



Telescope

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MEMBERSHIP NOTES •

As the number of vessels sailing in Canadian and U.S. waters continues to dwindle, most of their history is now being preserved in small museums. We are glad to announce that *The Naval Institute Guide to Maritime Museums of North America* by Robert H. Smith is now available at the museum. This guidebook includes information on individual institutions in Canada and the United States (Alaska and Hawaii), including location, highlights, events and hours of operation of each museum. All aspects of marine history are covered: lightships and lighthouses, museum-ships, and canals. As an added bonus, information on each museum's library holdings is included. This paperback retails for \$19.95 and should be packed with your camera when traveling along the water.

MEETING NOTICES •

Our next entertainment meeting will be held on Saturday, November 18th at 11:00 a.m. at the museum. Our guest speaker will be Mr. William Worden of the "Preservation of the S.S. *Columbia* Foundation". Mr. Worden will show slides on the history of the passenger vessel *Columbia*, which was built in 1902. As a reminder, the \$2.00 admission fee to the Dossin Museum is waived for GLMI members.

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OUR COVER PICTURE. . . When the *Edward L. Ryerson* was launched for Inland Steel Company, she was one of the largest and most powerful ships ever built for Great Lakes service. Because the *Ryerson* would sail on Lake Michigan, she would easily surpass the cargo records set by vessels that had to sail across shallow Lake St. Clair and Detroit River. By the early 1970's, larger ships were under construction that would carry twice the cargo of the *Ryerson*. This photo was taken by Phil Clayton as the *Ryerson* was unloading at Inland Steel's Plant #2 in Indiana Harbor on October 19, 1991.

THE EDWARD L. RYERSON CELEBRATES THIRTY-FIFTH ANNIVERSARY

In September, 1959, Canada Steamship Lines launched the *Murray Bay*, the first 730-foot freighter on the Lakes. The second vessel in this class was Inland Steel's *Edward L. Ryerson*, launched at Manitowoc, WI. on January 21, 1960. The *Ryerson* was built to be one of the largest and most powerful ships, measuring 730'x75'x39', and powered by a 9,000 horsepower engine. Unique to this ship were the four cargo holds with vertical sides, instead of the usual slanted sides needed for vessel carrying coal and limestone, which require more space. The *Ryerson*

was built specifically for carrying iron ore pellets. Each hatch measured twenty feet across which allowed for two chutes to load at once. The speed in loading was also repeated when the *Ryerson* was unloaded by dockside equipment at Indiana Harbor.

According to the christening brochure, the *Ryerson's* engine included the latest technology, "Boilers are equipped with hydraulic combustion controls, one of the first installations in a vessel in the U.S. Boilers and fuel oil bunkers are located aft of the main propulsion turbine, in order to bring about better



The EDWARD L. RYERSON loading her first cargo at the Great Northern Ore Dock in Superior, Wisconsin in August, 1960.

weight distribution in the hold. The five-bladed, stainless steel propeller is 20 feet in diameter, largest on the Great Lakes. . . The ship has two forward anchors and one stern anchor, the latter mounted on a retractable A-Frame, which allows it to be dropped into the water clear of the rudder and propeller. All ballast water is carried in side tanks which extend up to the spar deck. This is a departure from the normal practice of having some ballast tanks located in the ship's bottom under the cargo hold."

On her maiden voyage, she sailed from Manitowoc to Escanaba, Michigan to load for Indiana Harbor. It wasn't long before she made headlines. On August 28, 1962, she loaded a record cargo of 25,018 gross tons at Superior, WI for Indiana Harbor, a record which stood for three years.

A few years after the *Ryerson* began her career on the lakes, 730-foot vessels were a common sight as Canadian fleets replaced their old canallers with bulk carriers and self-unloaders. While other American ore carriers have been converted to self-unloaders, the *Ryerson* remains a straight-decker, and she can easily be spotted on the horizon carrying another cargo to Indiana Harbor.



Dossin Museum Coll.

The streamlined appearance of the RYERSON included modern design of the stack and mast.



McDonald Coll/Dossin Museum

The RYERSON arrives at Indiana Harbor on her maiden voyage on August 6, 1960. She carried 23,378 gross tons of iron ore from Escanaba, Michigan.

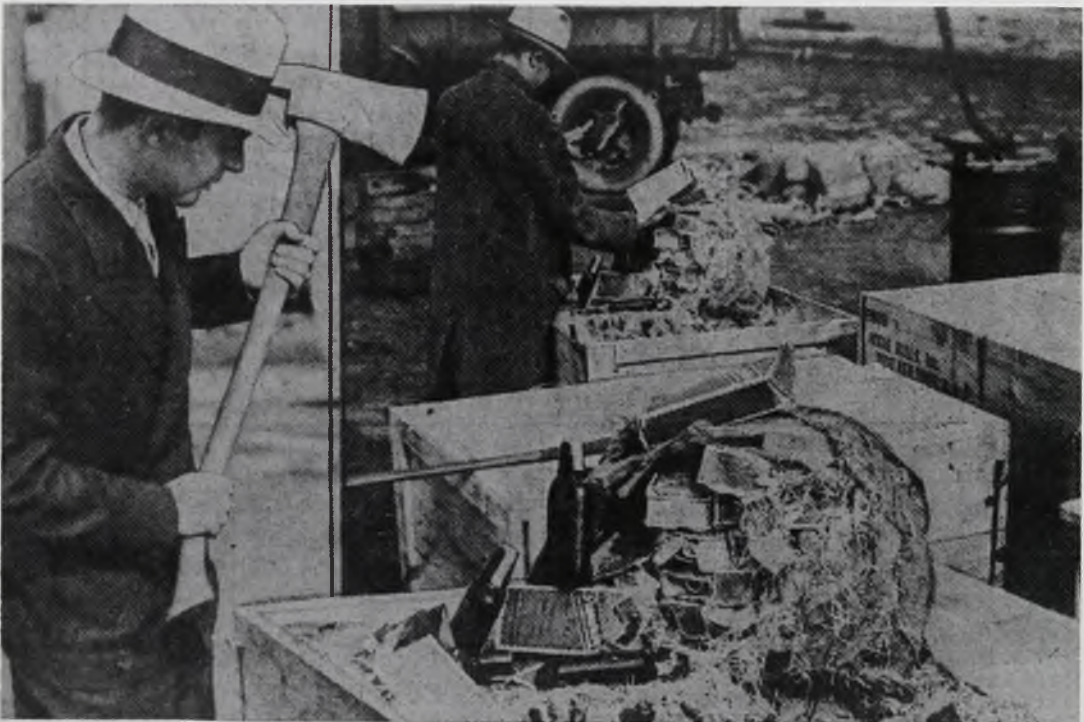
"THE PROHIBITION NAVY" ENFORCEMENT OF THE VOLSTEAD ACT

