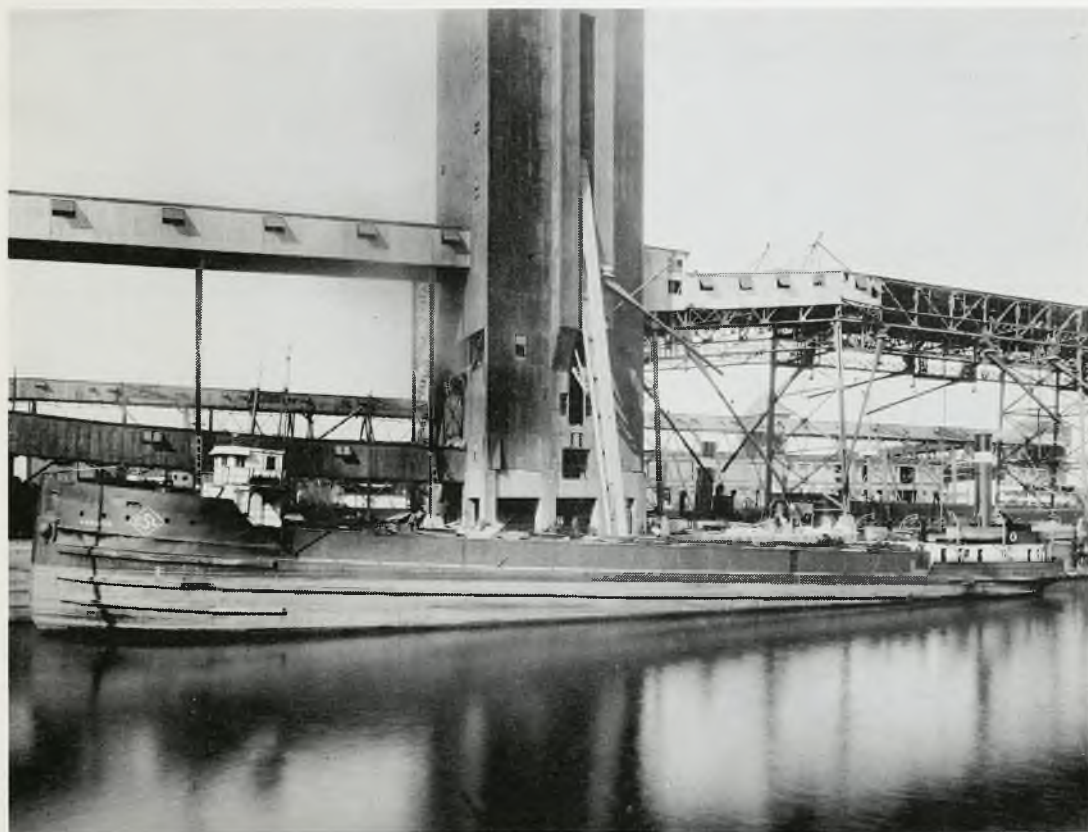


TELESCOPE

November - December, 1970

Volume 19; Number 6



**Great Lakes
Maritime
Institute**



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

Membership Notes

With the exception of the *Index*, which will be sent to all members who renew, this issue completes the volume for 1970. Your Editor, and those who assisted him, have tried to make *TELESCOPE* a valuable source of information and entertainment.

Among those who have helped to make the magazine a worthwhile publication are those members who have submitted manuscripts for publication, and we thank all of them for sharing their knowledge and talent. We hope you have generally agreed with our selection of material, and have been pleased with the contents presented. *If not, send in what you would like to see!*

Following Page 166, of this issue, you will find a tear-out center spread for your use in renewing your membership. Doing this promptly is the very best way to say, *I enjoy TELESCOPE and want to continue getting it.*

Next June, someone will say; *I didn't know my membership had expired. Why didn't you tell me?*

Well, we have...here, and on page 166!

MEETING DATES

The November meeting will be held at the Dossin Museum, at 8:00 PM, Friday, November 20...*one week early to avoid Thanksgiving weekend.* The January meeting will be held on January 29, also at Dossin Museum at 8:00 PM.

Business meetings of the Board of Directors (*all members are encouraged to attend these meetings*) will be held at Dossin Museum as follows: January 8, 1971, and February 26, 1971, both at 8:00 PM.

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Concluded in this issue

THE VANISHING CANALLERS

by Rev. Edward J. Dowling, SJ.
Fleet List Editor, TELESCOPE



PART III: Canallers built in Canada after 1901, up to World War I.

CALGARIAN (Can. 131056), 1912 Port Arthur, Ontario by Western SB & DD Company for Norcross interests. Steel package freighter, 244 x 43 x 25; 2326 g.t. To coast, 1917. Later named: *Marne*, *Itaipu* and *Arauna*. Listed in Lloyd's in 1939 as Brazilian tanker.

HADDINGTON (Can. 116764), 1904 Toronto by Bertram Engine Works for Mathews Line. 246 x 42 x 16; 1749 g.t. Later *Maplehill* and converted to tanker in 1937 and renamed *Oakbranch*. On salt water in World War II as British *Empire Lizard* and renamed *Basingbrook* after the war. Scrapped in the United Kingdom, c. 1948.

HAMILTON (Can. 111661), 1901 Hamilton by Hamilton Bridge Company for Montreal Transportation Company. Steel barge, 202 x 41 x 14; 996 g.t. Lengthened in 1921 to 249' (1416 g.t.) and powered with an old triple expansion engine. Scrapped, Sorel, c. 1938.

HAMILTONIAN (Can. 131052), 1913 Port Arthur by Western DD & SB Company for Norcross interests. Steel package freighter, 244 x 42 x 23; 2347 g.t. Went to salt water in 1917. Listed in Lloyd's in 1939 as Brazilian tanker *Paive*.

KEYBELL (Can. 131111), 1912 Collingwood by Collingwood Shipyards for Keystone Transports. Steel bulk freighter 258 x 42.6 x 17; 1730 g.t. Scrapped in the fifties.

OTTAWA (Can. 111443), 1900 Toronto by Bertram for Canada-Atlantic Transit Company. Combination freighter, 256 x 43 x 15. Foundered off Passage Island, Lake Superior, 11/16/09.

QUEBEC (Can. 111663), 1901 Levis by Carrier, Lane for Montreal Transportation Company. Steel barge, 206 x 40 x 15; 1017 g.t. Later wrecking and salvage barge *Londonderry*.

TADANAC (Can. 111855), 1902 Toronto by Bertram on shipyard account and sold on completion to St. Lawrence & Chicago Steam Navigation Company and renamed *The Iroquois*. Steel freighter, 252 x 43 x 22; 2286 g.t. On salt water during World War I as *Colorado* and *Dornoch*. Returned to the Lakes c. 1920 and later renamed *Brookton*, *George Hindman* and *Brookdale*. Scrapped at Toronto in 1926. This ship's long and very active life stamped her as one of the finest of the canallers.

TADOUSAC (Can. 116263), 1902 Toronto by Bertram on shipyard account and sold on completion to Northern Navigation Company and renamed *Doric*. Steel package freighter, 250 x 43 x 25; 2359 g.t. Sold French in 1920. *SUBSEQUENT INFORMATION WANTED*.

PART IV: Canallers built in the United Kingdom before World War I. Unless otherwise noted, these ships are steel steamships of full, or nearly full, canal dimensions.

ACADIAN (Br. 124258), 1908 Port Glasgow, Scotland by Clyde SB & Engineering Company for Canadian Interlake Line (Norcross). To Canada Steamship Lines in 1914 and back to salt water in 1916, Lost by enemy action on North Atlantic, 5/22/17.

A. E. AMES (Can. 114449), 1903 Howden-on-Tyne by Northumberland S.B. Company for Canadian Lake & Ocean Navigation Company (Norcross). Returned to salt water, 1917 and later named *Breughel* and *Ginette LaBorgne*. Lost by enemy action, 9/12/40.

CALGARY (Br. 133514), 1912 Newcastle by Swan, Hunter & Wigham Richardson for J. Richardson & Sons, Kingston. Early motorship. Sold American in 1916, converted to a tanker and renamed *Bacoi* (US 214090). *Bacoi* operated mostly on the Atlantic Coast, but made several trips into the Great Lakes, before being reported out of documentation 1917.

CANADIAN (Br. & Can. 125427), 1907 Newcastle by Dobson for Merchants' Mutual Line (Norcross). To Canada Steamship Lines, 1913. Scrapped at Hamilton in 1959.

CARLETON (Br. 124212), 1907 Greenock by Grangmouth & Greenock Dockyard Company for F. E. Hall & Company, Montreal. Later passed to George Hall Coal Company, and finally to Canada Steamship Lines as *Ignifer* (Can. 124212). Cut down to a barge in the 1940's and removed from documentation in 1946.

G. R. CROWE (Br. 123324), 1907 Dundee by Caledon SB & Engineering Company for St. Lawrence & Chicago Steam Navigation Company. Lengthened at Collingwood in 1910 to 331 ft. Returned to Salt water in 1916 and later converted into a tanker. Lost at sea, c.1921.

DONNACONNA (Br. 110363), 1900 Bill Quay, Newcastle by Wood, Skinner for Hamilton & Fort William S. S. Company (Mackay). Later in Inland Lines and Canada Steamship Lines. Returned to salt water early in World War I, and foundered in heavy seas in the vicinity of the Azores, 19/19/15.



DUNELM, Victim of Isle Royale's rocks, December, 1910.

McDonald Collection-Dossin Museum

THOMAS J. DRUMMOND (Br. 134016), 1910 Dumbarton by McMillan for Algoma Central SS Line. In 1926 became Paterson's *Calgadoc*. Sailed from Sydney, N. S. for Wabana and never reported. Thought to have foundered off Newfoundland coast.

DUNDEE (Br. 112208), 1906 Dundee by Caledon SB & Engineering Company for Inland Lines. Passed into Canada Steamship Lines in 1913. Back to salt water in World War I and lost by enemy action, 1/31/17.

