

TELESCOPE

March - April, 1971

Volume 20, Number 2.



**Great Lakes
Maritime
Institute**



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

MEMBERSHIP NOTES

March heralds the opening of the Museum's year in so far as visitor load increase and events are concerned. Although we are open year 'round, and while our attendance throughout the winter months would be envied by some of our sister-institutions, it is when the ships again begin to sail that the Museum starts its annual awakening. The exhibits have never looked better! There are new models to be seen, and "*Paintings by Father Pete*" has the rest of this month to run. If you haven't been to the Museum lately, it is time you renewed your acquaintance. ☼

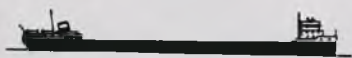
MEETING DATES

The March meeting will be held at 8:00 PM, Friday March 26, at the Dossin Museum, featuring sound movies by Emory Gulash. The May meeting will feature Donald Baut with a slide program on Salties on the Lakes, and will be held on Friday, May 21...one week early...to avoid Memorial Day weekend. ☼

Business meetings of the Board of Directors (*all members are encouraged to attend these meetings*) will be held at the Dossin Museum, at 8:00 PM, on April 23, and in June. The date of the June meeting had not been established at time of publication, but an announcement will appear in the next issue. Election of officers takes place in June. ☼

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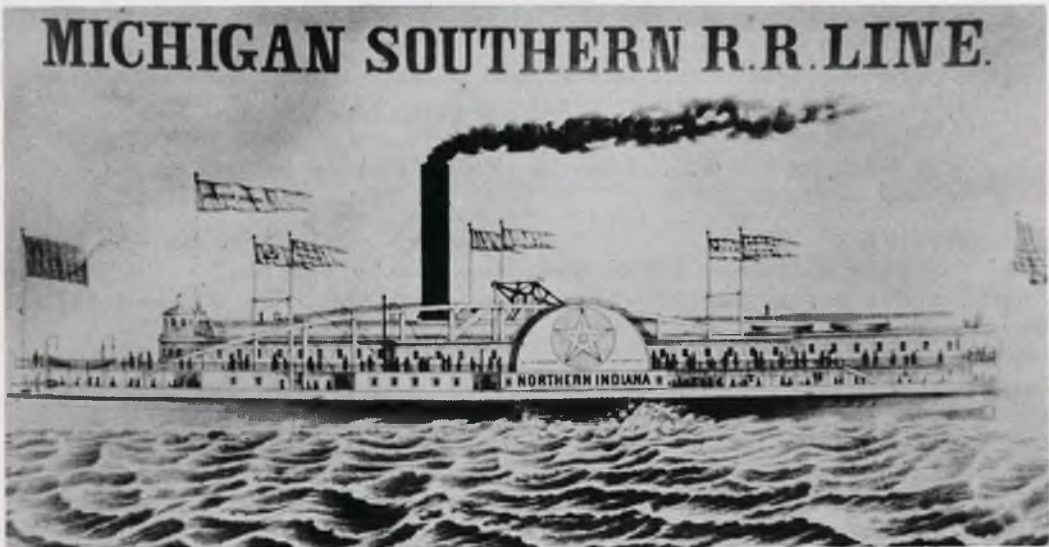


OUR COVER PICTURE... Dejectedly guarding a pile of rubble at a Detroit dock, this 1964 photo shows the once attractive **TAMPICO** subjected to the final indignity of service as a junk barge. See page 40, for pictures of this ship in better days. ☼

Heroism on LAKE ERIE

...*the NORTHERN INDIANA fire*

By C. E. STEIN



Subject of this article, the **NORTHERN INDIANA** as she was proudly shown on a contemporary lithograph.

McDonald Collection • Dossin Museum

'Twas on Lake Erie's broad expanse,
One bright midsummer day,
The gallant steamer Northern Indiana
Swept proudly on her way.
Bright faces clustered on the deck,
Or, leaning o'er the side,
Watched carelessly the feathery foam,
That flecked the rippling tide.

In the middle of the last century, the dramatic settlement of our mid-continent was played across the marine horizon of the Great Lakes to the accompaniment of a symphony of expansion. In the year 1852, the Michigan Central Railroad launched

two, huge for their time, passenger steamers to carry settlers across Lake Erie from Buffalo to Toledo, where railroad connections could be made to Cincinnati, Chicago, and points west. *Northern Indiana* and *Southern Michigan* were the names of



Sister ship, **SOUTHERN MICHIGAN** is shown here in an unusual, if not unique photograph from a daguerreotype taken in 1853, and owned by the Dossin Museum. We know of no earlier photo of any Great Lakes Ship.

Dossin Museum Collection

the sister ships.

The *Northern Indiana*, built by Bidwell & Banta, at Buffalo, New York, was an elaborately fitted-out vessel, equipped with every possible comfort, convenience, and safety measure technically possible for her era. Her three hundred foot, six inch long wooden hull was braced with the new longitudinal curved arches. She had a comfortable width of thirty-six feet-eight inches; and was of 1,475 tons burthen. Her vertical beam engine powered her thirty-eight-feet in diameter paddle wheels to drive her through the water at eighteen miles per hour.

Most ships, through some quirk, or series of happenings, are nicknamed. The *Northern Indiana* was the "Hard luck sister."

During the night of June 22, 1852, thirty-five miles west of Cleveland, she collided with the schooner *Plymouth* on Lake Erie. The *Plymouth*, carrying a cargo of 10,000 bushels

of wheat, valued at \$6,000, sank immediately and, while the steamer saved her crew, the schooner and her cargo were a total loss.

During a southwest gale, off Dunkirk, New York, September 21st. of the same year, her hull was wrenched so badly that both of her arches parted. Near the tail end of the gale her engine broke down and for five hours she wallowed in the troughs of the waves while temporary repairs were made. She barely maintained sufficient power to get into Toledo after her ordeal.

The years 1853 and 1855 were entirely uneventful for the *Northern Indiana*. However, in 1854, on August 15, as she was leaving Monroe, Michigan, the fluke of an old anchor, imbedded in the bottom of the harbor tore a long gash in her bottom, and she had to go into a Detroit drydock to have it repaired. While in Detroit her passenger cabins were also refinished.

Ah, who beneath that cloudless sky,
 That smiling bends serene,
 Could dream that danger, awful, vast,
 Impended o'er the scene,
 Could dream that ere an hour had sped,
 That frames of sturdy oak,
 Would sink beneath the lake's blue waves,
 Blackened with fire and smoke?

Around eleven o'clock of a pleasant, sunny summer's morning on July 17, 1856, the luxurious, newly refurbished passenger liner was about seven miles east of Point Pelee. She was on a W.S.W. ¹/₈W. compass course, almost dead in the eye of a brisk breeze, bound from Buffalo to Toledo carrying one hundred and four passengers and a crew of forty-three.

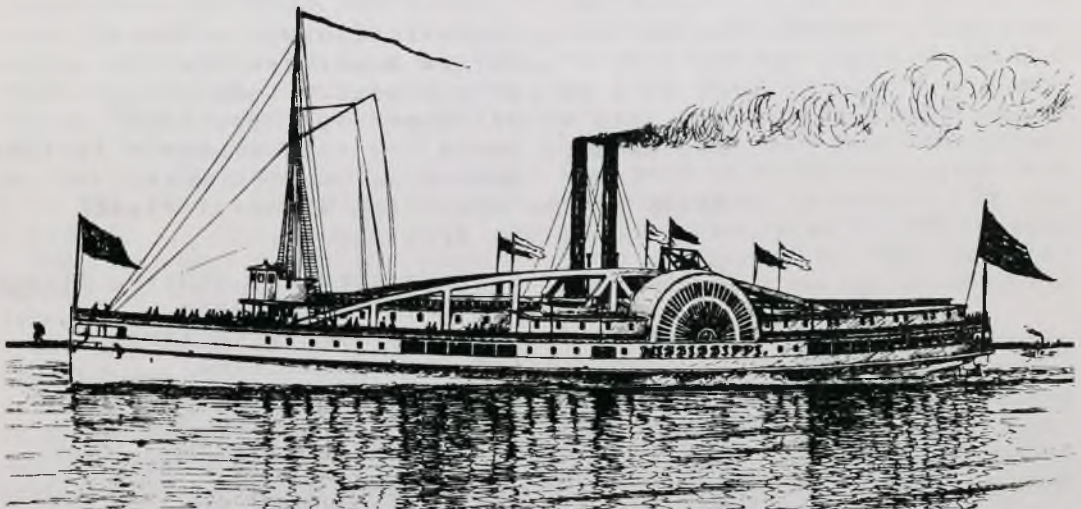
The previous day, almost at the scheduled minute of departure from

Buffalo, the master of the steamer, Captain Pheatt, had doubled up in convulsions and had to be taken ashore. The *Northern Indiana* was running, this morning, under the command of first mate William H. Wetmore. As a result of the delayed departure the ship was running forty minutes late as she neared Pelee Passage. A long, continuous plume of black smoke poured from her to attest that her wood-passers were busy keeping steam pressure at top level.

A seaman sought the captain's side
A moment. Whispered low.
The captain's swarthy face grew pale,
He hurried down below.
Alas, too late! Though quick and sharp
And clear his orders came,
No human efforts could avail
To quench the insidious flame.

Suddenly, with no warning, and for no known cause, a sheet of flame flared and enveloped the engine room. First engineer Frank Farrar, blinded by the firey blast, was unable to stop the engine. He was found by his brother, second engineer John Farrar, and led out of the

inferno. The oilers and wood-passers were also led to safety. In less than three minutes the flames ate upwards around the stacks to the top deck and spread from rail to rail amidships cutting off those passengers and crew trapped in the stern area from going forward.



First to arrive with aid to the stricken **NORTHERN INDIANA**
was the new steamer **MISSISSIPPI**. Dossin Museum Collection

The bad news quickly reached the deck,
 It sped from lip to lip,
 And ghastly faces everywhere
 Looked from the doomed ship.
 "Is there no hope -- no chance of life?"
 A hundred lips implore;
 "But one," the captain made reply,
 "To run the ship ashore!"

Running full speed into the wind
 made the *Northern Indiana* from mid-
 ships aft into a blazing furnace
 with forced draught. Passengers and
 crew, unlucky enough to be caught
 aft, were forced to the fantail by
 the flames. There, panic-stricken,
 they threw overboard all material
 which would float, then, children in
 parent's arms. husbands and wives,
 hand in hand, jumped overboard.

John Graves of Buffalo, New York,
 secured the only available life
 preserver he could find about his
 wife and lowered her into the water.
 Then he himself jumped with his

seven year old son, Thomas, clinging
 to his neck. The boy apparently
 loosened his grip when they struck
 the water and did not come to the
 surface. Harriet Ackroyd, of London,
 England, survived, but lost her
 mother and father, her husband and
 two sons, and all the communal fam-
 ily possessions. The third engineer,
 Harry Derbyshire, asleep at the time
 was burned about the legs getting
 out of his cabin and dived over the
 rail. When picked up later he was
 found relaxedly sitting in a tub,
 arms akimbo, legs and feet dangling
 in the water.