By
PHILIP P. MASON, PhD

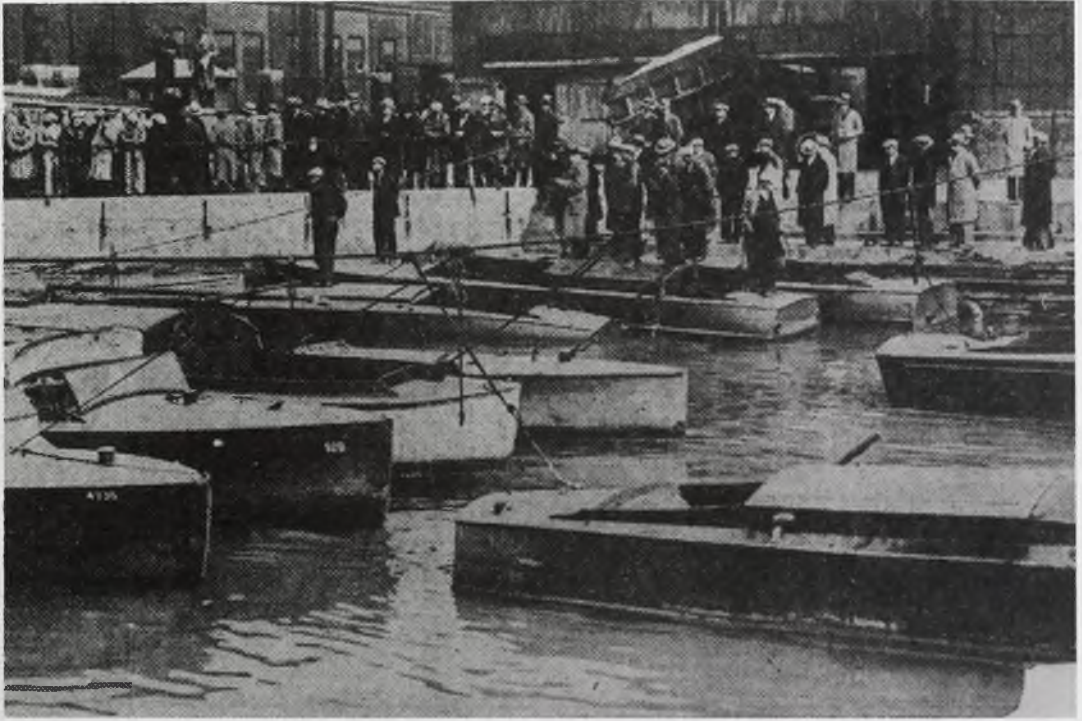
Under the provisions of the Volstead Act, the enforcement of the Eighteenth Amendment was divided between the federal, state and local units of government. On the federal level the United States Customs Service under the Department of Treasury, the U.S. Coast Guard, a specially established Prohibition Unit, and other divisions of the Bureau of Internal Revenue were given responsibility for enforcing the law. The State Police of Michigan, the State Food and Drug Department, and the police departments of Michigan towns and cities shared responsibilities for curbing smuggling and the illegal operation of speakeasies and stills.

Michigan officials, who had already devoted

much of their time to the two years of smuggling from "wet" Ohio into "dry" Michigan, were aware from the beginning of the problems they faced in trying to control the border along the waterway which separated Michigan and Ontario. The United States Congress and the Executive Branch of the federal government, on the other hand, were totally unprepared for the magnitude of the enforcement problems which faced them. After all, the Eighteenth Amendment was passed easily by Congress and by huge margins throughout the United States. The widespread public support for prohibition, they assumed, would be a major factor in marshalling public support for enforcement. As a result of this misguided view, Congress



Custom agents break open illegal liquor found in freight cars.



Auction of smugglers boats at the foot of Orleans Street.

Detroit Free Press 10-23-30/Inst. G.L. Research

provided only meager resources for controlling smuggling and other violations of the Volstead Act.

Another basic miscalculation by Congressional leaders was the assumption that Canada would pass similar legislation banning the manufacture, sale, exportation, and consumption of liquor and other alcoholic beverages. After all, the movement for prohibition had been strong throughout Canada, and every province except Quebec had outlawed the sale of liquor. Within months after the Volstead Act went into effect, however, this mistake was recognized. The Canadian government had not embraced prohibition; its official position was one of "non interference" and "non cooperation". As a result, the total burden of enforcing prohibition rested solely upon federal, state and local agencies in the United States.

Congress's underestimation of the difficulty of enforcing prohibition soon proved costly. Existing customs and police agencies were overwhelmed by the magnitude of smuggling. As an historian described the situation, "Before the Coast Guard knew what had happened, it found itself in a futile stern chase". State and local police officials throughout Michigan expressed the same sentiment.

The lack of a coordinated effort on the part of federal, state and local agencies was also a major problem which plagued enforcement efforts for the thir-

teen years of prohibition. At first, there was practically no coordination between the efforts of the U.S. Customs Patrol, the Federal Prohibition Unit, and the U.S. Coast Guard. It was not until 1926 when the "Prohibition Navy" and other federal enforcement programs were placed under the command of the U.S. Collector of Customs in Detroit that a coordinated effort was undertaken. The prohibition enforcement program of the Michigan State Police and local police agencies also lacked coordination. The extensive collusion between enforcement offices and smugglers further compromised successful law enforcement.