DUNELM (Br. 123950), 1907 Sunderland by Sunderland SB Company for Inland Lines. Later in Canada Steamship Lines. Returned to salt water in World War I. *DISPOSITION DATA WANTED*.

W. H. DWYER (Br. 132073), 1913 Sunderland by Sunderland SB Company for Forwarders, Ltd., Kingston. On salt water during World War I. Lost at sea 1917.

EASTON (Br. & Can. 132069), 1912 Sunderland by Sunderland SB Company for Mathews Steamship Company. Scrapped, c.1962.

EDMONTON (Br. & Can. 122856), 1906 Hebburn-on-Tyne by R. Stephenson & Company for the Mathews SS Company. Later in Merchants Mutual Line and Canada Steamship Lines. Scrapped in 1960.

EMPRESS OF MIDLAND (Br. 125428), 1907 Wallsend-on-Tyne by Swan, Hunter & Wigham Richardson for Inland Lines. Passed into Canada Steamship Lines fleet in 1913. Lost by enemy action in the English Channel, 3/27/16.

FAIRMOUNT (Br. 112276), 1903 Wallsend-on-Tyne by Swan, Hunter, for Montreal Transportation Company. Went to salt water early in World War I. Stranded in Bahamas, 1915, and abandoned.

FORDONIAN (Br. 133077), 1912 Glasgow by Clyde SB & Engineering Company for Montreal Transportation Company. Early motorship. Later *Fordonian* (US 214598); *Yukondoc* (Can.



GLENMAVIS in an early Midland, Ontario dock setting.

133077) and *Georgian*, and finally *American Badger State*. Foundered near the mouth of the Grijalva River, Gulf of Mexico, 1/14/46.

GLENFOYLE (Br. 135641), 1913 Londonderry, Ireland by North of Ireland SB Company for J. Richardson & Sons, Kingston. Returned to salt water early in World War I and was lost by enemy action in 1917.

GLENMAVIS (Br. & Can. 133533), 1913 Londonderry by North of Ireland SB Company for J. Richardson & Sons. Later sailed for Playfair and Canada Steamship Lines, who renamed her *Acadian* in the 20's. Scrapped at Kingston, Ontario in 1959.

GLENMOUNT (Br. 122408), 1907 Dumbarton by A. McMillan & Son for Montreal Transportation Company. Sold American in 1916 as *Glenmount* (US 214644). Sold foreign after World War I, and later named *Gorizia*. **DISPOSITION DATA WANTED.**

D. A. GORDON (Br. 129479), 1910 Port Glasgow by Clyde SB & Engineering Company for Canadian Interlake Line (Norcross). Returned to salt water in World War I and lost by enemy action off the coast of Spain, 11/11/17.

C. A. JACQUES (Br. 129497), 1909 Dumbarton by A. McMillan for Merchants Montreal Line (Jacques). Later passed into Canada Steamship Lines. Returned to salt water in World War I and lost by enemy action off Boulogne, France, 5/1/17.

KAMINISTIQUEA (Br. 125457), 1909 Wallsend-on-Tyne by Swan, Hunter & Wigham Richardson for Western Navigation Company, Fort William. Sold American in 1916 and converted into tanker *Westoil* (US 214109). Later cement carrier *J. B. John* and *John L. A. Galster*. Recently reduced to barge and renamed *Loren Castle*.

KENORA (Br. & Can. 124235), 1907 Dumbarton by McMillan for Canadian Interlake Line (Norcross). Later in Canada Steamship Lines. On salt water in World War I. Scrapped Hamilton in 1960.

KEYNOR (Br. & Can. 133558). 1914 Londonderry by North of Ireland SB Company for Keystone Transports Company. Remained in this fleet and its successor, Laverendrye Transports, until scrapped in 1961.

KEYPORT (Br. & Can. 125459), 1909 Newcastle by Swan, Hunter & Wigham Richardson for Keystone Transports. Scrapped in 1963.

KEYSTORM (Br. 129749), 1910 Wellsend-on-Tyne by Swan, Hunter & Wigham Richardson for Keystone Transports, Ltd. Stranded on Scow Island Shoal, St. Lawrence River and foundered 10/26/12.

KEYVIVE (Br. & Can. 128830), 1913 Middleborough by Smith's Dock Company for Keystone Transports. Scrapped in 1964.

KEYWEST (Br. & Can. 125458), 1909 Wallsend-on-Tyne by Swan, Hunter & Wigham Richardson for Keystone Transports. Scrapped in 1947.

KINMOUNT (Br. 120218), 1908 Dumbarton by McMillan for Montreal Transportation Company. Passed into Canada Steamship Lines in 1913. To salt water shortly afterwards and sold French in 1916. Renamed *FINISTERE*. Disposition data wanted.

J. A. McKEE (Br. & Can. 125442), 1908 Newcastle by Swan, Hunter & Wigham Richardson for Basset interests, Collingwood. Later Paterson's *THORDOC*, after World War I. Stranded on Winging Point, Nova Scotia, 3/30/40, and abandoned.

A. E. McKINSTRY (Br. 129491), 1910 Port Glasgow by Clyde SB & Engineering Company for Merchants Mutual Line. Became part of Canada Steamship Line in 1913 and renamed *KINDER-SLEY* (Can. 129491) in the 20's. Sold British in 1942. Disposition data wanted.

MAPLETON (Br. & Can. 123961), 1909 Sunderland by Sunderland SB Company for Mathews SS Co. To salt water in World War II and sold to owners in Cyprus after war. Renamed *EASTERN MED* in 1948. Destroyed by fire while unloading cargo of oil drums, 11/22/50.

MIDLAND QUEEN (Br. 110991), 1901 Dundee by Caledon SB & Engineering Company for Midland Navigation Company (Playfair). Later in Canada Steamship Lines. On salt water during most of World War I. Lost by enemy action off Fastnet, England, 8/4/15.

MOUNT STEPHEN (Br. 125443), 1908 Wallsend-on-Tyne by Swan, Hunter & Wigham Richardson for Inland Lines (Playfair). Later *EMPRESS OF FORT WILLIAM*. On salt water in World War I. Lost by enemy action off Dover, English Channel, 2/27/16.

NEEBING (Br. 118618), 1903 Low Walker-on-Tyne by Armstrong, Whitworth for Canadian Northwest Transportation Company (Marks). Later sailed in Montreal Transportation Company and

Canada Steamship Lines. Sold foreign after World War I and renamed *JAN TOMP*. Scrapped, c.1954.

NEEPAWAH (Br. 102579), 1903 Greenock by Greenock & Grangemouth SB Company for New Ontario SS Company (Mackay). Later in Canada Steamship Lines. Lost by enemy action, 6/11/17.

NEWMOUNT (Br. 118615), 1903 Wallsend-on-Tyne by Swan, Hunter & Wigham Richardson for Montreal Transportation Company, who returned the vessel to the builders as unacceptable. Sold to Farrar Transportation Company, Meaford, Ontario and renamed *MEAFORD*, 1908. Passed to Canada Steamship Lines in 1915 and went to salt water. Lost by enemy action, 6/11/17.

NEWONA (Br. 125470), 1909 Wallsend-on-Tyne by Swan, Hunter & Wigham Richardson for Fraser Brace & Clarke, Montreal. Chartered for years to Canada-Atlantic Transit Company. Sold Italian in 1923 and converted into a tanker and renamed *NEVONA* (It. 215). Out of Lloyd's Register in 1941. May have been a war loss.

H. M. PELLATT (Br. 114446), 1903 Glasgow by Russel & Company for Canadian Lake & Ocean Navigation Company (Norcross). Back to salt water in 1917 and later named successively; *MEMLING*, *NICOLA*, *LaBORGNE*, *GULIANA PAGAU*, *SCILLEN SECUNDO* and *SCILLEN*. Lost by enemy action. 11/13/42.

J. H. PLUMMER (Br. 114447), 1903 Low Walker-on-Tyne by Armstrong, Whitworth for Canadian Lake & Ocean Navigation Company. Back to the ocean c.1917 and later named *VAN EYCK*, *J. H. PLUMMER*, *AMUR*, *FAR EASTERN CARRIER* and *TUNG AN*. Drops out of Lloyd's and American Bureau registers in 1950. Probably scrapped.

PORT COLBORNE (Br. 129734), 1909 Wallsend-on-Tyne by Swan, Hunter & Wigham Richardson for Forwarders, Ltd. Back to salt water in World War I and lost at sea in 1917.

REGINA (Br. 124431), 1907 Dunbarton by McMillan for Canadian Lake & Ocean Navigation Co., (Norcross). To Canada Steamship Lines in 1913 and lost on Lake Huron 11/9/13 in the Great Storm.

RENVOYLE (Br. 126836), 1910 Port Glasgow by Clyde SB & Engineering Company for Point Ann Quarries, Ltd. Returned to salt water in World War I and foundered in the Bay of Biscay, 12/4/20.

PRINCE RUPERT (Br. 124260), 1908 Dunbarton by McMillan for Kingston Shipping Company Ltd. (Calvin). Later became Montreal Transportation Company's *NORTHMOUNT*. Returned to salt water early in World War I and foundered at sea, 12/18/15.

SASKATOON (Br. & Can. 123965), 1910 Sunderland by Sunderland SB Company for Merchants Mutual Line (Norcross). Later names were: *ROSEMOUNT*, *WILLOWBRANCH*, *EMPIRE TADPOLE*, *COASTAL CREEK*, and presently Hall's *CREEK TRANSPORT*. Had been converted into diesel powered tanker in 1940. One of few surviving canalliers.

STEELTON (Br. 132078), 1914 Sunderland by Sunderland SB Company for Mathews SS Company. Returned to salt water after a very short stay on the Great Lakes and was later renamed *JOLLY HELEN* and *HELCION*. Scrapped in Europe in 1934.

STOREMOUNT (Br. 122409), 1907 Dunbarton by McMillan for Montreal Transportation Company. Wrecked on Nova Scotia coast, 2/26/16.

