

# TELESCOPE

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**Great Lakes  
Maritime  
Institute**



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

## Membership Notes

### MEETING DATES

There will be no general membership meeting in July. The September meeting, which would normally be held on the last Friday, will *not* be held on that date, and the September meeting will, instead, be *DINNER WITH THE AUTHOR*, which is scheduled for **SEPTEMBER 11**.

This annual event will feature well known Great Lakes author, Dana Thomas Bower. It will be held at the Harmonie Club, in Detroit, and full particulars will be provided in a future special mailing to the members. **BUT MARK THE DATE NOW...FRIDAY, SEPTEMBER 11, 1970**, and you'll be ready to reserve when the mailing arrives.

Business meetings of the Board of Directors (*all members are encouraged to attend these meetings*) will be held at the Dossin Museum as follows:  
August 28, 1970 and October 30, 1970; both at 8:00 PM.

### MUSEUM NOTES

*The exhibit of the Dossin Museum collection of marine paintings at the Detroit Historical Museum continues through July 30th. The Historical Museum's Kresge Exhibit Hall, because of its size, offers a rare opportunity to show a major part of our painting collection in a single show. If you plan to be in the Detroit area during this show you should plan to see it.*

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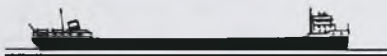


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#### OUR COVER PHOTO...

More nostalgia is provided in this view of **PURITAN**, submitted by Edward N. Middleton, from the collection of the **MANISTEE COUNTY HISTORICAL SOCIETY**. **Puritan** is shown here at the dock of the Stokoe & Nelson Mill, in Manistee, near the spot where she would burn to the waterline in January, 1896. Ed's preference runs to the photo on page 119, but your editor thinks this one makes a good second, if not a tie. What say you?

NOT ALL OF THE LAKE SHIPS THAT GO TO  
SALT WATER GO THERE TO BE SCRAPPED.  
SOME CONTINUE TO SERVE USEFUL  
PURPOSES, AND HERE ARE A  
FEW THAT HAVE.



## FRESH WATER to SALT

by  
SKIP GILLHAM

Followers of Great Lakes shipping are more than aware that from time to time ships leave our fresh water lakes for points beyond. Some of these are taken at the end of a towline for the scrapyards of Europe (see TELESCOPE, Vol. 18; No. 5) as others, having outlived their use on the lakes, enter salt water service through the Mississippi or St. Lawrence Seaway systems.

This article will reveal little in the way of new information. Our purpose is to put together the many scattered reports that have accumulated concerning the wanderings of the veterans that have departed the lakes.

Several of the old *canallers* were given a reprieve with new duties on the Canadian coast. The *Loadmaster* (a; *Norman B. MacPherson*) was purchased by the St. John Harbour Development Board, where she served as a hopper barge. When it became too expensive to operate her under her own power she was towed by a tug. Engineering Consultanta Ltd., also of St. John, purchased her in 1967 for undetermined purposes.

The St. John Shipbuilding and Drydock Company purchased the *John B. Richards* from Upper Lakes Shipping in 1959. Her service terminated when she was berthed to facilitate the

unloading of a tug from her deck. The tide went out and the *Richards* broke in half as she rested partially on an underwater ledge. She had to be scrapped on the spot. This same company also owned the *MacPherson* for a brief time before selling her to the above owners.

Another former Upper Lakes *canaller*, the *Charles R. Huntley*, has had some service in the Halifax area in recent years as a dredge. This vessel is still owned by McNamara Marine Ltd., of Whitby, Ontario, and can't be classified as having entered the coastal trade.

The *Lubrolake* (a; *Mercury*) was slated for service in the St. John area, reportedly as a bunkering barge for the fishing fleets. She never arrived. In December of 1967, a storm took her aground near New Waterford on Cape Breton Island (see TELESCOPE, Vol. 17; No. 1) and then she was abandoned with salvage appearing to be impossible.

The *Bulkarier*, a self-unloading cement carrier, was purchased by J. D. Irving, Ltd., in 1967, and was moored at Soulanges. Early in 1969 she was towed to St. John and sold to E. C. Crane, of Dublin, Ireland.

The *Birchton* was purchased by Bathurst Marine in 1962, with the intention of converting her to a

floating drydock at Bathurst, N. B. This plan failed to materialize and she remained moored at the wharf of the Gloucester Lumber Company at Bathurst. In the fall of 1968 she was sold to Halifax Salvage and Dredging Co. She was towed to Halifax and cut between number 2 and 3 hatches to form two barges intended for use in construction of offshore drilling rigs at Halifax.

The *Halfueler* (a; *Biessard*, b; *Peintre*, c; *Polar Bay*, d; *Translake*) serves as a bunkering barge for Texaco in Halifax Harbour. She was to have joined *I. O. L. Barge No. 6*, which had left the lakes prior to the opening of the Seaway, but at almost the same time that venerable veteran was replaced by *Imperial Cornwall* in bunkering service.

Newfoundland is now home for *Zenava* (a; *Redfern*). She joined the fleet of Fishery Products, Ltd., in 1963 as a floating fish processing plant with a storage capacity of some 2 million pounds. Her engine removed at Sorel, prior to her trip to the east coast, she is now classified as a non-propelled barge. She has been stationed at various ports in Newfoundland and Labrador, and at last report was being used to freeze whale meat.

The tanker *Traverse City Socony* was renamed *Raymond J. Bushey* in March, 1962. She is presently owned by S. D. Maddock, Inc., Brooklyn, and is reputed to be bunkering in the New York area.

The *Log Transporter* (a; *Eaglescliffe Hall*<sup>1</sup>, b; *David Barclay*) entered the west coast trade. She was sold in October, 1959, after being idle at Lauzon, and her new name well depicted her service. On October 25, 1961, while under tow from Rivers Inlet to Teakearne Arm, Redona Island, British Columbia, she went down in the vicinity of Cape Mudge.

The former Straits ferry *Vacationland* is in service for the British Columbia Ferry Authority. When the Mackinac Bridge opened the vessel

was sold for proposed *fishyback* service (hauling special trailer bodies on Lake Erie) and renamed *Jack Dalton*. This failed, and the ship was sold Canadian where she was again renamed *Pere Nouvel*. Under that name she transited cross-St. Lawrence from Rimouski to Baie Comeau, Quebec until 1968, when she was again sold. Making the voyage through the Panama Canal, she wound up at the west coast of Canada where she now serves as *Sunshine Coast Queen*.

The *Mackinac Islander* also found her way to the west coast by way of the Panama Canal. She left the lakes via the Mississippi in 1968 to work the King Crab industry in Alaska.

Four tankers crossed the Atlantic under their own power and entered service in the Mediterranean, and a fifth is slated to join them shortly. The shallow draft of these small utilitarian vessels is valuable in the task of delivering petroleum products along the coast and inlets of Italy and Greece.

The *Elba* (a; *Britamoil*, b; *Island Transport*) and *Capria* (a; *Britamlube* b; *Bay Transport*<sup>1</sup>) (see TELESCOPE, Vol. 14; No. 1) were purchased by Gaetano D'Alesio and Ettore Castaldi of Leghorn, Italy. Modifications have permitted them to unload at the bow, stern, and side. The bridge has been reinforced and cranes have been installed for lifting hoses over the side. *Elba* was recently sold to P. C. & N. Castaldi.