The control of the waterway between Ontario and Michigan, especially the Detroit River and Lake St. Clair, was essential to stopping smuggling. With limited staff and the length of the waterway - some four hundred miles from Lake Erie to Lake Superior - the task was formidable, but the financial resources and modern equipment of smugglers made the struggle nearly impossible. From the beginning rumrunners had available hundreds of powerful river boats, which could easily outrun and outdistance the vessels of the state and Detroit police agencies. In 1920 the Detroit Police Department, responsible for the major smuggling avenue across the Detroit River, had only one patrol boat, which, according to James Inches, the Detroit Police Commissioner, was "a good seaworthy

scow that by an effort could over haul a tugboat". Rumrunners were "running circles around us", he complained.

As the smuggling crises heightened late in 1920, the Mayor and City Council of Detroit recognized the need for additional staff and patrol boats. In 1921 the Detroit Police Department commissioned two new patrol boats for service on the Detroit River. Later in the year in August, the Michigan State Police announced its presence in the Detroit area with its own River Patrol. "A single ancient craft" armed with machine guns and rifles to slow down escaping rumrunners. The following year the state police commissioned several new powerful river craft with two hundred horse power engines, capable of speeds of thirty-eight miles an hour. They were assigned to patrols on the Detroit River and Lake St. Clair. In addition to these police vessels, other river craft captured from rumrunners were recommissioned and added to the police river patrol. In 1920 the *Tennessee II*, a large and powerful vessel, was captured by Detroit police while it was unloading its contraband cargo of Canadian whiskey and placed on police patrol.

The U.S. Coast Guard also increased its pres-

ence on the Michigan-Ontario waterway in the mid-1920s. When prohibition went into effect, the Coast Guard assigned most of its vessels to patrol along the East Coast, especially near the major ports where liquor was landed. Thousands of ocean vessels laden with liquor and with foreign registry for protection against seizure by the Coast Guard anchored beyond the three mile limit in international waters. They waited there for coastal boats, usually under the cover of darkness, to purchase cases of liquor and evade capture by the Coast Guard on their return to port on the mainland. "Rum Row", as the offshore strip of international waters was popularly called, continued to receive the major attention of the Coast Guard until the mid twenties when it was widely recognized that the Great Lakes, and especially the Michigan-Ontario waterway, had become the main avenue of smuggling. In 1922 eight Coast Guard vessels were assigned to the Detroit and state police patrol vessels. Because of their size the federal vessels were assigned duty on Lake Erie, the Detroit River as far north as Grosse Ile, and then north of Marine City on the St. Clair River. The Detroit press, observing the strange assortment of vessels, under different commands, flying different insignias, and manned by men with different uniforms,



Pilots from Selfridge Air Base in Michigan would fly liquor in from Ontario.

dubbed the vessels the "Prohibition Navy".

Despite the number of enforcement vessels and their practice to race up and down the Detroit River during daylight hours, they were no match for the powerful, well-organized rumrunners who controlled the waterway. Each year several million cases of Canadian liquor were brought into metropolitan Detroit, and despite the increasing number of arrests, the flow of whiskey continued uninterrupted. In 1928, according to federal sources, only five percent of the liquor leaving the Ontario export docks along the Detroit River were seized. Most of the remaining ninety-five percent ended up in the United States.

There was not only a shortage of prohibition enforcement vessels and staff, but there was little coordination between federal, state and local authorities. To make matters even worse, there was sharp competition between the three groups. Each had its own leaders, its own agenda and priorities. They often blamed each other in the media for failure to enforce the Volstead Act.

Another enforcement activity on which police coordination was lacking involved managing the disposition of the thousands of boats and automobiles seized in raids of rumrunners. Confiscated boats, for example, were often purchased at auction for ridiculously low prices by the very smugglers who had owned them previously. Frequently the same boat was seized several times a year from the same smuggler. In other cases confiscated boats and automobiles disappeared from police custody before the scheduled auction. In April, 1929, three hundred and sixty boats seized from rumrunners, valued at fifteen thousand dollars, disappeared from a U.S. Border patrol marina in Lake St. Clair near Selfridge Air Field. No official explanation was ever given, but within days many of the boats were again in smuggling.

The difficulty of recruiting competent and trained agents to work for the Prohibition Navy was a serious problem. The low pay, less than two thousand dollars a year, added to the problem of recruitment as well as morale. The result was that most of the new employees, assigned to the waterway patrols, had no experience in operating boats or handling firearms. Numerous accidents resulted from the actions of inexperienced seamen. Collisions were all too common and many patrol boats were damaged by chasing rumrunners in shallow water. Innocent pleasure boaters and fishermen were sometimes mistaken for smugglers and became victims of overzealous patrol agents. This was especially true of patrol boats which were armed with machine guns, rifles, and other weapons.

In 1925 the two sons of prominent Detroit business leaders were fired upon by federal agents when they failed to stop their boat. They had misunderstood the signal to stop and continued on their sight-seeing journey. Their boat was hit several times by rifle fire and the boys narrowly escaped being hit. In another highly publicized incident, a federal patrol boat in pursuit of a rumrunner rammed a pleasure boat, killing a Detroit resident and his eleven-year old daughter. Federal agents also incurred the wrath and criticism of wealthy Detroit and Grosse Pointe residents who lived along the Detroit River and Lake St. Clair. In search for rumrunners, they often broke into the boathouses along the water. On several occasions, the boathouse of Henry B. Joy, the prominent automobile manufacturer and Grosse Pointe civic leader, was the target. Joy was so incensed by the raids, the damage inflicted upon his property, and the treatment of his family and staff, that he took his complaint to his friend, Andrew Mellon, the U.S. Secretary of the Treasury. In the decision related to those incidents, Henry Joy became a national spokesman in the campaign to repeal the Eighteenth Amendment.

