



Telescope

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**GREAT LAKES
MARITIME
INSTITUTE**

DOSSIN GREAT LAKES MUSEUM
Belle Isle, Detroit, Michigan 48207

MEMBERSHIP NOTES •

There are several new books available in the gift shop that will be of interest to members. Seaway Era Shipwrecks by Skip Gillham recounts the accidents of one hundred vessels, large and small that have occurred since the Seaway opened in April, 1959. Several well-known wrecks such as the *Montrose*, *Leecliffe Hall*, *Cedarville*, *Nordmeer*, *Daniel J. Morrell*, *Sidney Smith, Jr.*, *Arthur B. Homer-Navishipper* collision, *Roy Jodrey*, *Edmund Fitzgerald*, *E.M. Ford*, *Leadale* and *Robert Koch* are included, along with photographs. Skip also tells the story of ocean vessels that were regular visitors in the Seaway system and were scrapped overseas. This 124-page book sells for \$16.95 and those wishing to order from the publisher may contact: Riverbank Traders, 57 Main St., St. Catharines, Ontario, Canada L2N 4T8.

The Ford Fleet 1923-1989 by Clare J. Snider and Mike Davis begins with Henry Ford building the Rouge complex and the need for vessels to carry raw materials into the plant. Ford expanded his operations to the east coast, and, thus the Ford fleet was born. From the early Eagle boats of World War I to the Lakers and ore boats, each segment of the fleet helped the Ford name become known world-wide. This 192-page book sells for \$23.00 and may be ordered from the museum or Freshwater Press, Inc. Suite 3R-E, 1700 E. 13th Street Cleveland, OH. 44114. Members ordering from the museum should take their 10% discount and also include \$2.50 postage.

MEETING NOTICES •

Our next entertainment meeting is scheduled for Saturday, January 21, 1995 at 11:00 a.m. at Dossin Museum. Bob Pocotte and Wayne Garrett will present a slide program titled "A Post Card View of the Great Lakes". Future entertainment meetings are scheduled for Saturdays March 18th and May 20th.

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OUR COVER PICTURE . . . Since the mid-1970's, the 1,000-footers have replaced many of our favorite Great Lakes freighters. Once regulated to specific routes, the 1,000-footers have made rare visits to many ports that were once considered tight-quarters. Rod Burdick's photo of the *Edgar B. Speer* was taken when she was loading in Escanaba, Michigan on August 28, 1994.

DETROIT RIVER CANNON RECOVERY 1994

by
JOHN POLACSEK

The shifting bottomland of the Detroit River uncovered another artillery piece, the fifth in ten years, and the GLMI Underwater Research Team went into action. The cannon barrel was discovered by Nick Martines with partners John Gatz and Dave Mabry doing a sweep of the river bottom on September 18th.

The cannon barrel was lying on its side with one of the trunnions showing. After an investigation of the area, the team cleared away the barrel and took some measurements. The site was videotaped so those on the dive boat *Grosse Ile* could see what was thirty feet below them.

A salvage operation was put into effect, and it became both an opportunity to work on the project, and, also to raise the cannon barrel from the bottom of the Detroit River, "live" on the news. With WDIV Channel 4's meteorologist and volunteer diver Mal Sillars, the recovery was set for September 29th.

With the assistance of the Gaelic Tugboat Company, Detroit Police Dive Team, Advanced Aquatics Diving, Hibbard Marine, J. Gatz Associates, Adtiques Graphics, Champion Marine, Tom & Jerry's Sport Shop, U.S. Scuba and Bruno's Dive Shop, the volunteers leaped into action.

The tug/barge from Champion Marine was anchored off Cobo Hall, and after tightening the lifting straps, the cannon barrel was brought to the surface.

The 1208-pound iron cannon turned out to be one of the oldest in North America. It was a private cannon, designed around 1550 and cast sometime before 1650. It was marked with the letter "P", probably to indicate that it was in private use, not part of the British military. The cannon barrel is 72 inches long, and it was designed to shoot a 5-1/4 pound ball. Just how the cannon barrel reached the Great Lakes is unknown, and it's most likely that it was lost when the British evacuated Detroit during the War of 1812.



Photo by John Polacsek

Crane barge with diveboat Grosse Ile alongside. The "Live Dive" in the Detroit River was just behind Cobo Hall.



Photo by John Polacek

Top: Divers Mal Sillars and Nick Martines talk with divers in the river as they prepare to bring up the cannon. Bottom: The cannon was raised during the local news broadcast.

REMOVE NOT THE ANCIENT LANDMARKS:

MARINERS' CHURCH OF DETROIT and

the U.S. MARINE HOSPITAL

by
KATHY McGRAW

Incorporated by the Michigan Legislature in Public Act 142, as a "free and independent church, governed by a body of self-perpetuating trustees as a body politic and corporate in deed and law", Mariners' Church of Detroit is the only church incorporated under an Act of the legislature. As part of the 150th Anniversary of the church in 1992, the State of Michigan re-affirmed their legislative actions of 150 years ago and proclaimed "... today the newly and extensively renovated church, stands as a jewel in the midst of the city."

Traveling along Jefferson Avenue from downtown Detroit to Belle Isle, one passes several well-known landmarks that have managed to survive,

while others were demolished for urban renewal. Two such buildings are Mariners' Church in the Civic Center, dedicated in 1849, and the U.S. Marine Hospital at the corner of Mt. Elliott, dedicated in 1857. Both were built when Detroit's waterfront was transformed into a major port on the Great Lakes. By 1837 the fifty-foot bluff at Cass and Jefferson, where the Detroit River made a detour, sweeping inland to create a small bay, was graded down to add seventeen new acres for docks and warehouses. Vessels loaded supplies daily for destinations to smaller towns along the St. Clair River and lower Lake Huron.

With the increase in vessel traffic, seamen could be found frequenting Jason Hanmer's Tavern at



Dossin Museum Coll.

The city of Detroit in 1821 as seen from the Canadian shoreline.

the foot of Griswold or Woodworth's Steamboat Hotel at Woodbridge and Randolph. With no permanent home, seamen were treated as outsiders in public places, but both Hanmer's and Woodworth's, located near the docks, made seamen feel comfortable.

While waiting in port for their next berth, seamen received assistance from several charitable organizations. The American Seamen's Friend Society and Bethel Union were formed to "improve the moral and religious character of seamen by the establishment of well-regulated boarding houses and suitable libraries. . ." These organizations followed those in the British Isles, and began holding prayer meetings aboard a designated vessel flying the Seamen's Bethel flag in the harbor. Instead of forming a nationwide organization along the waterways, "there emerged a form of localized communion, based on individual mariners' churches" or Seamen's Bethels, "which functioned independently of the courts of any other ecclesiastical establishment."

* * * *

Following those already built along the Atlantic coast, Mariners' Church of Detroit was established by Julia Anderson to minister to the needs of seamen in port. Julia was born in North Carolina in 1793, and soon became familiar with ships and their crews as her father was in the import-export business, working as an agent for relatives on both sides of the Atlantic.

