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GREAT LAKES
MARITIME
INSTITUTE

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES

It is with deep and sincere regret we report the death, on June 21st., of past president, board member, and long-time faithful member Hal Jackson, victim of a heart attack. We knew Hal well for many years and we knew his value as a good friend. Even tempered, quick witted, and with a sense of humor seldom matched, Hal was one of those too-few people it was *always* a joy to be with. His love of tugboats has provided many of us with hours of pleasure when he shared slides of them; but his interests weren't limited to marine subjects. Railfans, too, shared equally in an affection for railroads, and, like us, they too will miss him.

His popularity in the Institute was well demonstrated by the last election, where his vote total outdistanced every one else on the ballot for a position on the board. He dies before we could tell him.

We know the depth of loss felt by his wife Aggie and their son and daughter, and we want them to know we share that loss...deeply. (R.E.L.)

MEETING NOTICES

Regular membership meetings of the INSTITUTE will be held on November 18, (early to avoid Thanksgiving weekend) and January 27, 1978. The Annual Dinner With the Author is being held September 16, but if you don't have a reservation by the time you read this, it is undoubtedly too late.

Business meetings of the board of directors (and all members are urged to attend) are scheduled for October 28, 1977, and January 6, 1978 (after the Christmas/New Year holidays) and February 24, 1978.

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OUR COVER PICTURE...Nature's own beauty leaves no other reason needed for sharing this picture with our readers. The photo was taken by Captain Roy V. Berglund, Master, **PHILIP R. CLARKE**, as his ship passed through the North Neebish Rock Cut in the St. Mary's River. Dick Kruse brought the picture to our attention. ☼

LARGEST LAKERS LOST 1913-1975

by
RICHARD H. WICKLUND

The *Roy A. Jodrey*, a 640-foot self-unloader, stranded in the St. Lawrence River on November 20, 1974. She sank the next day with no loss of life, after only nine years of service. About fifty weeks later the 729-foot *Edmund Fitzgerald* foundered with her twenty-nine crewmen, in Lake Superior, at the age of 17, on November 10, 1975.

Considering the fact that most lake boats survive for fifty to seventy years, were these two losses of still new vessels unusual and exceptional? The answer seems to be no. For example, by listing the largest lake boats lost from 1913 to

1975, sixty-two years, some interesting conclusions may be drawn. Taking only the ships over 524 feet in length, a list of thirteen wrecked vessels can be compiled.

The four largest 1913 storm victims ranged in age from the 7-year old *Henry B. Smith* to the less than one-year-old *James Carruthers*. These two were the largest in size at 545 and 550 feet, respectively. The *Isaac M. Scott* and *Charles S. Price* were each 524-feet. All four foundered with their entire crews, three losses occurring in Lake Huron and one in Lake Superior. The two largest vessels were never found, but the locations of the two 524-footers



ROY A. JODREY

Photo by DAVID P. WAISANEN

have been. The *Price* lies upside-down north of Port Huron. The *Scott* wreckage was found in 1976, sixty-three years after her disappearance, near Alpena, Michigan, off Thunder Bay Island. She too was found in Lake Huron, upside-down.

Of these four, the largest was the *James Carruthers*, owned by a Canad-

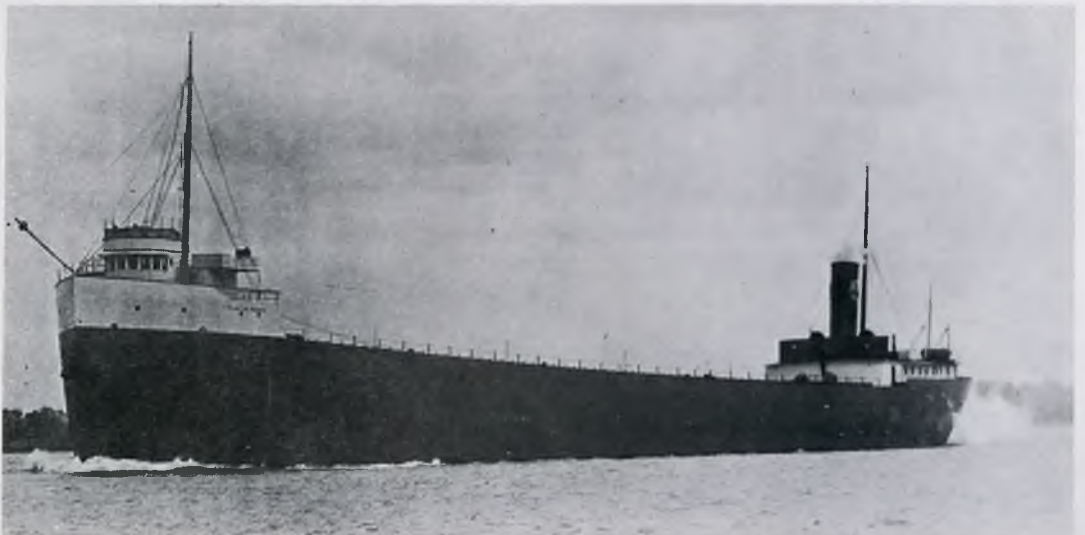
ian company. She was on her third trip in service, her 550-foot hull having been launched but six months earlier, in May, 1913. This record as the youngest of the thirteen boats in our list, lost between 1913 and 1975, still stands.

In 1913 she was the biggest carrier lost on the Great Lakes. That



HENRY B. SMITH

McDonald Collection/DOSSIN MUSEUM



ISAAC M. SCOTT

McDonald Collection/DOSSIN MUSEUM

dubious distinction would not last, for only five years later, on November 6, 1918, the *Chester A. Congdon* ran into a reef in Lake Superior and sank. She was an eleven-year-old vessel with a 552-foot hull, owned by the G. A. Tomlinson interests and operated by one of their subsidiary companies. Fortunately, in this accident, no lives were lost.

The *Congdon's* record as the lakes' largest freighter loss would last for many years, but it would be a shared record. Six months after the *Congdon's* mishap the steamer *D. R. Hanna*, thirteen years older but a twin in size and style, suffered a collision in Lake Huron. She was built in 1906 and was owned by the Hutchinson Fleet when she went down northeast of Alpena, May 16, 1919. None of her crew perished.

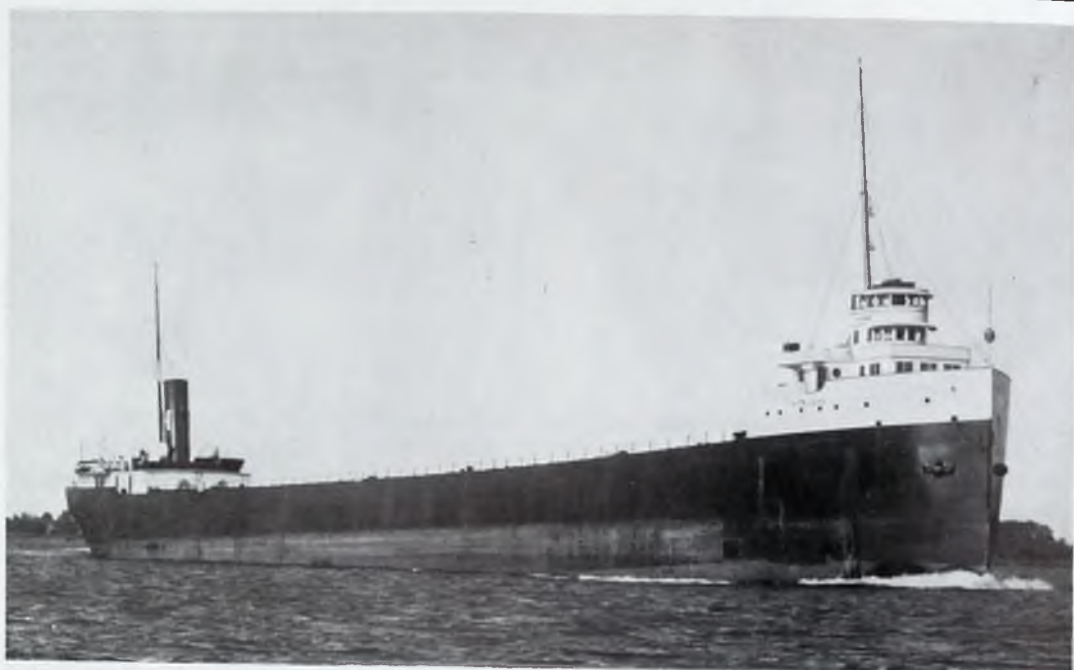
The *Congdon* and *Hanna* were the

biggest ships lost on the Great Lakes until 1958. From 1919 until then there had been several losses among lesser vessels of greater age. One of several examples was the 33-year-old *Senator*. This 410-footer sank in Lake Michigan by collision, taking ten lives, on October 31, 1929. The Armistice Day Storm in 1940 took two more 400-foot freighters and all their crew members. The *Anna C. Minch*, 400-foot-long, and 27-years-old foundered, as did the larger 440-foot *William B. Davock*, each in Lake Michigan between November 11th and 13th., 1940. The 33-year-old *Davock* was Lake Michigan's largest loss until 1958.