A sailor, whose heroic soul
 That hour should yet reveal,
 By name, Frank McAllister, eastern born,
 Stood calmly at the wheel.
 "Head her northwest," the captain shouts,
 Above the smothered roar,
 "Steer for Point Pelee without delay --
 Make for the nearest shore!"

No terror pales the helmsman's cheek,
 Or clouds his dauntless eye,
 As in a sailor's measured tone
 His voice responds, "Aye, aye!"
 Two hundred souls, -- the steamer's freight,
 Crowd forward, wild with fear,
 While at the stern the dreadful flames
 Above the deck appear.

Frank McAllister watched the nearing flames,
 But still, with steady hand
 He grasped the wheel, and steadfastly
 He steered toward the land.
 The flames approach with giant strides,
 They scorch his hands and brow;
 One arm, disabled, seeks his side,
 Ah, he is conquered now!
 But no, his teeth are firmly set,
 His knees upon the stanchion pressed,
 He guides the ship again.

First mate Wetmore ordered the wheelsman, Frank McAllister, to head the vessel for Point Pelee. The wheelsman turned the ship and stayed at his post for fifteen minutes, at which time the fire stopped the engines. The *Northern Indiana* lost her steerage way and drifted helplessly. McAllister's hands were burned, his clothes were smouldering, his eye lashes and hair singed, when he finally left the wheelhouse.

An attempt was made to launch the lifeboats. The first one, the bow boat, was swung out on the davits. The fierce crackling of the flames and the hysterical cries of the passengers sent a surge of people into it. So many clambered aboard while it was still at deck level that the lines parted, spilling all the occupants into the water. Only one person, Harry Stevens, a black wood-passer, detailed to man the boat, managed to swim back to the *Northern Indiana*. He was hauled back on board with the aid of a pike-pole in the hands of John Farrar.

The other lifeboats were aft of the wheelhouse, three on each side, and this area was enveloped in flame. These boats could not be reached.

All those still on board crowded into the forepeak for protection from the heat. The ship's officers darted into corridors and cabins, when the smoke and fire allowed, making every effort to find any who might be trapped. A bow anchor was let go. This brought the nose of the steamer around into the wind again so that the fire and heat blew away from the people crowded into the forepeak.

The first mate called out encouragement. A ship was coming to their rescue!

Looming close, the huge new 2,000 ton Michigan Central liner *Mississippi* was heading for them, throwing up a foaming white bow wave and high out-flung waves in her wake. Her master, Captain Samuel Langley, down bound from Detroit to Buffalo, in the Pelee Passage, had noticed the

first burst of orange flame shoot up around the *Northern Indiana's* stacks from his position five miles away and had immediately headed his vessel for the burning ship. He brought up three hundred feet to windward and dropped his seven lifeboats, which he already had swung out and manned.

The lifeboats took off the passengers and crew still huddled in the forepeak and picked up survivors in the water nearby. Dr. J. R. Bigelow, of New York, a passenger on the *Mississippi*, rendered first aid to the burned and injured.

Within an hour of the beginning of the disaster, the upbound steamer *Republic*, under Captain Weaver, arrived from the east and picked up survivors still clinging to life preservers and planks, or debris, after being forced to jump off the stern of their burning ship.

Two sailing ships, the *Gladiator*, a two-masted fore-and-after, and the barque *Pearl*, commanded by Captain Sloan of Malden, swept in and combed the lake for survivors. Still further east, an unidentified schooner was tacking toward the scene.

The *Mississippi*, having most of the survivors, headed back to Detroit, where she arrived at 5:30 in the afternoon. News of the disaster immediately drew a crowd to the waterfront, and Detroit's Mayor Hyde called a town meeting at the dock of the J. L. Hurd Company. Ninety passengers arrived destitute of money, luggage, and with only the clothes they wore on their back. John Owen was appointed Treasurer. It was necessary to raise \$1,200 to send these passengers to their destinations, and \$800 was collected on the spot.

The *Republic* pulled into Detroit at midnight with more survivors, including Albert Dollerden, second mate of the *Northern Indiana*. Capt. Weaver, when interviewed, stated that the *Northern Indiana* had burned to the water's edge. He had put a towline on the hulk, towed it out of

the steamer lanes and had beached it on Grubb's Reef near the wreck of the *Mayflower*. Captain Weaver had spoken to the *Gladiator* and she had picked up no survivors. He did not know if the *Pearl* or the unidentified schooner had picked up anyone. He commented that if the fire *had* to happen, it was lucky that the *Northern Indiana* was running late and was exactly where she was, else both the *Mississippi* and the *Republic* would have been forty minutes further on their courses and would not have seen the fire, nor have been close enough to render assistance.

The barque *Pearl* and the schooner *B. R. Lummis*, the latter commanded by Captain Andrew Holling, with Charles Morley as first mate, passed Detroit upbound on the following day in tow of the tug *Queen*.

The trip sheet had not been brought off the *Northern Indiana*. To the best knowledge of the ship's clerk, one-hundred and four persons survived; forty-three being crew. Twenty six persons were believed missing. Approximately \$2,000 more relief money was collected. Those with homes or places to go were sent on their way, and several part-families of English emigrants stayed on at Detroit.

Saturday morning, July 19th, the downbound passenger steamer *Ruby*, docked at Detroit with two more survivors off the *Northern Indiana*. These two had been picked up by the schooner *B. R. Lummis* off Point Pelee in Lake Erie on Thursday afternoon. One was a Miss Jane Cox.

A native of England, she had crossed the Atlantic to New York, taken a train to Buffalo and boarded the *Northern Indiana* at that port. The other survivor was Captain John Tracy of Enniskillen Township, in Lambton County, Canada West. Capt. Tracy was not a Lake captain. He had also been born in England, near London. He began an education for the medical profession, but when gold had been discovered in Tasmania he had sailed to the South Pacific. Later he returned to England and

obtained a commission in a cavalry regiment. No records hint why or when the captain became a resident of Ontario, nor why he was in Buffalo to board the *Northern Indiana*. It might be surmised that he and Miss Cox were affianced, that he had met her train at Buffalo and was escorting her, for they were married soon after.

...or, it well *could* have been the propinquity of events which prompted their marriage.

As the *B. R. Lummis* was bound for Chatham, on the Thames River, the couple had stayed aboard the schooner and did not disembark at Detroit. Shortly before dark, on Thursday, the *Lummis* had accepted a tow up the Detroit River from the tug *Queen*, which was bound for Sarnia. When the *Queen* cast off the towline of the *Lummis* in Lake St. Clair, she took Miss Cox and Captain Tracy aboard for passage up the St. Clair River.

About 4 o'clock Friday afternoon, the small tug sank near the mouth of the south channel. After another two hours in the water the two survivors of the *Northern Indiana* disaster, as well as the six crew members of the *Queen's* crew, were rescued by the steamer *Ploughboy*, commanded by Captain Duncan Rowan. The *Ploughboy* upbound for Lake Huron ports, transferred the rescued group to the steamer *Ruby*, which vessel deposited them safely on dry land at Detroit the following morning.

Diligent, though puckyish, research has failed to uncover the mode of transportation employed by Miss Cox and Captain Tracy to reach their new home in Lambton County. Did they proceed by boat or, did they prefer a land conveyance? Not many would blame them if they completed their journey on dry land! ☼

The verses quoted above are from an anonymous poem entitled JOHN MAYNARD. Although likely written for another lake disaster, the verses seemed tailored for this one; especially when we inserted the names inherent to this story. (C.E.S.) ☼

THE VANISHING CANALLERS

by Rev. Edward J. Dowling, SJ.

Fleet List Editor, TELESCOPE

EDITOR'S NOTE: In this installment, TELESCOPE presents a continuation of **PART V**, and **PART VI** of THE VANISHING CANALLERS. **PART I** through the first section of **PART V** were presented in TELESCOPE, issues number 5 and 6; 1970. New members who missed the initial installments should be advised that a limited number of the two back issues are yet available, but those wishing them should order promptly to avoid disappointment.

Certain corrections and omissions in the first sections of this list have been noted by the author, and these, together with additional information are presented at the beginning of this installment. Additional installments are to be printed periodically as they become available until all of the Canallers have been listed. ☼

ADDENDA and CORRIGENDA

Missing on page 140, TELESCOPE; Sept-Oct, 1970

NEVADA (Br. 95225), 1890 Leith, Scotland by Ramage & Ferguson for Leith, Hull & Hamburg Steam Packet Company (Currie Line). Sold in 1907 to Canadian Lake & Ocean Navigation Company. 230 x 34 x 21; 1276 g.t. Scrapped at Sydney, Nova Scotia, 1938.

Additional data, page 141, TELESCOPE; Sept-Oct, 1970.

C. SUNDT (Spelled SUND in error)(Norwegian), 1901 Bergen by Bergen Meks. Vaerks for Dampskibet C. Sundt's Rederi. 288 x 35 x 16. Chartered by Keystone Transportation Co., c.1910. Lost by enemy action in North Sea, 3/25/17.

Missing on page 156, TELESCOPE; Nov-Dec, 1970

BEAVERTON (Can. 125440), 1918 Heppburn-on-Tyne by R. Stephenson & Company for Mathews Steam Ship Company. Later sailed in Merchants Mutual Line and Canada Steamship Lines. Scrapped in 1959.

Missing on page 158, TELESCOPE; Nov-Dec, 1970

GLENELLAH (Can. 112205), 1905 Dundee, Scotland by Caledon S. B. & Engineering Company for Inland Lines. Later sailed in Canada Steamship Lines. Renamed *Calgarian* in 1920's. Scrapped, 1960.

Missing on page 161, TELESCOPE; Nov-Dec, 1970

A. D. DAVIDSON (US 200181), 1903 Wyandotte by Detroit Shipbuilding Company for Great Lakes & St. Lawrence Trans. Co. (Wolvin). Sold French in 1916 and lost by enemy action off Cornwall Coast, England, on maiden voyage to France.

PART V: American Steel Canallers (continued)

NORTHEASTERN (US 130905), 1901 Chicago by Chicago Ship Building Company for Counselman Line (Chicago to Liverpool service). Wrecked on Cape Hatteras, N. C., 12/28/04.

NORTHMAN (US 130906), 1901 Chicago by Chicago Ship Building Company for Counselman Line. Converted to tanker in 1912 and lengthened to 290 feet and renamed *Louisiana* (Texas Company). Later *Port Texaci No. 5*, and British *Ceylon* (Br. 174217) and *Cowasjee*. Scrapped in Pakistan, 1956.