She met Col. John Anderson, a graduate of West Point Military Academy, who had been assigned to Detroit, and later served as an artillery officer in the defense of Detroit during the War of 1812. After the surrender of Detroit to the British, Col. Anderson was named chief topographical officer to work in New York state. When Julia married John, they moved to Detroit, arriving on the maiden voyage of the *Walk-in-the-Water* in 1818. John continued his surveying work, constructing roads that extended out from Detroit's waterfront. With John serving as Commandant of the newly organized topographical engineer corps, later called the U.S. Army Corps of Engineers, he often travelled with Julia to the northeastern states. It was during this period that they both witnessed firsthand the work of the Seamen's Bethel movement, expanding to the inland waterways. John died during the cholera epidemic in 1834. Julia remained active in the Bethel movement, and envisioned a similar institution in Detroit. Upon her death in October, 1842, she bequeathed the funds to build "the best Mariners' Church in the world", at Woodbridge and Woodward, just three blocks from the waterfront. Although seamen visited churches in Chicago and

Buffalo more frequently due to the long layovers in the grain trade, Mariners' of Detroit was soon flying the Seamen's Bethel flag from a small wooden chapel, where services were conducted both mornings and afternoons on Sundays.

When the permanent Mariners' Church was dedicated in December, 1849, a large number of seamen could be found in Detroit on any given day. Some needed medical care at local hospitals and indigent seamen were treated at the taxpayer's expense. The Territorial government of Michigan petitioned Congress for a marine hospital in Detroit as early as 1829, requesting to have the same facilities as those on the east coast.

The roots of the Marine Hospital Service began in England following the defeat of the Spanish Armada in 1588. In Greenwich, a hospital was established for seamen of the Royal Navy, which was supported by a sixpence deduction per month from their wages. Nearly 100 years later, the same benefit was extended to all seamen in the merchant marine.

Sailors in the American colonies were also afforded medical care as they were British subjects. After Independence from England, the young country needed a strong merchant marine, and local marine societies petitioned Congress to establish marine hospitals along the Atlantic coast. Seamen returning from overseas, brought back diseases, and medical care was provided by contracting through local hospitals or seamen boarding houses. John Adams, member of the Boston Marine Society, helped propose several hospitals. Later as President, he signed the Act of the Relief of Sick and Disabled Seamen on July 16, 1798 as follows:

"... The master or owner of every ship or vessel of the U.S. arriving from a foreign port or into any port of the U.S., shall, before such ship or vessel shall be admitted to an entry, render the collector a true account of the number of seamen that shall have been employed on board such vessel, since she was last entered at any port in the U.S., and shall pay to the said collector, at the rate of twenty cents per month, for every seamen so employed; which sum he is hereby authorized to retain out of the wages of such seamen."

Under this Act, the Marine Hospital Service was under control of the Revenue-Marine Division of the Treasury. Several hospitals were built along the east coast, and the need to build more was voiced from along the inland waterways, as both cholera and smallpox epidemics spread in 1832 and 1834. Because a total of 43,000 seamen worked on the Great Lakes and Mississippi River, political pressure grew, and finally on April 1, 1836, the state of Ohio initiated possible sites on the Lakes for hospitals to be built at Buffalo, Detroit or Cleveland. These cities were chosen so that no sailor would be more than forty-



Photo by Michael Jonas



Photo by Kathy McGraw

Top: Mariners' Church, located in the Riverfront Civic and Renaissance Centers. Annual services conducted here include the Great Lakes Memorial Service and Blessing of the Fleet, held in March, and the Edmund Fitzgerald Memorial Service, held in November. Bottom: The U.S. Marine Hospital at the corner of Jefferson and Mt. Elliott. After a new marine hospital was built at Windmill Point in 1926, this building was converted for use by the U.S. Department of Immigration.

eight hours from a hospital. In March, 1837, Cleveland was selected as the first Great Lakes site, and later in 1845, Chicago was chosen as the second site.

By the late 1840's, most major cities on the Lakes were demanding marine hospitals and the Federal Government responded in 1849 by making inquiries for suitable sites in Buffalo, Oswego, Detroit and Erie. The city of Buffalo replied that it was a "better location than other lake cities because more ships owned at this port than at any other . . . and the Collector is constantly called upon to take care of seamen when funds are exhausted at other ports." Buffalo also claimed that it was the center for upper lakes and eastern connections.

Oswego argued that they were the principal port on Lake Ontario and handled nearly all the lake trade. The city of Erie stated they were central on the Lakes and had an open canal to Pittsburgh. They also claimed never to have suffered the epidemics in 1832 and 1834 common to other lake cities.

The report for Detroit was submitted by O.M. Hyde, Collector of Customs. "The number of vessels entering at this port that were required by law to present a manifest at the Custom's House during the quarter ending the 30th of June, 1849 was 685, and tons burden 188,420, reporting the number of seamen employed on board at 9,167 men and boys, making a mean average of 101 seamen per day arriving at this port. This number didn't include vessels plying within the district, exclusively and aren't required to submit manifests . . ." Hyde also saw the future when he added that Detroit was central on the Lakes, and convenient for vessels docking for supplies, to have crew members receive medical care, and then return north to the newly created mining districts. Below are statistics for American and foreign vessels submitted for each port.

In 1854, Congress approved the funds to build several marine hospitals, including Detroit. The three-story brick building, located at the edge of the city on Jefferson and Mt. Elliott, extended to the river. The design followed similar hospitals by noted architect Robert Mills to house 50 or 100 beds. Instead of fronting on Jefferson, the windows faced east-west to take advantage of the morning and afternoon sun. Built at a cost of \$60,000 and opened in November, 1857, the hospital's first floor housed the steward's, matron's and physician rooms and the patient's convalescent parlor. The second and third floors housed sick wards and a dining room.

Several hundred seamen received treatment yearly, relieving local hospitals of responsibility. Foreign seamen were also treated following the custom of American sailors receiving treatment overseas. If their illness or injuries prevented them from returning home, several benevolent societies would look after their welfare or contact families when they passed away.

* * * *

Indigent seamen were buried in Stranger's Ground at Elmwood Cemetery, located just three blocks from the Marine Hospital. A few years after Elmwood opened in 1846, several of their Trustees, who were also Trustees of Mariners': A.D. Fraser and C.C. Trowbridge, acted for the Church to purchase four sections in the cemetery. According to the *Detroit Free Press*, February 7, 1852, the deed to the cemetery lots would read, "To the collector of customs of the Port of Detroit, and their successors in office, forever, for the use of indigent seamen." Mariners' designated the sexton to work with officials at the hospital, so that both American and foreign seamen could be buried in the forty-six spaces.

The first interment was Capt. James Hoag, age

June 30, 1849 - American Vessels						
	Clearing Port			Arriving in Port		
	No.	Tons	Men	No.	Tons	Men
Detroit	133	38,772	1744	134	34,578	1712
Erie	-	-	-	-	-	-
Buffalo	3421	221,003	8427	3391	215,958	8252
Oswego	365	133,490	5344	344	133,729	5348
June 30, 1849 - Foreign Vessels						
	Clearing Port			Arriving in Port		
	No.	Tons	Men	No.	Tons	Men
Detroit	381	89,222	5297	388	93,597	5588
Erie	-	-	-	-	-	-
Buffalo	654	149,395	8891	666	119,546	8738
Oswego	567	43,486	2894	595	43,484	3875

25, of the str. *Red Jacket*. A few years later, the remains of Daniel Donovan, age 26, arrived from Cleveland on the *Southern*. Donovan served as steward on the sidewheeler *G.P. Griffith*, which burned off Cleveland in June, 1850. The total number of lives lost numbered between 250 and 295, the majority of which were buried in Cleveland. Donovan was a resident of Detroit for many years and was well liked.