STRATHCONA (Br. 111354), 1900 Dundee by Caledon SB Company for Hamilton & Fort William SS Company (Mackay). Later owned by Inland Lines and Canada Steamship Lines. To salt water in World War I and lost by enemy action 4/13/17.

TAGONA (Br. 128188), 1908 Dunbarton by McMillan for Canadian Lake & Ocean Navigation Company (Norcross). Later sailed in Canada Steamship Lines. To salt water in World War I and lost by enemy action 5/16/18.

TOILER (Br. & Can. 129757), 1910 Newcastle by Swan, Hunter & Wigham Richardson for R. A. Carter. Early Motorship. Converted to a steamer in 1913 and re-engined (steam) again in 1917. Drifted around among most of the Canadian steamship lines, finally becoming Canada Steamship Lines' *MAPLEHEATH* in the 1920's. Present owner McAllister Towing, Ltd., as a barge.

TREVISA (Br. & Can. 133573), 1915 Londonderry by North of Ireland SB Company for Export Steamships, Ltd. Came to the Great Lakes after World War I, and went to salt water again in World War II. Lost by enemy action 10/16/40.

TYNEMOUNT (Br. 133544), 1913 Middlesborough by Smith's Dock Company for Montreal Transportation Company. Not successful as motorship (actually diesel-electric) and rebuilt as



Above; **YORKTON** photographed by Pesha on the Lakes. She was on salt water in both World Wars. Below: U. S. built **ARLINGTON** takes the big splash at Wyandotte, Michigan in 1910.

Both photos McDonald Collection-Dossin Museum

steamship in 1914 for Forwarders, Ltd., and renamed *PORT DALHOUSIE*. Back to salt water in 1915 and lost by enemy action 3/19/16.

WAHCONDAH (Br. & Can. 102577), 1903 Port Glasgow by Russell & Company for New Ontario Steamship Company (Mackay). On salt water in World War I and in British coasting trade until the mid-20's. Returned to Great Lakes c. 1926. Sold Mexican c. 1963; renamed *ALALC*.

WESTMOUNT (Br. 114445), 1903 Wallsend-on-Tyne by Swan & Hunter for Montreal Transportation Company. Back to salt water in World War I and later renamed *WEATHERSFIELD*, *MAX BERNSTEIN*, *FORDSON I*, *TRACTOR*, and *RUDOLPH OLDENDORF*.

WINONA (Br. & Can. 122851), 1906 Newcastle by Swan, Hunter & Wigham Richardson for Inland Lines, Ltd. Later sailed in Canada Steamship Lines. Sold Chinese in 1945 and renamed *EDDIE* in 1947. Stranded and broken in two at Aparri, Luzon, Philippine Islands, 9/7/56.

YORKTON (Br. & Can. 132060), 1911 Sunderland by Sunderland SB Company for Mathews SS Line. On salt water during both World Wars. Sold to French after World War II. Out of Lloyd's in 1962.

PART V: American Steel Canallers

ARLINGTON (US 207300), 1910 Wyandotte by Detroit SB Company for Rutland Transit Company. Sold to New England Coal & Dock Company, Boston in 1915. Abandoned on coast in 1933.

ASUNCION (US 107598), 1900 Lorain by American SB Company for International SS Company (Wolvin). Converted to tanker and sent to coast about 1907. Sold Italian in 1923, probably for scrapping.

BENNINGTON (US 204944), 1908 Ecorse by Great Lakes Engineering Works for Rutland Transit Company. Sold in 1915 to Alaska SS Company and renamed *VALDEZ*. Returned to Great Lakes after World War I as *BROCKTON*. Back to salt water in World War II and scrapped at Providence, R. I., 1950.

BRANDON (US 207301), 1910 Wyandotte by Detroit Ship for Rutland Transit Company. Sold to New England Coal & Dock Company in 1915. Returned to Lakes around 1922, as part of Sullivan's Package Freight Line. Converted to bulk-freight self-unloader in 1929. Abandoned and scrapped at South Chicago, 1944.

BURLINGTON (US 204295), 1908 Ecorse by Great Lakes Engineering Works for Rutland Transit Company. Sold to Alaska SS Company in 1915 and renamed *JUNEAU*. Returned to Lakes in early 1920's as *BACK BAY*. Back to salt water in World War II. Scrapped at Providence, R. I. in 1950.

JOHN CRERAR (US 200089), 1903 Chicago by Chicago SB Company for Great Lakes & St. Lawrence Transportation Company (Wolvin-Sullivan). Sold French, 1915 and renamed *FOURAS*. Sold Canadian in 1921 and renamed *GLENGARNOC*. Later Canadian names were *COURTRIGHT* and tanker *CEDARBRANCH*. Sold British c.1944 and renamed *EMPIRE NEWT*. Scrapped at Inverkeithing, Scotland, 1947.

H. G. DALTON (US 96692), 1903 Superior by Superior SB Company for Great Lakes & St. Lawrence Transportation Company. Sold French in 1916 and renamed *COURSELLES*. Sold Canadian in 1922 and subsequently named *GLENDCHART*, *CHATSWORTH*, *BAYLEAF* and *MANCOX*. Still afloat but inactive in recent years.

GEORGE L. EATON (US 214023), 1915 Wyandotte by Detroit SB Company for George Hall Coal Company, Ogdensburg. Sold French in 1917 and lost by enemy action off Isle D'You, Bay of Biscay, 6/26/18.

EUREKA (US 136740), 1899 Lorain by Cleveland SB Company for Eureka SS Company (Hawgood). Sold early to Globe Navigation Company, Seattle. Later named *KETCHIKAN* and *NEZINA*. Scraped in Japan, c. 1938.

GEORGETOWN (US 86536), 1900 Buffalo by Union DD Company for W. S. Crosthwaite, Buffalo. Went to salt water early and sold French in 1917; renamed *ETRETAT*. Lost by enemy action in North Atlantic on voyage to France, 3/1/17.

HONDURAS (US 205261), 1908 Buffalo by Buffalo DD Company for James Davidson, Bay City. Sold after a few years to Seaboard & Gulf SS Company, New York. Sold Brazilian, 1919 and renamed *GUARANY*. Burned and foundered off the Barbados Islands, 10/24/19, bound New York to Rio de Janeiro.

JOHN C. HOWARD (US 200151), 1903 St. Clair, Michigan by Columbia Iron Works for Hall Coal Company. Sold to Dollar SS Company in 1906 and renamed *MELVILLE DOLLAR* (second of that name). Later Japanese *JINYO MARU* and Chinese *SHIN PING*. Scrapped at Shanghai, 1932.

GEORGE C. HOWE (US 200000), 1903 Chicago by Chicago SB Company for Great Lakes & St. Lawrence Transportation Company. Became French **COBOURG** in 1916 and Canadian **GLENEALY** (1922) and **CHAPLEAU**. Engines removed in 1937. Scrapped at Sorel, P. Q. in 1942.

HURON (US 96425), 1898 Lorain by Cleveland SB Company for Lower Lakes Transportation Co. (Soo Line Railway). To coast in 1916 and back to Lakes c.1921. Became Canadian **HURONTON** (Mathews SS Company, Ltd.) in 1922. Sunk in collision with freighter **CETUS** on Lake Superior, 10/10/23.

ADRIAN ISELIN (US 212089), 1914 Wyandotte by Detroit SB Company for George Hall Coal Company. Sold to Nicholson Transit Company c.1940. Engines removed in 1961 and hull made into garbage barge. Still in service for Detroit Disposal Company.

F. P. JONES (US211084), 1913 Wyandotte by Detroit SB Company for Hall Coal Company. Later Canadian **GLENCADAM** and **ARLINGTON** (Can. 138219). Foundered in heavy weather on Lake Superior, 5/1/40.

KANAWHA (US 161199), 1902 Port Huron by Jenks SB Company. Built on speculation and sold in 1902 to F. B. Chesebrough, Emerson, Michigan. Sent to salt water shortly thereafter. Foundered on North Atlantic, 3/16/16.

KATAHDIN (US 161078), 1895 W. Bay City by F. W. Wheeler & Company for McCormick of Bay City. Went to salt water early in the 20th Century. Sunk in collision with Japanese freighter **TAKAYAMA MARU** on the Delaware River near Chester, Pa., 10/13/17.

J. S. KEEFE (US 77580), 1903 Buffalo by Buffalo DD Company for Great Lakes & St. Lawrence Transportation Company. Later French **PARAMA** and Canadian **GLENFARN** (Can.145462), **CANMORE**, **ASHLEAF** and **MANZZUTTI**. Inactive in recent years.

KENNEBEC (US 161178), 1901 Port Huron by Jenks SB Company. Built on speculation and sold in 1902 to Chesebrough of Emerson, Michigan. To coast shortly thereafter. Foundered off Barnegat, N. J., 6/18/21.

LACKAWANNA (US 140930), 1888 Cleveland by Cleveland SB Company for Lake Transit Company (Lackawanna Railroad). Went to salt water in World War I and later sailed on both coasts until listed as abandoned in 1929.

JOHN LAMBERT (US 77583), 1903 Chicago by Chicago SB Company for Great Lakes & St. Lawrence Transportation Company. Sold French in 1912 and lost by enemy action off the Isle of Wight, while on delivery to new owners, 1916.

LIBERTY (US 141697), 1900 Superior by Superior SB Company for A. B. Wolvin, Barge. Went to coast early and was converted into a tanker barge and renamed **S. O. CO. No. 90**. Foundered with all hands off Tortuga Islands while bound from Port Arthur, Texas, to New York, 9/26/06.

LOYALTY (US 141698), 1900 Superior by Superior SB Company for Wolvin. Went to coast early and became tanker barge **S. O. CO. No. 91**. Abandoned in 1922 and scrapped the next year.

A. D. MacTIER (US 211083), 1913 Wyandotte by Detroit SB Company for Hall Coal Company. Stranded and wrecked in the Gulf of St. Lawrence, 10/20/26.