NORTHTOWN (US 130907), 1901 Chicago by Chicago Ship Building Company for Counselman. Converted to tanker in 1914 and lengthened to 294 feet and renamed *Alabama* for Texas Company. Served in U.S. Navy in World War I as USS *Amahala* (note reversed spelling to avoid confusion with USS *Alabama*, Battleship). Reverted to proper name in 1920 as a Texaco tanker. Sold Venezuelan in 1948, still named *Alabama*. Scrapped in 1950 or 51.

NORTHWESTERN (US 130908), 1901 Chicago by Chicago Ship Building Company for Counselman. Converted to tanker in 1922 and lengthened to 302 feet and renamed *Federal*. Lost by enemy action in Caribbean, 4/30/42.



ST. PAUL

S.S.H.S.A. Photo • Dossin Museum



STEELVENDOR

McDonald Collection • Dossin Museum

OGDENSBURG (US 203123), 1906 Cleveland by American S. B. Company for Rutland Transit Company. To Pacific in 1916 and renamed *Admiral Sebree*. Scrapped at Seattle in 1951.

WILLIAM P. PALMER (US 81705), 1900 Cleveland by American S. B. Company for American Steamship Company (American Steel & Wire Co., managed by Wolvin). Later *Max M. Broad* and *Sidney E. Smith*. Damaged by stranding on breakwater at Fairport, Ohio, c.1935, and abandoned.

PARAGUAY (US 150880), 1900 Lorain by American S. B. Company for Wolvin's International Steamship Company. Sold to Sun Oil Company (their first ship) in 1902 and converted into a tanker. Sold Greek in 1927 and renamed *Kyzikes*. Lost by stranding, 12/1/27.

S. N. PARENT (US 117240), 1903 Wyandotte by Detroit Shipbuilding Company for Great Lakes & St. Lawrence Trans. Company. Later French *Vuelettes*, and Canadian *Glenarm* (Can. 145464), *Camrose*, *Palmleaf*, *Blanche Hindman* and *Parkdale*. Scrapped at Port Weller Ontario, 1959.

RAVENSCRAIG (US 111284), 1900 Port Huron by Jenks for Wilson Transit Company. To coast in 1917 and renamed *Eugenio Cantoni*. Out of Lloyd's Register c.1927; possibly abandoned due to age.

WILLIAM CASTLE RHODES (US 81694), 1900 Lorain by American S. B. Company for Minneapolis St. Paul and Pacific Transit Company (Soo Line Railway). To coast in 1916 and sold French around 1920 and renamed *Ville de Casablanca*. Foundered, 8/8/21, six miles NW of Cape Djinet.

LUCIUS W. ROBINSON (US 209875) 1912 Wyandotte by Detroit Shipbuilding Company for Hall. Sold Chinese, 1938, and renamed *Hai Lin*. In service in the Orient until very recently.

RUTLAND (US 203262), 1906 Cleveland by American S. B. Company for Rutland Transit Co. Sold to Pacific Steam Ship Company, Seattle, in 1916 and renamed *Admiral Clark*. Foundered on trip to Pacific Coast in hurricane off Cape Santo Antonio, Cuba, 8/16/16.

ST. PAUL (US 116762), 1897 Chicago by Chicago Ship Building Company for Lower Lakes Transportation Company (Soo Line Railway). Sold Cuban about 1916 and renamed *Eduardo Sala*. Returned to the Great Lakes in early 1920's as part of Sullivan Fleet and renamed *Bennington*. Returned to salt water in World War II. Scrapped in 1948.

SCRANTON (US 116235), 1888 Cleveland by Cleveland S. B. Company for Lake Transit Co., (Lackawanna Railroad). Later American *Ten* and *Nine* (Poker Fleet) and Canadian *Starbuck* (Can. 173515). Scrapped at Duluth, 1957.

JOHN SHARPLES (US 77587), 1903 West Superior by Superior S. B. Company for Great Lakes & St. Lawrence Transportation Company (Wolvin). Abandoned to underwriters after stranding on Galop Island, St. Lawrence River, c.1910. Rebuilt and later named *Cicoa*, *Glenvegan* (Can. 150231), *Wiarton* and *Fleetwood* (US). Sold British during World War II and reported scrapped in the United Kingdom after the war.

STEEL CHEMIST (US 225935), 1926 Kearney, N. J. by Federal S. B. & D. D. Company for United States Steel Products Company (Isthmian Lines). Motorship powered originally by Worthington diesel engines. Operated by Inland Steel Company in the 1940's as *The Inland*. Sold Canadian in 1948, converted to a tanker, and renamed *Transinland* (Can. 190468). Repowered with Fairbanks Morse Diesels in 1954. Presently Hall's *Inland Transport*. In service, 1970.

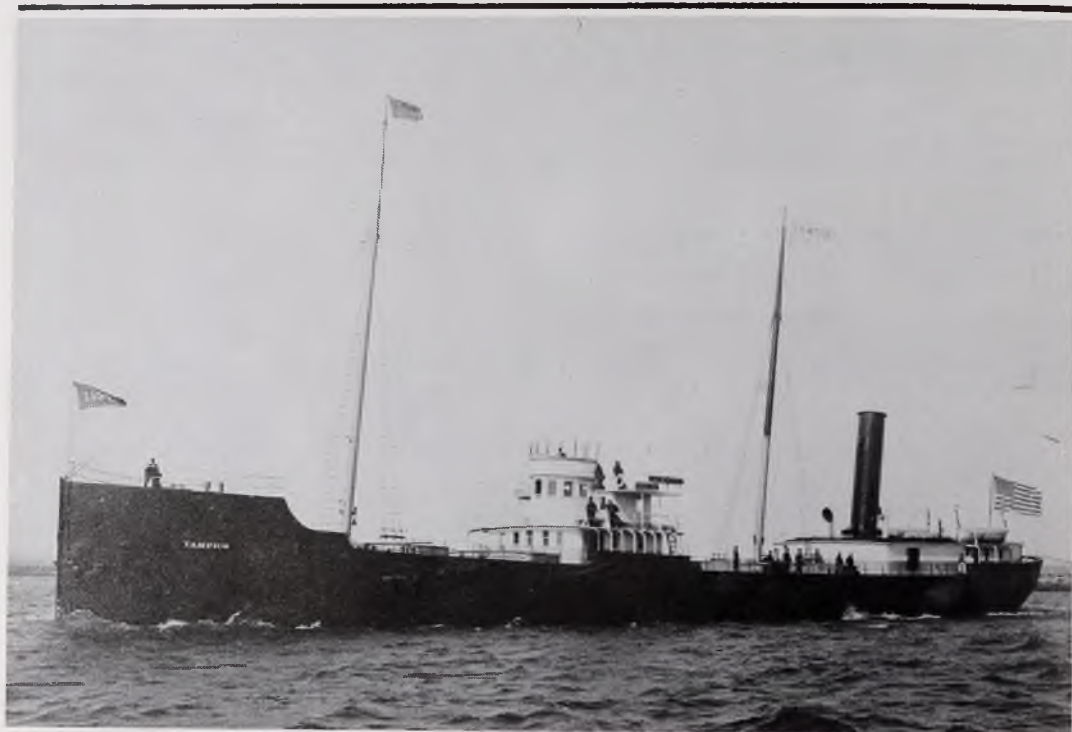
STEEL ELECTRICIAN (US 225508), 1926 Kearney, N. J. by Federal S. B. & D. D. Company for U. S. Steel Products Company. Later Patterson's *Farrandoc* (Can. 173187) and *Quebec Trader*. Sold Venezuelan recently and renamed *San Tome*. Motorship.

STEELMOTOR (US 222992), 1923 Kearney, N. J. by Federal S. B. & D. D. Company for U. S. Steel Products. Later Chinese *Tai Whu*. DISPOSITION DATA WANTED. Motorship.

STEELVENDOR (US 223082), 1923 Kearney, N. J. by Federal S. B. & D. D. Company for U. S. Steel Products Company. Motorship, powered by McIntosh & Seymour diesels. Foundered on Lake Superior, 9/2/42.

TAMPICO (US 145840), 1900 Toledo by Craig Shipbuilding Company for Hawgood. Went to salt water early. Back to Great Lakes in late 1930's, and on ocean during World War II, then back to the Lakes in late 1940's. Reduced to a barge in 1963.

WACCAWAW (US 81715), 1900 Toledo by Craig Shipbuilding Company for Crosthwaite, Buffalo. Sold France in 1916 and renamed *Royan*. Returned to the Lakes after the first world war as *Royan* (Can. 150356). Scrapped at Sorel, P. Q., 1945.



The evidence of change can be seen in this view of **TAMPICO** taken in her early years, compared with the view below. Also see the cover picture for yet another change.



TAMPICO in her final years with the Nicholson Fleet.

Both photos: McDonald Collection • Dossin Museum

ROBERT WALLACE (US 111466), 1903 Buffalo by Buffalo D. D. Company for Great Lakes & St. Lawrence Trans. Company. Sold French in 1916 and renamed *Tregastel*. Returned to Great Lakes in 1921 as *Glendowan* (Can. 145463). Later *Chandler*, *Aspenleaf*, *Helen Hindman* and *Grovedale*. Scrapped at Port Weller, Ontario in 1960.

WINNEBAGO (US 81871), 1903 St. Clair by Columbia Iron Works for Iroquois Steamship Co., Michigan City. Went to Pacific coast around 1906. Stranded on Point Arena, California, 7/31/09.

A. B. WOLVIN (US 107563), 1900 Cleveland by American S. B. Company for American Steamship Company (Wolvin). Later *Portland*. To salt water shortly before World War I. Foundered at sea (N. Atlantic) 12/23/16.

PART VI: American steel, iron and composite Upper Lakes vessels shortened or otherwise converted for canal trade.