Four years later, during the cholera outbreak, the Brig *William Montieth* docked in Detroit with Capt. George Demick of Sacketts Harbor, NY. He was stricken and died on August 1, 1854. In 1857, Capt. W.D. Fraser, age 32, of the str. *Transit* was stricken with typhoid fever, and died while residing at the Custom's House. Before the end of the decade, several foreign sailors at the marine hospital would be buried at Elmwood: Thomas Holwell, age 17, native of England; John Porter, age 21, native of England; and, James McCarty, age 31, native of Ireland.

Two interments were made within seven months and from the same tugboat. In December, 1859, the tug *A.S. Field* was anchored in the Detroit River on the

Canadian side when Engineer Charles Barnard, age 24, was scalded to death. On July 6, 1860, the *Field* was docked at Bates Street in Detroit with the schooner *Bay State*, which had been disabled near Long Point in Lake Erie. The *Field* would load wood, and then head out to assist the barque *Great West*, lying at the mouth of the river. Capt. S.B. Grummond, owner of the *Field*, proceeded up Woodward to Trowbridge, Wilcox & Co. for supplies, and he left orders to "start the fires and wake the engineer." Wheelsman Oscar McKenzie and Mate Raymond Dumont were loading wood near the after gangway. Shortly after 9 p.m., an explosion ripped off the upper cabins and the hull sank immediately, with debris falling on the surrounding warehouses. The tug's whistle and valve flew over the Custom's House to Woodward Avenue near Kanter's Ship Chandlery. McKenzie and the cook were the only survivors of the crew as they landed on the wharf after the explosion. As the former Master of the schooners *Monteagle* and *Crevola*, Dumont was well-known in maritime circles. During the investigation, it was stated that the tug's boiler had



Entrance to Elmwood Cemetery, opened in 1846 near the city limits.



The chapel at Elmwood was designed in the same Perpendicular Gothic style as Mariners' Church.



Granite monument installed by Mariners' Church in June, 1982.



Marble headstone sent by Capt. James Hoag's family in Oxford, England.

never been officially inspected.

Another accident victim interred at Elmwood was John Collins, age 26, who fell from the mast of the schooner *Niagara* and died October 6, 1864. By the end of the 1870's, the lots were occupied with other seamen including Martin Larson, age 26, native of Sweden; John Lewis, age 32, native of New York; Freok Weeks, age 23, native of England; A.M. Hurd, age 33, native of Michigan; James Day, age 28, native of Virginia; and, J.W. Chilvers, age 22, native of Wisconsin. All of these seamen had resided at the marine hospital.

As the decades passed, the wooden grave markers slowly deteriorated and were covered with grass. Only the marble headstone sent by Capt. James Hoag's family from Oxford, England, marked Mariners' section. In cooperation with Elmwood officials interested in preserving history, Mariners' worked to restore these graves and in June, 1982, made the financial contribution to have them remain so. Shortly thereafter, a granite monument was installed "to identify and indemnify the forty-six graves and to commemorate the contributions of these seamen to our common life," according to the Rev. Richard W.

Ingalls, Rector of Mariners' Church.

* * * *

As you drive along Jefferson Avenue to Belle Isle, passing through the warehouse district, remember the manufacturing companies that were once located there, and are now being replaced with apartments and condos. Gone also are the wharves and docks for the numerous vessels that arrived with raw materials and workers for those companies. These vessels and their crews transformed cities on the Great Lakes into the manufacturing center of the world.

The author wishes to acknowledge research assistance from Mr. Chancey Miller of Elmwood Cemetery and the Rev. Richard W. Ingalls of Mariners' Church.

References: *Seamen's Missions: Their Origin and Early Growth* by Roald Kverndal. Published by William Carey Library, 1986.

A Profile of the U.S. Public Health Service 1798-1948 by Bess Furman. Published by U.S. Dept. of Health, Education and Welfare.

Early Days in Detroit by Friend Palmer. Published by Hunt and James, 1906.

A BRIEF HISTORY OF BOIS BLANC ISLAND

by
DAVID BOTSFORB
Reprinted from July, 1958 *Telescope*

The Bois Blanc Island of this sketch is situated in the Detroit River near the entrance to Lake Erie. It's slightly over 200 acres in area and lays off the Canadian mainland about one-half mile opposite the town of Amherstburg. Its upper end is opposite old Fort Malden while its lower end some two miles distant is across from a point on the mainland known as Elliott's Point, the site of what is probably the oldest house on the Great Lakes, the homestead of Mathew Elliott built in 1784.

In 1784 the Wyandottes granted the Indian Department officers at Detroit the river frontage across from Bois Blanc down to Lake Erie. Mathew Elliott became the occupant of the former Bois Blanc Mission site and on the abandoned farm he set some sixty slaves to work and soon had the fields cleared of underbrush and again in crop. By the 1790's some 200 acres was under crop by Elliott.

Capt. Mathew Elliott succeeded to the Superintendency of the Western Indian Department and his



Steamer Dock circa 1900.



Dave Miramonti Coll.

The Block House on Bois Blanc near the lighthouse.

homestead on the site of the Bois Blanc Mission became, in a sense, "the capital", by which the Indian affairs were administered over a vast stretch of territory extending from Kettle Creek, Lake Erie, on the east, to Spanish territory on the Mississippi on the west. It's to be remembered that the British on the Conquest of Canada inherited the good feelings generally existent among the western Indians during the French days. So it was that in the summer thousands of Indians would come to Elliott's to meet in Council and receive presents. At such times while waiting attendance to their wants, they camped on Bois Blanc Island.

In 1796, when the British had to leave Detroit and give up their thirty-six year occupancy of that side of the river, a removal was made to the mouth of the Detroit River. The new Post erected across from Bois Blanc at a point where cannon could command from high ground the only deep water communication between the lower and upper Great Lakes. At this time, the British commander at the new Post trespassed on the Indian domain of Bois Blanc by erecting blockhouses at either end. These blockhouses were designed as temporary fortifications until such time as the new Post on the mainland could be completed. Apparently, they were afterwards neglected and allowed to decay for we find that in 1839

they were replaced by three other blockhouses and a picquet house manned by a small detachment from the fort at Amherstburg.

In American border history there is a long and torturous story of successive Indian wars. In the latter phase of those wars affecting the settlement of Ohio, Michigan, and Indiana occurred the campaigns headed by the Shawnee Prophet and his brother, the illustrious Tecumseh. One of the decisive engagements of that was that of Tippecanoe in 1811 whereby Prophet's town was destroyed and the Indian cornfields burned.

The hard core of those Indian malcontents fled from further expression of American wrath and came to Fort Malden in the late autumn of 1811. Here the officers of the Indian Department placed the refugees on Bois Blanc Island where they were maintained at the expense of government throughout the winter. Twice weekly there was issued to them by clerks of the Department 600 pounds of salt beef or pork, the same of flour, cornmeal, beans or peas, and two cuts of beef.

Tecumseh was absent in the deep south in 1811 and was enroute home when the battle of Tippecanoe was fought. When the War of 1812 broke out, he was active in aligning the American Indians on the side of the British and came to Ft. Malden. His stopping place was at the Indian Department Headquarters at Col.