Many customs and prohibition agents, as well as police, were on the payroll of smugglers. For the standard payment of five hundred dollars, enforcement officers called in "sick", allowing hundreds of shipments to cross the Detroit River without detection. Some police were even more helpful; they protected smugglers in crossing the river, unloading their cargoes, and delivering liquor to local speakeasies. The crew of the U.S. Coast Guard *Cutter 219*, operating out of Monroe, Michigan, was apprehended in 1929 and convicted after they had seized a boatload of contraband Canadian whiskey and transferred it to another rumrunning vessel. Between 1920 and 1926 seven hundred fifty Coast Guard employees were dismissed of "misconduct and delinquency" and, during the following two years, an additional five hundred fifty Coast Guard men were charged with "extortion, bribery, solicitation of money, illegal disposition of liquor, and making false reports of theft".

The U.S. Custom Patrol faced similar charges of bribery and graft. In December, 1928, the *New York Times* reported that from fifty to one hundred customs officers had been indicted and convicted on corruption and bribery charges involving the smuggling of liquor. Local police officers in Detroit and other metropolitan communities were faced with similar charges. In April, 1929, for example, the Detroit harbormaster and commanding officer of the Belle Isle police station was suspended for his role in smuggling. He had not only used police patrol boats to escort

rumrunners across the Detroit River and Lake St. Clair, but he also allowed smugglers to store contraband Canadian whiskey in his quarters on Belle Isle.

Even honest police and customs officers were victims of smuggling. Feuds erupted in several police departments between officers who wanted strict enforcement of the liquor laws and those who were receiving bribe money. In Wayne County such a feud ended in violence when three officers were arrested for the murder of a fellow officer who had caught them in the smuggling operation. Several police officers requested transfers or other assignments because of their knowledge of corruption within the police force and their fear of reprisal.

There were, of course, many honest and dedicated local police officers and federal prohibition officers who worked tirelessly to enforce federal and state liquor laws. One of these loyal officers was Howard Blakemore, who served as Chief Inspector of the U.S. Immigration Service Border Patrol from 1927 to 1941. During his career he received many threats from smugglers and dishonest enforcement officers who warned him that he would be "eliminated if he didn't lay off".

With headquarters in Marine City, Michigan, Blakemore's jurisdiction included the waterway from Detroit to Harbor Beach. It was an uphill battle to patrol this long stretch of water between Ontario and Michigan. He was understaffed and without sufficient patrol boats for the territory in his jurisdiction. Customs agents had to rely upon "junk cars", he complained bitterly to his superiors, which couldn't catch the "slick, new Model A Fords of the rumrunners". Despite these obstacles, Inspector Blakemore was successful in apprehending more than two hundred bootleggers between 1927 and 1933. In his memoirs he observed, "I always figured I had most of my success because I was patient. I'd lay on the beach for five hours if it was necessary." He also "crept across the frozen Lake St. Clair at night if there was a chance of collaring a rumrunner".

Inspector Blakemore also later admitted that he had made mistakes in enforcing the Volstead Act. On August 1, 1928, Blakemore captured smugglers off the shore of Lexington, Michigan, in a boat laden with twenty-four hundred bottles of beer. He had two choices to consider, either to locate a truck and have the beer transported to headquarters at Marine City or dispose of the beer by dumping it into the river. He chose the latter course of action, but decided not break the bottles, as was the usual practice, because the broken glass might injure the local swimmers. He took

the advice of a local Lexington, Michigan, resident who told Blakemore that the St. Clair River was more than fifteen feet deep at the end of the dock and that the strong river current would carry the beer downstream.

Actually, the depth of the river at the dock's end was only six feet, and there was no current. On the following day, the "Great Lexington Beer Party", as dubbed by news reporters, took place. Villagers donned bathing suits and "everyone who could swim was tumbling off the dock in a grand and glorious scramble". When most of the beer was recovered the "dripping divers formed a long procession as they paraded toward the town's central square, carrying cases and bottles of brew in a hedonistic display of defiance". A Port Huron *News* reporter described the drinking spree of the three hundred residents of Lexington who took part or watched. Blakemore's philosophical and honest response to news of the beer party was, "I was just too gullible", he later recalled, "I never heard any more of the Lexington Beer Party".

Other prohibition agents were not as fortunate as Inspector Blakemore. Many were injured or lost their lives while on duty - in boating accidents and while apprehending rumrunners. Earl Roberts, a new recruit to the U.S. Customs Border Patrol, was shot in March, 1929 as he boarded a rumrunner's boat, crossing the St. Clair River between Port Lambton, Ontario and Algonac, Michigan. He died the following day of gunshot wounds; his assistant was convicted and spent nineteen years in prison. Between January 16, 1920, and October 31, 1927, forty-seven U.S. prohibition officers were killed in the line of duty enforcing the Volstead Act.

The Detroit River and the rest of the long waterway to Sault Ste. Marie was often a dangerous place to be as long as smuggling was such a profitable business. But after 1923, when organized criminal gangs on both sides of the river had taken over control of smuggling and the operation of commercial stills and speakeasies, violence increased sharply. With unlimited resources these gangs were not only able to purchase powerful boats and hire armed crews to run them, but they were able to place hundreds of law enforcement employees on their payroll. They made millions from the sale of illegal liquor.

There were numerous gangs operating on the Detroit River and Lake St. Clair, more or less dividing the waterway into sections, each under the control of one organized criminal group or combine. Of these, the Purple Gang was most notorious and powerful. Made up of several young Jewish hoodlums who

grew up together on the east side, they turned their attention to smuggling after they had merged with the Oakland Sugar House Gang. They manufactured and distributed bootleg liquor and beer, they smuggled choice Canadian whiskey from Canada, and they controlled many Detroit area speakeasies. For years, the Purple Gang was the major supplier for Al Capone and his Chicago criminal empire. They met his demand for hundreds of thousands of cases of Old Log Cabin Whiskey, which was shipped to Chicago by truck and railroad. The influence of the Purple Gang declined sharply in 1929 after the arrest and conviction of several of its leaders and the murder of other gang members.