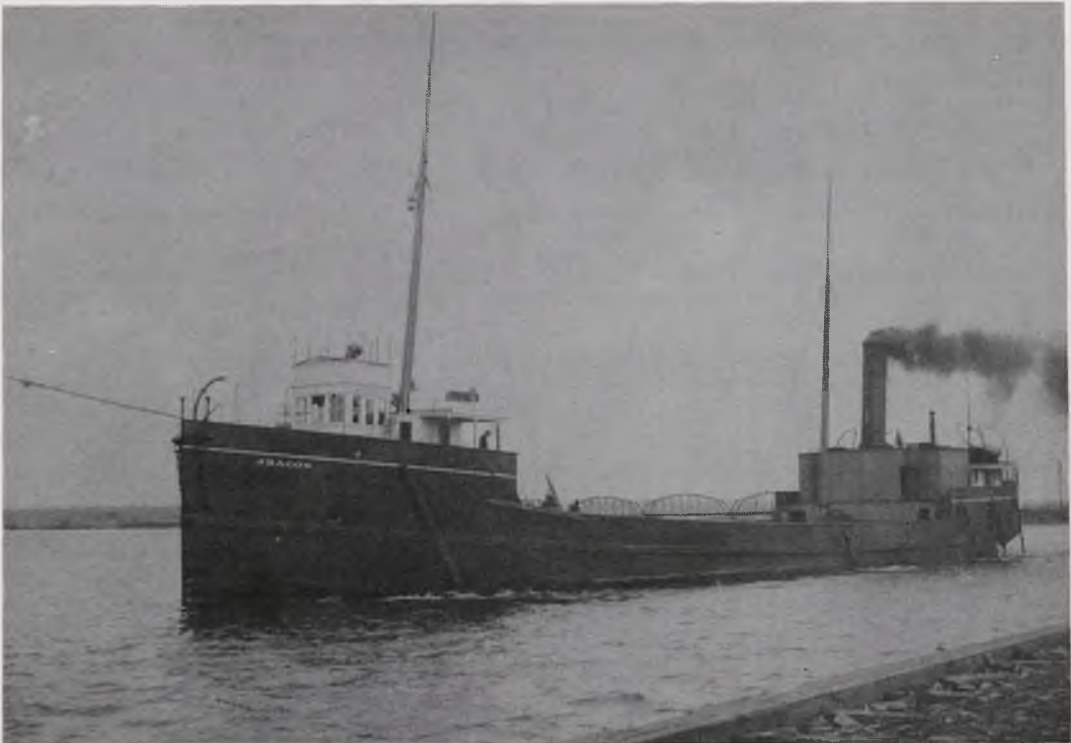
ANDASTE (US 106926), 1892 Cleveland by Cleveland S. B. Company for Lake Superior Iron Company. Monitor, or straightback type. Shortened for canal trade. Foundered on Lake Michigan, bound Grand Haven to Chicago, 9/9/29.

ARAGON (US 107228), 1896 Wyandotte by Detroit Dry Dock Company for Argo Steamship Co., Cleveland. To coast early. Returned to Great Lakes under Canadian registry (Can. 150811) after World War I. Later *Bayanna*. Abandoned and scrapped 1963.

BAYFAX (Can. 112359); ex-*Frank C. Osborn* (US 209997), 1912 Cleveland by American S. B. Company for Pelee Island Sand & Gravel Company. In recent years was named *Bayquinte*. Scrapped at Hamilton, 1968.

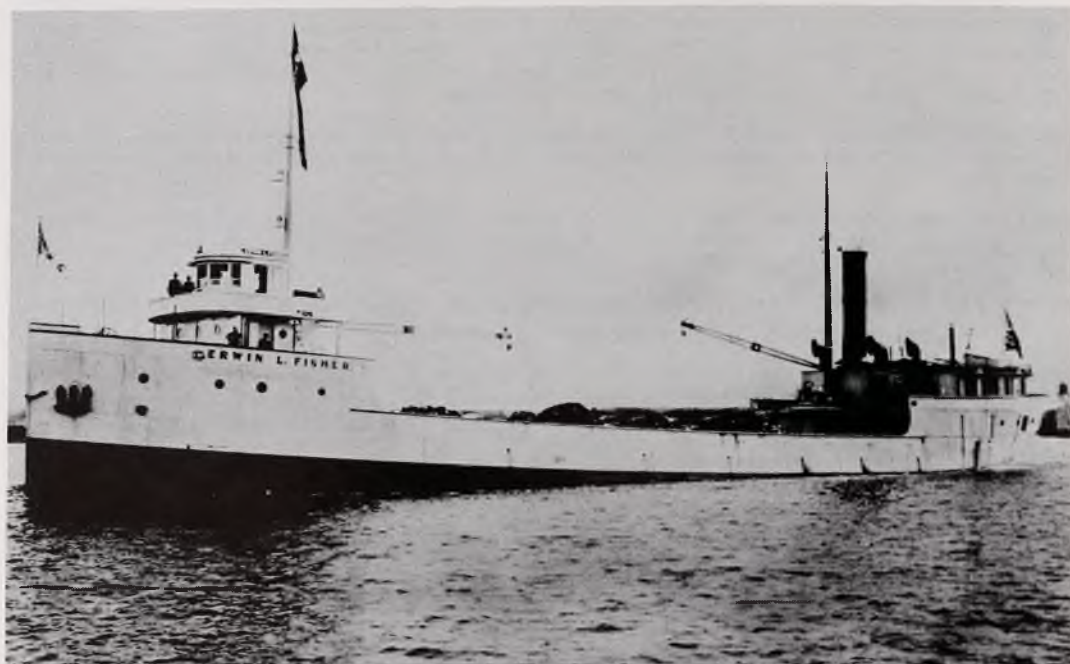
CHARLES BEATTY (US 127641), 1902 Toledo by Craig S. B. Company for Volunteer Trans. Co. Later *Roslyn*, *Charles Beatty*, *Usona*, *Bayusona*, *Port de St. Malo* (French) *Usona* and *Ironwood*. Repowered with diesel engines in 1952. Reduced to barge in 1963. Apparently still afloat at Toledo.

BICKERDYKE (Can. 121784; ex-*Arabia*, US 105254). 1873 Buffalo by Gibson & Craig for Western Transit Company. Iron package freighter. Later Canadian names were *Maplebrook*, *City of Windsor* and *Belleville*. Scrapped at Hamilton, 1942.



An early view of **ARAGON** at the Soo.

Dossin Museum Collection



ERWIN L. FISHER

S.S.H.S.A. Photo - Dossin Museum

WILLIAM CHISHOLM (US 18050), 1884 Cleveland by Globe Iron Works for Cleveland Rolling Mills Company. To salt water around 1908 and wrecked near Cape Cod, Mass., 7/16/16.

CITY of HAMILTON (Can. 126526; ex-Japan, US 75323), 1871 Buffalo by Gibson & Craig for Erie & Western Trans. Company. Iron package freighter. Later Canadian names were *City of Walkerville* and barge *Roy K. Russell*. Scrapped at Hamilton, 1936.

CITY of MONTREAL (Can. 117073; ex-China, US 5972), 1871 Buffalo by Gibson & Craig for Erie & Western Trans. Company. Iron package freighter. Later Canadian names were *West-erian*, *Sula* and *Westerian*. Abandoned and scuttled at St. John's, N. F., 11/9/35.

CITY of OTTAWA (Can. 122018; ex-India, US 100008), 1871 Buffalo by Gibson & Craig for Erie & Western Trans. Company. Iron package freighter. Later names were *India*, *Uso*, *Sault Ste. Marie* (Can) and *India* (US) as barge. Taken to Gulf of Mexico in World War II and abandoned at Lake Pontchartrain, La., in mid-1940's.

J. H. DEVEREAUX (US 76573), 1885 Cleveland by Globe Iron Works for Cleveland Rolling Mills Company. Renamed *John Mullen*, 1924. Scrapped at Nicholson's Dock, Ecorse, Michigan; c.1946.

ERWIN L. FISHER (US 207617), 1910 Toledo by Toledo S. B. Company for Argo Steamship Company. Later French *Port de Caen* and *Bayersher*; Canadian *Claremont* (Can. 140270) and American *George J. Whelan*. Capsized and foundered on Lake Erie off Dunkirk, N. Y., 7/29/30.

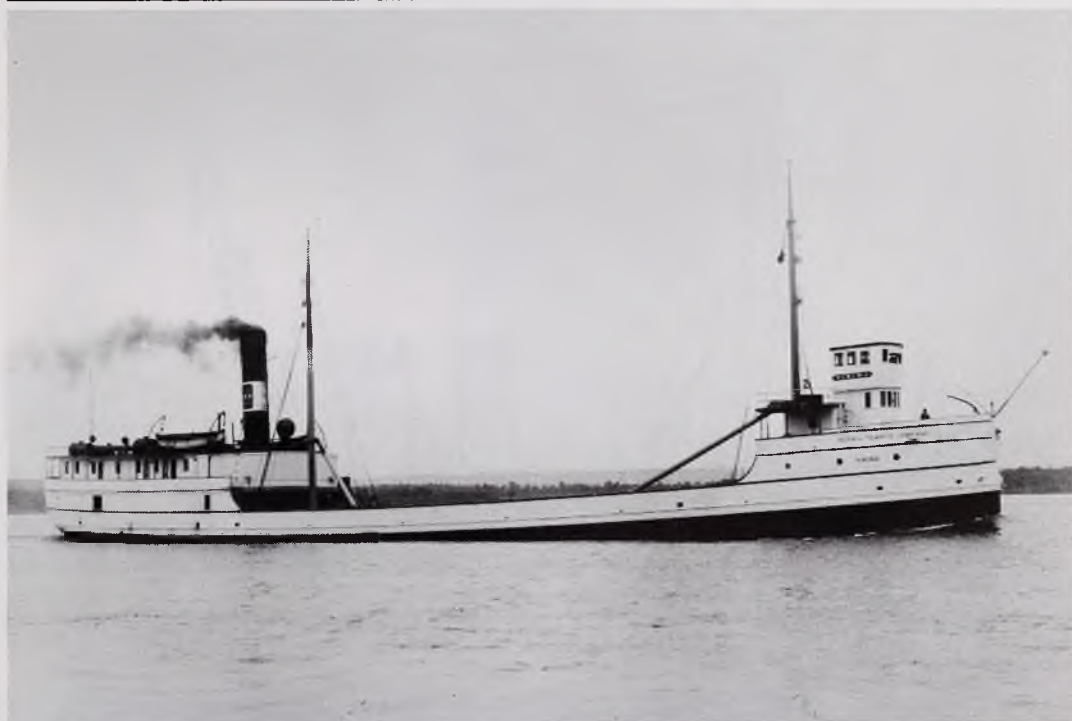
INLAND (ex-I. W. Nicholas, US 100589), 1894 Cleveland by Cleveland S. B. Company for Minch & Nicholas. Shortened in 1914. Later (Can. 100656) as *Inland*, and again American. Scrapped in 1936.

IONIC (Can. 116954; ex-Cuba, US 125028), 1882 Buffalo by Gibson & Craig for Holt & Ensign, Buffalo. Iron package freighter. Later Canadian freighter and tanker *Maplebran-ch*. Scrapped at Sorel, P. Q., 1947.

KIPAWA (Can. 141758; ex-John F. Morrow, ex-Edward N. Breitung; ex-John W. Moore (US 76896), 1890 Toledo by Craig for Moore & Bartow, Cleveland. Scrapped at Sorel, 1938.