ALBERT M. MARSHALL (US 200091), 1903 Wyandotte by Detroit SB Company for Great Lakes & St. Lawrence Transportation Company. Later French and Canadian **BRIGNOGAN** (Can. 150359) and American **FELLOWCRAFT**. Scrapped at Hamilton, Ontario in 1959.

METEOR (US 93118), 1901 Toledo by Craig for Hawgood. Went to Pacific in early 1900's and later sailed on the Atlantic Coast. Stranded on Block Island, Mass., 7/10/26.

MINNEAPOLIS (US 29769), 1897 Chicago by Chicago SB Company for Lower Lakes Transportation Company (Soo Line Railway). Sold Cuban shortly before World War I and renamed **RAMON MARIMON**. Returned to Great Lakes in 1922 as **BURLINGTON**. Stranded at Holland, Michigan, on 2/6/37 and declared a total loss. Wreck cut down to water's edge and blasted out, 1938.

SIMON J. MURPHY (US 116684), 1895 West Bay City, Michigan by Wheeler for A. Murphy, Green Bay. To coast in 1901, and later named **MELVILLE DOLLAR** (2nd) and **TALLAC**. Stranded twenty miles south of Cape Henry, Virginia, 2/24/20.

NIAGARA (US 130738), 1897 West Bay City by Wheeler for J. L. Crosthwaite, Buffalo. Was shortened a few feet in 1926 and converted for sand trade. Repowered with diesel engine in 1959. Still in service for Erie Sand SS Company.

BENJ. NOBLE (US 206240), 1909 Wyandotte by Detroit SB Company for Capital Transportation Company, Detroit. Foundered in heavy weather, Lake Superior, 4/27/14, with all hands

The CHICAGO & SOUTH HAVEN Steamship Co., Inc.

by EDWARD N. MIDDLETON
and CHARLES H. TRUSCOTT

Authors' note: Two would-be historians have been attempting to complete a history of the Chicago-South Haven passenger and package freight ferry. The outline which follows is the result of that effort to date. One authority, to whom the manuscript was submitted, has described it as *sketchy*, and so it is. We have submitted this outline to TELESCOPE in the hope of provoking constructive comment from readers and of adding detail to the material we have uncovered. Corrections and additions are encouraged!

In addition to the outline which follows, it has been noted that the *City of Grand Rapids* of 1879, #125743, was owned by *The South Haven and Chicago Transportation Company* from June 1, 1897 to March 28, 1900. Presumably she ran in opposition to the H. W. Williams boats for three seasons, but no further details concerning this operation have been uncovered.

1888 - May 26; Henry W. Williams of South Haven took title to the new wood propeller *H. W. Williams*, built for him in South Haven by John B. Martell, and began transporting freight and passengers between South Haven and Chicago.

1889 - June 19; Williams added a second wood propeller, the *Glenn*, built for him by P. H. Hancock of South Haven.

1891 - March 19; A third new steamer was added to the line, the 87' *Lorain L.*, again from the yard of John B. Martell of South Haven.

1892 - March 28; The company was formally organized as the W. H. Williams Transportation Line. Owners and officers unknown.

1893 - April 7; Things were prospering! The company took titles to number 4 steamer, the new wood propeller *City of Kalamazoo*, built to its order by the favored John B. Martell at South Haven.

1896 - November 30; The steamer *City of Kalamazoo* suffered a disastrous fire at her South Haven dock. Three lives were lost, and the boat, which was insured for \$35,000, was declared almost a total loss.

1897 - August 30; The small *Lorain L.* was sold to Chicago interests.

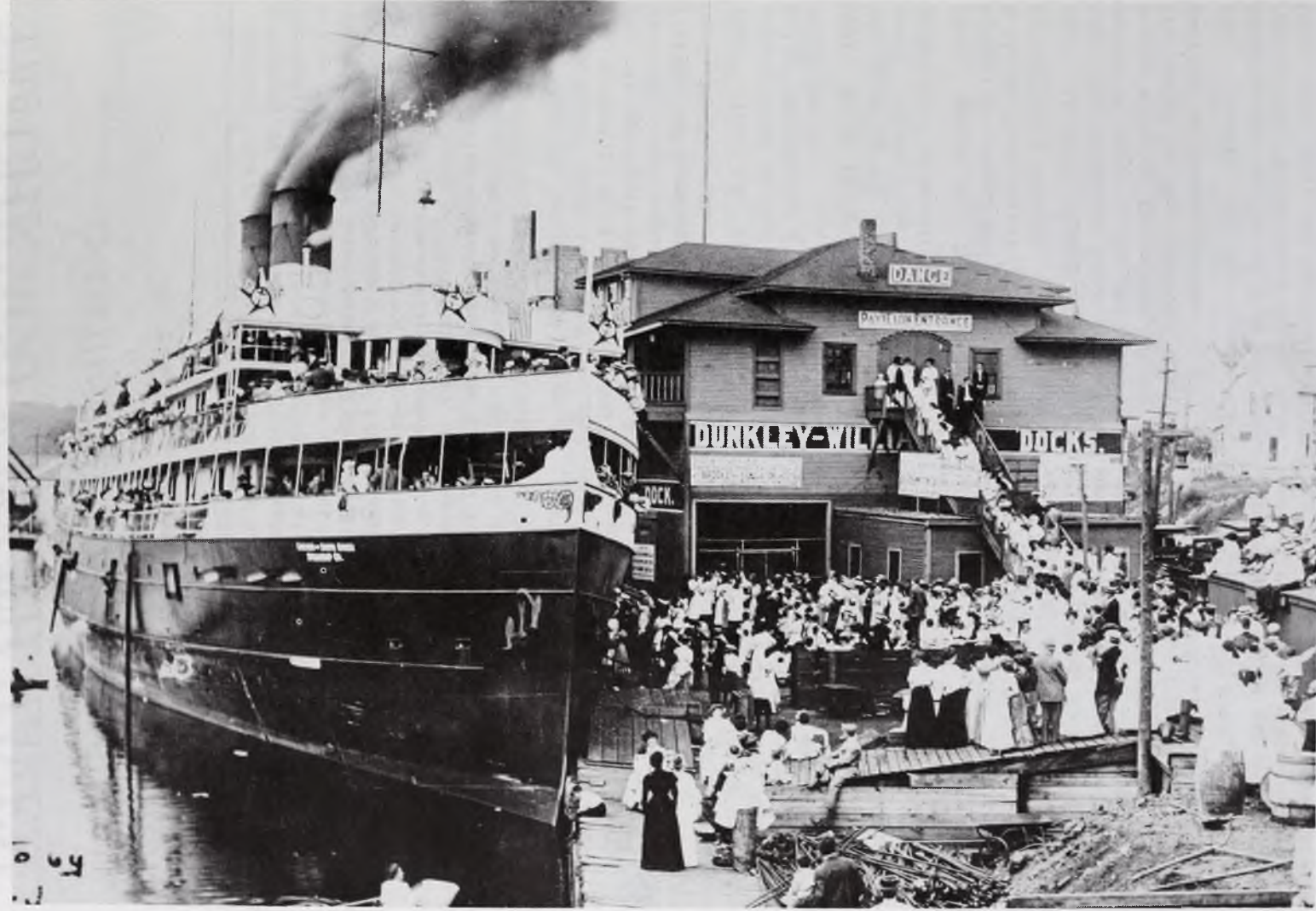
1899 - October 10; *Stp. Darius Cole* was purchased from the Darius Cole Transportation Company.

1901 - April 15; S. J. Dunkley, of Kalamazoo, along with a partner, G. P. Cory, of Green Bay, bought the wood propeller *Petoskey* from the Harts of Green Bay and presumably began operating her between South Haven and Chicago, in competition with the H. W. Williams Transportation Line.

1901 - August 5; *The Dunkley Company* was formally organized. Owners and officers unknown.

1902 - April 29; The Dunkley Company and the H.W. Williams Transportation Line were merged, to become the famous Dunkley-Williams Company. The steamers of the new fleet were *H. W. Williams*, *Glenn*, *City of Kalamazoo*, *Darius Cole* and *Petoskey*. Owners and officers unknown. Headquarters was Chicago.

1902 - June 4; *Darius Cole* was returned to her previous owners. In her purchase contract, she had been guaranteed to make 18 m.p.h. and had failed to do so. The courts ruled



CITY of SOUTH HAVEN

MICHIGAN HISTORICAL COMMISSION PHOTO.

the contract broken and she returned home.

1903 - *Date Unknown*; Dunkley Williams Company took title to a fine new steel excursion steamer, the handsome *City of South Haven*, built for them by Craig, of Toledo, Ohio.

1903 - *Date Unknown*; Competition appeared in the form of the new *Michigan Steamship Company* of Michigan City, Indiana.

1903 - July 23; Michigan Steamship company took delivery of a new, fast steel steamer, the *Eastland*, built for them at Port Huron by Jenks Shipbuilding Company. *Eastland* was expressly built to beat *City of South Haven*, and this she did, on August 3, 1903, Chicago to South Haven, by just three minutes in a distance of 77 miles!

Date and Period Unknown - The Michigan Steamship Company chartered the *Soo City* from A. Booth and Company, painted her in the company colors of black hull and white superstructure, and placed her on the Chicago-South Haven run, along with *Eastland*.

1905 - March 23; The Dunkley-Williams Company chartered the Craig built excursion steamer *Iroquois* from Arnold Transit Company of Mackinac Island. She ran one season, 1905, and returned to the island in the fall. Note that this was apparently the peak year of the Chicago-South Haven ferry, with six boats running for Dunkley-Williams and two for Michigan Steamship (assuming *Soo City* was still under charter in 1905).

1906 - March 29; Dunkley-Williams consolidated with Michigan Steamship Company in a joint operating company known as the *Chicago-South Haven Line*. George T. Arnold, president; William Cochrane, Superintendent. Title to the boats remained with Michigan Steamship Company and Dunkley-Williams Company respectively.

1906 - May 23; For reasons not known

the name of Michigan Steamship Co. was changed to Michigan *Transportation* Company.