Lake Erie's major loss occurred April 27, 1944. The 468-foot *James A. Reed* was sunk by collision twenty miles north of Ashtabula, Ohio. She was 41-years-old. Her sunken, blown-



CHESTER A. CONGDON, wrecked off Isle Royale, Lake Superior on November 6, 1918.



D. R. HANNA

Pesha Photo DOSSIN MUSEUM Collection



CARL D. BRADLEY

McDonald Collection/DOSSIN MUSEUM

out hull has remained as the largest on Lake Erie's bottom.

Lake Superior took its toll of 400-footers, also. The most famous was the foundering of the *Henry Steinbrenner*¹ on May 11, 1953. Lost were seventeen lives when her 440-foot hull broke up at the age of fifty-two, south of Isle Royale.

However, vessels of the 524-foot class and longer did not miss accidents. One notable collision took place on June 15, 1943. The first loss of a 600-footer occurred when the 1927-built *George M. Humphrey*² sank in the Straits of Mackinac. This 605-footer held the largest lake boat lost record until salvaged about two years later. She sailed again, cheating fate, as the self-unloader *Consumers Power*^{3 4}.

A permanent loss occurred when the 525-foot *Emperor* went down in Lake Superior, June 4, 1947. This 36-year old Canada Steamship Lines boat took twelve lives when she slid into deep water after being stranded. She was

the first loss greater than 524-feet since the *Congdon* and *Hanna*, less than thirty years earlier.

On November 18, 1958, records were shattered when the biggest laker yet lost took the greatest number of lives. The Bradley Line's 639-foot *Carl D. Bradley*⁵ foundered at the age of 31. Thirty-three went down with her in northern Lake Michigan when she became the first 600-footer permanently lost, and the largest ship to sink, in the Great Lakes to that time.

The *Bradley's* record for size was to last less than six years. Within that time the St. Lawrence Seaway opened and greater traffic developed with the introduction of large salt water vessels into the system. Although some of them were lost, one caused the first sinking of a 730-foot Great Lakes vessel. The *Leecliffe Hall*⁶ sank in a collision north of Quebec City in the St. Lawrence River. Three lives were lost in this accident, which occurred on



LEECLIFFE HALL

Photo by Rev. PETER VANDER LINDEN

September 5, 1964. Her hull was not salvaged, but blown up to clear her as a navigational hazard. She was only three years old, having been built in 1961, when she became the largest ship to sink on the Seaway or the Great Lakes. That unwanted record as the largest laker lost was to remain her's until 1975.

Eight months later another collision involving a salty and a laker took place on May 7, 1965. In the Straits of Mackinac, the Bradley Line self-unloader *Cedarville* sank, taking ten lives. There were similarities between this mishap and that of the *Humphrey*, noted before. The *Cedarville* was only one foot less in length than the 1943 victim, at 604 feet. Both boats had been built in 1927, and sank in the same area. Although nearly twins in size, the thirty-eight-year-old *Cedarville* was older when lost. The *Humphrey* had been a mere sixteen when she went down. The *Cedarville* was not salvaged, and became the second 600-footer lost on the lakes.

Just over 18 months later, the third 600-footer sank. The *Daniel J. Morrell* foundered in Lake Huron, off Harbor Beach, Michigan, November 28,

1966. Twenty-eight died in this first major foundering since the *Carl D. Bradley* eight years earlier. The *Bradley* was little more than half the age of the *Morrell*, in her sixtieth year at the time she was lost. The *Morrell's* loss may have been understandable, since she was so old. But what about the larger, younger ships? Did it mean they too should be more cautious?

Yes! But did anyone listen?

The lesson seemed to say, "the larger they were, the younger they would be when they sank."

The *Roy A. Jodrey* was completing her first year of service when the *Morrell* was lost. The *Edmund Fitzgerald* was only two months in use when the *Bradley* foundered. The *Jodrey* was just a few feet longer than the *Bradley*, but sank much younger.

The *Edmund Fitzgerald*, 729-feet in length, built in 1958, was merely seventeen at her loss in 1975, to become the largest boat lost on the Great Lakes proper.

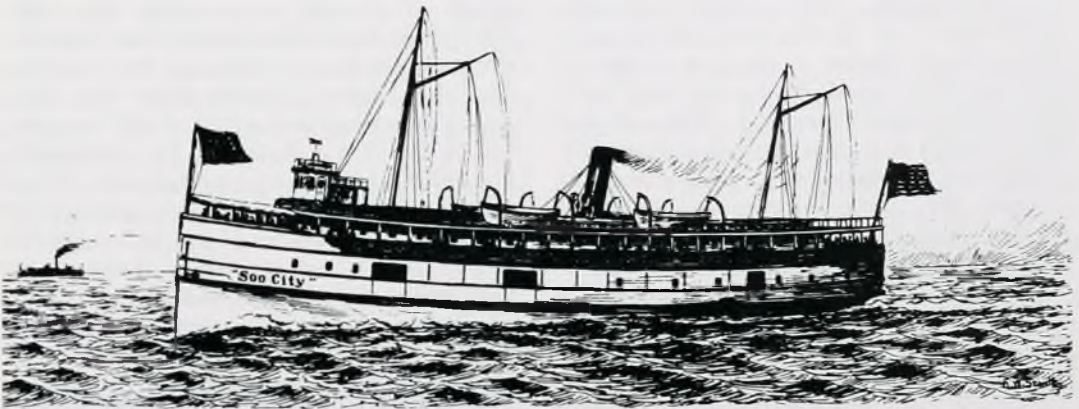
The average age of the largest lakers lost from 1913 to 1975 was seventeen to eighteen years.

The *Fitzgerald* was just average! ☹

VESSEL	LENGTH	YR. BUILT	OWNER	DATE LOST	WHERE	HOW LOST	LIVES	AGE
JAMES CARRUTHERS	550	1913	St. Lawrence Navigation (C.S.L.)	11/09-12 1913	L. Huron	Foundered	24	On her 3rd trip
HENRY B. SMITH	545	1906	Hawgood Brothers	do.	L. Sup.	do.	23	7 years
ISAAC M. SCOTT	524	1909	Hanna Mining	do.	L. Huron	do.	28	4 years
CHARLES S. PRICE	524	1910	do.	do.	do.	do.	28	3 years
CHESTER A. CONGDON	552	1907	Tomlinson	11/06/18	L. Sup.	Stranded	0	11 years
D. R. HANNA	552	1906	Hutchinson	05/16/19	L. Huron	Collision	0	13 years
EMPEROR	525	1911	(C.S.L.)	06/04/47	L. Sup.	Stranded	12	36 years
CARL D. BRADLEY	639	1927	Bradley Transport'n (US Steel)	11/18/58	L. Mich.	Foundered	33	31 years
LEECLIFFE HALL	730	1961	Hall Corp. Canada.	09/05/64	St. Law. River	Collision	3	3 years
CEDARVILLE	604	1927	Bradley Transport'n (US Steel)	05/07/65	L. Huron	do.	10	38 years
DANIEL. J. MORRELL	600	1906	Bethlehem Steel	11/28/66	do.	Foundered	28	60 years
ROY A. JODREY	640	1965	Algoma	11/21/74	St. Law River	Stranded	0	9 years
EDMUND FITZGERALD	729	1958	Columbia (Oglebay Norton)	11/10/75	L. Sup.	Foundered	29	17 years

THE SOO CITY SAGA

by
EDWARD N. MIDDLETON



From a drawing by SAMUEL WARD STANTON

Boatwatchers, listen to the magic! Gather 'round this old microfilm reader, and see the world through the eyes of a reporter of long ago. The paper is the Sault Ste. Marie News, and the date is June 30, 1888.