The *Stella* (a; *Justine C. Allen*

The *Stella* (a; *Justine C. Allen*, b; *Bayshell*<sup>1</sup>) ended her local service as a bunkering barge in the Montreal Harbour. She is now reported operating along the coast of Greece, and is joined in that area by *Linni* (a; *Minneapolis Husky*, b; *Republic Pittsburgh*, c; *Clark Milwaukee*) of the Triad Shipping Company of London England. Built originally for the New York barge canal, she crossed the Atlantic in 1964.

In 1969, the *Amoco Michigan* (a; *Robert W. Stewart*) was towed to New York City to be reconditioned for



**ERIE QUEEN** below Lock 1, Welland Canal, outbound to east coast restaurant use. Photo; Author's Collection

service to Amoco International in the Middle East. She had been idled at Bay City, Michigan for several years.

Five of our former passenger vessels went to salt water, but none are sailing. The *Tadoussac*<sup>1</sup> ended her service for Canada Steamship Lines after the 1965 season and was towed to Antwerp, Belgium the following year as *Passenger No. 2*. Alterations were then made to convert her to a floating hotel and cafeteria, and she was towed to Copenhagen, Denmark as *St. Lawrence*. Late reports (see *TELESCOPE*, Vol. 19 No. 3) have her serving as emergency housing for Polish refugees.

The year 1967 saw *South American* conclude her most successful season and her Great Lakes career when she was sold to the S. I. U. as a replacement for the *North American*. The latter sank at the end of a towline on the Atlantic on September 13, 1967, while bound for Piney Point, Maryland. The union planned

to use her, as they had her late sister, for training merchant seamen. The *South's* engines have been removed and replaced with cement as ballast at Norfolk, Virginia, but at last report she was still boarded up at Colonna's Shipyard.

The *Erie Queen* (*a; Bainbridge, b; Algoma II*) (see *TELESCOPE* Vol. 12; No. 4) was taken to Montreal in the summer of 1969 and thence to New York where she is destined to serve as a floating restaurant. Now moored there and bearing the name *The Boat at River's Edge*, she bears unfortunately little resemblance to the handsome vessel that sailed on the Great Lakes.

One of the saddest items of news in 1969 concerned the burning, on November 9, of the *Assiniboia*. She departed the lakes under her own power in 1968, having been purchased by a Philadelphia restaurant group. Before a great deal of work had been done on converting her to her new intended use, fire completely des-

troyed her at her dock at West Deptford, New Jersey.

Two former *canallers* entered the sea lanes as tramp steamers but neither survived long in this trade. The *ITHAKA* (*a*; *Frank A. Augsbury*) originally left the Great Lakes as *b*; *Granby*, when she was requisitioned by the British War Ministry. After the war she served as *c*; *Parita II* in Panamanian registry and *d*; *Valbruna* under the Italian flag. In 1952 she returned to the lakes as *e*; *Lawrencecliffe Halli* and later served the lakes and coast as *f*; *Federal Explorer*. In 1960 she was once more sold and renamed. During a gale on Hudson Bay in September of that year her rudder broke, and when her anchors failed to hold she went aground ten miles east of Churchill, Manitoba, and was declared a total loss.

The *Weyburn* was laid up at Kingston by C. S. L. from 1961 until her sale in 1963. While transporting a cargo of grain from Houston, Texas, to

Pakistan, she suffered an engine failure and had to be towed from Bermuda to Cueta, Spanish Morocco. She was then repaired and went on to Aden. After attempting to cross the Indian Ocean during the monsoon season she was forced back and her captain, the seventh to take command, threatened to quit. It was finally agreed to tow *Weyburn* to Karachi to complete the journey. She remained there until 1966 when she was cut up for scrap.

The largest group of vessels have found useful service in the region of the West Indies, Central, and South America. While it is very difficult to determine the exact duties of many of these vessels it appears that many are continuing in the same general trade as they had on the Great Lake.

Serving in the tanker trade is the *Captain Theo* (*a*; *Britimolene*, *b*; *Wave Transport*) of the Western Shipping Company of Panama. She left the lakes in 1963 when she became *Flor-*



**HALFUELER** at Texaco Dock, Dartmouth, Nova Scotia, on May 10, 1969.

Photo by: James R. Axler.



**A. A. HUDSON** at Port Dalhousie in September, 1965, a major change in profile evident. Photo; Author's Collection

ence *B*. She was in service between the Bahamas and Panama as early as 1968.

The *Berwyn* (*a*; *Bert Reinauer*, *b*; *Providence Socony*, *c*; *Sinclair Milwaukee*) was owned by Brooks Liquid Transit. After being laid up at Houston she was sold to the Golden Falcon Corporation of Panama and renamed *Falcon*.

The *Corpus Christi* (*a*; *Horace S. Wilkinson*, *b*; *Belgium*, *c*; *Texaco Michigan*, *d*; *Michigan*) ran into difficulty trying to clear the lakes as *e*; *Trina* in 1964. She has not fared much better on salt water. Auctioned to satisfy debts and later laid up at Channelview, Texas for a short period, last reports now have her reduced to a barge and owned by the Pullman Bank and Trust Company.

Two vessels were converted to use as acid tankers. *Daniel Pierce*, (*a*; *E.W. Sinclair*, *b*; *Daniel Pierce*, *c*; *Shileliamy*) was sold to the Panama-Florida Shipping Line, Inc., in

1964 and left the lakes via the Mississippi. She arrived in Guancia, Puerto Rico, in 1965 with a leaking cargo of sulphuric acid and was beached, declared a total loss, and later condemned. The *Abocol* (*a*; *Julius H. Barnes*) was also reported converted for Bomar Marine, but little is known concerning her service.

Several tankers are now apparently in service as carriers of fresh water. The *Oil Transport* (*a*; *Trans-Oil*, *b*; *Oil Transporter*) (see TELESCOPE, Vol. 17; No.4) left the lakes in 1968 after being laid up at Port Dalhousie and she entered service as *Wit*. In 1969, *Congar* (*a*; *Redhead*, *b*; *Blue Cross*, *c*; *Lake Transporter*) entered this trade as *Ong*. It has been reported that *Coastal Cliff* (*a*; *Bruce Hudson*) and *Transtream* (*a*; *Transiter*) will enter this trade after several years of idleness in the Montreal region. It is under-



**JOHN B. RICHARDS** with hull broken at St. John, New Brunswick.

Photo: Author's Collection



**ZENAVA** as she appeared in October, 1967 while in storage at Williamsport, Nfld. Photo by: Wesley Randall.



stcood that they are to be renamed *Witcroix* and *Witsupply* respectively.