Also active in the 1920s were several Italian Mafia gangs, led by the Licavoli, Vitalie, and Giannolos families. They not only had extensive smuggling operations in the Detroit area, including breweries and speakeasies, but they acquired controlling interest in several Canadian distilleries and breweries. The competing gangs divided up the waterway, but if there were differences, open warfare, murder and hijacking followed. Unfortunately, many innocent pleasure boaters and fisherman fell victim to the violence.

Federal and state enforcement agencies organized campaigns against the gangs, but their success was only temporary. With unlimited financial resources assembled from the astronomical profits from smuggling, they not only successfully bribed liquor enforcement officials, but also in some communities, they took control of the local government. In Hamtramck, Ecorse and Wyandotte in the 1920s, the gangs had key city officials on their payroll and in all of the communities rumrunning, stills, speakeasies, and gambling flourished.

Ecorse, a small community on the Detroit River, ten miles from downtown Detroit, vied with Hamtramck for the reputation as the most corrupt community in the state. Located opposite Grosse Ile and several Canadian export docks, a steady flow of liquor came into its harbor. Marinas and boat slips and houses lined the shore, providing ideal facilities for hurriedly unloading contraband liquor. Hundreds of local residents, eager for quick profits, got involved in smuggling from the opening day of prohibition. The cadre of local fisherman converted their craft quickly from the storage of fish to that of cases of liquor. With

initial profits, they purchased larger and more expen-



Crews were trained to operate the machine gun and one-pounder aboard the U.S. Coast Guard patrol boat.

sive boats. Even tugboats were acquired and put in the liquor trade, often dragging scows and rafts filled with sacks of whiskey.

During cold winter months when ice covered the Detroit River, Ecorse citizens purchased cheap jalopies and removed doors for quick escape in case they sank through thin ice. Thousands of cases of Canadian whiskey arrived in Ecorse each month, some earmarked for local speakeasies, like Lefty Clark's Dice Parlor and the Green Lantern, "Where a lively blackjack game ran around the clock." Most of the liquor was shipped to Chicago and other Midwestern cities.

The Ecorse liquor operation, however, was not limited to a few enterprising citizens or gangsters. Smuggling was so pervasive that all segments of the community were involved, according to a prominent Ecorse resident interviewed in 1921. "Ninety percent of Ecorseans were at the present writing our bootleggers, and the remaining ten percent were patented bootleggers, too old or in form to give a hand in carrying a box." Men and women of all ages, whole families, were involved in the smuggling. High school students, ages, thirteen to sixteen, were hired to deliver liquor from boats to road houses.

Federal and state officials were fully aware of the widespread smuggling activities in Ecorse, but there were limits to curbing the trade. The large number of boathouses along the river front, many with tunnels to houses several hundred feet away, made it easy to hide contraband liquor. Furthermore, most elected public officials and members of the local police department were either sympathetic to the smugglers or on the payroll of the bootleggers and other gangs. They notified smugglers of an impending state police or border patrol raid and refused to cooperate in curbing the illicit liquor trade. On one occasion, a large group of Ecorse citizens tried to block the Border Patrol from confiscating the boats of smugglers at a local dock.

Hamtramck was another Detroit area city influenced by the smuggling of Canadian whiskey and beer. Located with the boundaries of Detroit, it was in 1920 Michigan's largest city. Most of the fifty thousand residents were Polish immigrants who were "distrustful of and rebellious against American laws." The Eighteenth Amendment and the Volstead Act was intensely disliked and violated in Hamtramck. U.S. District Judge Arthur Tuttle characterized Hamtramck as "a disreputable city, a cancer spot and a disgrace."

By 1923 the situation became so bad that Governor Alex Grosbeck ordered the Michigan State Po-

lice to take over the city and conduct a thorough investigation of criminal activities there. This action taken by the state police gave clear proof of the extent of corruption. It discovered widespread violations of the Volstead Act. They found, for example, four hundred soft drink parlors licensed by the city, serving "everything but soft drinks". Liquor was sold openly in candy and party stores, restaurants, and pool rooms. Whiskey was sold by the shot from parked automobiles outside of automobile plants and on the streets of the city.

In police raids during 1923, the extent of corruption was clearly seen. Seventy-five stills were seized, two breweries closed, twenty thousand gallons of moonshine liquor destroyed, along with one hundred thousand gallons of mash. Hundreds of barrels of beer and wine were also confiscated. The "soft drink parlors", two hundred blind pigs, and one hundred fifty houses of prostitution, and numerous gambling places were also raided and put out of business.

The Michigan State Police also investigated the corruption of local public officials in Hamtramck and brought charges against many. The Mayor and thirty-one other defendants, including the Commissioner of Public Safety and a high-ranking police officer, were convicted of violating prohibition laws. Governor Grosbeck was applauded by federal and state law enforcement officials for his aggressive stand against Hamtramck.

Although few other Michigan communities were as corrupt as Ecorse and Hamtramck, violations of the Volstead Act were extensive. Detroit police raided and destroyed more than a thousand breweries during prohibition. Speakeasies and blind pigs were also the target of liquor enforcement officers and during the 1920s, thousands of these popular "watering holes" were raided, closed, and padlocked. During 1928 alone more than fifty thousand criminal prosecutions for violations of the Volstead Act were started, and 48,820 convictions were won by federal prosecutors.

Prohibition enforcement by Detroit police was much less impressive. From 1918, when state prohibition became effective, to 1928, Detroit police officers arrested 34,167 for liquor violations. Of these they won convictions for 8,864, an average of about twenty-five percent. From May 2, 1925, when the Michigan "Nuisance and Abatement Act" became effective to May 1, 1928, Detroit police closed or padlocked 272 blind pigs. Local police arrested nearly ninety thousand local citizens for drunkenness between 1918 and 1928 and apprehended as additional thirty thousand as "Golden Rule" drunks.