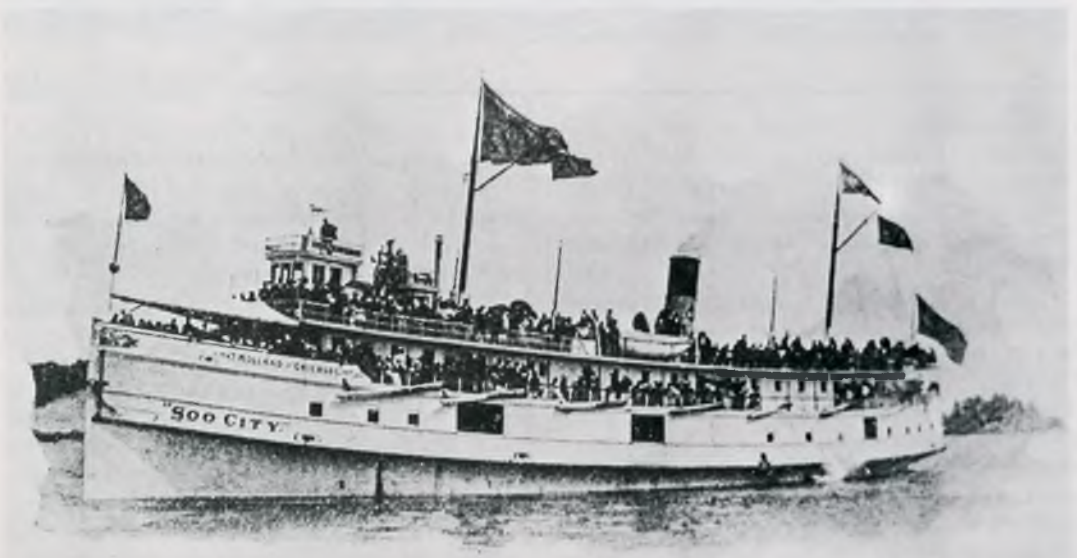
"The new steamer *Soo City*, named in honor of Sault Ste. Marie, and built by the Delta Transportation Company to run between the Soo, St. Ignace, Mackinaw City and Cheboygan, arrived here on her first trip Monday evening (June 25) at about half-past six o'clock. The wind was cold and raw and the crowd which had gathered at the docks to welcome the new boat, awaited her coming with

ill-concealed and expectant curiosity. A small cloud of smoke above Topsail Island gave notice of her approach, and every eye was turned in that direction to watch her round the point. Simultaneous with a shout "There she is" came the white, boldly outlined bow into view. Gradually and steadily she pushed ahead, cutting the water like a knife, and pushing it aside with that conscious air of power which belongs chiefly to the big ocean steamers. She came up the river at a rattling pace, her wheel revolving to the spirited music of the Soo band, which had taken an elevated position on the

dock. As she swung in gracefully the committee, having in charge the presentation of the set of colors, jumped aboard, welcomed Captain Armstrong, Mr. W.R. Owen, the managing owner, and his guests, and handed over the colors, agreeing to defer the ceremonial presentation until later in the evening. Everybody was then invited to inspect the boat, and for two hours there was a continuous stream of people passing in and out.

"The *Soo City* can properly be described as a gem. Her length of keel is 170 feet and she measures 184 feet over all, with thirty-two feet beam and twelve feet depth of hold. She is solidly and compactly built, diagonally strapped with steel strches inside and out and beneath the deck. There are twenty one staterooms, with sleeping accommodations for sixty-three people altogether. These rooms are carpeted and neatly furnished with all the necessary appointments. The cabins are comodious and are handsomely furnished in mahogany. Heavy Moquet carpet, of rich design, covers the floor, and richly upholstered easy chairs are provided. The ceiling is arched, high, and finished in white and gold, with stained glass. At the

rear end of the after cabin, just above the door, is a large painting of the Soo, showing the river and part of the town, and the forward cabin contains a twin picture representing Mackinaw Island (sic) with Arch Rock and Sugar Loaf on each side. A side board, plentifully supplied with cut-glass and silver ware graces one end of the forward cabin, and the diningroom is at the other. Immediately forward is a roomy smoking room furnished with leather-covered armchairs, and adjoining is a neat wash-room with marble-topped wash stands and hot and cold water. The captain's room is a veritable little palace, handsomely carpeted and furnished, and finished in hardwood. Like the cabins and other rooms, it is heated by steam. The mate's room is on the upper deck and is neatly and comfortably furnished, and the wheelman has cozy quarters in the rear of the wheelhouse. The engine is a fore and aft compound (22" x 42" x 36", built by S.F. Hodge & Co., Detroit in 1888..Ed.) 500 horse-power, and capable of carrying 125 pounds of pressure. The boiler is made of steel, is ten feet in diameter and fifteen feet long. Hodge & Company of Detroit are the makers. (Other



sources say Buhl Iron Works, Detroit..Ed.) The *Soo City* was built and designed by F.W. Wheeler, of Bay City and cost \$90,000. Her speed is said to be eighteen miles an hour. Coming up she made fourteen and one half miles an hour without being put on her metal.

"At 10 o'clock, the invited guests to the number of 100 sat down to a repast in the spacious cabin of the steamer."

There follows a full column or more concerning the various after-dinner speeches and the formal presentation of the set of colors, all of which lasted until a late hour.

The *Soo City* spent her first three seasons on the Soo River route and then, for reasons best known to her owners, she was transferred elsewhere in search of greener pastures. She was never again to return to the route for which she was named, but began her wandering which took her all over Lake Michigan and, for one season late in her life, into Lake Superior.

At the opening of the season of 1891, *Soo City* was chartered to the Northern Michigan Line to supplement the services of their steamers *City of Charlevoix* and *Lawrence*. At this particular time, and since 1886, the Northern Michigan Line was under the management of Simon S. Burke, of Ann Arbor. The Seymour Brothers of Manistee, who had started the company and sold it in 1886, and who would later regain control of it, were now operating their own company, consisting of the steamers *Petoskey*, of 1888, and the smaller *Skater*, which they used in local service between Petoskey and Bay View. The two lines covered more or less the same routes and were in direct competition at some of their ports. Time cards for the season of 1891 show that *Petoskey* was making two trips a week from Chicago to Ludington, Manistee, Frankfort, Charlevoix, Petoskey and Harbor Springs, touching again at all these ports on the return trip. The *City of Charlevoix* and *Lawrence* were running be-

tween Chicago and Mackinac Island, stopping at Petoskey and Harbor Springs, and the *Soo City* ran the same route except that she also stopped at Traverse City.

Following this, on the day after Christmas, the ST. JOSEPH SATURDAY HERALD announced:

"The St. Joseph and Lake Michigan Transportation Company, with a paid-up capital of \$100,000, has lately been incorporated under the laws of Michigan. The stockholders are Hon. F.W. Wheeler, of Bay City, 1000 shares; J.G. Williams, of the Vandalia Line, 980 shares; Capt John Langley, of St. Joseph, 20 shares. The docks, offices and headquarters will be in St. Joseph, foot of State street. The company intend to run steamers between this port and Chicago and Milwaukee. The full plans of the company are not yet ready for the public."

Both routes the company intended to follow were already covered by other lines. The well-established Graham & Morton Company had two fine and relatively new boats on the Chicago run, the propeller *Puritan* (1887) and the sidewheeler *City of Chicago* (1890). The smaller *Mable Bradshaw* (1889) was also running as an independent on the Chicago route, under the flag of The Benton Harbor Fruit and Produce Transportation Line.

On the Milwaukee run were the old timers, the *Fountain City* (1857) and the *City of Fremont* (1886), both running for the Milwaukee and Eastern Transir Company, and mostly concerned with carrying freight.

While the Wheeler group were still busy with plans and preparations, fitting out their steamers for a start in May, the other companies all got moving much earlier; Graham & Morton even chartering the *City of Marquette* to make the Chicago run until the weather was more reliable for their big sidewheeler, *City of Chicago*.

The new company had been planned as a trans-lake extension of a railroad, The Vandalia Line, which had a



St. Joseph & Lake Michigan
TRANSPORTATION CO.
"VANDALIA LINE STEAMERS"

The Elegant Passenger and Freight Steamers

"SOO CITY" AND "OSSIFRAGE"
BETWEEN ST. JOSEPH AND CHICAGO.

THE "LORA" AND "MINNIE M."
BETWEEN ST. JOSEPH AND MILWAUKEE.

For Chicago—Daily except Saturdays
and Sundays at 4 p. m. and 10 p. m.
Saturdays and Sundays at 7 a. m., 4
and 10 p. m.
For Milwaukee—Daily at 9 p. m.

From Chicago—Daily except Saturdays
and Sundays at 10 a. m. and 11 p. m.
Saturdays at 10 a. m., 2 and 11 p. m.
Sundays at 10:45 a. m., 2 and 11 p. m.
From Milwaukee—Daily at 9 p. m.

OFFICES AND DOCKS:
Vandalia Docks, foot of State street, St. Joseph; Broadway Bridge, corner 12th
street, Milwaukee; Race Street Bridge, North Side, Chicago.