Two former C. S. L. *canallers*, the *Grainmotor* and *Battleford* (*a*; *Glen-cross*) cleared the lakes in 1966 with the former being renamed *Bulk-Gold* and the latter *Real Gold*. *Bulk-Gold* entered the West Indies cement trade as well as the general cargo service between Miami and Nassau. The owners report that some of this trade was in the form of containers. As of February, 1969, she was laid up at Montagu Bay, Bahamas and was for sale. *Real Gold* had a diesel crane installed on her deck and was converted from coal to bunker-C oil. She was in the cement trade between Freeport and Nassau and Jamaica and Nassau, as well as carrying some general freight. She is presently at anchor at Marsh Harbor, Abaco, Bahamas, and is also for sale.

A number of former *canallers* are being used on the rivers of Central and South America. The shallow draft of these vessels allows them to penetrate farther inland to load bauxite. This ore cargo is then carried to a deep-water redistribution center and shipped around the world.

*Montagu Bay* (*a*; *Manigougan*, *b*; *Col. Robert B. McCormick*) and *Exuma Sound* (*a*; *Baie Comeau*, *b*; *Joseph Medil Patterson*) have been owned by Shallow Draft Bulk Carriers of Nassau, Bahamas, since they went south in 1967. The former is reported to have made a trip to Montreal early in 1969, but they generally operate on the Caribbean. In November, 1969, one of the vessels, apparently the *Exuma Sound*, was reported being for sale.

The *A. A. Hudson* (*a*; *Rahene*) has been difficult to trace. She was converted to a *stem-winder* at Port Dalhousie in 1965 and late in that year she was tied up at Port Everglades, Florida. She went to Tampa in February, 1966, and loaded for Colombia. In July, 1966, she had boiler problems and had to be towed into Curacao. In 1968 she was sold to Royal Marine Transport of Panama.

Occasional rumors have appeared that give her the name *Hudson Trader*, but this has never been officially confirmed to this author's satisfaction.

The *San Tome* (*a*; *Steel Electrician* *b*; *Farrandoc*, *c*; *Quebec Trader*) is registered in Caracas, Venezuela and is owned by Transportaciones Combinados C. A. The *Triton* (*a*; *Sandland*) is also registered in Venezuela for the Sociedad Anonima Venezuelana de Empresa Maritimas. A third vessel in Venezuelan registry is *El Ilanero* (the plainsman) which was formerly known as *a*; *Meadcliffe Hall*, and *b*; *Picton*. She left Lauzon in 1959 with the *David Barclay* for service on the Canadian west coast. She did not arrive since a hurricane damaged her off Bahamas and she later foundered near Panama. In January, 1960, she was purchased from the underwriters by Surplus Shipping Corporation and is believed to be still in service.

The *Gaspedoc* (*a*; *L.S.T. 85*) was renamed *Vedalin* while laid up at Quebec City in 1968. She now bears the name *Witshoal* for Challenger Limited of Panama. The *Belvoir* also went south in 1968 and at last report was owned by Bomar Marine and may be in service along the west

may be in service along the west coast of Peru. The *Alalc* (*a*; *Wahconda*) was owned by Aceitera y Transportadors Continental de Puerto Mexico, but she was scrapped in Mexico in 1969.

The first and second World Wars created conditions in the maritime world that caused a number of Great Lakes vessels to leave the fresh water lakes for salt water duty. Most of these were in some type of war service, and a number were sent to the bottom. Others remained on salt water in peacetime and performed useful service. The opening of the Seaway also created conditions for an exodus from the Great Lakes on a smaller scale, and ships that have thus left our region joined those earlier departed in providing continuing service, far from their native shores.

Their fierce competition upset the status quo,  
and the shaken giants would long remember  
these indomitable upstarts...

## THE BARRYS of WOLF ISLAND

by  
EDWARD N. MIDDLETON

...A word to the reader from the author...

In working on the Barry Brothers' story, on and off for some time, I have compiled a lot of little bits and scraps that appear to fit together pretty well, but there are still a lot of holes in the story and quite a bit of guesswork is involved. So, I decided to get it down on paper as an article, with the hope that you may have more details, and could perhaps fill some of these voids in for me.

Before starting, I might say that I am talking only about the Barry passenger boat operations. These seemed to follow a pattern in most cases, as the Barrys would enter into a very competitive situation, often bucking up against the largest and most firmly established operating companies on the lakes. They certainly did not appear to have been lacking in courage in their forays.

Now, on to the story...

The Barrys first came to the United States from Wolf Island, in Canada, in the 1870's and engaged in logging in the northern states. From logging they drifted into towing and acquired several tugs. (See TELESCOPE, Vol. 9; No. 10, for complete fleet list of Barry vessels; Ed.) During the 80's they disposed of their logging interests and took the tugs to Chicago. Here they became involved in many a scrap with other operators, and they finally sold out to the tugowners' trust and moved to Muskegon, Michigan, where they operated the tugs *Getty* and *Commodore Barry*. It was during these years at Muskegon that they decided to get into the passenger and freight business. Apparently they couldn't decide whether they should go after the D & C, in Lake Erie, or Goodrich Lines, on Lake Michigan.

At any rate, in late 1899, they purchased the old *F & PM 1* from Huron Transportation Company, and soon began running her between Chicago and Milwaukee in opposition to the Goodrich Line, and under the name Barry Brothers Transportation Co. Very soon thereafter, in the early

spring of 1900, they also bought the *Mabel Bradshaw* from Hugh Bradshaw at Holland, Michigan, and the *State of Michigan (a; Depere)*. She had been idle in 1889, but in the seasons of 1897-98 had been running on Toledo to Mackinac under the Peoples Steamship Line. Prior owners were the Grummond family. The Barrys operated the *State of Michigan* and *Mabel Bradshaw* between Muskegon and Chicago under the obviously fitting name, Chicago and Muskegon Transportation Company, and again in competition with Goodrich. It is said that financial assistance in the latter venture was offered by Muskegon shippers who felt that Goodrich rates were far too high, and especially by Charles H. Hackley of the lumbering firm of Hackley & Hume, Muskegon.

The *Mabel Bradshaw* was a fine, trim boat, but she proved too small for the translake service, so she was resold at the end of the first season. The Barrys tried to get the Davidson Yard, at Bay City, to build them a new steamer, but failing this they bought the *Alice Stafford (a; Lola)* at Milwaukee in 1901. The *Stafford*, a former freight carrier



**EMPIRE STATE** in colors of the Western Transit Co.,  
about 1890.

Photo: Rev. Edward J. Dowling collection

for Graham and Morton, was remodeled with a cabin built to accommodate 125 passengers. Mr. Hackley provided financial assistance, and the old Hackley & Hume mill dock at Muskegon was fitted out to handle passengers and freight.

So, for the season of 1901 it was *Stafford* and *State of Michigan* on the Muskegon-Chicago run, but apparently the latter was not too satisfactory, because the Barrys were still looking for another boat. During the late summer of 1901 they found the *USS Terry (a; Hartford)* on the east coast and brought her into the Lakes. After several minor difficulties on the passage up from the St. Lawrence, she arrived in Muskegon, September 14, 1901. Renamed *Charles H. Hackley*, she left from Muskegon on the very next evening, Sunday, September 15, 1901.

The unwanted *State of Michigan* then promptly disposed of herself! At 3:00 AM, on October 18, 1901, her 'machinery went awry and punched a

hole through her bottom' and she foundered, without loss of life, two miles off the entrance to White Lake with a cargo of salt.