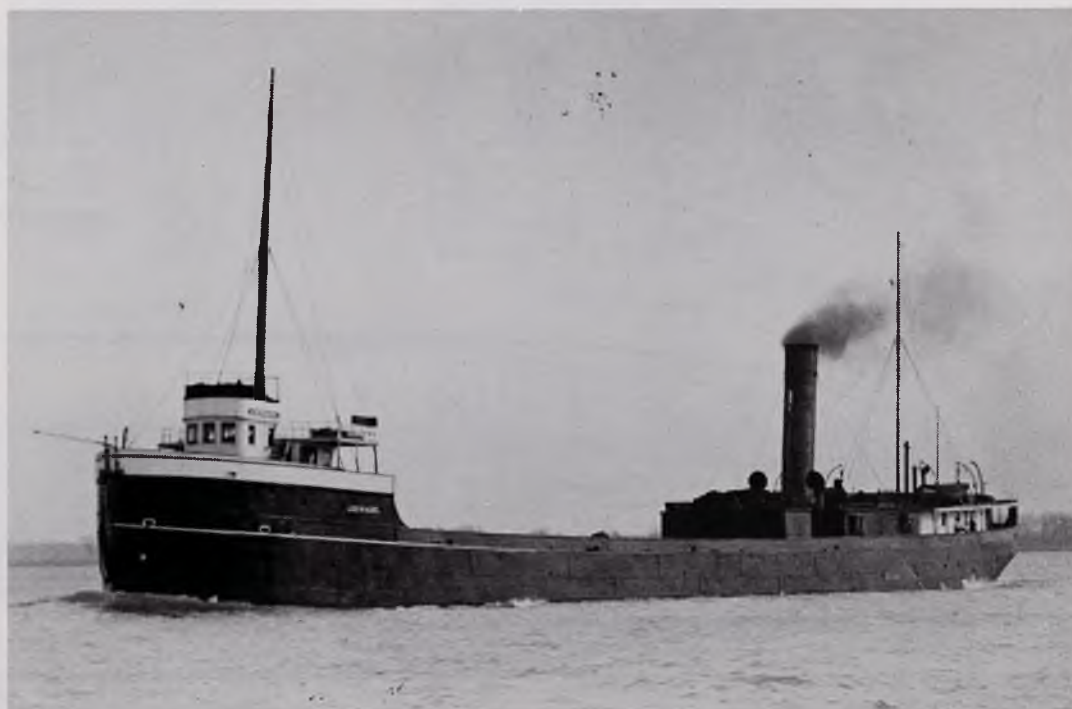
LAKEPORT (ex-Boston; US 3140), 1880 Wyandotte by Detroit D. D. Company for Western Transit Company. Iron package freighter. Shortened for sand trade after World War I. Scrapped at Buffalo, 1934.

LAKEWOOD (ex-Syracuse; US 116025), 1884 Wyandotte by Detroit D. D. Company for Western



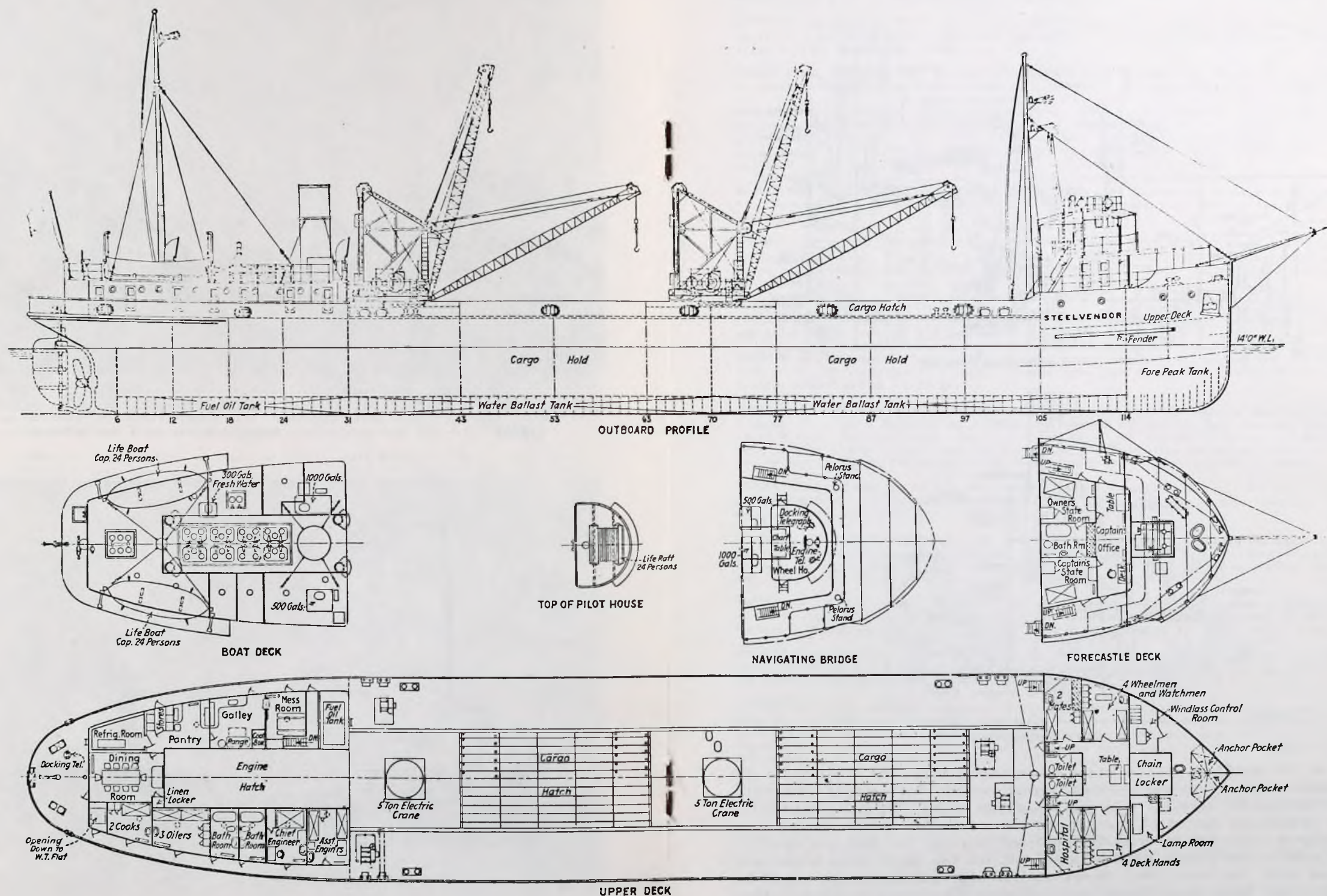
VIKING

McDonald Collection • Dossin Museum

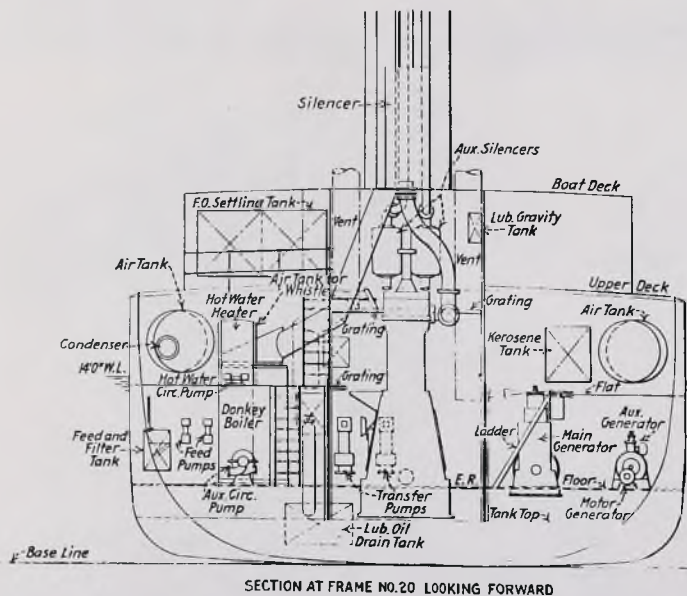
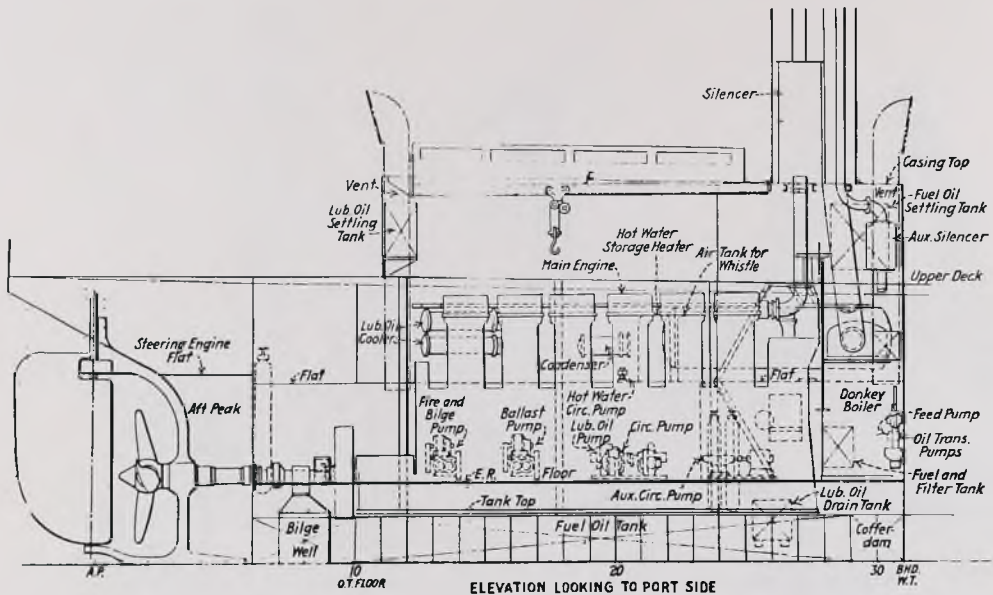


J. H. WADE

Pesha Photo • Dossin Museum



General arrangement plans of **STEELVENDOR**, canaller built in 1923



Two of the canallers covered in the accompanying list, the *Steelevendor* and *Steelemotor*, were identical sisters. These vessels were single deck with raised forecastle, straight stem and elliptical stern. The hulls were built on the transverse system of framing and had a complete double bottom from peak to peak, used for carrying fuel oil and ballast. The deck was specially designed to carry deck loads of steel and the two large cargo holds were equipped with, for that time, exceptionally large hatches measuring 20 by 40 feet each. These large holds were fitted so that steel rails and other steel products up to 60 feet in length could be handled.

Information and drawings from Marine Engineering Magazine.

Transit Company. Iron package freighter. Shortened for sand trade. Later named *K. C. Schwartz* and *Algonac*. Reduced to barge in 1962.

LEWISTON (ex-*Susan E. Peck*; US 116110), 1886 Wyandotte by Detroit D. D. Company. Composite schooner barge until 1887 when equipped with steam engines. Shortened for canal trade c.1920. Abandoned, 1932.