A. SCHWAB, General Passenger Agent.
J. E. LANGLEY, Manager, St. Joseph, Michigan.

Advertisement from Benton Harbor and
St. Joe papers, season of 1892

division running between St. Joseph and Terre Haute. They did, in fact, adopt the railroad name in their advertising, calling themselves *The Vandalia Line*.

Under the management of the minor stockholder, Capt. Langley, four steamers were put into operation. The *Lora*, and the *Minnie M.*, were assigned to the Milwaukee run, and the *Soo City* and the *Ossifrage* were designated for Chicago.

Of the four boats, the *Lora* was most familiar to the people of Benton Harbor and St. Joe. She had been a Graham & Morton boat until as late as 1890. She was purchased outright by the St. Joseph and Lake Michigan Transportation Company and thoroughly overhauled in the Wheeler yards before the season began, as were all the others.

The *Ossifrage*, the property of F.W. Wheeler at that time, went through the most drastic change at the Wheeler yards. She was completely rebuilt for her new assignment, being lengthened in the process by thirty feet.

The *Minnie M.* and the *Soo City* both remained the property of the Delta Transportation Company, of Escanaba, and were chartered from that company for the new venture.

Soo City and *Lora* were first out of the yards, and went to work in mid-May. The other two were not put

into service until the following month. A new Vandalia Line depot was built near the company's St. Joseph dock, so that trains and boats could make direct connection.

Graham & Morton's speedy *Puritan* never got a chance to show her heels to the new competition. In February of 1892 it was announced that she had been sold to the Seymour brothers of Manistee, to run with their *Petoskey*, between Chicago and Mackinac, and on April 16th she left for Chicago to take up her new duties. To replace her until *Chicora* was ready to take her place on the line, Graham & Morton chartered *Arundell* (1878) from Capt. Darius Cole. The season was well advanced before *Chicora* appeared on the scene. In spite of all expectations to the contrary, she was not delivered until August 15th.

If there was any enmity or bitterness between the two lines during the summer of 1892, there was no sign of it in the St. Joseph and Benton Harbor newspapers. As far as we can tell, all was peace and harmony, but from subsequent events it can only be assumed that the Wheeler venture was anything but a howling success.

The first sign that all was not well was the announcement, on September third, that the steamer *Ossifrage*, of the Vandalia line, had been sold to the Smith-Fee Company, of Duluth, and had already departed to take up new duties in the north, the previous Wednesday.

A week later it was announced that the *Minnie M.* had been taken from the Milwaukee route and returned to Bay City.

Next, of September 24, came the word that Capt. J.H. Langley, general manager of the St. Joseph and Lake Michigan Transportation Company had resigned that position and sold his stock to vice-president John G. Williams.

On October 8, the *Soo City* made her last trip for the Vandalia Line, and laid up at Chicago, leaving the *Lora* still running on the Milwaukee

route. The last we hear of the Vandalia Line was when *Lora* finally was laid up in Chicago late January of 1893, because of ice conditions. The final dissolution of the St. Joseph and Lake Michigan Transportation Company remains obscure.

The year of 1893 was one of high anticipation for all the Lake Michigan steamship lines. This was the year of the great world's fair, the Columbian Exposition, and heavy traffic to and from Chicago was expected from all points on the lake. The Delta Transportation Co., of Escanaba, still the owners of the *Soo City*, formed a new operating company, *The Chicago & Michigan City Line*, with offices at 35 Metropolitan Block, Chicago and dockage at the Randolph Street pier. During all that summer and the next as well *Soo City* was busy carrying passengers and freight on the short run between Michigan City and Chicago. Before the season of 1894 was completed, however, other arrangements were being made for her future.

On October 27, 1894, the HOLLAND CITY NEWS announced the formation of a new company, the Grand Rapids and Chicago Steamboat Company, with a capital stock of \$100,000. The president was to be W.R. Owens. It is noteworthy that he had also been president of the Chicago & Michigan City Line and that Captain Ira H. Owen had been president of the Delta Transportation Company, of Escanaba, when *Soo City* was built in 1888. The Holland Paper went on to say; "For some time, negotiations have been pending between the Holland & Chicago Transportation Company (owners of the *City of Holland*, 1893) and W. R. Owen of Chicago for the purchase of the steamer *Soo City*. Wednesday, Mr. Owen was in the city and the transaction brought to a satisfactory close. The *Soo City* has been transferred to the new company and will run next season between this city and Chicago, forming a daily line with the *City of Holland*, of the old company, the two organizations to be under one management and

pooling their expenses and earnings, upon an established ratio. The *Soo City* arrived here from Chicago on Friday morning to lay up for the winter."

Before she was actually laid up she gave an excursion on Lake Michigan for about 200 of the leading citizens of Holland. The trip was enjoyed by all and struck a note of high anticipation for future success since a big new resort hotel was at the same time under construction at Macatawa Park.

On May 16, 1895, she made her "maiden" voyage from Holland to Chicago, and on entering Chicago harbor was greeted by a chorus of whistles from the tugs and other steamers in port. And thus began the longest period that she ever served on a single route, as she settled down for a long and faithful service as a "Holland" boat,

On July 20, 1895, the Holland paper commented, "The whistle on the steamer *Soo City* is 35 years old and was formerly used on the steamer *Fountain City*, running between Buffalo and Chicago, and commanded by Captain Owen, father of the

Northern Mich. Line.
STEAMER "SOO" CITY.

GOING NORTH..
LEAVES:
Chicago.....Wed. 10 00 a.m. Sat 8 00 p.m.
Traverse City.....Thu 7 30 a.m. Sun 5 30 p.m.
Potoskey.....Thu 1 00 p.m. Sun 11 00 p.m.
Harbor Springs.....Thu 1 45 p.m. Sun 12 00 m.
Arrive Mackinac.....Thu 6 00 p.m. Mon 6 00 a.m.

GOING SOUTH.
ARRIVES:
Chicago.....Sat. 7 00 a.m. Tues 8 00 p.m.
Traverse City.....Fri 7 00 p.m. Mon 5 45 p.m.
Potoskey.....Fri 6 00 p.m. Mon 8 00 p.m.
Harbor Springs.....Fri 6 00 p.m. Mon 8 00 p.m.
Leaves Mackinac.....Thu 8 30 p.m. Mon 3 30 p.m.

STEAMERS CITY OF CHARLEVOIX AND LAWRENCE.

GOING NORTH.
Charlevoix Leaves. Lawrence Leaves.
Chicago.....Tues 8 00 p.m. Friday 10 00 a.m.
Potoskey.....Thu 8 30 p.m. Sunday 12 00 m.
Harbor Sp. Thu 9 30 p.m. Sunday 1 00 p.m.
Mackinac.....Fri 5 00 a.m. Sunday 2 00 p.m.

GOING SOUTH.
Charlevoix Arrives. Lawrence Arrives.
Chicago.....Mon 2 00 p.m. Wednesday 7 00 p.m.
Potoskey.....Wed 7 00 a.m. Monday 7 30 p.m.
Harbor Sp. Wed 6 00 a.m. Monday 6 30 p.m.
Mackinac.....Fri 5 00 p.m. Monday 8 00 a.m.

*In effect between June 15th and Sept. 10th.

present manager of the Holland & Chicago Line, William R. Owen."

That fall, in late September, *Soo City* came to the rescue of the Goodrich steamer *Atlanta*, which during the night had become disabled eight miles from shore and halfway between Holland and Grand Haven. The *Atlanta* suffered a fractured shaft and was at the mercy of heavy winds at the time. *Soo City* got a line to her and towed her into Grand Haven. The *Soo City* ran for six seasons for the Holland & Chicago line, from 1895 through 1900. These were years during which the resort industry was beginning to thrive, and Black Lake, with its Ottawa Beach Hotel and the new big hotel at Macatawa Park, was a principal objective of vacation seekers from Chicago. Business for the Holland steamers was good, and plans for expansion of the service were being considered. But at the same time, there was a growing concern for the condition of the harbor entrance which, like many others on the coast shore, was constantly plagued with sand bars and sandfill in the channel.

In late 1900 there was good promise of passage by the Congress of a rivers and harbors bill which would give the Holland entrance \$60,000 worth of improvements. With every confidence in the passage of this bill, the Holland & Chicago Transportation Company ordered a new \$180,000 steel passenger ship from the Craig yards at Toledo. Her name was to have been *Ottawa*.