Elliott's. Tradition asserts he slept in the Indian Department warehouse despite the fact Col. Elliott desired that be a guest in his own home. It's said Tecumseh did this as a compromise not wishing to offend the sensibilities of other older chiefs not so invited.

At this time on Bois Blanc Island, hundreds of Indian warriors were assembled under Chiefs of various tribes. The names of some of these chiefs appear again in later history. Present was Black Hawk whose name is given to the campaign of 1832 in which Abraham Lincoln was a volunteer; Sabbona, who later was a noted friend of the whites in the settlement of Indiana; Sagonash of "Captain Billy", the Indian son of Col. William Caldwell, one of the first settlers at Chicago, but died a chief of the Pottawatomies near Council Bluff, Iowa; and Miera, or Walk-in-the-Water, who gave his name in 1821 to the first steam vessel to traverse the Great Lakes above Niagara.

The War of 1812 had one of its first engagements in the Channel off Bois Blanc when the Ameri-

can vessel, *Cuyahoga* carrying the U.S. regimental band, wives and children of the officers, baggage, mail and military dispatches, was captured by a rowboat sent out from the Naval Yard dock accompanied by some Indian canoes. The capture was made without bloodshed and as a signal of victory, the band was required to play "God Save the King". When the dispatches were examined, Hull's disposition and strength were made known and the British and Indians pursued the plans which shortly after resulted in the capture of Detroit.

In 1835, as a result of persistent demands, the government of Upper Canada embarked on a program of providing aid to trade and navigation by building harbors and lighthouses. In the January 5, 1836, issue of the Canadian Emigrant of Sandwich, the specifications for a lighthouse and cottage to be built on the south end of Bois Blanc Island were listed. The lighthouse was built of limestone brought in ballast from Kingston, and local tradition asserts the architect was Andrew Kemp, attached to the Royal Engineers, Civil Branch, at Amherstburg. Kemp as



Dave Miramonti Coll.

The lighthouse at Bob-Lo (Bois Blanc) on the southern end of the island.

boy of fifteen had accompanied his father also in the Engineers on the retreat of the British from Ft. Malden in 1813. He served as Lieutenant in the Engineers on the Niagara frontier for the remainder of the war. As the lighthouse neared completion, there was much speculation as to whom would receive the appointment of Lighthouse Keeper.

Francis Bond Head, the Lieutenant Governor of Upper Canada was making a horseback tour of the province. In Amherstburg, he was a guest of the Searle House, the leading hotel, and which hotel furnished him with a carriage. In taking a turn about the town, his eyes fell upon a beautiful specimen of the Newfoundland dog in the yard of Mrs. James Hackett. The Lt. Governor inquired if the dog could be purchased. Mrs. Hackett replied that they were much attached to him and couldn't sell the dog, but if the Lt. Governor would appoint her husband Lighthouse Keeper, she would give him the dog. Bond Head agreed to her condition and James Hackett was appointed.

This bit of innocent bribery began what must be unique in Canada, a tenure of over a hundred years as successive generations of Hacketts tended the Bois Blanc light. James Hackett was succeeded by his youngest son, Andrew Hackett. On the death of Andrew Hackett, his widow was appointed, and she in turn was succeeded by her youngest son, Charles Hackett, who had the appointment as long as the lighthouse was manually operated.

The lighthouse structure was forty feet in height and with the elevation of the island added gave a lamp height above the water of fifty-seven feet. The light was visible in clear weather for eighteen miles. At first the lighthouse was a 10-lamp oil burner with eight of the lamps facing toward the Lake and two upstream. Down through the years, various improvements were made, acetylene gas replacing the oil lights, and later electric. In the fall of 1954, vandals broke in and set a fire which destroyed the lamphouse top structure. This had been replaced by a utilitarian steel framework, much less romantic than the lamphouse kept clear by three generations of Hacketts.

One of the exciting episodes of the Hackett tenure was the capture of the Island by the Patriots in January, 1838. The Patriots had come downriver from Detroit in two vessels laden with arms and Patriot sympathizers to attack Ft. Malden. The Patriot force first occupied Stoney Island just above Bois Blanc and the next day followed up that exploit by driving off the small military picquet on Bois Blanc.

Hackett and his family withdrew with the sol-

diers. Meanwhile, from time to time, the Patriot schooner *Ann* circled Bois Blanc Island and each time the vessel passed downstream a few shots from the two cannons aboard were fired into the town. The Hackett women and children, along with many others, fled into the country back of Amherstburg where they were accommodated in the few farms found there. Finally, the *Ann* was put out of action and quiet restored. When the Hacketts returned to Bois Blanc, they found their pen of hogs had fallen prey to the appetites of the Patriots, but suffered no other material loss.

Succeeding years saw no military operations through the Picquet House and blockhouses were manned until 1851 by the Regulars. When the Regulars left Ft. Malden, they were replaced by a Reserve Force of Enrolled Pensioners. A few families took up residence on Bois Blanc, but in 1859 the Pensioners in turn were withdrawn and Bois Blanc ceased to be a Military Outpost of Ft. Malden.

In 1869, McKee Rankin, a son of Col. Rankin, became the owner. McKee Rankin was an actor on the American stage and married to the New York actress, Kitty Blanchard. They transformed Bois Blanc into a gentlemen's estate. The farm was stocked with purebred and ornamental stock ranging from Jersey cattle, Shetland ponies to deer and peacocks. There in the summer months the McKees took their ease. A small steam yacht, the *Kitty B* ferried their guests to and from Amherstburg.

A series of unfortunate investments induced McKee to turn over the title of his property to his wife. Mrs. McKee mortgaged the property for \$13,000 to a local capitalist, Napoleon Coste. In time, Coste acquired title and he sold the property to two Detroiters, Randall and Atkinson for a sum variously stated as \$40,000 and again as \$100,000, either sum being a large increment on Rankin's original investment of \$40.00

Atkinson and Randall had been close personal friends as well as business associates, but a quarrel developed between them and their Bois Blanc purchase was divided. It was found that the property line ran where one for the partners had a home partly erected. The owner of the house offered to purchase the additional land on which part of his house stood, but the other former partner refused to sell and demanded that the house be removed. When this was not done, a gang of men proceeded to the scene one night and pulled down the framework, making what became known in the Amherstburg area as "Randall's wreck".

In 1898 the Detroit, Belle Isle and Windsor Ferry Company became interested in extending their ferry routes. Besides the cross river ferry service between Detroit and Windsor, they had commenced about 1885 to run ferries to Detroit's new park at Belle Isle. This was a very popular service, and they conceived the idea of running a similar line to Bois Blanc Island. At first, they leased a few acres near the middle of the island and proceeded to develop it as a pleasure resort. A dock was built and a dance pavilion erected and the first excursion was made June 20, 1898. As the venture seemed to point to a profitable future, most of the former Atkinson-Randall property was acquired by the ferry company for reputed \$250,000. The Bois Blanc Island resort became a favorite one for Detroiters. The river ride, in the days before automobiles became common, enabled the city dweller to get away from it all and was heavily patronized. The company found it necessary later to adopt the name of Bob-Lo for the park of many, unfamiliar with the French pronunciation, were referring to the park as "Boys Blank". Incidentally, the name refers to the white-bark species of poplar still to be found on the island, the French meaning being "white wood".