1907 - April 12; The decline had begun. *Eastland* was sold by Michigan Transportation Company to the newly organized Eastland Steamship Company of Rocky River, Ohio, and moved on to Lake Erie. We have not discovered what then happened to Michigan Transportation Company or to the operating organization, Chicago-South Haven Line, as the result of this sale.

1908 - May 9; *Petoskey* was sold to George T. Arnold of Mackinac Island. However, she was returned to Dunkley Williams' ownership on August 17th. of the same year.

1908 - May 19; *Glenn* was also sold to Arnold, and was also returned to Dunkley-Williams on August 17th. The reasons for these transactions are a mystery.

1909 - May 3; The Dunkley-Williams Company was formally reorganized as the *Chicago and South Haven Steamship Company*. Titles to the boats were transferred to the new company June 1.

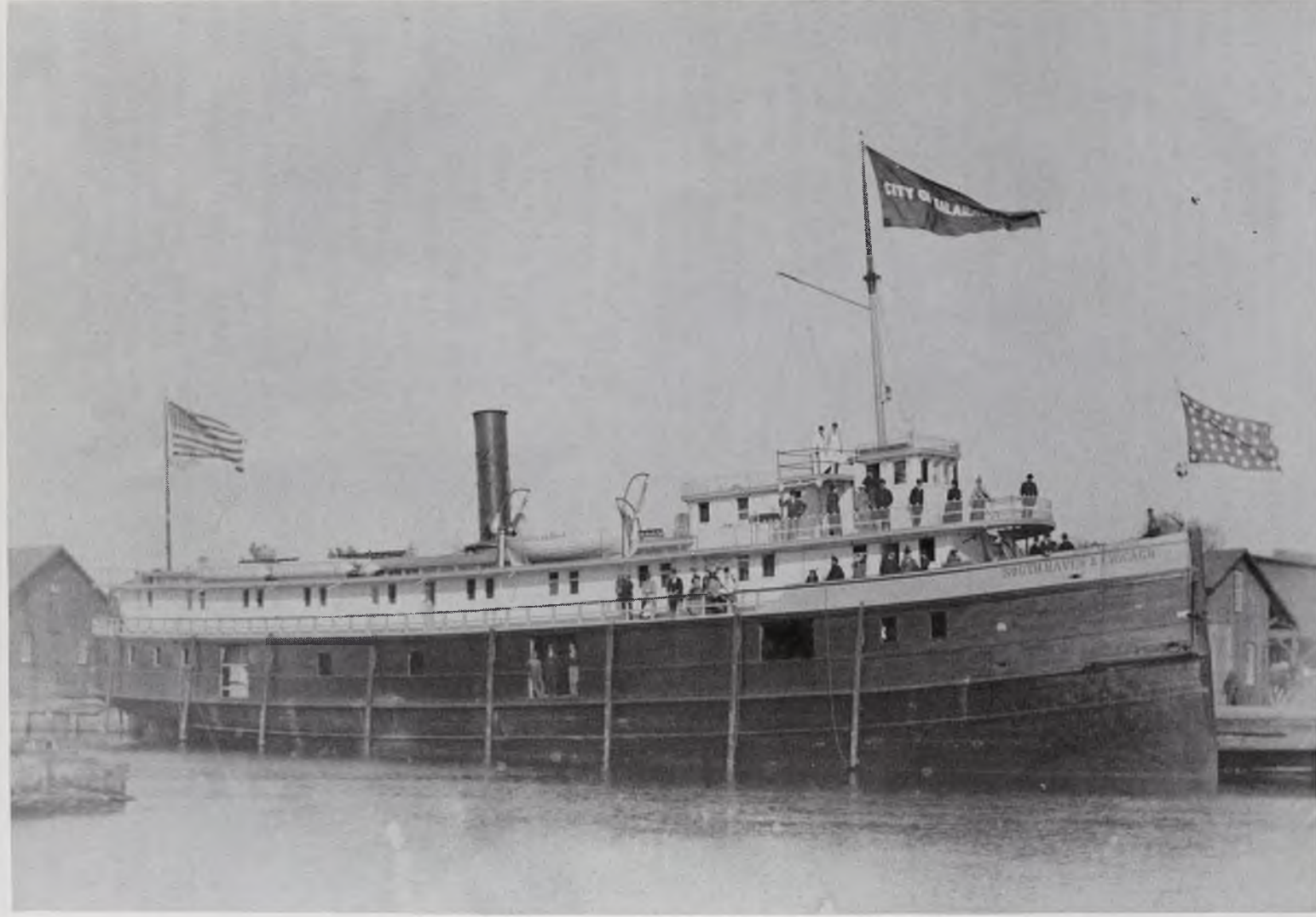
1909 - July 12; *H. W. Williams* was sold to Andrew H. Crawford of Saugatuck, Michigan.

1911 - June 16; *Glenn* was sold to Ontario Navigation Company, Inc.

1911 - December 11; *City of Kalamazoo* was either sold to parties unknown, or for some reason went out of documentation between December 11, 1911 and October 20, 1914. (Editor's note: In fact, she burned at Manistee, Michigan, November 11, 1911 and was abandoned in 1923. She appears as *loss by fire* in MARINE REVIEW of January, 1912.)

1918 - April 1; *City of South Haven* was sold to the U.S. Navy for war duty, leaving *Petoskey* the one boat remaining in the company's fleet.

1920 - May 13; Purchase of *Iroquois* at a cost of \$225,000 was approved.



CITY of KALAMAZOO

APPLEYARD PHOTO-Author's Coll.



CITY of GRAND RAPIDS

APPLEYARD PHOTO-AUTHOR'S COLL.

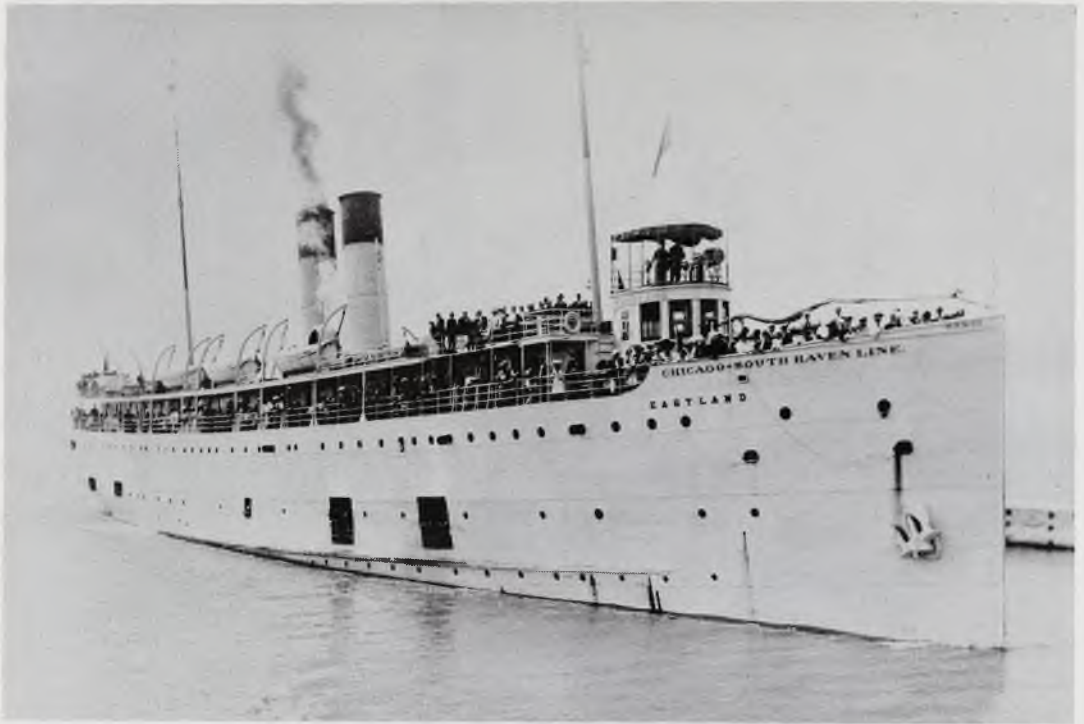
1920 - May 22; Chicago and South Haven Steamship Company, Inc., took title to the Craig-built *Iroquois*, which had previously gone to the west coast, October 31, 1906, and had been most recently owned by Puget Sound Navigation Company, Inc.

In the spring of 1927, Goodrich Transit Company announced their intention to operate *Theodore Roosevelt* on the Chicago-South Haven run, in competition with Chicago and South Haven Steamship Co. Whether or not this move caused the downfall of the company is hard to say, but certainly the season was filled with a series of legal and financial moves too numerous to relate. As early as February 7, *Iroquois* was sold at a sheriff's auction to a Robert Branard, Jr., for a very nominal sum, subject to heavy mortgages. Later, on June 6, title was transferred, again for a nominal fee to *Chicago, Benton Harbor and South*

Haven Transit Company. This was apparently a reorganization of the Chicago and south Haven Steamship Company, and was headed by C. A. Runyon as president.