MALTON (Can. 130439; ex-*E. M. Peck*; US 135983), 1888 Wyandotte by Detroit D. D. Company for Northwestern Transportation Company. Scrapped at Port Dalhousie, Ont., c.1931.

MAPLEDOWN (Can. 141836; ex-*Manola*; US 32170), 1890 Cleveland by Globe Iron Works for Minnesota Steam Ship Company. Bulkheaded for canal passage to salt water in 1917 and shortened to canal size for return to Great Lakes in 1919. Lengthened again at Collingwood, early 1920's. Stranded on Christian Island, Georgian Bay, 11/30/24. Partially salvaged for scrap, 1942. Part of hull is still on Christian Island.

MAPLEHURST (Can. 138230; ex-*Cadillac*; US 126876), 1892 Chicago by Chicago S. B. Company for Cleveland Cliffs Iron Company. Stranded, Lake Superior near Portage Entry, 11/30/22 and abandoned.

MASABA (Can. 131088; ex-US 92298), 1891 Chicago by Chicago S. B. Company for Minnesota Steam Ship Company. Sold Canadian to Mathews S. S. Company, 1912 and soon shortened to canal size. Sold French in 1920 and renamed *General Henrys*. Out of Lloyd's Register c.1924; probably abandoned.

NATIRONCO (Can. 133741; ex-*Pioneer*; US 150589), 1892 Wyandotte by Detroit Dry Dock Company for Cleveland Cliffs Iron Company. Sold Canadian in 1912. Sold French in 1918 and later named *Scorpion* and *San Carlo*. SUBSEQUENT DATA WANTED.

NEEBRING (ex-*Coalhurst*; Can. 130435; ex-*Greenland*; ex-*John B. Ketchum 2nd*, US 77037), 1892 Toledo by Craig for H. M. Loud, Oscoda. Last used as wrecking tender. Foundered on western Lake Superior, 9/24 '37.

CHARLES S. NEFF (US 127542), 1901 Port Huron by Jenks S. B. Company for Neff Lumber Company, Milwaukee. Sold French in 1918 and renamed *Serpentine*. Sold Spanish, 1921 and named *Gabino*. Back to Great Lakes c.1925 as sand boat *Weston M. Carroll* of Buffalo. Back to salt water in World War II. Transferred to Brazilian operation under American ownership in 1951 as *San Pedro*. Still listed in U. S. Merchant Vessels in 1965.

PONOKA (Can. 141839; ex-*Lehigh*; US 140424), 1880 Wyandotte by Detroit Dry Dock Company for Erie & Western Transportation Company. Iron package freighter. Sold Canadian, 1921. Scrapped at Duluth, 1957.

JOSEPH W. SIMPSON (ex-*Manchester*; US 92087), 1889 Wyandotte by Detroit Dry Dock Company for Inter-Ocean Transportation Company, Milwaukee. Composite bulk freighter. Shortened to canal size in 1922. Sold Canadian in 1938 and later named *Mindemoya* (Can. 170256) and *Yankcanuck*. Scrapped at Sault Ste. Marie, Ontario, 1960.

JESSE SPALDING (US 77362), 1899 West Bay City, Michigan by F. W. Wheeler & Company for J. Prindle & Company, Chicago. Later *Mooremack*, *Vindal*, *Jay A. Pearson*, *Cordova* and *Rockwood*. Repowered with diesel engines in 1952. Scrapped at Ashtabula, Ohio, 1963.

SUPERIOR (Can. 154471; ex-*Parks Foster*; US 150478), 1889 Cleveland by Globe Iron Works for J. G. Keith & Company, Chicago. Shortened to canal size, 1921. Sold Canadian, 1930 and renamed. Scrapped, 1961 at Port Weller, Ontario.

THUNDER BAY (Can. 131060; ex-barge *Malta*; US 92637), 1885 Chicago by Chicago S. B. Company for Minnesota Steam Ship Company. Sold Canadian, 1912. Shortened and fitted with engines, 1921. Converted to tanker at Sorel, 1940. Operated as *British Empire Stickelback* during second world war, and returned to Canada as *Pinebranch*. Abandoned in 1959 and sunk a breakwater at Mulgrave, Nova Scotia, 1960.

VIKING (US 161612), 1889 Buffalo by Union Dry Dock Company for F. W. Gilchrist Lumber Company, Alpena, Michigan. Later (1920) Canadian *Cylaton* and *Clinton* (Can. 141661). Back to United States registry c.1925; scrapped in 1936.

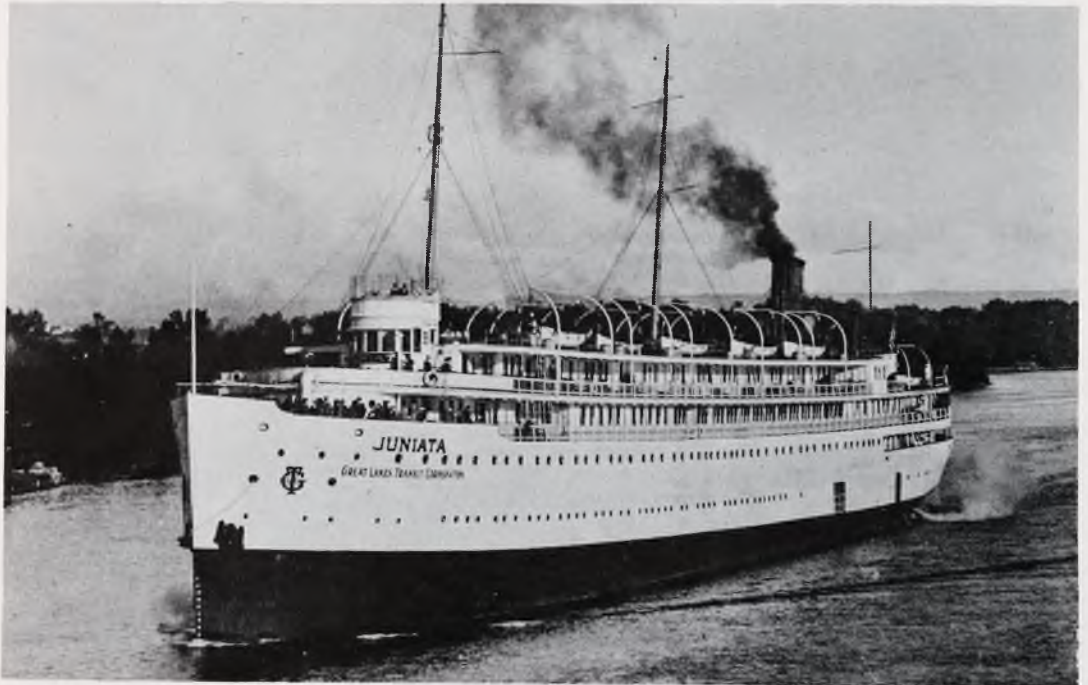
VINMOUNT (Can. 138859; ex-*Vulcan*; US 161610), 1889 Cleveland by Globe Iron Works for Lorain Steam Ship Company. Sold Canadian 1919 and shortened to canal size, 1920. Scrapped at Sorel, P. Q., 1946.

J. H. WADE (US 76884; later Can. 134616), 1890 Cleveland by Cleveland Ship Building Company for Cleveland Rolling Mills Company. Sold Canadian 1916. To coast during World War I. Later owned in Nova Scotia. Out of Canadian List of Shipping, 1926.

To be continued in a forthcoming issue.

THE JUNIATA

• an unusual antique photographic gallery.



This photo only: Dossin Collection

Charles H. Truscott recently authored an article for *TELESCOPE* on the *Milwaukee Clipper* (see Vol. 19; page 123), and by the purest and most unfortunate coincidence that issue was current when it was announced that the *Clipper* was finished. Subsequent to that time, Mr. Truscott was privileged to view a fine collection of photographs taken by Mr. W. H. Gardner, an early photographer on Mackinac Island.

Those photos, now among the hold-

ings of the Mackinac Island State Park Commission, showed the ship's interior in her early days as the *Juniata*, and Mr. Truscott felt they should be shared among *TELESCOPE*'s readers. We agree!

TELESCOPE is indebted to Mr. Truscott for obtaining this gallery of rare views, and we share with him a debt to Dr. Eugene T. Petersen and Dr. David A. Armour, of the Mackinac Island State Park Commission for permission to use them. ☛



Columns, fretwork, heavy beams, polished woodwork and wicker chairs were typical decor for the period, and *Juniata's* Music Room and Library were accordingly typical.

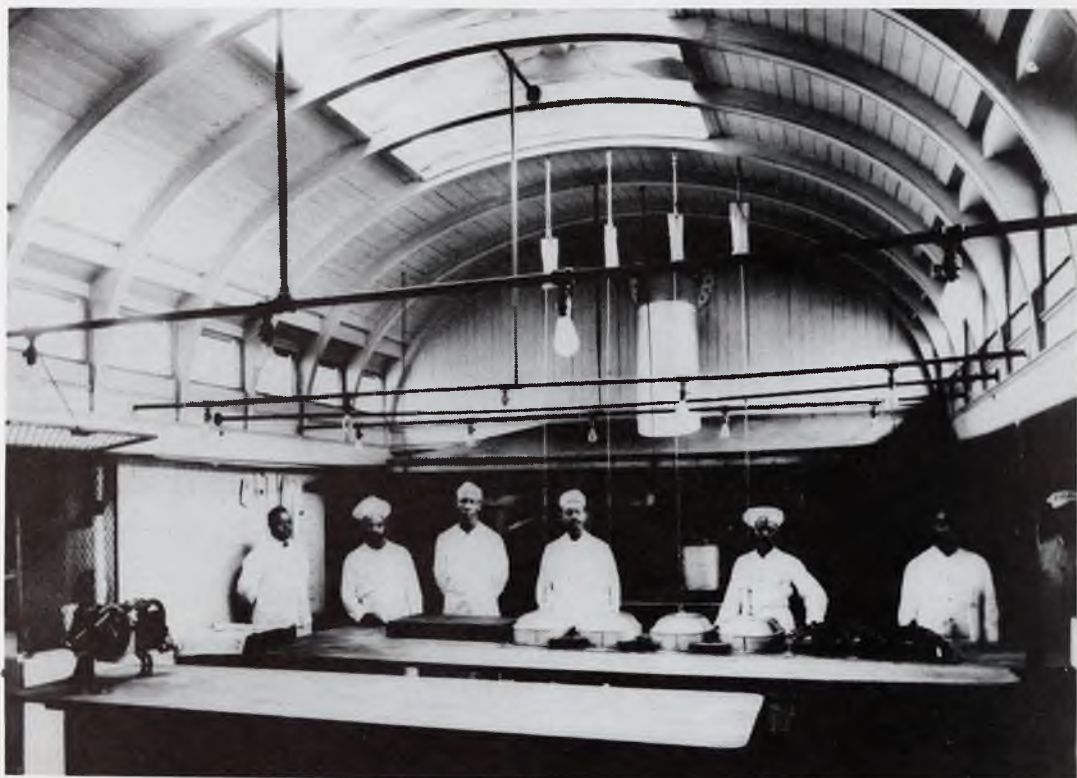


Should one find Cabin 28 (left) lacking splendor, there was always the alternative (right) offered in Stateroom B.