Improvements to attract additional customers were made from time to time. A large dining hall with a capacity of 250 diners was built out over the river. The dock was roofed, and the dance hall enlarged. While the bicycle "craze" was still at its peak, a third-mile cinder track was constructed to accommodate the bicycle racers. An athletic field, baseball diamonds, tennis courts, boat livery, bathhouse, and beach, photograph gallery, children's playhouse, and women's resthouse were early features. Still later, a merry-go-round, the first of many rides was installed. It was billed as the largest in the world with horses and an organ imported from Italy. To provide power for the merry-go-round, a powerhouse was erected and dynamos installed for electric lighting. In 1913, a large new dance hall was built of Kelly Island limestone. It remains the largest dance hall in Canada. At the time of its building, it was reputed to be the largest

in the world.

A second dock was built opposite downtown Amherstburg in 1902, and a more frequent local service inaugurated. This local service to Amherstburg was extensively used by Detroiters patronizing the island until immigration restrictions, imposed by the U.S. government, caused its curtailment. It was suspected that aliens desiring to enter the United States illegally did so by the Bois Blanc route as no immigrations inspections was made when the excursion vessels docked at Detroit though the vessels had cleared from Amherstburg, a Canadian port.

At one time in the mid-twenties, the Amherstburg ferry service was suspended, much to the distress of Amherstburg's feelings. However, a compromise was brought about when officers of the Port of Amherstburg proceeded to examine every picnic basket landed by the excursionists at Bob-Lo. On that particular day, it took hours to unload the passengers. As a result, the Amherstburg service was resumed, but this time with an American Immigration Service inspector on the Amherstburg dock. This somewhat anomalous situation still exists, Canadian residents enroute to Bois Blanc, a Canadian island, undergo the scrutiny of an American officer.

The 50th Anniversary of the opening of Bob-Lo Park was celebrated in June, 1948 by delegates dressed in by-gone fashions dancing to music provided by one of the island's early orchestra's. Down through the years, many churches, plants, and societies have made it a tradition to have their annual picnic at Bob-Lo. Some of these special days were known far and wide and looked forward to by county residents, a notable example being the picnic of the Detroit St. Andrew's Society observed as an unofficial holiday as Scotsmen's Day.

As a new summer season is approaching, Detroiters and Essex County residents will look forward to renewing their acquaintance with Bob-Lo Park and Bois Blanc Island. Many will be second and third generation visitors making a pilgrimage to the shrine of their youthful memories.

Postscript: During the summer of 1994, Detroit businessman, John Orman purchased Bob-Lo Island for a reported \$2.5 million. Mr. Orman and his wife moved to Malden, Ontario from Southfield, Michigan about two years ago. His plans for the island include a "resort style complex with live entertainment, housing and expanded marina and a fleet of boats taking people from Detroit and other spots to the island". Mr. Orman also stated that he would like to

bring back the historic Bob-Lo steamers: *Columbia* and *Ste. Claire*. Mr. Orman has the support and the government and local citizens on both sides of the river to bring back the old boats and the island that we all have learned to love.

PADDLING FRANK E. HOME

by

Robert H. Davison

Reprinted from March, 1960 *Telescope*

One of the outstanding races on the Detroit River, took place on Sunday, September 13, 1903, between the sidewheeler *Frank E. Kirby* and the steam propeller *Columbia*. The race was from the docks of the boats to the upper end of Lime Kiln crossing, a distance of approximately 18-1/2 miles.

The rivalry between these two boats stemmed from when the *Columbia* first came out in 1902. Brushes were a daily occurrence, some days the *Kirby* would win, and on others the *Columbia*, but none were a decisive victory. So, as the months passed, the rivalry became hotter.

While there was no written agreement or a definite understanding that there was to be an out-

and-out race between the two boats, it was generally understood by the crews of both steamers that there would be some excitement Sunday morning, this being the last run of the season for the *Columbia*, and the last opportunity this year for the two boats to get together. Matters grew so warm that a *Kirby* man caught around the *Columbia* was met with a dark look and a *Columbia* man got the same greeting from the *Kirby* dock.

For a week preparations had been going on. Both crews worked long and hard to get the flyers in shape. The bottoms of both boats were scraped with steel brushes to remove the summers accumulation of moss, the engines and boilers were gone over and



FRANK E. KIRBY was built at Detroit in 1891.



Photo by George Young, Sr.

COLUMBIA launched on May 10, 1902 at Wyandotte, Michigan. On her maiden trip, she covered the distance to Bob-Lo in 80 minutes, instead of the usual 105 minutes.

tuned up to the finest point, and when the *Columbia* swung around and headed down the river at 9:30 a.m., she was ready for business. Her captain and crew were determined to wrest from the *Kirby*, the title of "Flyer of the Lakes".

Sunday opened up with drizzling rain falling and a strong wind blowing straight up the river, right against the boats. Long before 9:30, the hour of departure, Engineer Huff of the *Columbia* began to turn over the engine and, the oilers went over every part of the great throbbing machine. Usually in rainy weather, the canvases on the side of the steamer are pulled down, but this Sunday, they were kept up so no obstruction was offered to the wind.

It was only a few minutes after 9:30 that Capt. Wilkinson gave the signal to cast off the lines. Slowly at first the steel monster in the hold began to turn, then faster and faster until the big boat throbbed as though in the grasp of some mighty giant. By the time she was turned about and headed down river, she was flying at full speed. Docks, warehouses and other buildings slipped past amazingly fast and the crowd of passengers smiled and were confident that nothing could catch her.

Scarcely had the *Columbia* reached the foot of First Street when the *Kirby*, smoke pouring from her stack, and the safety valve popping and sputtering,

turned her sharp nose from the dock and the great race was on.

At the start the *Kirby* was about three lengths behind the *Columbia*. On board of her was a large crowd of passengers. Also, Ollie Dustin and a big party of friends were on board to do the cheering. The captains and crews of each boat were confident of winning. Just before the start of the race, Capt. Fox, of the *Kirby*, said that he would bet his wife, children and chances of heaven on the result. Engineer Huff of the *Columbia*, it was said, was willing to bet his house and lot on the race, but no one took him up, and as events proved later, it was a lucky thing no one did.

The two flyers seemed almost imbued with life as they flew down the river. Down in the fire hold of the two boats, the fireman, naked to the waist, worked like demons. Every few minutes the boiler doors were opened and the great flaming monsters greedily consumed the coal that was shoveled. In the engine room the men stood at the levers, strained, listening for the slightest sign of something wrong.

In a few minutes the city had been left behind and the green parade ground of Ft. Wayne came into view. The *Columbia* was still in the lead, turning over her screw at the rate of 140 rpm. The *Kirby's* wheel was turning at 34. The engines strained and the clang of the boiler doors was incessant. Great clouds of

smoke poured out of the funnels and the demons down in the hold fed more coal to the flames.

Half way between Sandwich Point and the head of Fighting Island, the *Kirby* began to gain. Slowly, but surely, she began to cut the lead of the *Columbia*. Inch by inch her sharp nose drew nearer. A great cheer went up from the *Kirby* passengers and the passengers on the *Columbia* answered with a horse cry of defiance.