Long before the new steamer was finished, however, the rivers and harbors bill failed to pass, leaving the steamship company in a very awkward position. Having counted on the *Ottawa* and *Soo City* to handle the traffic, they had sold their *City of Holland* to the Thompson Line of Rogers City. Now they were faced with the possibility that their big new steamer might not be able to enter Holland, with the harbor entrance in such bad condition. The solution to their problems came from the direction of Benton Harbor.

There, in January of 1901, the Graham & Morton line had suffered a damaging fire which had practically destroyed their steamer *City of Louisville*. The company had plans to rebuild the *City of Louisville*, but in the meantime they also actively sought a replacement for her. The net result of these and perhaps other circumstances was that in March of 1901, the assets of the Holland and Chicago Transportation Company and of the Grand Rapids and Chicago Steamboat Company were sold to the Graham & Morton Transportation Company at Chicago and in Benton Harbor. The deal was said to have involved a sum of nearly half a million dollars. With the two steamers...the *Soo City* and the new propeller still under construction at the Craig yards...went leases to valuable dock property at Holland and Chicago.

This was Graham & Morton's entry into the Holland service, and the company lost no time in developing their new route. No sooner had the sale been announced than the G&M tug *Andy* sailed into Holland harbor to break the *Soo City* out of the ice surrounding her winter moorings. *Soo City* then proceeded to St. Joseph, where she met with the instant approval of all who saw her. From St. Joseph the boat went almost immediately to Chicago, to go into drydock for thorough overhaul, repair, and repainting. On Sunday afternoon, April seventh, the G&M sidewheeler *City of Chicago* steamed into Holland harbor and moored at the former dock of the Holland & Chicago to "show the flag." Every captain of the Graham & Morton fleet was aboard to help greet the Holland people who flocked aboard, and the very courteous crew members were kept busy showing parties through the boat, from stem to stern. As a public relations stunt, the visit appears to have been a huge success.

By late April the *Soo City*...shiny as a new dime...was out of drydock and on tri-weekly service between Chicago and Holland, in charge of

Captain Pardee. On May 3rd, her old running mate, the *City of Holland* departed Holland for Detroit to take up her new duties on the Thompson Line. That same day, the Holland paper announced that the new steamer, finally christened *Puritan*, had been launched by the Craig yards, at Toledo.

By addition of the old Holland and Chicago Line docks in Chicago to their own, Graham & Morton had acquired by far the finest dockage in Chicago, extending more than 500 feet in frontage, from State to Rush street, on the south side of the river, and plans were being made to tear down an old building on the property to make way for a new warehouse.

On May 20th., Starkey's dredge No. 7 began dredging the channel at Holland, and on the 21st, Graham & Morton began daily service between Holland and Chicago, alternating the *Soo City* with the palatial *City*

of *Chicago*. The schedules called for a boat leaving the holland dock every night at nine o'clock and dropping down Black Lake to lay over at Ottawa Beach until the arrival of the Pere Marquette train at 11:05, after which time the boats departed for Chicago. It should, perhaps, be added here that this was the year a tremendous addition was made to the Ottawa Beach hotel, where the boats met the trains.

The hotel was, at the time, under the ownership of the Pere Marquette and leased to J. Boyd Pantland, of Grand Rapids. The railroad line to Ottawa Beach terminated at open platforms, just west of the hotel, and very near the Lake Michigan beach, north of the Holland piers. Pere Marquette line "black boats," running between Holland and Milwaukee also stopped at the same dock.

As if all this weren't enough excitement, Graham & Morton announced on June 7th that they had chartered



If the 1906 date is correct, this photo shows **500 CITY** in Duluth/Port Arthur service for Booth.



Proud and beautiful in Graham & Morton's new green livery, **SOO CITY** is a sight to delight the eye.

AUTHOR'S Collection

the steamers *Saugatuck* and *Charles McVea*, of the Chicago, Saugatuck & Douglas Transportation Company. The plan called for the *McVea* to handle freight between Benton Harbor and Chicago while the *Saugatuck* served as a shuttle steamer connecting the Saugatuck/Douglas freight and passenger traffic with the larger Chicago steamers at Ottawa Beach.

At the same time, it was also announced that the new steamer *Puritan*⁴¹ would leave Toledo June 8 to enter Holland Chicago service June 15th, replacing *City of Chicago*, which would then resume her normal run between St. Joseph and Chicago. As it turned out, the spanking new *Puritan* was first sighted off St. Joseph at 8:30 am, June 19, 1901.

To quote the BENTON HARBOR DAILY PALLADIUM for that date, "the approach of the ghost ship *Chicora* would not have caused more excitement. Whistles blew, people shouted, blades of grass grew a fraction of an inch to get a better view."

A local photographer, A.A. Woodworth got a grand picture of her while she was in, and in it you can easily see her distinct Craig characteristics and note relationship to Arnold Lines' beautiful *Chippewa* of the year before. The folks of Benton Harbor and St. Joseph crowded aboard her all day, but she couldn't linger long, and was off at 5 pm on her first trip to Chicago.

The expectation was to keep her in St. Joseph service until July 4, and then place her on the Chicago-Holland run with *Soo City*. Also, after July 4, a misunderstanding between the officers of the Macatawa Park Association and the Graham & Morton people was settled, and thereafter the steamers to and from Chicago were scheduled to stop at the park, on the south side of Black Lake, just inside the Holland Channel.

And so went the summer of 1901, one that we might well wish we could have seen, with the two big steel paddlers, *City of Chicago* and *City of Milwaukee* making the St. Joe run,

and the *Soo City* and the *Puritan* doing the honors for Holland.

A move was afoot that would change the appearance of the G&M boats in the spring of 1903.

At one time, the *City of Louisville* had been painted green, but for the most part, and up to this time, the boats had been painted white. The first boat to get the change was *C.W. Moore*, which was painted early in 1902. It was planned for her to enter service in her new colors on St. Patrick's Day.

Next boat in the fleet to follow suit was the *Soo City*. I'm not sure, at this point, that all the boats were changed to green for 1902, but on March 20, the DAILY PALLADIUM described the *Soo City* in a way to please all holders of black and white photos of her: "The *Soo City*, arrayed in bright and glistening spring attire, shining resplendent in fresh paint of green and white with gold trimmings, left port today at noon for Chicago." (Another previous item stated that the bottoms were painted red.)

All summer long, the *Soo City* quietly made her way back and forth between Holland and Chicago with no outstanding incidents to marr her record, or call any particular attention to her.

But the Holland traffic was growing, and her days with G&M were numbered, as were her long years on the Holland run, since she was now just too small for the service. As early as October of 1902, Mr. Graham made public statements that she would have to be replaced, and on November 28 it was announced that she, along with the smaller *C.W. Moore* had been traded to the A. Booth Packing Company for the latter company's steamer *Argo*. Although a little smaller than *Puritan*, *Argo* was also a steel-hulled Craig-built boat, also completed in 1901. She had spent her first season on Lake Superior, but now she was coming down to join the Lake Michigan fleet.

At this point in time the *Soo City* had completed her fifteenth season,



SOO CITY is in the company of the famed **EASTLAND** at the period when both sailed for Michigan Steamship Co.

Appleyard Photo/AUTHOR'S Collection

but she still had good years ahead of her. She had, for the most part, been in good hands and had been well cared for. It was originally intended that she would remain in Graham & Morton service for the season of 1903, under charter from Booth, but other developments were to change this plan.

For several years the excursion route between Chicago and South Haven had been in strong competition with Graham & Morton and their St. Joseph-Chicago trade. The two lines vied with each other in terms of on-board entertainment and also with regard to quick marriages for young couples at their east-shore ports.

The principal line between South Haven and Chicago was the Dunkley Williams Company, then running the steamers *H.W. Williams*, *Glenn*, *City of Kalamazoo* and *Petoskey*. However, this company was also feeling the need for larger and better boats, and so had ordered from the Craig yards at Toledo a new propeller for 1903. When delivered in the spring

she had been christened *City of South Haven*. At the same time she was being built, a new company was formed to compete with Dunkley Williams on the South Haven run. This new group, based in Michigan City, had also ordered a fast new steamer, designed to outrun the *City of South Haven*. The latter boat was ordered from the Jenks yard at Port Huron, and came out as the famous *Eastland*.

The new company, known as the Michigan Steamship Company, needed a boat to cover the route until *Eastland* could be delivered, and to act as a running mate for her after delivery, in order to provide daily service. Accordingly, they chartered *Soo City* from Booth, painted her in their own colors, and put her to work in the spring of 1902. She remained on this route for three seasons, until October, 1905. This was the peak year of passenger traffic in and out of South Haven. Dunkley Williams had chartered the Craig built *Iroquois* from Arnold Transit

Company for the season and were running six boats, while Michigan Steamships were running two.

