseas. She was sold to Steel Factors of Montreal for scrapping.

Photo by GEORGE AYOUB.

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