Suddenly a cry of exasperation and violent curses came from the hold of the *Columbia*. The belt on the forced air draft blower stretched and began to slip. There was a frantic search for resin to put on the belt, but there was none aboard. Slowly the steam gauge dropped as the force draft failed.

The *Kirby* began to creep up on the *Columbia*. She gained a length and held it. Slowly she gained another and then, just as both boats passed Grassy Island Light, the *Kirby* came abreast of the *Columbia*, and at Momo Juda Light, was a length to the good.

There was a deathly silence on the *Columbia*, but from the *Kirby* came shouts of victory, waving of hats and handkerchiefs and out over the stern, a

deckhand waved a mooring line in derision and invited the *Columbia* to take a tow.

As the racers passed Grassy Island, they met the steamer *Minnesota* upbound, towing the *M. W. Page*. The suction of the speeders as they passed on either side of the tow caused the steel cable between steamer and consort to stretch taut like a fiddle string.

The *Columbia* was not haplessly beaten. The *Kirby* plowed the green waves like a streak, and the upper end of the crossing, she went like a scared deer, greeted by the toots of a dozen tugs. The crews of which were all onto the race, and had staked considerable money on the result. As the *Kirby* shot by Amherstburg, a bugler from a band on the dock saluted her and Capt. Fox answered him. This seemed a signal for all others to congratulate her and as she rushed out into the lake, bells were rung and whistles blown on all sides in her honor. The *Columbia* slowed at the crossing and in a few minutes, was at the Amherstburg dock. The *Kirby* was a streak of smoke in the distance.

Time: *Kirby* - 18-1/2 miles - 53 minutes.
Columbia - 18-1/2 miles - 65 minutes.



Photo by Clifford Cadreau

COLUMBIA passing upbound in the Detroit River on June 14, 1978.

GREAT LAKES & SEAWAY NEWS



Editor: Donald Richards
21101 Violet
St. Clair Shores, MI. 48082

Seaway News Editor: Skip Gillham

Those who have contributed to the News
Section in this issue are:

B. Andersen
R. Burdick
S. Elve
Wm. Howell
D. McCormick
A. Mann
J. Sprunt

R. Beauchamp
P. Clayton
K. Hillyer
T. Kroeff
M.B. MacKay
T. Sechen
J. Vournakis

Jul. 1 . . . The tug *J. Manic*, built in 1954 at Port Weller Drydock, sank in late June in the Gulf of St. Lawrence between Port Cartier and Sept. Isles. All of the crew was rescued.

. . . The planned catamaran service between Toronto and Port Dalhousie on Lake Ontario has been delayed.

Jul. 2 . . . The Panamanian-flag *Steel Flower*, ex- *Federal Rhine*, arrived at the Superior Midwest Energy Terminal in Superior to load coal. She was the first salty of the season to load coal at this facility. She cleared later the evening with 27, 327 net tons of low sulfur coal for Spain.

. . . *Skillings' Mining Review* reported that May shipments of iron ore from US lake ports declined 13.3% compared to the same month last year. The decline was blamed on a strong demand for coal which shifted US-flag lakers from the iron ore trade to coal cargoes. Although total coal shipments lakewide were about the same as last year, shipments of low sulfur coal through Superior have increased about 25% over May of last year.

. . . *Skillings'* also reported that May shipments of iron ore from US and Canadian ports were down 4% from May of last year. For the first five months of 1994, total shipments of iron ore declined 2% compared to the same period last year.

. . . The Greek salty *Island Gem* was held at Port Colborne for inspection after grounding on Southeast Shoal in Lake Erie on June 26th. No damage was found and she was allowed to proceed.

. . . At the Canadian Soo, twenty-two tugs took part in the Great Tug Boat Race. The tugs were divided into four classes. In the lowest horsepower class the winner was *Irish Mist*; *Deschenes* was the winner in the 200 hp. class; *Mink Isle* won the 200-500 hp; *Anglian Lady* won the 500 and over class. In a special event, the Canadian buoy tender *Caribou* outpaced the USCG buoy tender *Buckthorn*.

Jul. 3 . . . A 22-foot submarine owned by Harbor Branch Oceanographic Institution of Fort Pierce, Florida carried underwater archeologists and marine historians to view the wreck of the *Edmund Fitzgerald* in Lake Superior. Several more manned dives were made over a three day period. Nothing new was found except that the damage to the vessel was more extensive than what was observed on previous dives.

Jul. 4 . . . *Kinsman Independent* arrived in Duluth and tied-up at the AGP Elevator to repair one of her generators. She cleared on the 7th. *Kinsman Enterprise* continued to be laid-up at the same dock.

• GREAT LAKES & SEAWAY NEWS

Jul. 5. . . Oglebay-Norton's self-unloader *Robert C. Norton* arrived at Port Colborne under tow of McKeil's tug *Robert B. No. 1*.

. . . *Calcite II* cleared her winter lay-up berth at Bay Shipbuilding on her first trip of the season. With her departure, all the USS Great Lakes Fleet are in service. In addition, all US-flag self-unloaders are now in service.

Jul. 6. . . *H. Lee White*, after loading coal at Superior, tied up at the Duluth Port Terminal for repairs to her reduction gears. She cleared Duluth on the 8th.

Jul. 7. . . The 1,000-footer *Edgar B. Speer* arrived in Duluth to load pellets at the D.M. & I.R. dock. She cleared on the 8th for the Stelco steel mill at Nanticoke, Ontario.

. . . Because of weak response from customers and higher operating costs than were expected, Marine Expeditions, Inc. has cancelled its planned cruises on the Great Lakes. The Toronto-based company announced in May that they would offer cruises between Toronto, Midland, Ontario and Duluth, Minnesota, beginning in August.

. . . *Algogulf*, ex- *Scott Misener*, arrived at Port Weller under tow from Hamilton and was drydocked.

. . . *Yankcanuck* was enroute to Clarkson, Ontario to load cement clinkers. This was the first of several such trips.



Photo by Terry Sechen

The PATERSON drydocked at Fraser Shipyard in Superior for repairs to bottom damage caused by a grounding in the Seaway in April, 1994. Photo taken on June 19, 1994.

GREAT LAKES & SEAWAY NEWS •

Jul. 9. . . The *Robert C. Norton* passed down the Welland Canal under tow of tugs *Robert B. No. 1*, *Paul E. No. 1* and *James E. McGrath*.

. . . *Canadian Prospector* damaged her rudder while backing from a grain elevator at Toledo. Her departure was delayed for several days.

. . . The 1,000-footer *George A. Stinson*, in an unusual move, loaded one cargo hold with natural iron ore at the D.M. & I.R. dock. She then shifted to the Burlington Northern dock in Superior to finish her load with pellets. She cleared late in the evening for National Steel in Detroit.

. . . Word has been received of the total loss of the former Sandrin Bros. tug *Tusker*, which had been based in Sarnia, Ontario. The tug departed Sarnia in May, 1992 as *Bode*. She was lost off the Ivory Coast, Africa while attempting to salvage the African ferry *Jumbo*, which had run aground on July 24, 1993. No date was given for the loss of the *Bode*.

Jul. 10. . . The *Paterson* cleared the Fraser Shipyard for Thunder Bay after completion of hull repairs. She grounded on April 13th in the St. Lawrence River near Massena, New York. She had been in drydock at the Fraser Shipyard since July 14th.