Through the seasons of 1902-03-04, the *Stafford* and the *Hackley* ran in daily competition to Goodrich, between Chicago and Muskegon, but the battle proved too much for the Barrys, and on March 22, 1905, court decrees were granted them for their boats to be sold. At public auction, held at Muskegon on April 6, 1905, Mr. Hume bid in for the *Hackley* at \$45,000 to protect the financial interest of Hackley & Hume. The *Stafford* went to J. O. Nessen & Co., of Manistee.

Hackley & Hume formed the Hackley Transportation Company and attempted to carry on with one boat, but after one season they too gave up. In March, 1906, they sold the *Hackley* to Goodrich to replace their very recently burned *Atlanta*.

Meanwhile, going back to 1902, the Barrys decided to take on another



**PEERLESS** as she appeared under operation of Muskegon Chicago Line.

Photo from collection of the late Kenneth E. Smith



**MABEL BRADSHAW** in White Line livery at Duluth, 1910.

Photo: Rev. Edward J. Dowling Collection



**BADGER STATE** in Western Transit Colors, 1890.

Photo: Rev. Edward J. Dowling Collection

giant, the D & C Lines. Accordingly, they bought, from the Northern Transit Company of Cleveland, the *Empire State* and the *Badger State*, both of 1862, and in 1903 began sailing them on the Detroit-Cleveland run. The D & C first checked with Goodrich to ask where and how they might best compete with Barry in Lake Michigan, but soon learned that by so doing they would also be competing with Goodrich themselves. Abandoning this idea, the D & C countered by pulling their *City of the Straits* off of the Cleveland-Put-in-Bay route and placing her on the Detroit-Cleveland run under management of the *Peoples Popular Price Line*, a company organized and run by the D & C, which also contacted railroads in an effort to cut off this source of freight. RESULT: By the middle of September, 1902, the Barry Line (officially the *Barry Transportation Company, Cleveland and Detroit Division*) closed their offices in both Detroit and Cleveland. The *Badger State* was seized by the U. S. Marshal for unpaid bills. The D & C bought her and

converted her to a lumber carrier, then sold her to Hugh R. Harvey of Detroit. The *Empire State* went back to Lake Michigan to a 'straw' owner, John McCoy, of Milwaukee, and actually remained under Barry ownership for a few more years.

The *F & PM 1* held down the Chicago Milwaukee run alone through the seasons of 1900-01. In 1902 she was joined on the west shore by the *Empire State* and the *Badger State* for the one season, before they were sent into Lake Erie. In 1903, the *F & PM 1* was again alone, but in 1904, she was rejoined by *Empire State*. In 1907, the *PM 5* was added to the run. For the season of 1906, these were also joined by the *Peerless*, purchased late in 1905. In 1906 *F & PM 1* was renamed *Wisconsin*.

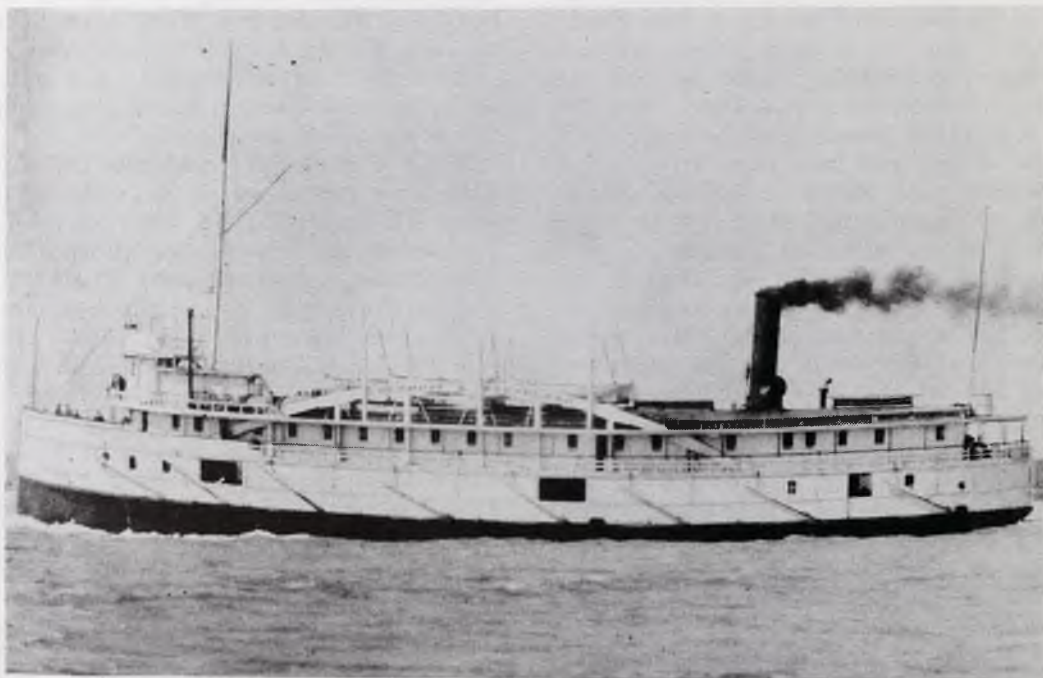
Barry also had the *City of Fremont* of 1866, from 1901 to 1906, but in respect for the tenderness caused by her age they appear to have used her exclusively in freight hauling.

The *Peerless* was used on the west shore just one season, 1906. In the summer of 1907, she was chartered to



**CHARLES H. HACKLEY** while operated by the Barry Line.

Photo from collection of the lake Kenneth E. Smith



**STATE OF MICHIGAN** as she appeared under ownership of the Grummond Line in 1895.

Photo: Rev. Edward J. Dowling Collection

a newly formed company of Ocean County (Michigan) business men and farmers, headed by A. T. Linderman of Whitehall, and known as Muskegon and Chicago Navigation Company. (Note difference between *this* and the former Barry firm name: *Chicago-Muskegon Transportation Co.* The two are often confused.) Later, in the fall of 1907, this group purchased the *Peerless* and renamed her *Muskegon*, but by the spring of 1908 they admitted the venture had been a disaster, and resold the boat.

In May of 1908, the *Empire State* evidently sank. She was sold on May 12, and abandoned the same day! She was later raised, rebuilt as a barge and reregistered.

By December of 1908, the Barrys had but two boats left; the *Wisconsin* and the *PM 5*. They decided to give up. The *Wisconsin* was sold to Northern Michigan Transportation Company (Seymour Brothers), and the *PM 5* went to Pere Marquette Line Steamers in 1909. In 1916, she was again resold, this time to Andrew Murray of St. John, Newfoundland,

and was renamed *Anzak*.

The Seymour interests of Manistee and Milwaukee now formed a new company to compete with Goodrich on the Chicago-Milwaukee run. This was the Chicago, Racine and Milwaukee Line, which began the run with *Kansas* and *Wisconsin*. Later in the first year of operation on this run, they sold the *Wisconsin* and replaced her with the *Racine* (a; *Argo*), purchased from Graham & Morton.

That's the story, then, as I have it. If you have any additions or corrections, they will be greatly appreciated.