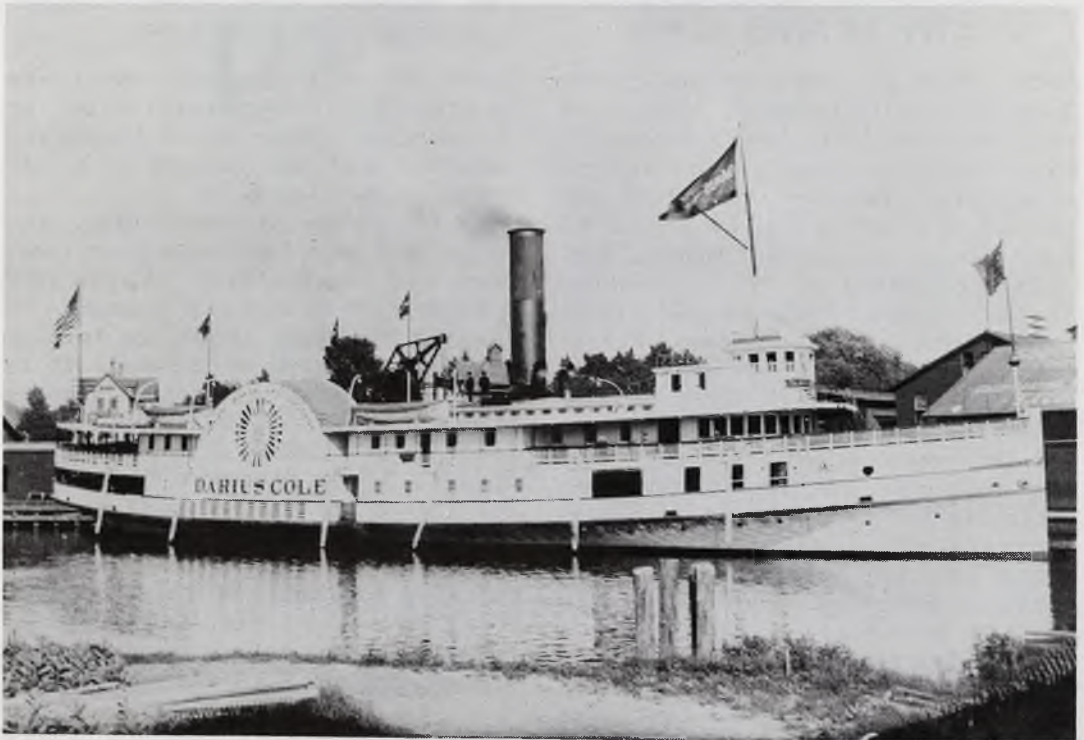
In the previous month, May, Mr. Runyon had also chartered *Bainbridge* from the bondholders of the now defunct Benton Transit Company, to replace *Petoskey*, which was laid up in the St. Joseph ship canal. It is assumed that the reorganized company limped through the 1927 season with *Iroquois* and *Bainbridge* running in opposition to *Theodore Roosevelt*. But in September, *Iroquois* was re-sold to Puget Sound Navigation Company (9/22/27) and *Petoskey* was sold to LeRoy Woodland, of Chicago (West Ports Steamship Lines, 9/30/27.)

The following season, Goodrich transferred the *Roosevelt* to another run, and the Chicago-South Haven ferry ceased to exist after forty years of continuous operation.



EASTLAND

APPLEYARD PHOTO-Author's Coll.



DARIUS COLE

APPLEYARD PHOTO-Author's Coll.

...A Story of an Anchor

by C. E. STEIN
Associate Editor
TELESCOPE

Norman Omstead, captain of the Lake Erie fishing tug *Erie I*, chartered by the Ontario Fisheries Research Station at Wheatley, Ontario, picked up an anchor and a chain plate still fitted with a dead-eye, in his trawl, on November 30, 1961.

The stock of the anchor was wood; the iron work of the anchor was hand forged. Captain Omstead, thinking that possible his find might have some historical significance, took a reading of his position. This reading records that his find was made twenty-one miles east of Point Pelee ... 41 degrees 50 minutes north, 82 degrees 11 minutes west.

The anchor and articles of standing rigging were brought ashore. During the following year, Dr. Robert Ferguson, Chief of the Fisheries Research Station, queried a number of authorities, without success, in an attempt to identify the wrecked vessel from which the items had been recovered.

Interest in the old anchor has recently been revived by the erection of a new and enlarged modern Fisheries Research Building. When the landscaping of this building is completed it is intended that the anchor be mounted in front of the building, set in a permanent base.

Since La Salle's *Griffon* sank in the fall of 1679, three hundred years ago, thousands of ships, varying in size and design from tiny wooden sailing schooners to enormous steel freighters and palatial passenger liners, have slipped beneath the waves in deep water or have foundered and broken up on their beaches. Today there are few secrets left. Today's scuba divers, given only a mere hint as to the location of a wreck, are able to locate sunken

ships with uncanny accuracy using triangulated radio beams, sonar echo sounders, and side-scanning underwater TV cameras. Even the bones of the *Griffon* are said to have been found and disinterred by a dedicated searcher, Orrie Vail, of the Bruce Peninsula.

Each passing year uncovers more sources of information instead of burying past events deeper. Instead of burning accumulations of old papers and books and pictures, found in attics and trunks, more people are turning these accumulations over to museums, historical societies, and local people interested in such items. Locations of sunken treasure as well as prosaic ships are sometimes pin-pointed with surprising accuracy from these old records.

Some time ago a chart of the Great Lakes was noticed pasted on the inside board wall of a dilapidated old twine loft above a fishing shanty beside the dock of a Lake Huron harbor. The names and locations of scores of wrecks were inked in on the chart with, in some cases, their latitude and longitude. A list of names and locations was copied from the chart as it was impossible to remove it from the rough boards of the wall. On this list, the steamer *Kent* is mentioned among the Lake Erie wrecks. The marked location of the *Kent* is 41 degrees 50 minutes north, 82 degrees 11½ minutes west.

Checking old lake steamer files of the last century uncovered a newspaper story of 1845 originating from Buffalo, which relates: *The steamer KENT was in collision with the steamer LONDON, August 11, a few miles below Point Pelee. The KENT under Captain Laing, and owned by Messrs. Eberts, of Chatham, Ontario, was enroute from Detroit to Buffalo*

with about 75 passengers on board. The *LONDON*, sailed by Captain R. Van Allen, was on her way from Buffalo to Detroit. The reputed cause of the collision was an error on the part of the pilot aboard the *KENT* who attempted to pass on the wrong side of the *LONDON*, which brought her directly across the bows of the latter. Both steamers are Canadian owned, and were chartered by the North Shore Steamship Line. The *LONDON* picked up most of the crew and passengers from the stricken ship. Only eight persons are believed missing. The captain's safe is reported to have contained \$65,000 in gold and silver of the passenger's money.

A thumb nail history of the North Shore Steamship Line reveals that it was begun in 1842 as a route between Detroit and Buffalo by Canadian entrepreneurs to serve communities along the north shore of Lake Erie. Since these towns were few, the route soon became an express run between Detroit and Buffalo, sponsored by the Michigan Central Railway. This contrasted with the south shore route, the time-honored route of steamships pioneered by the *Walk-In-The-Water* in 1818. The south shore lines, which traditionally had stopped at all the ports along the south shore eventually also became a group of express lines from Buffalo to Cleveland; to Sandusky; to Toledo; and to Monroe, each connecting with railroads at these ports.

An item in the *CANADIAN EMIGRANT AND WESTERN DISTRICT ADVERTISER* of Sandwich, Upper Canada, datelines a story from Chatham, Ontario, June 19, 1841: *Before a large crowd of people from the town and surrounding countryside the passenger steamer KENT was launched this afternoon by her builder, Mr. H. S. Larned, from the McGregor Shipyards. The KENT, whose cost of construction was \$40,000, is a handsome vessel of 122 ft. length, 20 ft. beam, with a seven ft. deep hold. She is powered by a 45 horse-power engine. She has been*

designed to run between Chatham and Chippewa, on the Niagara River.

Nothing so far would lead anyone to believe that the anchor hauled up in Captain Omstead's net was definitely an anchor from the *Kent*. The position from which the anchor was recovered and the position recorded on the old chart were one-half minute of longitude apart. No synoptic survey of Lake Erie, showing current directions of bottom water, is yet available to indicate that the *Kent* might possibly have come to rest on the bottom slightly to the east of the place on the surface where she disappeared.

A further bit of information from the first issue of the *Chatham, WEEKLY JOURNAL*, of July 3, 1841, lists the principal men of Chatham and their occupations. The partnership of Davis & Smith owned a gristmill and wool carding machine. Mention was made that Mr. Davis was planning to establish an iron foundry, as at that time the town did not boast of one. Therefore, if the hand forged anchor was from the *Kent* it had not been forged at Chatham..

A check of sources regarding early shipping brought to light, among the *Askin Papers*, the information that on January 12, 1841, the steamer *Cynthia* arrived at Chatham from Detroit carrying, among it's miscellaneous cargo, a shipment from Moore & Foote Chandlery, Merchants Block, Detroit, consigned to Henry S. Larned Sawmill, Chatham. Mr. Askin possibly owned some shares in the *Cynthia*, or was her agent, as his papers also record that on January 8, 1838, the steamer *Cynthia* left Chatham for Sandwich, Canada West, carrying 200 troops to aid in repulsing the Patriot invaders during the McKenzie Rebellion. These two items of information would also indicate very mild winters during those two years.

Some records of the Moore & Foote firm still in existence show that this firm purchased considerable amounts of iron goods from the Sharon Iron Works at the foot of



Randolph Street, Detroit. A Detroit directory discloses that Ariel N. Barney worked as an iron maker for the Sharon Iron Works in 1840.

Further mention of Ariel N. Barney is found in 1848. He was then employed by the Eber B. Ward shipping interests. It is recorded that he forged the first iron shipped from Lake Superior in 1848. This iron was made into a walking beam for one of the Ward steamers...the *Ocean*. From the *Proceedings of the Lake Superior Mining Institute* the information regarding Barney is quoted: *...he pressed a neat die to the finished piece of machinery, a device, being his craft siganture, leaving an imprint of four crossed lines, each line dotted at each end of its periphery.*

According to Dr. Ferguson a similar imprint is at the base of the shank of the anchor brought in by Captain Omstead. Also, alongside this mark, the numerals 916 or 9 open-face four 6, are roughly chiselled, the middle numeral being very indistinct. From previous correspondence Dr. Ferguson says that it was suggested that these figures likely represented the weight of the anchor. To date he has not weighed the anchor to verify this suggestion. If the weight of the anchor does not correspond with this figure, it is his thought that more likely this is a serial number indicating the number of anchors

made to that date by the iron works.

Additional addenda is gleaned from a dispatch in the Friday, August 22, 1845 edition of the *SANDUSKY CLARION*: *All the officers and hands, and 79 passengers including ten children, were saved from the steamer KENT, but the following persons were lost: Rev. James E. Quaw, Benford, Michigan; Mr. Chauncey Osborn, Genese, N. Y.; Mr. Seth Deming, Berlin, Connecticut; Master Bruce Deming, Galena, N.W.T.; James*

Louden, Ypsilanti, Michigan; two young ladies and a boy, from near Ypsilanti, names not known.