Jul. 12. . . *Kinsman Enterprise* ended her temporary lay-up at the AGP Elevator and shifted to the Harvest States Elevator #1 in Superior to load grain. She cleared on the evening of the 15th.

. . . At Stoneport, Michigan, the Presque Isle Corp. loaded the largest single cargo ever handled at that port 50,854 net tons of high cal kiln limestone was loaded in to the 1,000-footer *Presque Isle*, bound for Buffington, IN.

Jul. 14. . . Fire destroyed the pilothouse of the *Henry Steinbrenner* at Port Maitland, Ontario. The pilothouse was to be moved to Port Burwell as part of a local museum. The fire was caused by sparks and heat from the cutting torches.

. . . The *Adam E. Cornelius* ran aground on the upper end of the MacArthur-Poe Lock approach pier. She was downbound, loaded with pellets and was holed in a ballast tank. The *Elton Hoyt 2nd* came alongside the *Cornelius* the next day and took on part of the cargo. Great Lakes tug *Missouri* and Purvis tug *Avenger IV* freed the vessel.

Jul. 16. . . Divers sealed valves that were leaking oil from the sunken barge *Clevecro* in Lake Erie. It's believed that the barge still contains most of its cargo of 800,000 gallons of oil. *Clevecro* cleared Toledo for Cleveland on December 1, 1942 under tow of tug *Admiral*, ex-*W.H. Meyer*. Early in the morning of December 2nd, the tow encountered heavy weather and somewhere off Cleveland, the tug sank without warning with all hands. Later in the morning, the barge was found adrift about ten miles north of Cleveland harbor. The Coast Guard cutter *Ossipee* sighted the drifting barge, but was unable to rescue the crew because of high winds and poor visibility. The cutter lost sight of the *Clevecro* and during the night the barge foundered with all hands.

Jul. 17. . . Ogelbay-Norton's straight-decker *William A. Reiss* arrived at Port Colborne under tow. She passed down through the Welland Canal on the 19th with tugs *Robert B. No. 1* and *Glenside*.

. . . The *Algontario*, ex-*Winnipeg*, cleared her lay-up berth at Hamilton, Ontario for the shipyard at Erie, PA. for a refit. She cleared on July 27th.

• GREAT LAKES & SEAWAY NEWS



Tug BODE, ex-TUSKER at Sarnia, Ontario in May, 1992.

Photo by Alan Mann

Jul. 20. . . The self-unloading boom on the *Irvin L. Clymer* has been removed from the vessel at the Azcon Scrapyard in Duluth. Terry Sechen reported that 30% of the *Clymer* was gone, but the forward cabins and A-frame are still intact.

. . . Paterson's *Windoc* entered service and passed upbound through the Welland Canal.

Jul 21. . . Oglebay Norton's *Reserve* lost power while downbound in the St. Clair River and made a 180 degree turn and stopped near the Port Huron seawall.

. . . *Enerchem Travailleur* departed Port Weller Drydock and tied-up at the fit-out wall. She was drydocked on June 14th for hull repairs and interior work.

Jul. 22. . . A.B. McLean's tug *Wilfred M. Cohen* has been transferred to J.W. Purvis Marine, Ltd. The A.B. McLean Co. of Sault Ste. Marie, Ontario declared bankruptcy in June. The company has a small fleet of tugs a deep water dock at the Canadian Soo. Algoma Steel has made an offer to purchase the dock.

Jul. 23. . . The National Steel Pellet plant in Keewatin, MN. will reopen in August after an agreement was reached between striking employees, Minnesota Power Co. and other interested parties. Mining operations were to begin on August 14 and the pellet plant operations by August 28.

Jul. 24. . . *Hubert Gauchier* passed upbound through the Welland Canal bound for Sarnia where she will revert to Canadian registry.

Jul. 25. . . "Friends of the *Canadiana*" will begin a new fund-raising campaign to restore the former passenger vessel.

. . . The Snell Lock in the St. Lawrence Seaway was closed due to mechanical problems halting Seaway traffic.

GREAT LAKES & SEAWAY NEWS •

The lock reopened on July 27th.

Jul. 26. . . Cleveland-Cliffs Inc. has purchased the Cyprus Northshore Mining Company's mining operation in Babbitt, MN. and their pellet processing plant in Silver Bay. Both facilities had been owned by Reserve Mining Co. before being purchased by Cyprus.

. . . Port Weller Drydock employees have been locked out. They rejected a new contract by a 98% vote on July 24th.

Jul. 27. . . Oglebay Norton's *Courtney Burton* arrived in Duluth and entered the Fraser Shipyard for shell-plating repairs. The repairs were being done amidships on her starboard side above the water with her ballast pumped out. She was not in drydock. It wasn't known where or how the damage was incurred. She cleared the shipyard in the afternoon of the 29th for Silver Bay.

Jul. 28. . . Contract negotiations at Port Weller Drydock were stalled. With the yard closed, the *Algolulf* remained in drydock.

Jul. 30. . . The wreck of the *Thomas R. Scott* has been discovered in the deepest part of Georgian Bay. The *Scott* sank on September 2, 1914 and lies about 80 kilometres north of Owen Sound. The wreck was discovered by sonar from a submersible craft from the Canadian diving ship *HMCS Cormorant*. Crewmembers of the submersible said the wreck was intact.



Photo by Skip Gillham

WILLIAM A. REISS at Bridge 12 in Welland Canal on July 19, 1994.

• GREAT LAKES & SEAWAY NEWS



Photo by Skip Gilliam



Photo by John Knecht

Top: ALGORIVER, ex-JOHN A. FRANCE below Lock 1 in Welland Canal on July 18, 1994. Bottom: CANADIAN VENTURE, ex-DAVID K. GARDINER towed from Windsor to Sarnia by tug ROBERT B. No. 1 on June 5, 1994.

GREAT LAKES & SEAWAY NEWS •

Aug. 1. . . *Algontario*, ex- *Winnipeg* passed upbound through the Soo Locks, bound for Thunder Bay for grain. This was her first trip of the season and her first trip under her new name for Algoma.

. . . *Algostream*, ex-*Simcoe*, arrived in Hamilton and unloaded pellets at Dofasco Steel. She then went into lay-up at Hamilton.

Aug. 2. . . *Catherine Desgagnes* passed upbound through the Welland Canal and is now equipped with a deck crane.

Aug. 5. . . Purvis Marine purchased A.B. McLean's Marine Division. The purchase included "everything that floats: tugs, barges and cranes", according to Jack Purvis.

Aug. 6. . . Interlake's *Elton Hoyt 2nd* was anchored at Stoneport, MI. waiting to dock when word was received that a cabin cruiser was sinking in Lake Huron about two miles off the harbor. The *Hoyt* responded to the distress call and rescued eight persons from the sinking craft.

. . . The *Catherine Desgagnes*, while outbound in the Black River in Lorain, Ohio, ran aground. While attempting to free herself, she struck pleasure boats docked in the river, sinking ten and damaging as many as thirty others. A private marina was also heavily damaged.

Aug. 7. . . The three catamarans that had been at Vancouver and were under consideration for the Toronto-Port Dalhousie run were being returned to Norway aboard a freighter.



Photo by Steve Eive

CEDARGLEN being towed by tugs *KAY COLE* and *STORMONT* in Detroit River on August 19, 1994. She will be scrapped at Port Maitland.