(EDITOR'S NOTE: The author asked two specific questions at the end of his article, both of which were answered by Rev. Edward J. Dowling when we submitted the manuscript to him for reading. These were: *Did Chicago, Racine & Milwaukee first run this route in 1909 or 1910; and What period did Barry's own PM 5? On the first question Fr. Dowling says that the C R & M's first listing in GREAT LAKES REGISTER was in 1914, and Barry owned PM 5 in 1907 and 08)*



**PERE MARQUETTE 5** shown with tug **PETER REISS** at Sheboygan, Wisconsin, 1909.

Photo: Rev. Edward J. Dowling Collection



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*Mar. 1...*U. S. Navy plans to deactivate all Great Lakes ships in a move to cut costs. Ships affected will be USS *Parle*, destroyer escort, and the patrol craft *Harve*, at Chicago; the *Ely* at Sheboygan, Wis.; the *Portage* at Milwaukee; the *Whitehall* at Cleveland; and *Hollidaysburg* at Toledo. Also affected are the submarines *Piper* at Detroit, and the *Cobia* at Milwaukee.

*Mar. 2...*In Toledo there was an attempt made to tow the *E. M. Ford* to the Huron Cement dock but the attempt was called off when they were unable to raise the ship's anchor.

*Mar. 3...*The ore-carrier *E. A. S. Clarke* has been purchased by Kinsman Marine Transit Co., from the Interlake Fleet of Pickands-Mather. Laid up at Erie Bay, Pa., the vessel was last sailed in 1961. Fitout is scheduled for American Ship's Lorain yard to ready her for 1970 season service.

...The *Ben W. Calvin* and *Robert S. McNamara* departed Toledo with coal for the Detroit area at 5:50 AM. *E. M. Ford* is successfully moved to the Huron dock, and *Frank Purnell* is towed to the Toledo Amship drydock for survey.

*Mar. 4...**Frank Purnell* is removed from drydock and replaced by *Adam E. Cornelius*.

*Mar. 5...*The Department of Transport, Ottawa, has ordered a full-scale inquiry into the sinking of the Liberian tanker *Arrow* off Nova Scotia coast in February. (see TELESCOPE; page 89)

*Mar. 6...*Tonnage of cargo carried through the St. Lawrence canals declined 14% in 1969, due mainly to the 100-day strike by Labrador steel workers, according to Authority president Pierre Comu.

...William A. Maki has been named marine superintendent for Cleveland Tankers.

*Mar. 9...*A controlling interest in Manchester Liners, Ltd., operating U.K.-Great Lakes service, and a container service between Montreal and Manchester, has been acquired by Furness, Withy & Company, by a small majority holding.

*Mar. 10...*Dow Chemical Company, of Midland, Michigan, has received a grant of \$64,883 to develop a chemical to kill harmful lake plant life.

*Mar. 11...*The U. S. Navy *1647*, a 135-foot utility landing craft was launched without incident at Defoe Shipbuilding Co., Bay City. She is the second of a series of 22 similar vessels contracted to Defoe.



## GREAT LAKES &amp; SEAWAY NEWS

Mar. 12...The Corps of Engineers will start sweeping the Black River at Lorain, Ohio, today in an attempt to locate eight large concrete blocks believed to be on the bottom of the channel. The blocks, 6 by 4 by 1½ feet, are keel blocks from the Lorain shipyard. The *Sparrows Point* was floated out of a drydock there about two months ago, and after the gates were closed and the basin drained the blocks were found missing. It was believed they had frozen to the bottom of the ship and dropped off in an unknown location. They must be removed before navigation can be opened to maximum drafts.

Mar. 15...“*Stubby*”, an odd-shaped vessel that will become the bow and stern of a 1,000-foot Bethlehem freighter, passed her sea trials in the Gulf of Mexico today. She is scheduled to sail from Pascagoula, Mississippi at the end of this week, headed for Erie, Pa., via the Seaway.

Mar. 17...*S. T. Crapo* opened the 1970 season at Alpena, Michigan, when she arrived from Detroit at 4:00 PM.

...After end crews (cooks and engineers) began reporting to all 49 vessels of the U. S. Steel Fleet in preparation for an early season opening.

Mar. 18...*S. T. Crapo* sailed from Alpena bound for Detroit.

Mar. 19...The self-unloader *John T. Hutchinson*, loaded with coal and up-bound in the St. Clair River, again became trapped in ice near Marine City. She was held fast for three hours yesterday in Lake St. Clair. The Coast Guard cutter *Kaw* set out from Toledo to assist.

...*S. T. Crapo* and cutter *Acacia* are downbound in the St. Clair River and expect to reach Detroit late today.

...John T. Malloy has been named dispatcher for Cleveland Cliffs fleet.

...The *Medusa Challenger* will sail tonight from Milwaukee, Wis., for Charlevoix, Michigan to load cement for Milwaukee.

Mar. 20...The Great Lakes will not rise as high in the 1970 season as they did in 1969, according to figures released by the Lake Survey District of the U. S. Corps of Engineers. A dry fall in 1969 and a less-than-average winter snowfall were said to be important contributors to this year's anticipated lower levels.

...In Toledo, the *Adam E. Cornelius* came out of drydock and the *Frank Purnell* went back in for further work.

...Preliminary discussions are under way by both Canada and the United States concerning tolls on the St. Lawrence Seaway, and early indications point to little hope of holding the rates at present levels.

...In Lake Erie, winds blew packs of ice across the channel near Toledo Harbor, trapping the *Robert S. McNamara* en-route from Detroit. Unable to free herself, and being pressed steadily toward shallow water, she called for help. The Coast Guard tug *Kaw* was able to free her and smash a track into Toledo.

Mar. 23...A new marine and construction company, Simjac Marine, Ltd., has been formed by J. A. Simpson of Prescott, Ontario, and H. A. Jackson of Montreal, which will be based at the north channel between Cardinal and Prescott, Ontario.

Mar. 24...The self-unloader *Irvin L. Clymer* sailed from Alpena, Michigan

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**GREAT LAKES & SEAWAY NEWS**

this afternoon carrying limestone for Peerless Cement Company at Detroit, making her the first vessel in the U. S. Steel Fleet to sail this year.

...The icebreaker *Mackinaw* reported ice in the Straits of Mackinac, 18" to 24" thick.

*Mar. 25...*The Coast Guard cutter *Acacia* was battering its way through Saginaw Bay ice measuring up to 20 inches thick today, striving to reach the open waters of the Saginaw River.

...Two vessels of the Boland Fleet will be renamed before they sail this spring. The *Clemens A. Reiss* becomes *Jack Wirt*, honoring the president of Wirt Transportation Company, Bay City, and the *Reiss Brothers* will become *George D. Gobel*, named for the manager of the Grain Department of Pillsbury Company.

*Mar. 26...*Thawing Lake Superior pushed an ice field against the Marquette shoreline today, causing mild earth tremors. Michigan State Police said the tremors lasted about 15 minutes and caused windows and dishes to rattle and buildings to sway. They were restricted to the eastern edge of Marquette, along Highway 41. Neither injuries nor property damage resulted.