As the "Roaring Twenties" came to a close, it was obvious to the public officials and citizens alike that prohibition in Michigan had failed. Despite the publicity given to the work of the Prohibition Navy and other federal, state, and local enforcement agencies and the continuous number of arrests and convictions in the U.S. District Court, Michigan residents, and especially those who lived along the Detroit River and the rest of the Ontario-Michigan waterway, were aware that smuggling continued unabated. Liquor of all varieties was readily available in all sections of the city and rest of the state. The failure to enforce the Volstead Act also resulted in a dramatic change in public opinion regarding prohibition. Influential civic, religious and community leaders not only voiced concerns about enforcement practices, but began to support attempts to amend the Volstead Act and even support repeal of the Eighteenth Amendment.

Chapter Notes

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King, "U.S. Coast Guard," E-1.

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1-19-29

Export Dock In Canada Seized

WINDSOR, Ont., Jan. 18. — (AP) — What was regarded as the first of a series of raids to wipe out border export docks which have not been officially designated by the government took place to-day when provincial police seized liquor valued at \$40,000 at Reinke's export dock at LaSalle. Two men in charge, J. Reinke and B. L. Longley, were not held.

4-13-29

Detroit Rum Chaser Makes Big Catches

DETROIT, Mich., April 12—(Special)—A coast guard cutter, carrying a machine gun and a one-pounder, has been operating in the Detroit river for three days it became known to-day when Harold Albright, alleged rum runner of LaSalle, Ont., was arrested in his launch after he had been ordered to stop or be sunk. The capture took place off Fighting Island and Chief Boatswain Mate J. P. Hag-glove, in charge of the cutter, reported 1,200 bottles of beer were taken.

THIS LADY NEVER HAD A CHANCE

by
DAVID MIRAMONTI

A C-4 Cargo/Transport measuring 520 feet in length, 70 feet in width with a 9000 horsepower steam turbine engine was built by the Sun Shipbuilding Company of Chester, PA. for the U.S. Maritime Commission in 1945. She was christened *Marine Star*.

In 1954, Waterways Inc., a newly formed Detroit company, applied for a permit to operate in the passenger service between Detroit and Cleveland. It was granted by the Interstate Commerce Commission in September, 1954, with the proposed service to begin in June of 1955. In 1953, she had been purchased by the Sand Products Company and was to be converted into the Chicago Clipper, but before this

could be done, it was decided to use her on the Detroit to Cleveland run, and, at this time, she was renamed *Aquarama*.

The operating company name was changed to the Michigan and Ohio Navigation Company. The major problem facing the owners, was bringing their new 520-foot ship to the Great Lakes from the coast. After all, the St. Lawrence Seaway didn't have the capability of allowing a 520-foot ship to transit the system. The *Aquarama* was "stripped down to the weather deck", at Todd Shipbuilding in Brooklyn, N.Y., then towed to New Orleans and placed on pontoons so that her draft would only be 9 feet, instead of her normal 19 feet. This way, she could be floated



The MARINE STAR, ex-AQUARAMA laid-up in Windsor, Ontario in April, 1994.

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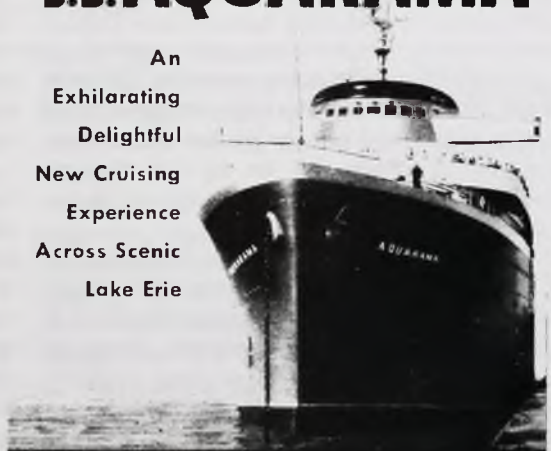
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TRAVEL ELEGANTLY—TRAVEL AQUARAMA



Top: The schedule in 1957 saw the AQUARAMA sailing eight times per week to Cleveland.
Bottom: The AQUARAMA downbound in the Detroit River after departing Detroit.

up the Mississippi River. She arrived in Chicago on September 13, 1953, and was towed to Muskegon to be completed. She was to bring back the glory days when the Detroit & Cleveland Navigation Company fleet of fine ships sailed the Great Lakes, including the port cities of Detroit and Cleveland. When the conversion was completed, the *Aquarama* could carry 2500 passengers and 165 cars. She had nine decks, including a sports deck, sun deck, movie theater, children's playroom/nursery, two dance floors, five bars and restaurants and club deck, all of which were connected by elevators and the first set of escalators

on a Great Lakes ship. The conversion took almost two years to complete and at a cost of \$7,500,000.

On June 3, 1956, the *Aquarama* made her national debut on nationwide television when she appeared on the NBC program "Wide Wide World" at 3 p.m. She was touted as the Great Lakes passenger ship of the future. Unfortunately, she was poorly designed for lake service, being that with nine decks (two for cars), she rode so high in the water that the wind would take control of her as if she were a kite. This caused her to experience many problems when sailing in the Detroit and St. Clair Rivers. She collided with a war ship, sea wall and many docks. Damage created by her wake included capsizing many small craft. Because she was powered by a steam turbine, she was very costly to operate at the slow speed allowed in the rivers.

In 1955, her dock in Cleveland was not yet completed, so it was decided to use her as a shore-based tourist attraction in Chicago's harbor at Navy Pier. One newspaper writer called her a "Ship Without A Harbor". In 1956, the *Aquarama* barnstormed ports on the Great Lakes, "showing her flag" as they say. She spent ten days in June, 1956 in Detroit, offering mini-cruises to nowhere.

In 1957, she started her regular runs between Detroit and Cleveland. She would depart Detroit at 8:15 a.m. on Wednesday thru Saturday, arriving in Cleveland at 3:15 p.m. On Sunday thru Tuesday, she departed Detroit at 4:00 pm., arriving in Cleveland at 11:00 p.m. She made special midnight departures on Sunday at 12:01 a.m. from Detroit and arriving at Cleveland at 7:00 a.m., and on Wednesdays, she departed Cleveland at 12:01 a.m., arriving at Detroit at 5:15 a.m. (Cleveland times were eastern daylight savings time and Detroit times were eastern standard times. In 1962, the beginning of her last season, her schedule changed from nine round trips per week, to five round trips. On the other two days, she would run up the St. Clair River to Port Huron. The 1962 season

almost didn't happen as the *Aquarama* was scheduled to run from Miami to Cuba, but before this came about, Castro took control of Cuba.