• GREAT LAKES & SEAWAY NEWS

Aug. 8. . . Steelworkers from the National Steel Pellet Plant at Keewatin, MN., ratified a six-year labor contract. This was the last hurdle in reopening the mine and pellet plant.

Aug. 9. . . Shortly after clearing the Soo Locks upbound, the *Tarantau* and *Reserve* bumped into each other. The *Reserve* had cleared the Poe Lock about three minutes ahead of the *Tarantau* and both gave the proper signals. As the *Tarantau* passed the *Reserve*, her bow swung to port, striking the starboard side of the *Tarantau*, causing minor damage to the *Tarantau*.

Aug. 10. . . After 90 years in business, the Duluth-based Zenith Dredge Company has been sold to Marine Tech, Inc. of Duluth. The lack of private dredging work and the inability to compete for government work led to the sale of the company. During World War II, Zenith Dredging operated Zenith Shipbuilding, which built thirty ships, including several 180-foot Coast Guard buoy tenders, one of the which was the *Woodrush*.

Aug. 12. . . The *Edwin H. Gott* arrived at Nanticoke and unloaded 60,783 gross tons of pellets at Stelco Steel. She unloaded her cargo into the *J. W. McGiffin*, which unloaded the pellets onto the dock. The *Gott* was the third 1,000-footer to unload pellets at Nanticoke this season.

. . . A \$15 million telescope mirror was unloaded on a barge at Ogdensburg, NY, bound for Erie, PA. The tug Great Lakes tug *Ohio* will take the barge to Erie.

Aug. 13. . . ULS *Seaway Queen* unloaded a cargo of bauxite at Thorold. After unloading, she cleared for Toronto, arriving on the 16th for lay-up.

Aug. 14. . . As of this date, commercial ocean vessels transiting the Montreal-Lake Ontario section of the St. Lawrence Seaway, were up 41% over the same period last year. So far this year, 551 ocean-going vessels have used this portion of the Seaway. Overall vessel passages through this same section of the Seaway were up 16% over last year.

Aug. 15. . . The *American Mariner* made an unusual visit to Munising, MI. to unload coal.

. . . This was a bad week for tugs operating or passing through the Soo area. *Capt. Roy* of Brian Utilities of Muskegon, MI was in the Twin City Drydock, receiving a new propeller. She cleared in the evening of the 16th for Ontonagan with her crane barge. The Corps of Engineers tug *Whitefish Bay* lost her propeller in the St. Marys River. The tug *Curly-B* lost a blade and apparently damaged the propeller shaft. She was working on a dredging project above and below the Rock Cut. She went on the blocks of the Twin City Drydock on the 26th. She had to wait for a new shaft to be shipped at the Soo.

Aug. 16. . . LTV Steel Co. ended 93-years of shipping natural iron ore. The tug/barge *Joseph H. Thompson* loaded 20,675 gross tons of natural iron ore at Taconite Harbor for LTV's Indiana Harbor Works. The ore was mined at the Stephens and Donora Mines near Hoyt Lakes and at Premier Aggregates Connie Mine near Virginia, MN. This last shipment brought the total natural ore shipped from Taconite Harbor in 1994 to 212,286 gross tons.

. . . The world's largest telescope mirror arrived in Erie and was off-loaded onto a very large semi-trailer at the Erie Sand and Gravel Dock. The tow was delayed two days at Port Colborne because of storms on Lake Erie. The mirror will be trucked to Wampum, PA for polishing and then to Hawaii.

Aug. 17. . . P&H's *Willowglen* cleared Owen Sound under tow of the tug *Kay Cole*. The tow was bound for Goderich, Ontario.

GREAT LAKES & SEAWAY NEWS •

... *Algoriver*, ex-*John A France* arrived in Thunder Bay for temporary lay-up.

Aug. 19. . . The city of Duluth will host a reunion of the crewmembers of the USCG buoy tenders that were built there during World War II. Thirty-eight 180-foot buoy tenders were built at Duluth by the Marine Iron and Shipbuilding Co. and Zenith Dredge Co. Four Coast Guard buoy tenders, three of which were built at Duluth: *Acacia*, *Bramble* and *Sundew*, will be in port and open for tours.

... The replica of the 24-gun frigate *HMS Rose* arrived in Duluth for the Port of Duluth Festival and will be open for tours.

Aug. 20. . . *Skillings' Mining Review* reported that shipments of iron ore in US-flag vessels as of the end of June were down 13.8 % compared to the same period last year. Total shipments of iron ore, coal and stone at the end of June were down 8.2% compared to the same period last year. The decrease was blamed on the slow start of this year's shipping season because of severe ice conditions on Lake Superior. Last year, steel mills stockpiled iron ore because of possible strikes on the iron range.

... The new Canadian tanker *Jade Star* arrived off Port Weller and waited for a pilot for her first Welland Canal transit.

Aug. 21. . . P&H's *Cedarglen* was towed to Port Maitland, Ontario by the tug *Kay Cole*.

Aug. 22. . . *Mapleglen*, ex-*Algocape*, ex-*Carol Lake*, loaded grain at Hamilton for Sorel, Quebec. It's believed that this could be the first shipment of export grain from Hamilton.

... The *Edwin H. Gott* arrived in Duluth and tied up at the Duluth Port Terminal for repairs to her starboard propeller. To make the repairs, she was heavily ballasted on the port side. She cleared for Two Harbors about noon the next day.

Aug. 23. . . The U.S. Navy has donated an 80-foot training ship to the Great Lakes Maritime Academy at Traverse City. The ship, which is now in Baltimore, MD, was expected to arrive in Traverse City on September 19th and it will be renamed *Northwestern*.

Aug. 25. . . P&H's *Beechglen* cleared Owen Sound under tow of tug *Kay Cole* for Port Maitland, Ontario and the shipbreakers.

... The American Iron Ore Assoc. reported that July shipments of iron ore from US and Canadian ports was down 4% from July of last year.

... The Lake Carriers Assoc. reported that July shipments of iron ore, coal and stone were up 3.3% over July of 1993. An increase in shipments of coal and stone overcame the shortfall in iron ore shipments. July was the first month this season to show an increase over last year.

Aug. 27. . . *HMS Rose* passed down the Welland Canal after a tour of the lakes.

Aug. 29. . . The National Steel pellet plant in Keewatin, MN opened today. For the first time in over a year, the plant will again be processing pellets.

Aug. 30 . . . The USCG buoy-tender *Acacia*, which has been stationed at Charlevoix, MI, passed down the Welland Canal. She will join patrols off Florida that were intercepting illegal immigrants from Haiti.

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This index prepared by F. Jordan Schanbeck and Kathy McGraw, provides the reader with a complete listing of names of ships, people, places and titles appearing in Volume XLII-1994 *Telescope*. Page numbers are page numbers only and to avoid confusion, issue numbers were eliminated. The two exceptions are references to a cover picture, in which the listing would be C-1, meaning the cover of the January-February issue. The back cover picture would be RC-1. Numbers with an asterisk [*] indicate a photograph. Names of vessels are in *italics*.

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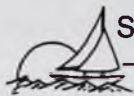
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TELESCOPE STAFF:

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Assistant Editor:	(313) 421-7405 home phone
Seaway News Editor:	DAVID MIRAMONTI
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