*Mar. 27...*When the self-unloader *George A. Sloan* experienced engine trouble and attempted to anchor in the Detroit River in a 30-mile s.w. wind, her anchor failed to hold. By mid-morning she had drifted ashore on Belle Isle and was neatly "docked" less than a thousand feet east of the Dossin Museum. Later in the morning the tug *Oregon* pulled her clear and towed her stern-first to the anchorage area downstream. (And your Editor watched all this out of his window...with no film in the camera!)

*Mar. 28...*Heavy ice in Lake Superior may delay this season's start of navigation, according to Coast Guard. Also, the St. Lawrence Seaway maintained a pessimistic outlook in the face of 30-inch ice in Lake St. Francis. The Canadian government assigned the new ice breaker, *Norman McLeod Rogers* to clear the Seaway, and placed the *Montcalm* and *Lapointe* in the Port Colborne area ice fields. The U. S. icebreaker *Westwind* will also come up the Seaway to help clear the approaches to Buffalo, New York.

*Mar. 29...*The *S. T. Crapo* became the first ship through the Straits of Mackinac, aided by the icebreaker *Mackinac*.

...C.S.L.'s self-unloader *Manitoulin* sailed today from Ashtabula, Ohio with 26,112 tons of coal for the power plant at Courtright, Ontario, on the St. Clair River.

*Mar. 30...*U. S. Steel's *Philip R. Clarke* sailed from Lorain, Ohio for the Soo, after only 75 days of layup. At about the same time their *Cason Callaway* left Milwaukee for Duluth.

...A contract for two ferry boats, amounting to \$1,070,000 has been awarded to Davie Shipbuilding Ltd., Lauzon, by the Quebec government. Scheduled for delivery on June 1, 1971, the vessels will go into service between Quebec City and Levis, and will accomodate 700 passengers and 65 vehicles.

*Mar. 31...*The research ship *R. V. Knorr*, launched at Defoe Shipbuilding Company, Bay City, last August, will leave Bay City on May 18 and begin immediate work for the Woods Hol Oceanographic Institution.

...The official opening of the St. Lawrence Seaway, scheduled for April 1,

## GREAT LAKES &amp; SEAWAY NEWS

has been postponed in the Montreal-Lake Ontario section due to heavy ice conditions. Vessels moving eastward will, however, be permitted to start on April first.

...Twenty-four Great Lakes freighters, a near record for the season's opening, are expected to pass through the Soo on April 1st. and 2nd.

Apr. 1...Heavy ice in the St. Lawrence River will delay opening of the Seaway for several days, bottling up an undetermined number of ships in Montreal Harbor. The Coast Guard icebreaker *Westwind* is among the ships waiting at Montreal.

...The *Wilfred Sykes* and the *L. E. Block*, assisted by the cutter *Mesquite*, opened the navigation season at Escanaba, Michigan, yesterday.

...Buffalo reports windrows, 40 to 50 feet high in their area.

...*Quetico* first ship in the Welland Canal, but is held at Port Colborne due to heavy ice conditions.

...The Seaway opened at the Soo today as three U. S. Steel ships locked up into Lake Superior and followed the *Mackinaw* into open water beyond whitefish Bay without apparent difficulty.

...The Canadian Coast Guard ship *Alexander Henry* was fast in the ice near Hope Island in Georgian Bay, with three freighters behind her; the *Comeau-doc*, *Nipigon Bay*, and *Sir James Dunn*.

...The *Medusa Challenger* was beset in ice 2 to 3 feet thick outside of Charlevoix, Michigan. The cutter *Raritan* was dispatched to assist.

Apr. 2...The power plant ice booms are still in place in the St. Lawrence Seaway, blocking the channel. Power company officials insist upon leaving the booms in position until the ice is no more than 15 inches thick to protect the power plant intakes. The ice was 22 inches thick in the area.

Apr. 3...*Imperial London* opens Port Colborne, Ontario.

Apr. 4...*Imperial Windsor* wins the traditional captain's hat as first ship into Toronto, Ontario.

...The French bulk carrier *Eglantine*, 18,737 tons, entered the St. Lambert Lock at noon today to officially open the Montreal-Lake Ontario section of the Seaway for 1970. She is bound for Detroit with steel. She was followed by the tanker *Liana*, bound for Cornwall, Ontario.

...For the first time in years the Ford Fleet left the Ford basin at the Rouge plant within a three hour period. The *John Dykstra* was bound for Escanaba; the *Ernest R. Breech* and *William Clay Ford* for Duluth, and the *Henry Ford II* for Marquette. The *Benson Ford* left from Nicholson's in River Rouge where she spent most of her layup undergoing repairs.

Apr. 5...The *S. T. Crapo*, loaded with cement for the Huron dock at Carrollton, Michigan, on the Saginaw River, unable to crash through the ice of Saginaw Bay, was diverted to Cleveland with her load.

Apr. 7...The self-unloader *Harris N. Snyder* crunched through ice at Saginaw Bay to open water at the Saginaw River mouth opening the season there. She was aided by the harbor tug *Kellers*.

...C.S.L. bulk carrier *Simcoe* cleared Thunder Bay, Ontario, with a load of grain for St. Lawrence ports. She wintered at the lakehead.

**GREAT LAKES & SEAWAY NEWS**



An unusual view of Pittsburghers **LAMONT, BUFFINGTON, WILLIAMS, ZEISING, and CRAWFORD**, taken from the tug **TENNESSEE** as she pulls the **MYRON C. TAYLOR** out at Toledo, March 25, 1970.

Photo by **CARL E. LUHRS**



**MYRON C. TAYLOR** and **CALCITE II**, freshly painted and ready to begin the 1970 season.

Photo by **CARL E. LUHRS**

## GREAT LAKES &amp; SEAWAY NEWS

...Captain A. J. (*Chick*) Chickonoski died in Detroit. He was master of the *Paul L. Tietjen*, and had been a member of the GREAT LAKES MARITIME INSTITUTE for more than a decade.

...Heavy ice in Whitefish Bay and the eastern end of Lake Superior kept the Coast Guard's icebreaker fleet busy helping more than 30 vessels inching their way through a pack held firmly in place by winds from the north and northwest.

...At Buffalo, N. Y., the cutters *Ojibwa*, *Kaw*, and *Bramble* are due to cut a track through the slowly decaying pressure ridges outside the harbor to permit the *Pontiac*, *Cadillac*, and *Frontenac* to sail today. They will be the first boats to leave the port this season.

Apr. 8...The *Ralph H. Misener* arrived at the Canadian lakehead to open the season.

...*Senneville* is the first vessel to enter the Seaway downbound.

...The *Henry Ford II*, Capt. Mike Gerasimos, Master, became the first ship into Marquette, Michigan.

...The Great Lakes Maritime Academy training ship, 143-foot U.S.S. *Allegheny* is now resting on the bottom of Grand Traverse Bay in 14 feet of water but her decks remain above the water line. Cause of the sinking is unknown. Plans are underway to pump her out.

...The Dutch motor tanker *Stolt Norness* is the first foreign vessel to arrive at Toronto this year. The tanker, out of Rotterdam, is on her maiden voyage. It is also the first Great Lakes voyage for her captain, B. G. Demarchi.