In October, 1905, a merger of the two South Haven lines was in the offing and *Soo City* was no longer needed. For the balance of the season and into December of that year, she was chartered to the short lived Hackley Transportation Co., of Muskegon. This company, having succeeded Capt. Miles Barry on the route between Muskegon and Chicago, in competition with the Goodrich Transit Company, had been running their own *Charles H Hackley* and the chartered D&C sidewheeler *City of the Straits*. However, the *Hackley* had been laid up early for repairs at Muskegon, and *City of the Straits* had been returned to her owners in Detroit. *Soo City* carried on the late fall business of the company running alone on a tri-weekly schedule, well into December.

For the season of 1906, Booth could apparently find no tasy offers from potential charterers. At any rate, for the first and only time, they used their own boat for their own purposes. So, for the first time since her earliest years, *Soo City* found herself once again on the St. Mary's River, sailing on up to her old destination at the Soo, then past the locks into Whitefish Bay and westward to Duluth. For the entire season of 1906, she plied between Duluth and Port Arthur in Booth service, and then, at the end of the season, laid up and wintered in Duluth.

In 1907 she was back on Lake Michigan and once again running one of her earlier routes. The Indiana Transportation Company, of Michigan City, had sold their Craig-built *Indianapolis* to Puget Sound owners and needed another boat to run opposite their big *Theodore Roosevelt*, still another Craig steamer then entering her third season.

Indiana Transportation Co. bought the *Soo City* in December, and as soon as the ice and weather permitted, in the spring of 1907, she came

back down and resumed her old Worlds Fair route between Michigan City and Chicago.

Soo City did her best for Indiana Transportation for two seasons, but I'm sure it was obvious from the beginning that she was a "make do" steamer on this route, being far too small to handle the excursion trade. The company had another, much larger boat under construction at Manitowoc at the time, the *United States*, of 1909, so once again the little old *Soo City* became surplus and was put up for sale in the fall of 1908. She had now finished her twenty-first season, and was, indeed, "of age."

We'll leave it to author Dwight Boyer, in his new book, SHIPS AND MEN OF THE GREAT LAKES, to finish the story. Very briefly, it was this:

Soo City was sold in October of 1908, this time to one Felix Jackson of Velasco, Texas. The plan was to run her first to New York, for some repairs, and then on down to the Gulf Coast. On November 1, she left Michigan City for the last time and headed down the lakes, and the St. Lawrence, bound for New York. She stopped at Ogdensburg on the 11th., then sailed on toward her destiny. As she neared the Newfoundland coast a gale swept in which lasted for two days. On December 4, her wreckage was reported ashore at Cape Ray. Nothing else was ever heard from her. At some point during that two day storm, the gallant little *Soo City* had gone down with all hands! ❀

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GREAT LAKES *and* **SEAWAY NEWS**

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Apr. 23...The Hall Corporation Shipping, Ltd., owners of the Canadian tanker *Ungava Transport*, have been fined \$10,000 for spilling oil into the St. Lawrence River, near Quebec City, last December (1976). Sessions Court Judge Gilles Carle also fined the *Ungava Transport* master \$1,000.

Apr. 28...The Liberian vessel *Anna M.* sailed from Chicago for Canada.

...A report from New York states that the motor vessel *Eileen C.* is presently at Jersey City, New Jersey undergoing repairs. Her owners, McAllister Brothers, Inc., anticipate that repairs will be completed about June 15th.

May 2...The Indian flag vessel *Jalakirti*, bound Bombay for Montreal and the Great Lakes with general cargo, grounded 600 feet south side channel Buoy 72L, Lake St. Peter. Two tugs were dispatched to aid her.

May 3...The Cliffs' bulk carrier *Pontiac*, downbound loaded, went aground at Buoy 44, St. Clair River about 01:00 hrs., blocking the channel to the point that it became necessary to limit traffic to one-way passing her.

...The *Ranger III* started her season of runs to Isle Royale, from Houghton, Michigan, on Lake Superior.

May 4...C.S.L.'s self-unloader *Gleneagles* has been repaired and returned to regular service.

George M Steinbrenner cleared Toledo and returned to service after her lay-up at that port for the winter.

...*Northern Venture* has been returned to service following repairs.

...The new *Algolake* made her first trip down the Welland Canal.

...*Jalakirti* is still aground in the St. Lawrence River and will have to be lightered to effect a release.

May 5...Owners of the Liberian vessel *Kathleen* have requested a survey of possible damage, alledged to have been caused by her propeller striking an underwater object on a passage from Buffalo, New York to Montreal in December, 1976. The survey resulted in discovery that the propeller blades had

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been bent and eroded and an oil gland leakage. Repairs will be made in Vigo.

...The Liberian motor vessel *Nanfri* is presently in Montreal with main engine damage sustained on a loaded voyage from Durban to Baltimore in April.

May 6...*Jalakirti* was refloated at about 04:00 hrs. after discharging about 859 tons of cargo and using three tugs. She went to anchor at Sorel, Quebec and will proceed to Montreal with assistance of one tug. (She arrived at Montreal at about 20:15 hrs the same day.)

May 6...U.S. Coast Guard tug *Ojibwa* was towed from Buffalo to Detroit by the cutter *Bramble* for rudder repairs.

...A report from Montreal states that the Canadian motor vessel *F. Charlotte ex-Answer, ex-Atlantean I*, of Montreal, registered in the name of Paul Emile Caron, is tied up in Louisville, Quebec and not in service at this time.

May 7...An open house was held on board the new 431 x 65 x 35-foot tanker *Texaco Brave* in Toronto.

...The Paterson vessel *Hamildoc* is now owned by Polaris Marine Agencies of New York, agents for Tharros Navigation of Liberia. She is now sailing as the *Tharros*.

...The British vessel *Capulet* temporarily blocked the Cuyahoga River entrance at Cleveland when she moored in heavy winds. She was returned to her dock with the aid of tugs.

May 8...*Pinedale* remains at Hamilton, Ontario, where she serves as a parts depot for the aging vessels of the Westdale fleet.

...The Canadian bulk carrier *Outarde*, bound for Chicago, grounded outside of the channel, 100 feet south of Buoy 41-M, St. Lawrence River. She is not taking on water and presents no danger of pollution.

...The Huron Cement carrier *J. B. Ford* made a rare appearance at Muskegon.

May 9...Group Desgagnes has purchased *Loutre Consul* from Consolidated Bathurst Shipping. She is now named *Jacques Desgagnes*.

...*Nanfri* sailed from Montreal bound for Duluth.

...The Indian flag vessel *Vishva Maya* struck the lock at Sault Ste. Marie. She is downbound, loaded with bag grain, and has suffered a rupture over 11 feet by 6 inches in the shell plating of No. 2 hold which has resulted in some leakage into No. 3 hold 'tween deck. She is tied up at the west down-bound approach wall. She is on a voyage to Calcutta via Savannah.

May 10...The cruise ship *Lowell Thomas Explorer* has arrived in Montreal.

...A report originating in London states that the motor vessel *Rupsa*, which was in collision November 6, 1976, has been sold 'as is' at Quebec City, where she is lying. Present owners, Louisville General Enterprises, intend to make temporary repairs to enable the vessel to proceed to dry dock for permanent repairs.

May 11...A team of Canadian scientists and a Chicago professor say rain and snow carry large quantities of industrial toxin PCB into the Great Lakes. Dr. Thomas Murphy of DePaul University in Chicago said about five tons of PCBs are released in Lake Michigan in the form of rain and snow each year,

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and about 2½ more tons enter through sewage treatment plants and industrial discharges. The finding of two independent studies of Great Lakes precipitation between 1975 and 1975 were reported to a Great Lakes conference.

May 12...A 45-year-old straight deck veteran lake carrier, *Ben Moreell*, has been renamed the *Alastair Guthrie*, for the man who founded and is a partner in the Duluth Steamship Agency and Brokerage firm of Guthrie-Hubner, Inc. She was built in 1922 and was first called the *James MacNaughton*.

...The St. Lawrence Cement Company has purchased the *Guardian Carrier* from New Zealand interests. She will carry cement from Clarkston, Ontario to Buffalo, N.Y. and will likely be renamed.

...The U.S. Coast Guard station at Grand Marais, Minnesota will be reactivated on May 27, 1977. The station will operate on a full time basis instead of the former seasonal operation. The station will be designated as Coast Guard Station North Superior.

...Eugene 'Shine' Sundstrom, the marine editor of the Sault Ste. Marie EVENING NEWS will retire May 31, after nearly 50 years as a reporter, news editor and historian.