Juniata was always kept *ship shape*, as witness condition on the top deck, (above left) and a hallmark of the line was fine service. Those responsible included the ship's officers (above right) and the galley crew, (below) each contributing his own part to the fine reputation the line enjoyed.

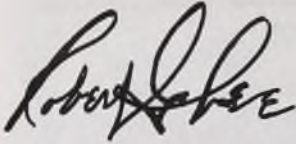
✻





"And sweet the coming on of grateful evening mild" intoned the ribbon beneath the feet of an allegoric maiden who held a rose and seemed to beckon one to the Dining Room beyond (above). Once within that Dining Room, the traveler would experience an exercise in true elegance. ❀





Editor,
TELESCOPE

Commentary

At the end of one year, and the beginning of the next, when memberships are being renewed, we hear comments from the members about TELESCOPE. We appreciate these expressions, whether they be good or bad...and this year we are very pleased to note that they've all been good. Even those who had suggestions for improvement (and heaven knows we *know* there is room for some) presented their ideas and comments in a gentle manner.

Nobody called our attention to errors in spelling which were obviously of typographical origin; and believe it when we say we *don't need these shown to us*...we know about them as soon as we read the finished product and cuss the fact that we weren't able to see them *before* they went to the printer. However, when errors of fact creep in...and they certainly do and will...we do appreciate being told. We would far rather you tell us than have you point out to your friends what dumbells we are. The man who sits in the Editor's chair has no illusion that he is smarter, wiser, or more all-knowing than the combined readership of this magazine. He is quite ready to admit that he learns *something* from every edition he puts together, and his reward for the effort is the hope that the reader will profit likewise.

Of all the letters, notes, and comment we received this year, concern was most expressed about the current news section. We hasten to add that none of this was complaint; merely constructively offered commentary on what is being done. This one feature has long "bothered" your Editor, and so you may share his concern, we offer the following as information to members; in the hope that if it helps no other way, it will at least clear the air.

The whole problem centers around "lead-time"...that period between the assembly of the magazine, and delivery to the member. To give you an idea of just *what* that time is, when your Editor removes these words from his typewriter, he will go home and help address Christmas cards for 1970. Your children will have no doubt broken many of their Christmas toys as you *read* these words...some time in March, 1971!

The news you read in TELESCOPE is *not* news; rather, it is past history. It is impossible, using our methods of gathering the news, assembling and editing it, selecting...*and in some cases producing*...the photographs to go with it, to have anything newer than nearly a month past when the magazine goes to the printer. Add a month-plus for that, and you can easily see the net effect.

Sometimes we fail to follow up a news event, and when this happens we are truly sorry. However, again, our method of gathering the news must depend upon members...including you, we hope...sending the information in to the News Editor. As soon as it is received it is slotted into the next issue, and we certainly can't wait to see if the same person who was kind enough to make the original submission follows the story to its ultimate conclusion. If he *doesn't*, you, and we, wonder what ever happened to....?

Perhaps the section should be named something else. If you thought of it as being a daily record of events...one you might refer to in future days to prove a point, or refresh your memories...and *not* as news, then delay might be more palatable. Anyway, that's the way it is. Any suggestions? ☼



Editor; Frederic E. Weber

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Correspondents;

Walter P. Murphy, Jr.; Chicago

Edwin Sprengeler; Milwaukee

Donald J. Comtois; Bay City

Otto Strek; Detroit

Barry Gillham; Toronto

Carl Luhrs; Toledo

Nov. 2...The first of four barges being built by Marine Industries, Ltd., of Sorel, for General Electric Company, of Schenectady, N. Y., was nearing completion following launching ceremonies recently. The barges represent a new concept in power plants as they will house (on deck) 8 gas turbines manufactured by G.E. and will be used as floating plants capable of generating 150 megawatts, enough to help ease the present power shortage of any American city. The superstructure of the gas turbines will be 61 feet, above deck. The installation of the turbines will be completed at Newport News, Va. The vessels will be unmanned and controlled automatically from shore stations.

...Canada Steamship Lines, Ltd., announced plans to operate the package freighter *Eskimo* well into winter, and possibly until the end of January, weather permitting. She will run between the Windsor-Sarnia area and the Canadian Lakehead at Thunder Bay, Ont. The *Eskimo* holds a class-2 ice rating, has 3,200 HP, and has operated in the Arctic.

...U. S. Steel will operate eight boats between the southern end of Lake Michigan and Two Harbors, Minnesota, through the end of January, weather permitting.

Nov. 3...Iron ore shipments on the Great Lakes this year to November 1st. are about equal to last year in the same period. At 65,034,652 gross tons, the total this year is only one large cargo behind last year's 65,060,871.

Nov. 5...Water levels in Lake Superior have risen during the past month to the point that the Lake Superior Board of Control of the International Joint Commission has ordered the reopening of three gates in the St. Mary's Rapids Compensating Dam. The gates to be opened are on the American side.

...In Cleveland, Ohio, the Belgian ship *Belval*, in port discharging a cargo of 11 double-deck buses from London, plus three passenger cars from the English railway system. The buses will be driven to Columbus where they are to be used in a publicity gimmick to promote a new fish and chip chain. The railway cars are bound for Boyne City, Michigan for use on the Boyne City Railroad.

Nov. 6...Whiz McNaughton's tug *Nibroc* has been put into service as a sea-going school bus transporting Sugar Island children back and forth across the St. Mary's River to their classes in the Sault Ste. Marie area public school system. With the ferry *Sugar Islander* in drydock and the county owned *Drummond Island 1* called back to the regular run between Detour and

GREAT LAKES & SEAWAY NEWS

Drummond Island, the school district engaged the tug for temporary service until the *Sugar Islander* is back in service.

...Draught limits for ships using the St. Lawrence Seaway have been increased from 25'-9" to 26', effective immediately, the Seaway Authority in Ottawa announced today. This will allow the larger lake vessels to load an extra 300 to 400 net tons on each trip.

Nov. 7...The Soo Locks appear headed for another 100 million ton cargo mark this year, and if they top this mark it will be the 16th such season in the facility's 115 year history. In a reflection of this same boom, the St. Lawrence Seaway is hopefully expecting its biggest year ever.

Nov. 8...The *Silver Bay*, downbound for Cleveland with a cargo of pellets from Silver Bay, Minn., went out of control at about 1:30 AM today when the propeller picked up the cable of a red nun buoy (No. 34) above Neebish Cut. The cable wrapped around the vessel's shaft, causing her to lose power and steerageway. The Chief Engineer complained to the Captain that the boat was "making an awful banging noise"...caused apparently by the half-ton buoy being hit against the vessel's bottom as the propeller churned. The Captain dropped both anchors, bringing the ship to a halt in the entrance to the downbound channel through the cut. Two Sault Ste. Marie divers were called, and they cut the cable loose. The tugs *Miseford* and *John McLean*, of the A. B. McLean Company were called to assist, and the ship was on her way by 10:30 AM. The mishap delayed 15 downbound vessels above and below the lock.

...The MacArthur Lock at the Soo was put out of commission practically all day when the freighter *Bosanka* rammed the chamber fender boom, and put it out of service. Crews had a replacement boom installed before the end of the day. (These booms are installed in all locks to protect the gates from damage in the event of a bump from a ship.)

Nov. 9...Coast Guardsmen at Sault Ste. Marie, in a stepped-up enforcement program to reduce speed in the St. Mary's River, have checked the speed of 935 vessels in the past three months. They have issued 52 misconduct citations or 'speeding tickets' in that time, to 32 Canadian, 18 American, and two foreign vessels.

...Repeating an odd trick it has developed in the last few years, the water level in Lake Erie went up two inches last month, instead of continuing to fall, as it was expected to do.

Nov. 11...Frank P. Dodson, 27, a wiper aboard the *Thomas F. Cole* has been reported missing and presumed drowned. The *Cole* sailed from Two Harbors, Minnesota. After Dodson was reported missing, the ship made an extensive search of the area north of Apostle Islands in Lake Superior, but without a trace of success.

...Captain Ned Swan, 57, was buried today at Allen Park, Michigan. He was head of pilots at Milwaukee, Wisconsin. Death resulted from a fall from a ship, accidentally sustained in Chicago about ten days ago.

...The Canadian City Line, Ltd., has been formed by McLean-Kennedy, of Montreal, and Ellerman & Buckman S. S. Lines, Ltd., of London, in joint venture. The new service will take over the time charters of Ellerman Line, Ltd., and will begin operation between Canada and India, Pakistan, Ceylon

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and East Africa.

Nov. 12...Elmer T. Knight, 64, second mate on the *Merle M. McCurdy*, drowned today at Taconite Harbor, Minn., when he slipped into the water at dockside while examining the ship's loadlines.

...Columbia Transportation Division of Oglebay-Norton has announced closing of its Fairport machine shop, a small repair yard at Fairport Harbor. The phasing-out of the smaller vessels in the Columbia Fleet has eliminated the need for the Fairport facility, the company said.

Nov. 13...The Yugoslavian *Kolosin* is anchored off the Prescott, Ontario elevator with steering problems.

...Executives of the U. S. Steel Corporation were on hand today in Cleveland, Ohio, to observe the unloading of two big diesel engines. These will provide propulsion for their new vessel being built in Lorain, Ohio. Made in England, the engines were delivered to Cleveland by the *Helen Miller* of Manchester Lines. They will move to Lorain by rail, requiring an estimated six days to accomplish the 30-mile trip. No delivery date has been announced for the new vessel.

Nov. 14...Freak weather conditions caused shipping delays in the St. Lawrence Seaway due to poor visibility from rain and fog.

...The Canadian Seaway Authority is looking for a cheap, old ship, that it might sink near the approach wall at the Beauharnois Lock to modify tricky and troublesome cross-currents.

Nov. 16...The first vessel to use the Detroit River enroute from a Canadian port to Red China, passed under the Ambassador Bridge at 3:20 AM. The ship was the Italian *Gattotordo*, laden with grain from Thunder Bay, Ontario, and bound for an undisclosed port on the Chinese mainland.

...Apparently overcoming her mechanical difficulties, the *Kolosin* continued upbound for Duluth, to load grain, after her dealy at Prescott, Ontario.