A letter from a survivor to the *DETROIT ADVERTISER*, states that: *The LONDON stayed with the KENT, saving what it could, and after an unsuccessful attempt to tow the sinking hull, hoisted her flag at half-mast, and left her in a sinking condition to face her fate. She finally sank in about ten fathom of water about ten miles from shore. Many persons were transferred from the KENT to the LONDON with nothing on but their nightclothes and had to be provided with clothes and money by those on the LONDON.*

The lights of the KENT were seen on the LONDON when about six miles distant; and the accident is attributed to the KENT sheering in the wrong direction, in consequence of which, the bow of the LONDON struck the KENT in front of the wheelhouse.

We believe there should be great blame attached to the officers of these boats, and other boats which come into collision in calm waters on the lakes. From information, as well as from personal observation we are satisfied that a very improper spirit exists among the men on board these steamships. They seem to think there is a disgrace in deviating from their courses to avoid collision and that bravado, by which an approaching boat is driven

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GREAT LAKES *and* SEAWAY NEWS

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Edwin Sprengeler; Milwaukee

Donald J. Comtois; Bay City

Otto Strek; Detroit

Barry Gillham; Toronto

Carl Luhrs; Toledo

June 30...Tug *St. Joseph*, newly assigned to the Detroit River N&W carferry operation has been renamed *R. G. Cassidy*. Namesake is master mechanic for N&W at Roanoke. Registry has also been changed; from St. Louis to Detroit.

July 1...The ex-City of *Flint 32* went into service today as a barge for the N&W on the Detroit River; renamed *Roanoke*.

...Rear Adm. Henry A. Renkin retired as commander of the 9th US Naval District and Rear Adm. D. L. Kauffman succeeded to the post. Coast Guard also had a change of command in the Great Lakes district, Rear Adm. Wm. F. Rea being replaced by Rear Adm. William A Jenkins in a ceremony held aboard the icebreaker *Mackinaw* at Cleveland.

July 2...The *R. G. Cassidy* hit a floating tree stump as she was backing out of the Detroit slip with the barge *Roanoke*. She had to shut down one engine as a result of the mishap.

July 3...Heavy fog rolling in on the St. Mary's River early this morning, brought shipping to a standstill and closed the locks at the Soo for 4½ hours, from 4:35 AM to 9:05 AM. Eight downbound and eleven upbound ships were forced to go to anchor.

July 5...The *R. G. Cassidy* and barge *Manitowoc* were towed to American Ship at Toledo by two Great Lakes tugs where the *Cassidy* will undergo repairs to her damaged prop.

July 7...The United States Salvage Association, Inc., has appointed Peter S. Odin principal surveyor in the Great Lakes area, replacing Richard D. Jaeschke, who has gone to New York.

...The *Robert C. Norton*, a crane ship, loaded 16,000 tons of scrap iron and steel into the Greek ship *Doric Arrow* at Sault Ste. Marie. The odd feature was that the *Doric Arrow* was tied up at the American side of the Soo below the locks, and the cargo came from Algoma's steel plant on the Canadian side. Canadian maritime regulations prohibit use of an American crew to handle Canadian cargo in Canadian waters. It had been planned to have the *Norton* tied up to the dock at Algoma Steel, and have the *Arrow* tie up on the outside of the *Norton*, using the cranes on the *Norton* to load the *Arrow*. The scrap steel is consigned to Japan.

July 8...The 110-foot U. S. Coast Guard cutter *Hudson* left Norfolk, Va., today for Traverse City, Michigan, where she will become the second vessel in the new Marine Academy at Northwestern Michigan College.

July 9...*R. G. Cassidy* and barge *Manitowoc* are back in service at Detroit.

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While at Toledo the *Cassidy* had two new screws installed, while *Manitowoc* had all four screws and her after rudder removed.

July 19...In Windsor, Ontario, railroad cars ran loose at the CPR dock, hit a train pulling 21 cars off the barge *Roanoke*. The engineer on CPR engine 6705 jumped clear; engine, one box car and one flat car wrecked. Box cars ran back on the barge and knocked the stop-block and 440-volt power hook-up off the deck and derailed a flatcar.

July 11...The barge *Roanoke* to Nicholsons repair yard at River Rouge for baffle plates in the bilge and repair to the stop-block and deck.

...The Ontario Water Resources Commission has approved a multi-million dollar plan aimed at cleaning up phosphate pollution in every major water in the Province. The main thrust of the project will be aimed toward the Canadian part of Lake Erie, Lake Ontario, and a section of the St. Lawrence River.

...The towboat *S. P. Reynolds* of Greenville, Mississippi is renamed *F. A. Johnson* of Detroit. Namesake is labor relations man for N&W Railway.

July 13...Peterson Builders, Inc., of Sturgeon Bay, Wisconsin, has been awarded a subcontract valued at \$3,379,142 to build 118 27-foot bridge erection boats for the U. S. Army. The contract also includes an option which could increase the delivery to 208 boats.

July 14...Halco's *Eastcliffe Hall* sank in the St. Lawrence River after striking Chrysler Shoals, near Morrisburg, Ontario. Nine persons lost their lives, including the captain and the engineer and members of their families who were with them. The small vessel was bound for Saginaw, Michigan with pig iron (see TELESCOPE, Vol. 19; No. 5, cover).

July 15...The 56-foot Chicago yacht *Tomar* is aground off North Sandy Island in middle Whitefish Bay. Because of shallow water in the area, two fishing tugs from nearby Batchewana are going to assist her. North Sandy Island is about ten miles northeast of Isle Parisienne, which is about 25 miles west of the Soo, in Lake Superior.

...Adm James A. Hirshfield, president of Lake Carriers Association retires.

July 16...Using underwater cutting torches to open the cabins on the sunken *Eastcliffe Hall*, divers attempt recovery of the last of the bodies from the hull. She is lying in about 70 feet of water with her masts rising straight

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off her course, is something meritorious.

We call it infamous. It is worse than an unmannerly blockhead driving a heavy team who will not give part of the road to a light carriage.

From the above paragraph it is apparent that the game of *Chicken* as played on our modern highways did not originate in our generation.

The sum total of this information,

while circumstantial, would now possibly indicate that this recovered anchor is from the steamer *Kent*. However, as the wreck of the old vessel lies in only seventy-two feet of water it is quite possible that the lure of a legendary tale of sunken treasure...\$65,000 worth of gold and silver in the captain's safe...may shortly spur investigation and provide conclusive identification.

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up from the surface of the water. Traffic is being maintained in the main river, as divers have found they can work without danger in spite of the close proximity of the vessel to the channel.

July 17...An idea conceived by Daniel Webster in 1832 will become a reality today when Indiana's Burns Waterway Harbor is dedicated. Webster's notion to build a port on Lake Michigan brought him to Burns Ditch, Indiana, nearly 140 years ago for survey work. Political and financial obstacles have thwarted the plan until now.

...The ship construction operation of Manitowoc Shipbuilding, Inc., will be moved to Sturgeon Bay, Wisconsin. On June 19, 1970, Manitowoc purchased at auction the foreclosure judgement to the 30 acre Christy Corporation plant for \$250,000. In 1968 Manitowoc bought Sturgeon Bay Shipbuilding and Drydock Company, and renamed it Bay Shipbuilding Company.

July 18...At 6 PM today, the *Medusa Challenger* once again challenged the bridges over the Chicago River, and again the bridges lost! On her way down the river from Lake Michigan she approached the Michigan Avenue span. The south leaf went up...the north leaf just sat there. Blown fuse! So, the *Challenger*, cars, and people just had to wait until city electricians found the trouble; a process requiring about 45 minutes. Up went the north leaf, and the *Challenger*, cars and people, were all happy. But it was a short lived happiness, for now the Wabash bridge wouldn't move. Another blown fuse. The *Challenger* just sat there while her crew waved at the people and the people waved back. At 7:45 the Wabash bridge reacted to coaxing by the electricians, groaned, and slowly went up. The *Challenger* moved forward, the Michigan Avenue bridge went down behind her, so did the Wabash, and a degree of *normalcy* returned to the Chicago Loop.

July 19...The *Arthur B. Homer*, flagship of the Bethlehem Fleet, set a new cargo record today when she sailed for Lackawana, N. Y. from Escanaba, Michigan, with 27,530 gross tons of iron ore.

July 20...In Chicago, six railroads filed suit seeking \$900,000 for damages suffered when the *Buko Maru* struck the Chicago and Western Indiana bridge over the Calumet River, July 13. The railroads claim the *Buko Maru* struck the raised bridge causing damage. Defendants are the Sanko Steamship Co., a Japanese firm, and the Great Lakes Towing Company, owner of the tugs towing the ship at the time of the accident.

July 22...A \$30,000 blaze ripped through the stern of the Greek ship *Ulysses Reefer*, moored in Toronto Harbor. Cause of the fire was unknown.

...An oil boom has been located just downstream of the sunken vessel *Eastcliffe Hall*. The boom is 1000 feet and starts about 200 feet downstream of the vessel, following a U-shaped pattern with the current.

...Districts 2 and 3 of the Great Lakes Pilots have gone on strike.

...John Hanley, a crewman aboard the British freighter *Sugar Importer*, died after a 35-foot fall into the hold of the ship. The accident occurred off Two Harbors, Minnesota, as the ship was enroute Duluth-Superior.

July 24...The captain of the Liberian tanker *Arrow* was blamed for the ship's sinking in Chedabucto Bay, N.S., on February 4th. (see TELESCOPE, May-June; 1970). The blame was submitted in a report by a supreme court judge invest-

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igating the shipwreck which found that...*the captain had erred in failing to maintain plotted course and in failure to check his ship's position, in relation to the plotted course, for over an hour, while proceeding at virtually full speed through unfamiliar waters.*

...The oil boom has been removed from the scene of the *Eastcliffe Hall* wreck.