...The U.S. Congressional delegation from the State of New York is pushing for an all-American canal linking the Great Lakes to the Atlantic. The House Public Works Committee earlier this week authorized a study by the Corps of Engineers to examine the feasibility of a new canal across New York. The N.Y. Canal proposal is not unlike the Lake Superior to Minneapolis-St. Paul canal envisioned by Duluth business man Jenò Paulucci.

May 13...The Seaway Port Authority of Duluth, in cooperation with the Canal Park Marine Museum, has established a 'boat watchers hot line' which gives port vessel arrivals and departures. The number is (218) 722-6489. It is NOT toll-free!

...Temporary repairs to the *Vishva Maya* should be completed today and the vessel will proceed to Chicago for further repair work.

May 14...While still tied alongside the west downbound approach wall, the *Visva Maya* was contacted by the bulk carrier *R. Bruce Angus* at 3:30 pm, with resulting damage to *Maya's* port side bulwarks, forecastle deck fittings, and to the temporary repair work already done.

May 16...A report from Washington lists a new icebreaker for the Great Lakes, a radio navigation station near International Falls, rehabilitation of a Bayfield facility and staffing of a Grand Marais station as items included in the \$2.24 billion U.S. Coast Guard budget for 1978, approved by the House of Representatives.

...The *Outarde* was refloated with her own power and proceeded on to Chicago after an inspection.

...*Vishva Maya* is now to depart for Superior, Wisconsin where repairs will be made at Fraser Shipyard.

May 18...The Canadian bulk carrier *Wheat King*, loaded with a cargo of corn, downbound, went aground in the St. Lawrence River near Buoy 11, off Cornwall, Ontario. It appears she will need to be lightered.

...*Canadian Olympic* has been repaired and has departed Port Weller Drydock.

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Former **NORTHCLIFFE HALL** is sold and renamed. This photo was taken in 1974.

Photo by SKIP GILLHAM

...United States Senator Hubert H. Humphrey (D-Minn) and Mrs. Humphrey will be honored guests in Duluth, June 11, when Mrs. Humphrey will christen the new motor vessel *Mesabi Miner*.

May 19...A good day for Welland Canal shipwatchers. The Canadian 730 x 75 foot *Lake Nipigon* passed upbound. Owned by Nipigon Transports, she was converted to a laker and lengthened at Singapore during the winter. She is to tie up at Port Colborne where a deck crane will be installed.

...*Roland Desgagnes*, the former *Northcliffe Hall*, made her first trip into the lakes since 1970. She is bound for Sault Ste. Marie, Ontario. (It is the opinion of TELESCOPE editor that the Desgagnes vessels are about as pretty as anything that has hit the lakes in some time, and we can't wait for an excuse to use a picture of one of them on a cover!)

May 20...The *Monte Almanzor* passes up the Welland Canal to Port Colborne to be refitted for the lakes and deepsea newsprint trade.

May 21...The new Alaska Marine Highway System's auto ferry *Aurora* will sail from her builders yard (Peterson's) in Superior Wisconsin on her maiden voyage to Alaska within a week. Her master on this trip is to be Capt. Gislason who will command a shipyard crew. This is the third Alaskan ferry built on the lakes.

...The self-unloader *Detroit Edison* officially opened the 1977 season at

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Ashland, Wisconsin with the unloading of a coal cargo at Reiss Coal Dock.

May 23...The Greek cruise ship *Stella Maris II* is in a collision with the Greek motor vessel *Hermes* at Piraeus, Greece. The *Maris* ran cruises on the lakes one season.

...The *Wheat King* was refloated at 12:10 pm by units from McAllister Towing and Salvage, Ltd., Kingston, Ontario and Montreal, Quebec salvage stations. It was found necessary to lighter about 6,300 tons of cargo before she would refloat.

May 24...The bulk carrier *Chicago Trader* was towed to Ashtabula, Ohio where she is to be consigned to scrap.

...The veteran steamer *Milwaukee Clipper* (ex-*Juniata*) has been purchased by the Great Lakes Transit Company of Chicago, Illinois. She has been idle at Muskegon, Michigan since 1970. Her new career will involve excursions and charter bookings out of Chicago. She will be renamed *Clipper* and is expected to be towed to Sturgeon Bay for repairs and inspection early in June and to commence operations shortly thereafter.

May 25...Port Weller (Ontario) Dry Docks announced a \$33 million contract for a new 730-foot self-unloader for May, 1979 delivery to Upper Lakes Shipping Company, Limited.

...The Canadian motor vessel *Roland Desgagnes*, loaded, went aground about 06:00, above Detroit River Light at Buoy 24-D. She tried to free herself, but finally got the tug *Rouge* to assist. She was freed at 12:10 and resumed her downbound voyage.

May 26...A Federal Court of Canada bailiff ordered the seizure of the *Lowell Thomas Explorer* as crew members alledge they have been unpaid. Eighteen of the 29 crewmen walked off the vessel today. She is still in Montreal undergoing major overhaul.

...A court order that Reserve Mining Company close its taconite plant processing plant at Silver Bay, Minnesota by July 7 has been lifted on the firm's promise to halt waste disposal into Lake Superior by April, 1980.

...The Liberian vessel *Ageios Raphael* is still at Quebec City. She has not been repaired and most likely will not be repaired in Canada due to the cost involved, and she has been placed up for sale.

May 27...The self-unloader *Ontario Power* is at Port Weller Dry Dock for a new boiler. The work will be done at the fit-out wall.

...The Russian vessel *Donetskiy Shakhter*, on a loaded general cargo voyage from Genoa to Milwaukee, grounded near Buoy 122, St. Lawrence Seaway, west of Cornwall, Ontario. She has refused all offers of assistance and is not obstructing traffic.

May 29...The new Peterson-built carferry *Aurora* headed down the Welland Canal on her trip to Alaska.

May 30...Captain Frank Becker, 83, died today in Nashville, Tennessee. Capt. Becker was a long-time member of the Institute, had once served on the Board of Directors, and had been a generous supporter of the Dossin Museum. He was also a member of Detroit Lodge No. 7, International Shipmasters Association, a past-president of the Propeller Club which once honored him with the title

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Peterson-built **AURORA** in Welland Canal, May 28, 1977, on her way to duty for Alaska Highway Department. Photo by SKIP GILLHAM

of 'Mayor of the Waterfront,' and held memberships and affiliations in many other marine groups and organizations.

Jun. 1...*Jalakirti* cleared Montreal for Toronto. While at Montreal she was given temporary repairs consisting of a steel-faced cement box fitted under her forecastle deck, between frames 201-205, plus fitting two new bulkhead stays.

...A report from Genoa, Italy reports that repairs to the damage the Yugoslav vessel *Dinara* suffered while encountering ice on a voyage to Port Cartier, Quebec, have been completed. *Dinara* arrived at Port Cartier March 7 from Malta and sailed March 13 for Basrah.

...The bulk carrier *Alastair Guthrie* (ex-*Ben Moreell*) has just been surveyed for damage suffered in Lake Erie September 21-22, due to heavy weather. Numerous loose rivets and other items throughout the vessel have been repaired.

...Motor bulk-carrier *Idrija* arrived at Lisbon in tow of the tug *Dolphin X*. The *Idrija* presently is at anchorage in River Tagus supposedly awaiting orders.

...Halco's *Sea Transport* has been sold.

...Grain shipments from the Port of Superior during May totaled 19,575,942 bushels.

Jun. 2...The *Milwaukee Clipper* is still in Muskegon, being delayed by insurance forms. Her famous bell, inscribed with her maiden name, *Juniata*,

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is out from under cover.

...The West German flag vessel *John A. Rehder* arrived at Muskegon with a load of pig iron. She is the first salty in Muskegon since dock pickets prevented the Greek vessel *Northern Frost* from docking there in mid-July of 1975.

...A minor collision in the Welland Canal occurred just above the guardgate when the *Algoway* and *St. Lawrence* brushed.

...The Petty-Ray Geophysical Company will be doing a survey of Lake Erie. Their 165-foot vessel *Rob Roy I* will tow a cable, 1.2 nautical miles in length, submerged but near the surface, for the survey. Operations will be from Buffalo, NY to the Pennsylvania state line, and then throughout the lake.

Jun. 3...Hindamn Transportation's vessel *Blanche Hindman* went aground near Buoy 48 in the St. Clair River.

...A report from Two Harbors, Minnesota says that last week, the 81-year old steam tug *Edna C.*, which has been escorting ore carriers in and out of Agate Bay since 1896, was given a new task. She was used to burn \$15,000 worth of illicit drugs confiscated by lawmen in the Two Harbors area over the past two years. (Try that in a diesel!)

...The *St. Lawrence Navigator* arrived at Port Weller Dry Dock.