Apr. 9...Chicago's first newsprint shipment arrived on the *Thorold* when she docked at the Tribune plant on the Chicago River.

...Gale force winds from the Northwest jammed tons of ice into Whitefish Bay, trapping 25 ships above the Soo, and halting navigation. The ice field extends 40 miles into Lake Superior.

Apr. 10...Traffic slowly resumed in the Soo area as a wind shift caused the ice pack to relax pressure in Whitefish Bay.

Apr. 11...C.S.L.'s self-unloader *Stadacona* had a two-foot hole ripped in each side of her hull this morning about 13 miles west of the Soo. The vessel called for assistance when her pumps could not handle the water. The crew, using the unloading rig, shifted her cargo of iron ore to bring the hole above the water line. She was accompanied back to dock by the Coast Guard vessels *Mackinaw*, *Woodrush*, and *Arundel*.

...Another C.S.L. vessel, *Sir James Dunn*, also reported ice punched a hole in her hull in the downbound channel of the St. Mary's River, 20 miles south of the Soo. The ship turned around and returned to port.

Apr. 13...The French ship *Eglantine* arrived at Navy Pier in Chicago at 8:45 this morning to open that port to foreign trade.

...All tugs of the Great Lakes Towing Company were idle today as crew members went on strike.

...Two major shipping lines, Hamburg-Amerika Line and North German Lloyd are planning to merge. The merger proposal will be decided by stockholders at a July meeting.

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**GREAT LAKES & SEAWAY NEWS**

...The C.S.L. bulk carrier *Saguenay*, which ran aground in the St. Lawrence River, April 10, during a heavy snow squall, was refloated on April 12. She was upbound for Gary, Indiana at the time of the mishap, and seemingly suffered no damage.

...The barge *Whale* carrying 650,000 gallons of oil pumped from the wrecked tanker *Arrow* was towed to the Imperial Oil Refinery in Dartmouth, N.S. About 1,300,000 gallons had been removed from the sunken stern section of the tanker during the month-long operation. The tanker *Arrow*, in regular Seaway service, went aground on February 4 and split in two 4 days later.

...Vessel operators reported east winds in Whitefish Bay and the Buffalo area had eased the pressure on ice fields, permitting slow movement of traffic in those two areas.

Apr. 15...The Weather Bureau issued a special ice advisory today, saying that rapid thawing should begin within 48 hours on Whitefish Bay and Lake Superior.

Apr. 16...The German ship *Buntenstein* opens the overseas season at Cleveland, Ohio.

Apr. 17...The ore boat *Lackawanna* has been sold to Marine Salvage Ltd., of Port Colborne, Ontario by Kinsman Marine Transit Company.

...The barge *Wiltranco I* is scheduled to arrive at Escanaba, Michigan today under tow of the tug *Olive L. Moore*. Her owner will handle iron ore for Inland Steel between Escanaba and Indiana Harbor. He hopes to complete repair work on the barge this week and sail oate this month.

...Interlake's *C. H. McCullough* will again be operating as a barge on Lake Michigan. She will be towed by Roen tug *John Purves*, delivering iron ore pellets to the dock of Youngstown Sheet & Tube. She will probably sail late in May, with her propeller blades removed to convert her into a barge and make towing easier.

Apr. 19...The Chicago River bridges have had their ups and downs again this year. It all started when the Canadian ship *Mondoc*, carrying newsprint was caught first by the Lake Shore Drive bridge, which took three hours to open. She went by the Franklin Street bridge without incident, but then the bridge would not close. At Washington Street, the bridge went up without a hitch, but not so the Madison Street bridge, which wouldn't budge! Because of the short distance between Madison and Washington streets the latter was held open while the *Mondoc's* stern reposed under it. It was late in the night when she finally made a southside dock to unload.

Apr. 20...Twelve seamen lost their lives in the double sinking of the C.N.R. train ferry *Patrick Morris* and the fishing vessel *Enterprise* in Cabot Strait. Included in the losses were the captain and three engineers aboard the ferry and the entire 8-man crew of the seiner, based at Newfoundland. The *Morris* was attempting to rescue the stricken *Enterprise* when her stern doors were pounded in by heavy seas, and she sank within 30 minutes. The loss is estimated at \$10 million. The *Patrick Morris* (ex-*New Grand Haven*) was built in 1951 by Canadian Vickers, Ltd., Montreal, and went into service in January, 1966 after being rebuilt by Marine Industries, Ltd., at Sorel. 47 crew members were later reported safe aboard the ore carrier *Rhine Ore*, enroute to Port Cartier, Quebec.

Apr. 21...The French vessel *Eglantine* ran aground on the St. Clair River,

## GREAT LAKES &amp; SEAWAY NEWS

just south of Port Huron, Michigan, around 6:30 PM, April 20. Her bow is aground. The tug *Amherstburg* began efforts to free the ship this morning. The vessel carries a load of grain and is outbound.

...The *J. W. Westcott II*, Detroit River Mailboat, found it necessary to seek shelter in the Rouge River during 40-mile winds that swept up the Detroit River. This is only the second time she has had to be taken out of service because of weather in the past 15 years.

...*George M. Carl* passed down the Welland Canal and is in service again. She had been idle at Port McNichol, Ontario, since 1968.

...2,000 gallons of vegetable oil escaped into Toronto Bay. Most of it was cleaned up the same day.

...A violent storm on April 19 and early April 20, damaged the Lansings Shoal Light so severely as to render it uninhabitable. It guards the western approaches to the Straits of Mackinac. Five men were taken off the lighthouse by the cutter *Sundew*, which had to stand by most of April 20 until heavy seas abated enough to permit a boat to approach the structure. The storm, with winds of 63 knots, was blowing directly out of the east and produced waves more than 20 feet high. These smashed steel covers on five portholes and shifted three 2,000-pound concrete 'sinkers', or anchors, across the surface of the base of the lighthouse. A number of concrete blocks were found in the building, and men inside were able to see the wall give when struck by heavy seas.

Apr. 26...The *Eglantine* was pulled free of the St. Clair River clay bank by the combined efforts of tugs *Oregon*, *Atomic*, and *John A. Roen IV*, at 4:41 PM. She then moved 3,000 feet downstream to reload 1,400 tons of grain that was taken aboard the barge *T. F. Newman*. The captain of *Eglantine* said the ship had suffered no damage in the mishap.

## MISCELLANEOUS

...*Bayfair* (ex-*Coalhaven*) which had arrived in Hamilton on October 9 in tow of tug *Argue Martin* for scrapping, was removed from register on February 4, 1970.

...*W. Harold Rae* has been renamed *Eastern Shell*.

...*Fuel Marketer* (ex-*Eastern Shell*; ex-*John A. McDougald*; ex-*Lakeshell*), has been renamed *Western Shell*.

...The Liberian freighter *Joseph H.*, outbound from Milwaukee to the Baltic, sustained heavy hull damage after grounding on Bic Island in the St. Lawrence River, October 3, 1969. She was refloated on the 6th or 7th of October and later proceeded to Quebec City where she was still tied up as late as November 30th.

...Detroit Processing Terminal and Windsor's Morton Terminal have announced that they will start a barge service across the Detroit River to permit U. S. shipments to take advantage of the rates offered by Canadian rail lines to Montreal, Quebec City, and Halifax.