...Bulk commodity shipments on the Great Lakes this season, through July 1, totaling 54,465,375 net tons are the heaviest for the period since 1967 and third greatest for the last decade.

...District 2 and 3 pilots end their strike and return to work.

July 25...The bow section of the new U. S. Steel ore carrier being built at Lorain will be floated today. The new 925 x 125-foot drydock will be flooded for the first time in the operation.

...The U. S. Coast Guard icebreaker *Mackinaw* will pay her first official visit to Sault Ste. Marie, Ontario, today.

July 27...Lawrence C. Turner has resigned as president of Great Lakes Towing Company. The new president will be Lucian A. Lincoln.

July 28...Dense fog early this morning delayed the movement of about 15 freighters in the St. Mary's River channel. The Soo Locks were closed from 4AM to shortly after 8AM.

July 29...About 40 ships were stopped in the St. Lawrence River and Seaway due to heavy fog in the early hours.

...The ore-carrier *D. G. Kerr*, downbound with 15,000 tons of iron ore for Gary, Indiana, damaged half a dozen plates early today when she grounded by the bow at Mission Point in the St. Mary's River. After inspection she was permitted to go to Conneaut, Ohio, to discharge her cargo before going into drydock at Lorain.

...Fleet operators in the Great Lakes are studying, with considerable concern, a tariff recently issued by Burns Harbor, Indiana. Called a *harbor service charge*, it provides that vessels of 500 gross registered tons (grt) or more, must pay 1% grt for entrance into the harbor. The tariff bears the approval of the Indiana Port Commission.

July 30...Again, the bridges. The Wabash avenue bridge wouldn't budge after the Michigan avenue bridge had already opened to permit the *Fred A. Manske* to proceed. Stopped under Michigan Avenue, the *Manske* kept that street at a standstill until Wabash finally opened. Total delay for people, cars and ship; one hour and five minutes, incidentally during the busy noon hour.

...The sunken *Eastcliffe Hall* and her cargo of pig iron probably will stay on the bottom of the St. Lawrence River although her masts and superstructure will be cut away to provide a minimum 35-feet of water above her. The cargo will be left in her to hold the hulk firmly at the bottom. Salvage of the craft has been ruled too expensive.

...Damaged in excess of \$100,000 resulted from the accidental dropping of a heavy press during loading operations at Cleveland. The press, built in Tiffin, Ohio, was being loaded into the Yugoslav ship *Varres* for delivery

GREAT LAKES AND SEAWAY NEWS

to Genoa, Italy, at the time of the mishap.

July 31...For the third time this week, fog conditions slowed shipping in the St Mary's River. The Soo remained closed from 6 AM to 8:30 AM, forcing 21 ships to anchor in various parts of the river.

...John McWilliam, general manager of the Toledo-Lucas County Port Authority, is the new president of the Council of Lake Erie Ports.

Aug. 1...Completion of hull 900, the 858-foot bulk carrier being built by American Ship at Lorain, will be delayed by a last-minute switch to a different engine. An officer of U. S. Steel explained that the switch was a joint decision of U. S. Steel and Fairbanks-Morse Power Systems. The engine originally ordered was to deliver 15,000 horsepower. The new plan is to install two Pielstick diesel engines of 7,500 horsepower each, a job that will dictate some changes in the engine room plans.

Aug. 2...The Ontario Water Resources Commission is investigating the possibility of dredging the St. Clair River to ease mercury pollution damage.

Aug. 4...The ore-carrier *E. J. Block*, which went aground near Sailor's Encampment in the St. Mary's River on August 1, arrived in Duluth and went into drydock at Fraser Shipyard for repair. Bottom plates were damaged on the *Block* in the grounding.

Aug. 7...Salvage operations were underway to remove 10,000 gallons of fuel oil from the *Eastcliffe Hall*. The oil is being pumped into tanks aboard the barge *S. A. Queen* to avoid possible pollution later. The barge, owned by Simjac Marine, Ltd., of Prescott, Ontario, is in tow of the tug *Ledo*.

...At Bay City, Michigan, a new four-lane highway bridge will replace one built across the Saginaw River in 1890. The project will cost \$10 million plus.

Aug. 11...130 passengers were rescued from the cruise ship *Niagara Belle* (see TELESCOPE, Sep-Oct; 1970) when she grounded on a rocky shoal in the Niagara River above the Horseshoe Falls. She had a hole punched in the bow when she hit the rocks, and Captain Clancy Hilliard intentionally grounded his vessel to avoid sinking. The grounding occurred at a point in the river where the water builds up momentum before plunging over the 167-foot falls. The vessel will go to Port Weller for repairs.

Aug. 12...The Conference of Great Lakes Congressmen endorsed a demonstration program to extend the Great Lakes navigation season to 10 months. They also backed efforts directed toward a full 12 month season by 1980.

...Interlake's *Herbert C. Jackson* set a new record at the port of Huron, Ohio, by discharging 24,403 gross tons of iron ore pellets, the largest load ever to enter the port.

Aug. 13...Shipping was halted for the tenth time this month by fog in the St. Mary's River. The Locks were closed from 3:20 AM to 7:50 AM, during which time 18 vessels anchored between Isle Parisienne and Detour Passage.

Aug. 14...Fuel oil from the abandoned salty *Nordmeer*, 14 miles NE of Alpena, has begun to leak, spreading an oil slick on nearby beaches.

Aug. 15...A 10¢ per-gross-ton hike in iron ore rates was announced by In-

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terlake Steamship Company. The rate takes immediate effect. The Wilson's and Boland's fleets followed suit within two days.

Aug. 20...The Lake Huron lightship's radiobeacon and distance finding station was secured at 9:00 AM and the new Fort Gratiot radiobeacon commenced transmission at 9:05 AM. The *Huron* lightship was withdrawn from service; will go first to Port Huron, then to Detroit for decommissioning.

...Cleveland-Cliffs will purchase two lake freighters from Interlake. The sale, not yet completed, will bring the *William P. Snyder, Jr.* to the Cliffs Fleet on January 1, 1971, and the *Willis B. Boyer* on January 1, 1972. The *Boyer* is chartered to Republic Steel Fleet, operated by Wilson, and the *Snyder* is operated by Interlake.

Aug. 25...The lightship *Huron* will be formally decommissioned this afternoon in Detroit. Her flags will be lowered and removed. Her last trip down from Port Huron to Detroit under her own power signalled the end of lightship operation on the Great Lakes.



Lightship *HURON* on station at Corsica Shoals, Lake Huron, on September 16, 1970, at 2:30 PM. Four days later the venerable veteran of Lakes service was withdrawn from service.

Photo by M. KARL KUTTRUFF

Aug. 27...A railroad engine and two railroad cars have fallen into St. Louis Bay, Duluth-Superior Harbor. They are blocking the north side of the channel under the Northern Pacific Railroad bridge across the bay. An oil boom has been established in the channel around the submerged equipment.

GREAT LAKES AND SEAWAY NEWS

...A 250-foot tank barge is making its way up the Illinois Waterway toward Chicago to enter the Lakes for the first time. She is owned by Dow Chemical Company, and can carry up to 12 different liquids at the same time. She is to be pushed (or pulled) by the Great Lakes Towing Company tug *Joseph H. Callan*, based in Chicago. The barge is currently on a run between Freeport, Texas and Bay City, Michigan, a trip that involves 35 days, including time required for loading and discharging.

Aug. 29...Maritime circles on both sides of the St. Lawrence Seaway are predicting privately that there will be no increase in tolls next year.

Aug. 31...Commencing immediately, and continuing until about September 12, the Zenith Dredge Company of Duluth will be engaged in removal of the railroad engine and two cars from St. Louis Bay. The derrick-barge *Adele* will be assigned to do the task.

MISCELLANEOUS

...*Fuel Transport* has been renamed *Witfuel* during June, 1970 and transferred to Panama. Registry closed June 23, 1970.

...The Canadian freighter *Ferndale*, ticketed by the City of Chicago on May 18 for excessive smoking, was fined \$200 by a Circuit Court magistrate, Judge Arthur Dunne.

...*Ridgetown* towed from Toronto, Ontario by the tug *G. W. Rogers* went up the Welland Canal and loaded stone at Port Colborne. She will become part of a breakwall at Nanticoke, Ontario.



MANZZUTTI makes the graveyard run between tugs **HERBERT A.**, and **JAMES WHALEN**, May 18, 1970

Photo by Barry Gillham

GREAT LAKES AND SEAWAY NEWS

...The *Mathewston* made her last trip down the Welland Canal with a load of wheat for a St. Lawrence port. She laid idle at Thunder Bay last year.

...*Cecilienne* has been renamed *Marine Trader* and transferred to St. John, Nfld. (See photo as *Cecilienne Marie*, TELESCOPE, Dec., 1966; Pg. 286)

...*Parkdale* sold to Marine Salvage, Ltd., and resold to Spanish shipbreakers. Arrived in tow at Carthagena, June 8, 1970, for scrapping.



MATHEWSTON shown on her last trip through the Welland Canal downbound, May 31, 1970.

Photo by B. GILLHAM

...*Peachbranch*, tanker barge owned by Marine Industries, Ltd., has been renamed *Witshoal III* in August, 1970, and will likely be transferred.

...Davieship, Ltd., Lauzon, Quebec, have recently completed a new tug for their own service; *Takis V.*; 329358, M/V tug, 3900 HP; 1970 Lauzon. 101.7 x 28.5 x 13.3 - ewp G.T. Registered Quebec City, July 3, 1970.

...Canada Steamship Lines, Ltd., is joining in cooperation with Offshore Marine, Ltd., Northern Sea Transportation & Supply, Ltd., and D. D. G. 'Hansa' (Ger.) to provide year-round supply service in the Canadian Arctic through their agency, Offshore Supply Association.

...*Manchester Miller*, owned by Manchester Liners, Ltd., and formerly in Seaway service, is to be converted to a fully-cellular containership by Smith's Dock Company, Ltd., Middlesbrough.

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.

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