The 1962 was the last season for the *Aquarama* on the Detroit and Cleveland run. The city of Detroit would not renew the docking agreement, and the city turned the land at the foot of 24th Street into Riverside Park.

In 1963, it was felt that the *Aquarama* would replace the *Milwaukee Clipper*, owned by the same company, on the cross Lake Michigan run. The same problem revealed itself again. Milwaukee's harbor didn't have sufficient depth to allow the *Aquarama* to enter, and needed to be dredged to a depth of 24 feet. The city of Milwaukee wanted to recoup the \$700,000 dredging fee by increasing the ship's dockage fee from \$32,000 to \$65,000 per year. This was never to be. The *Milwaukee Clipper* returned to her Lake Michigan service runs for many more years and the *Aquarama* remained tied up in Milwaukee, never to sail under her own power again.

In 1984, the city of Menominee, Michigan was re-doing their waterfront and there was some talk of the *Aquarama* becoming a floating tourist attraction. The *Aquarama* would remain in Muskegon for the next thirty years.

In 1987, the *Aquarama* was sold to S.S. Aquarama, Inc., based in St. Thomas, Ontario. The group of investors planned to convert the ship for use as a floating hotel and convention center in Port Stanley, Ontario. She was towed from Muskegon to Sarnia, where she was opened for public tours. At this time the company was made aware that the harbor at Port Stanley could not accomodate the vessel's draft and would need to be dredged. Money was not available for this project, so the plans for conversion to a floating hotel were dropped. She was politely asked to leave Sarnia and was then towed to Windsor, and tied up below the Ambassador Bridge. As luck would have it, she was directly across the river from her original Detroit dock some thirty years ago.

In 1994 the *Aquarama* was once again given the name Marine Star. She departed with the tug *Malcolm* on August 1, 1995 to be towed to Buffalo, NY. Plans call for her to be converted to a gambling ship in the near future in a "yet to be determined" city". This Lady never had chance!!!

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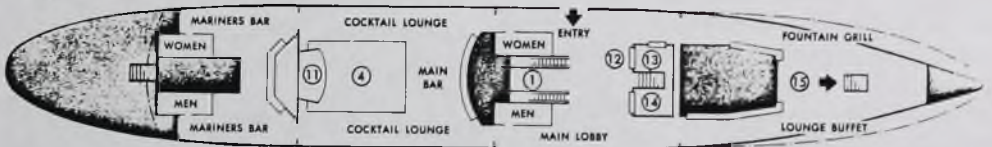
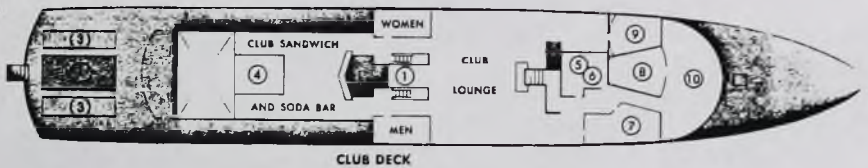
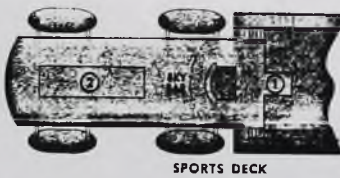
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GREAT LAKES & SEAWAY NEWS



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

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

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M.B. MacKay
Terry Sechen
John Voumakis

Ken Hillyer
William Keller
Dan McCormick
Jim Sprunt

May 2. . . Upper Lakes' *Canadian Pathfinder*, ex-*Baie St. Paul*, was towed from Toronto to Montreal for eventual scrapping overseas.

... The salty *Antelina* was delayed at Port Colborne prior to passing downbound through the Welland Canal due to overdraft.

... The St. Ignace City Council has given tentative approval to plan to display the retired Coast Guard lighthouse tender *Maple* at Dock 2 Marina. The tender is owned by the Great Lakes Center for Marine History in Lansing, MI. The *Maple* is presently in Milwaukee being fitted out for the trip to St. Ignace.

May 4. . . C.S.L.'s *English River* arrived at Port Weller Drydock for inspection. She departed on May 18th.

May 6. . . Mr. John B. Aird died in Toronto. While he served as Lt. Governor of Ontario, Algoma Central marine honored him when they christened their new 730-footer, self-unloader on October 21, 1982 at Collingwood Shipyard.

May 7. . . The *Normac*, under tow of Great Lakes Towing tug *Ohio*, passed down the Welland Canal bound for Port Dalhousie. The tow was delayed at Port Weller due to weather.

May 8. . . The *Sea Barge One*, (ex-Capt. *Edward V. Smith*, ex-*Adam E. Cornelius*), while being pushed by the tug *Atlantic Hickory*, ex-*Irving Miami*, passed upbound through the Welland Canal. She is owned by the Great Lakes Transportation, a division of Halifax Grain Elevator, Ltd. The tug and barge are chartered to C.S.L. (See page 49 of March issue.) On May 9th, the *Sea Barge One* was upbound in Lake St. Clair and collided with the *Philip R. Clarke*, which was downbound. The *Clarke* suffered extensive damage to her port side, aft of her midship area. The *Sea Barge One* suffered minor damage. Fog was blamed for the accident.

May 10. . . Upper Lakes' *Seaway Queen* returned to service and passed upbound in the Welland Canal. She had been laid-up for the winter in Toronto.

... Plans are being considered to convert the museum ship *Norgoma* into a bed and breakfast, restaurant and gift shop. The 45-year old passenger vessel is presently tied-up at the Bondar Park at Sault Ste. Marie, Ontario.