...The *Kinsman Enterprise* became one of the few boats to make two 'upbound' and one 'downbound' passage through the Soo Locks in less than twelve hours. Here's how it happened: She passed upbound through the locks at 1 PM headed for Superior, Wisconsin. On reaching Whitefish Bay one of her crew became ill, so the ship was turned to return him to the Soo for medical attention. When the vessel reached the Soo it was unable to make a secure landing above the locks because of high winds, so she locked downbound and let the sick man off in the process. Continuing through, she entered Soo Harbor for the turnaround, then made her second upbound lockage.

Nov. 17...Cargo handled by Milwaukee Port through October increased 6.6% this year, over last.

...The *Alcoa Seaprobe*, built entirely of aluminum, was launched at Sturgeon Bay, Wisconsin. She is the largest and most advanced deep sea search and recovery ship ever designed, and will be capable of working in depths of 20,000 feet.

Nov. 18...*Olympic Storm* struck the lower guide wall at the Snell Lock and suffered a 15-foot gash in her hull plates.

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KINSMAN ENTERPRISE involved in an unusual triple lockage at the Soo.

Photo by Paul G. Wienen.

...Captain Edward B. Fitch, Master of the *Arthur B. Homer*, has been named by Bethlehem to command the 1,000-foot ore carrier under construction for the steel company at Erie, Pa.

...The British freighter *Manchester City* and the private *Brigadoon II*, collided tonight at the entrance to the Detroit River, inflicting damage to the hull of *Brigadoon II*. The 110-foot yacht was converted this year from an old Dutch coastal freighter by a Detroit area dentist. At the time of the mishap the *Brigadoon II* was but a few hours into a round-the-world trip with the amateur crew consisting of the dentist and his family.

Nov. 20...Because of continuing high water in Lake Superior, more gates in the St. Mary's control dam are to be opened.

Nov. 21...Documents pertaining to the sale of the *William P. Snyder, Jr.*, by the Interlake Fleet to the Cliffs Fleet have been signed by both parties. The *Snyder* will go into drydock on November 24, at Manitowoc, Wisconsin, according to present plans, and Cliffs is expected to take possession when she leaves drydock next month.

...The former first mate of the ill-fated *Eastcliffe Hall* had his license

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suspended for six months for negligence in the ship's sinking. His case was described as a "loss of nerves" for not taking command away from the master who was in no condition to steer the ship. The Court of Inquiry, held in Cornwall, Ontario, had earlier ruled that the sinking in which nine lives were lost, was due to the captain's "state of plain drunkenness."

Nov. 22...Winds of up to 60 mph, together with bitter cold, covered some vessels with thick ice, while on Lake Erie, the continued wind pressure 'tilted' the lake, lowering water levels as much as 30 inches at the west end, while raising it an equal amount at the opposite side.

...The Liberian freighter *Vermont I* was driven hard aground in the upbound channel of the Detroit River where it joins Lake Erie. This blocked the Amherstburg Channel and forced 30 vessels to anchor. The tugs *Atomic* and *Amherstburg* were dispatched to aid the stricken vessel.

...Another 17 ships have gone to anchor, or stayed at their docks, because of the storm, or fear of low water in the lower Detroit River.

Nov. 23...The U. S. Government announced the launching of a far-reaching study program to lengthen the navigation season on the St. Lawrence Seaway. As part of the study, the U. S. Coast Guard will immediately establish an ice navigation center in Cleveland.

...Ship traffic on the Welland Canal is delayed 12½ hours when the ship arrester in Lock 8 tangled in the stern section of the Greek *Lindos*. The arrester snagged the stern section, ripping out rails and deck gear.

...Norwegian *Margit Brovig* is unloading a cargo of Australian sand at the dock below Lock 1, on the Welland Canal.

Nov. 24...*C. W. Cadwell* (see TELESCOPE; Vol. 18; Pg. 136) struck a submerged rock in the Niagara River. She was upbound for Queenston with a load of sand. She settled on the bottom and the crew was aided off by the Queenston Fire Department. Company officials blamed the power authorities for the accident, alleging that through power operation the water level drop was excessive. It is undetermined if the ship may be salvaged.

...Great Lakes shipping has been battered by gales and ice during the past two days, and several of the vessels passing through the Soo Locks were carrying massive accumulations of ice.

...Chester Frisbee, an American pilot aboard the German freighter *Phenania* was removed at the Soo because of illness. Efforts by a Coast Guard vessel to remove him at Wiaska Bay had failed because of heavy seas.

Nov. 27...Steady employment for some 600 men and more than \$30 million worth of new business are expected at Port Weller Drydocks Ltd., as result of new shipbuilding subsidies announced by Canadian Trade and Commerce Minister, Jean-Luc Pepin.

Nov. 28...Marine Industries launched the first of a series of helicopter destroyers. They are engaged in anti-submarine warfare with forward search by helicopters. She is to be christened *H.M.C.S. Iroquois*.

Nov. 30...Transatlantic Lake Line, known as Tacline, which was formed in January, 1968, will be dropped by the Cunard Steamship Company, French Line and the Oranje Lijn, effective December 31, 1970. A fourth member, the

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Fjell Line, will continue the service in association with Fred Olsen Co. The Cunard, French, and Oranje lines, will become partners in Atlantic Containers Line (ACL) with the Swedish American Line, Swedish Trans-Atlantic Line and Wallenius Line, and will commence a bi-weekly service from Halifax to the United Kingdom and the Continent.

...St. Lawrence Seaway authorities on both sides of the United States and Canadian border are expecting a milestone in the Seaway's history next week when a vessel carrying the 50-millionth ton of cargo this season passes through the waterway. It will mark the first time in the Seaway's 11 years of operation that tonnages will have reached that total in a single season.

Dec. 4...A storm on Lake Huron set back the Detroit Metro water intake work severely when a cofferdam of seven linked cells suffered damage. The dam was completed only weeks earlier, and was to have served to hold back water while construction on the intake progressed next spring. The project is five miles offshore, opposite Lakeport, in southern Lake Huron.

...Capt. H. P. McBeth, Master of the *Northern Venture* shared honors with his ship when authorities gave recognition to the passage through Welland Canal of the 60-millionth ton of cargo. He was downbound from Sandusky with 24,705 net tons of coal for Hamilton, Ontario.

Dec. 5...The U. S. Army Corps of Engineers dredge *Hains* put into Bay City, Michigan, to wait out stormy weather in Saginaw Bay where she has been engaged in maintenance dredging.

Dec. 6...Captain John Roen, well known Lakes figure, died today in a Sturgeon Bay hospital. A legend in his lifetime, Capt. Roen was best known for raising the *George M. Humphrey* from the bottom of Lake Michigan in 1943, after she had been abandoned by her owners and the underwriters as impossible to salvage.

Dec. 8...Bethlehem Steel Corporation has accepted the terms of a settlement of suits amounting to \$2,750,000 in the sinking of the *Daniel J. Morrell*. The next step will be the appointment of a commissioner to divide the money among the litigants.

Dec. 9...Work, necessary to remove dangers to navigation from the hulk of the *Eastcliffe Hall*, has been completed.

...Fifteen salties still remain above Port Weller, Ontario, and they have been warned to hurry by the St. Lawrence Seaway Authority or face the danger of being trapped by ice which is rapidly forming in the system.

...U.S. and Canadian authorities presented a plaque to Capt. Michael O'Dwyer of the *Irish Sycamore*, which carried the 50-millionth ton of freight thru the Seaway. The ship was bound for Liverpool with 12,143 tons of grain from Thunder Bay, Ontario.

Dec. 15...The French ship *Patigines* is the last ocean ship to clear the Seaway. She locked through St. Lambert at 8:38 AM.

...Eight Canadian fishermen were arrested on Lake Erie, off Lorain, Ohio, by Ohio Wildlife Commission agents, and charged with commercial fishing in Ohio waters without a permit. The crew of eight, and the tug *Liddle Brothers* are from Wheatley, Ontario.

GREAT LAKES & SEAWAY NEWS

...The cement carrier *E. M. Ford*, her power decreased by a mechanical problem, was trapped in two-inch ice while attempting to reach her dock at Green Bay, Wis. The Coast Guard cutter *Mesquite* came to her aid and cut a channel for the *Ford*.

Dec. 16...The Canadian government will have two more icebreakers on the upper lakes this winter. They are the *N. B. McLean*, to be stationed at Port Colborne, Ontario, and the new CCGS *Griffon* at Midland, Ontario. The veteran *Alexander Henry* will move from her regular station at Midland, to Thunder Bay, Ontario, for the winter.

Dec. 17...Lake Michigan's *mystery ship*, believed to be the *Alvin Clark*, has gone to the bottom at Menominee, Michigan. She settled in about six feet of water after moisture between the hull planks froze, spreading planks apart to permit leakage. Work has been started to refloat her.

...The eight Canadians caught fishing in Ohio waters were fined a total of \$3,270 representing a maximum of \$200 on each charge, plus costs. The tug's captain paid the fines.

...Delays caused by fog, heavy snow, and high winds, has delayed commercial vessels from clearing the St. Lawrence Seaway system. The *Maplecliffe Hall*, downbound with grain, finally cleared St. Lambert at 2:46 AM, and the *Cove Transport*, upbound with oil, was expected to clear Iroquois Lock today.

Dec. 21...Work has begun on Erie Marine's second 1,000-foot hull for Great Lakes service. There has been nothing official released on the matter, but it's near-certainty that this will be a self-unloading barge with a notched stern for a pusher tug. It will differ from the current jumbo under construction in that in addition to not being self propelled it will have holds extending the full width of the hull, and it will be able to serve smaller docks.

Dec. 30...Ruling that the \$2.4-million awarded in 12 claims arising from the *Cedarville* sinking were excessive, the U.S. Sixth District Court of Appeals has ordered the case to be reopened by the lower court.

MISCELLANEOUS

...*M.I.L. 495* (ex-*Fairmount*; ex-*Metcalfe*) has been dismantled and Canadian registry closed, October 22, 1970. Scrapping was presumably by the owners, Marine Industries, Ltd., at Sorel.

...*Elizabeth Hindman* (ex-*George Hindman*; ex-*Risacua*; ex-*Anticosti*; ex-*Glen-cova*) has been sold U.S. and Canadian registry closed, October 23, 1970.

...*North Voyageur* was renamed *Voyageur D.*, during October, 1970. (See GOULETTES LIST; TELESCOPE; Dec. 1966, Pg. 287, and photo pg. 282)

...*Gulf Transport* (ex-*Britamoco*) has been sold to Coa. Armatoriale Siculo Adriatica, effective October 31, 1970. Cleared Quebec, November 6, with an Italian crew aboard. (NOTE: A shipping report that *Gulf Transport* cleared on November 7, is conflicting. A later report from the same source, and dated November 8, gives her new name as *Nonna Valeria* while still outward bound. Name may be inaccurate...G.A.) (A.B.S. shows owner as Compagnia Armatoriale Palermitana Cabrilla S.P.A., and Italian flag, to add to the already compounded confusion...Ed.)

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