...The Canadian bulk-carrier *Senneville* went aground in Thunder Bay Harbor. She was departing with a load of grain for Port Cartier, Quebec when the mishap occurred.

...Shipments of bulk commodities...iron ore, coal and grain...in the Great Lakes commerce during April totaled 11.2 million tons, about a million tons less than the same month last year.

Jun 4...*Senneville* was refloated after lightering 300 tons into a barge. No. 4 port ballast tank has been fractured and is flooding.

...Scrapping is underway, in Toronto, of the former Halco tanker *Bay Transport*.

...*Meaford* is being repaired at Toronto after her accident of last month. Her sister-ship, *Thornhill* remains untouched at the Hamilton scrapyards.

...The *Donetskiy Shakter* was refloater at 17:05 with aid of equipment from McAllister Towing and Salvage, Ltd., of the Kingston, Ontario salvage station and with a tug from St. Lawrence Seaway Development Corporation of Massena, NY. More than 900 tons were lightered. After reloading some of the cargo she will go on to Toronto.

Jun. 5...*Senneville* has departed Thunder Bay for Port Cartier. They have air pressure in No. 4 tank, and the owners are seeking a drydock to effect the necessary permanent repairs.

...At Port Colborne work continues around the clock on the new Q&O vessel. Painters are now applying her new name, *Baie Comeau II*.

...The West German motor vessel *Paul Lorenz Russ* arrived in Montreal and reported that she suffered damage from ice in the Straits of Belle Isle and has asked for a survey.

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Trouble came in doubles for the **POINTE NOIRE**. It was a bad day!

DOSSIN MUSEUM Collection

Jun. 6...At about 14:00 a crewman aboard the Canadian bulker *Pointe Noire* fell down a hatch. The ship was near Southeast Shoal in Lake Erie. A U.S. Coast Guard helicopter took the man off the ship and flew him to the Ontario Medical Center in Windsor, Ontario. He is reported in satisfactory condition. At 22:00, the *Pointe Noire*, upbound light, collided with the American motor tanker *Saturn*, downbound loaded, in the Fighting Island Channel of the Detroit River. No one was hurt in the collision and there is neither serious damage to the ships nor danger of oil spill. The *Saturn* continued to Cleveland and the *Pointe Noire* to Sarnia, Ontario.

...The Canadian tug *G.W. Rogers* ran aground at 02:50 in the Fighting Island Channel of the Detroit River. She was refloated by the tug *America* at 17:15.

Jun. 7...After being lightered of about 5,000 tons of cargo, and with assistance from a total of nine tugs, the *Blanche Hindman* was pulled free. She went aground on June 3, and in addition to the lighter-barge *T.F. Newman*, called upon the tugs *Maine*, *Maryland* and *Kinsale*, from Detroit; *Paul E. Bagotville* from Windsor; *G.W. Rogers* from Toronto; from Chicago the *Mary E. Hannah*, from Amherstburg the *Atomic* and *Stan DuPont*; from St. Clair, Michigan, the *Barbra Ann*; and from the Soo, *Wilfred Cohen*.

GREAT LAKES & SEAWAY NEWS



BLANCHE HINDMAN hard aground in the St. Clair River. Photo by RUDI RABE

...The Indian vessel *Jaladhariti* (Calcutta for Toronto) contacted the Snell Lock wall of the St. Lawrence Seaway.

...*Donetskiy Shakhter* arrived in Toronto.

...The new 1,000-foot *Mesabe Miner* passed Detroit, upbound light, on her maiden voyage.

Jun. 8...Burlington Northern's new \$10 million ore dock at Superior, Wisconsin loaded its first shipment when the *Harry L. Allen* took on a load of 12,000 tons of iron ore pellets.

...The Greek motor tanker *Stolt Rhino* cleared Detroit with a tallow cargo.

...The new Canada Steamship Lines' vessel *Ferbec* has brought her first cargo to the St. Lawrence. It was 26,000 tons of Alberta coal, loaded in Vancouver, B.C. It will be transhipped to Hamilton as the vessel is too large for the Seaway locks.

Jun. 9...The Singapore flag vessel *Alcazar*, Duluth for Tunisia, laden with grain, went aground abeam Mile 8, South Shore Canal, just below Cote St. Catherine, Quebec.

...The results of the U.S. Coast Guard investigation into the sinking of the *Edmund Fitzgerald* won't be made public for at least another six weeks.

Jun. 10...*Alcazar* is freed with tug assistance.

...The Canadian motor-vessel *Chesley A. Crosbie* is on a dry dock in Montreal

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for repairs to damage suffered while in passage through heavy ice May 26-7. ...The Canadian bulker *Meaford* is back in service and headed up the Welland Canal.

Jun. 11...The *Mesabe Miner* was christened in Duluth.

Jun. 12...Thousands of people lined the Muskegon channel and the breakwall into Lake Michigan to watch Bultema Marine Transportation's tug *American Viking* tow the *Milwaukee Clipper* on the *Clipper's* trip to the shipyard.

Jun. 13...The Liberian motor vessel *Unimar* is in drydock at Bolnes having permanent repairs made to the grounding damage suffered in the Lakes in December, 1976.



The **MILWAUKEE CLIPPER** preparing for departure. Note all white stack and scaffolding where scraping is under way.

Photo by RICHARD GEBHART

...The tug *American Viking* and the *Milwaukee Clipper* have arrived in Sturgeon Bay, Wisconsin.

Jun. 14...The *Mesabe Miner* set a Lake Superior loading record when she loaded 54,321 long tons of taconite pellets at Superior's Burlington Northern ore dock. This passes, by 152 tons, the former record set by the *Presque Isle* at Two Harbors, Minnesota in 1974.

...The *St. Lawrence Navigator* has cleared Port Weller Dry Dock.

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...The *Jamie D. Batter*, a new Peterson-built pusher tug headed down the Welland Canal enroute to work on the Mississippi River.

Jun. 15...The *Wheat King* arrived in Port Weller for extensive repairs.

Jun. 17...Proposed rate increases in Great Lakes pilotage fees are expected to go into effect sometime around June 25, but one aspect of the proposal has been amended, according to a Coast Guard source. The source said Canada had withdrawn her proposal to initiate a dock charge.

...Motor bulk-carrier *Idrija* sailed from Lisbon for Piraeus, Greece in tow of motor supply vessel *Moersk Blazer*.

Jun. 18...The Greek motor tanker *Stolt Rhino* grounded on Virgin Rocks, Lat. 46° 26'N, long. 50° 49'W, crew and vessel reported o.k.

Jun. 19...*Baie Comeau II* cleared Port Colborne, Ontario, downbound on her maiden voyage.

...*Vishva Mayn* arrived at Kenosha, Wisconsin.

...The Yugoslavian motor-vessel *Makarska* arrived at Muskegon, Michigan, with barrels of olives.

Jun. 21...The N.O.A.A. ship *Mt. Mitchell* (S-222) will be conducting hydrographic surveys in the American waters of Lake Huron through early November to upgrade the nautical charts of the Lakes. The *Mt. Mitchell* is 231 feet in length, white hull with a buff stack.

Jun. 23...The *Aegis Kingdon* is due to sail for Alexandria today. Repairs have been made on her diesel engine. The Greek vessel arrived in Montreal on June 10 to load grain when the breakdown occurred.

Jun. 24...*Stolt Rhino* arrived in Liverpool from Detroit where part of her tallow cargo will be discharged. From there she will go to Rotterdam where the remaining cargo will be discharged then enter drydock for inspection of damage sustained in her grounding.

Jun. 25...The Canadian ex-self-unloader *Ralph Misener* passed up the Welland Canal on her first trip since her unsightly self-unloading equipment was removed. The work was done at Lauzon earlier this month.

...The *Idrija* arrived at Piraeus in tow of *Maersk Blazer*.

Jun. 27...For the first time in many years, two U.S. flag ocean vessels were tied up together when the *Jean Lykes* and *Gulf Banker* lay along the docks at the Detroit Marine Terminal at the foot of Clark Street in Detroit.

...The Greek motor bulk carrier *Anangel Glory* arrived in Cleveland with main engine damage. She is on a voyage from Japan with steel for Cleveland, Detroit, and Chicago.

Jun. 29...Having unloaded her Cleveland cargo, *Anangel Glory* departed in tow for Detroit. There she will await arrival of parts being sent from Japan. On completion of the work she will go to Chicago.

Jun. 30...*Stolt Rhino* cleared Nieuwe Waterweg, Holland for Gdansk, Poland

...The Reserve Mining Company says it will fight a Minnesota law setting up fines of \$7 million for dumping taconite tailings into Lake Superior.

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