...Tug *Tiffin* is operating in Hamilton with *S.M.T.2. No 7* in a bunkering barge operation

...*Bayfair* is being cut up in Hamilton, Ontario.

# FOUR BITS of PURE NOSTALGIA



**SONORA** retained her original name throughout her entire career. Built in 1902 by the Superior Ship Building Company, at West Superior, Wisconsin, she was owned by G. A. Tomlinson, and later by Nicholson-Universal Steamship Company. Her final owner, for scrap, was Hyman-Michaels Company. They cut her up at Ashtabula in 1961.

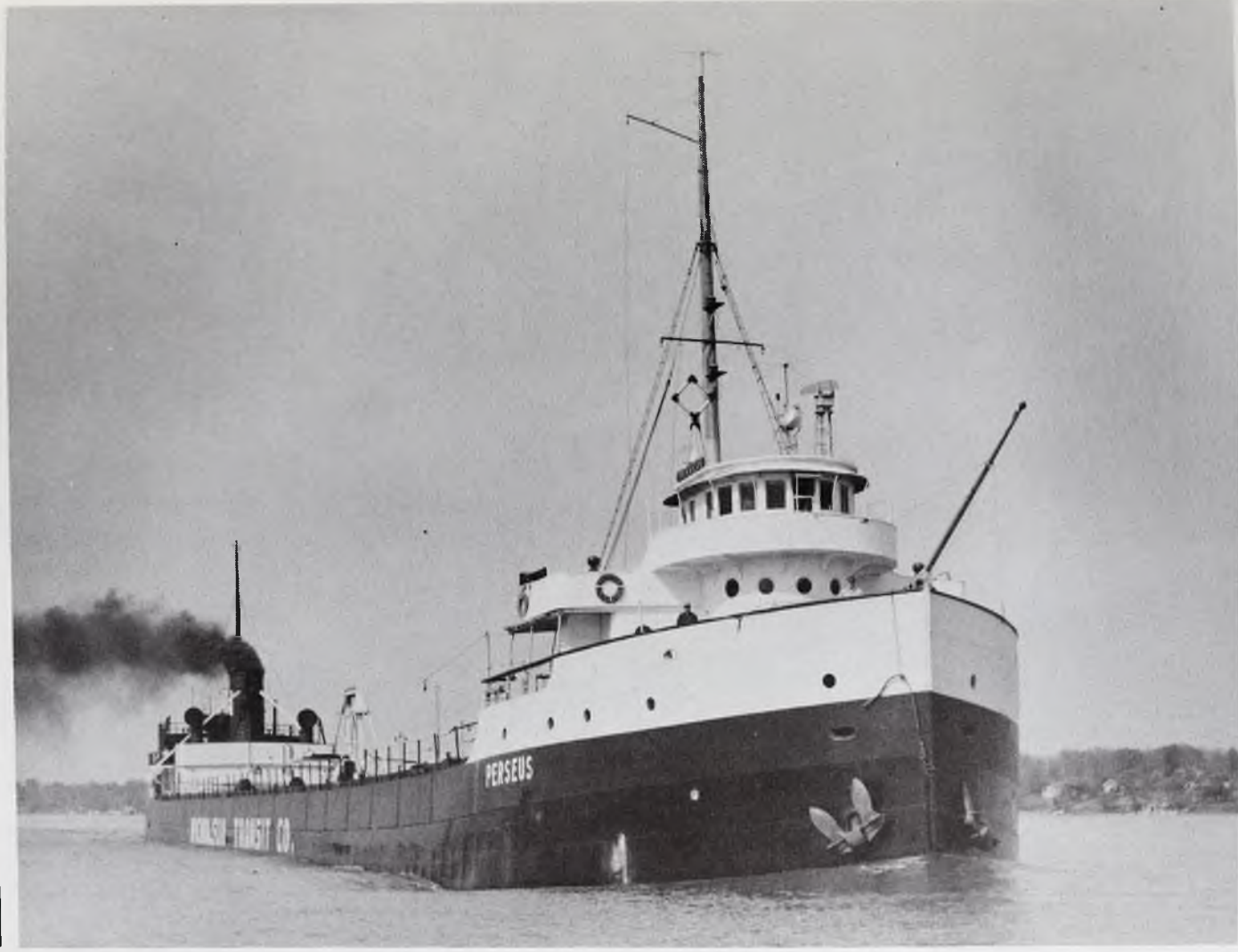
McNutt Photo: DOSSIN MUSEUM collection.





**CARL W. MEYERS** makes a study in placid beauty and striking reflections in this early view from the Dossin Museum files. Built in 1897 for the Zenith Transit Company, by the Chicago Shipbuilding Company as *Crescent City*, she was owned by a succession of companies that included Pittsburgh Steamship Company, Nicholson-Universal S. S. Co., Browning Lines, and finally Delta Lake Ship Company. In 1957 she began use as a storage barge, which lowly calling was to remain her last prior to scrapping.

McNutt Photo: DOSSIN MUSEUM collection



**PERSEUS** shown here in the colors of Nicholson Transit Company, was also owned by Interlake Steamship Company and Gilchrist Transportation Company during a lake career that lasted fifty-six years. Built for Gilchrist at the St. Clair (Mich) yards of Great Lakes Engineering Works in 1905, she came out as *Frank J. Hecker*, and was renamed *Perseus* in 1913. In 1961 she was sold for scrap, but cheated the torches when she sank near Azores while being towed overseas.

Massman Photo: DOSSIN MUSEUM collection



Edward N. Middleton (see **BARRYS OF WOLF ISLAND**, this issue) says that people react in various ways, but to him this must be one of the most nostalgic photos ever made of a Great Lakes steamer... and we're inclined to agree. Here the stately **VIRGINIA** departs Grand Haven on a hazy spring day, probably about 1912. Most of her Great Lakes career was spent on the Chicago Milwaukee run, but for a few glorious years she was the running mate of *Alabama* on the Chicago-Grand Haven/Muskegon run. Some say that the addition of upper cabins spoiled her looks, but her beauty, as seen here, is hard to disguise.

Photo courtesy of Van Woerkom collection

The GREAT LAKES MARITIME INSTITUTE, Inc., promotes interest in the Great Lakes; preserves memorabilia, relics, records and pictures related to these lakes; encourages building of scale models of lake ships, and furthers programs of DOSSIN GREAT LAKES MUSEUM repository of the Institute's holdings. The Institute was organized in 1952 as the Great Lakes Model Shipbuilders' Guild. It is incorporated as an organization for no profit under the laws of the State of Michigan. Donations to the Institute have been ruled deductible by the Internal Revenue Service. No Institute Member receives any remuneration for services rendered.

TELESCOPE, the Institute's journal is published six times per year and covers Great Lakes topics. Its editors welcome opportunity to review manuscripts for publication, sent to Great Lakes Maritime Institute; Dossin Great Lakes Museum; Belle Isle; Detroit, Michigan 48207. The organization makes no payment for such material and editors cannot be responsible for statements of the authors of articles that appear.

Other communication with the Institute should go to the Coordinating

Director, addressed as above.

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