May 11. . . Upper Lakes' *Canadian Voyager*, ex-*Black Bay* was towed from Montreal to Toronto and laid-up.

May 12. . . The *Caribbean Mercy* passed upbound through the Welland Canal for a goodwill visit to the Great

• GREAT LAKES & SEAWAY NEWS

Lakes The missionary vessel's crew comes from fourteen different nations and they provide free medical, dental and other relief services to Third World countries. During the goodwill tour, they hope to collect medical supplies, funds and medical personal to assist in their mission.

... The *Normac* ran aground on a sand bar while under tow to Port Dalhousie.

... The *Mapleglen* was floated off Port Weller Drydock.

May 13 ... *Lake Ontario*, ex-*Federal Dambe*, passed upbound through the Welland Canal for the first time under her new name.

... The *Sea Barge One/Atlantic Hickory* arrived in Thunder Bay. After completing repairs at the Keefer Terminal, she loaded oats at the Pool #3 and Pool #7B Elevators. She cleared early on the 16th for Manitowoc, WI.

... The *Philip R. Clarke* arrived in Superior and entered the Fraser Shipyard for hull repairs. She had 12 to 15 hull plates replaced on her port side amidships. She cleared on the 20th for Two Harbors.

May 16 ... The *Mapleglen* cleared the fit-out wall at Port Weller Drydock and returned to service.

... The barge *St. Marys Cement III* and *Petite Forte* tied up at Wharf 10 in the Welland Canal for repairs to the barge's unloading system.



CANADIAN PATHFINDER and CANADIAN HUNTER laid up in Toronto on January 28, 1995.

GREAT LAKES & SEAWAY NEWS •



Photo by Roy Heatter

Carferry BADGER was open for tours at Chicago's Navy Pier on May 17, 1995.

... A Michigan judge dismissed a lawsuit filed by Fred Shannon, of Mt. Morris, MI. to prevent the removal of the bell from the sunken freighter *Edmund Fitzgerald*. Mr. Shannon claimed that the wreck lies partially in Michigan waters, but this claim was disallowed. The Great Lakes Shipwreck Historical Society plans to recover the ship's bell and place it at the memorial site at Whitefish Bay Shipwreck Museum. The bell will be replaced with a replica engraved with the names of the twenty-nine lost crewmen.

May 18. . . Several of the Great Lakes Towing tugs(*Wyoming, Nebraska, Maine, Tennessee, Maryland, and Pennsylvania*) passed upbound through the Welland Canal from Florida.

... *Mr. Neil*, a drilling rig, entered Port Weller Drydock.

May 20. . . The St. Lawrence Seaway Authority (Can.) and the St. Lawrence Seaway Development Corp (US), announced that vessel passages and tonnage through the Seaway were up dramatically through the end of April. There was an 88% increase in cargo passing through the Welland Canal and a 67% increase on the Montreal-Lake Ontario section of the Seaway. Grain was the leading cargo with a 233% increase over last year. Overall vessel passages were ahead of last year's by 72%, a total of 242.

May 26. . . The *Algoville, ex-Senneville*, passed upbound through the Welland Canal on her first trip of the season.

May 28. . . The Ontario Minister of Culture, Tourism and Recreation has issued a license to the Great Lakes Shipwreck Society to conduct dives on the *Fitzgerald* wreck and remove the ship's bell. The dives are scheduled for June 22 through July 7. Divers will use special pressurized suits and will operate from the Canadian Naval vessel *Comorant*.

May 31. . . A Manitoulin Island group hopes to have the *Norisle* back in service for her 50th Anniversary in 1996. They plan to operate her on special trips in the North Channel.

• GREAT LAKES & SEAWAY NEWS

Jun. 2 . . . The *Algoway* lost her rudder in Cleveland.

Jun. 3 . . . The U.S. Coast Guard Buoy Tender *Bramble* passed down the Welland Canal for survey work on Lake Ontario. She completed her survey work and passed upbound in the Canal on the 14th.

. . . The American Iron Ore Association reported that April shipments of iron ore to U.S. and Canadian ports increased by 5% over April of last year. The association reported total shipments from U.S. and Canadian ports on the upper lakes and Canadian ports on the lower St. Lawrence River.

Jun. 4 . . . *Winter Star*, ex- *Federal Hudson*, ran aground on a mud bank at Sydney, NS in heavy fog. She was freed on the 8th with minimal damage.

Jun. 7 . . . The *Algoway* passed down the Welland Canal under tow of tugs *Glenbrook* and *James E. McGrath*. Her damaged ruder will be repaired at Port Weller Drydock.

. . . The sailing ship *Maria Assumpta*, a Great Lakes visitor as *Ciudad de Inca* sank off the coast of England. Eleven members of her crew of fourteen were rescued. She was built in 1858 in Spain.

Jun. 8 . . . The tanker *A.G. Farquarson*, owned by Socanav arrived in Port Weller Drydock for inspection.

Jun. 10 . . . The Lake Carriers' Association reported that shipments of all commodities in U.S. lakers through April have increased 37.2% over the same period last year. Since that start of this year's shipping season, iron ore shipments in U.S. lakers increased by 39.3%; coal shipments were up 18.9% and stone shipments increased by 70%. As of May 1st, there were 56 U.S. lakers in service.



The PHILIP R. CLARKE sustained damage on her port side when she and SEA BARGE ONE collided on Lake St. Clair.

GREAT LAKES & SEAWAY NEWS •



Photo by Paul LaMarr, Jr.

The barge LAKEWOOD has been sold for scrapping at Port Maitland, Ontario.

... The Duluth Seaway Port Authority reported that this year's shipping season is off to a record start. As of the end of April, 5.5 million metric tons of cargo were handled by the Port of Duluth-Superior. This is an increase of 80% over the same period last year and the best start since the Seaway opened in 1959. As of the end of April, 158 vessels called at the Twin Ports, 71 more than the same time last year.

... A shipyard worker was killed at Port Weller Drydock when a large section of the *Algoma's* hull fell on him. The *Algoma* was drydocked for rudder repairs.

... A sport diver suffered a fatal heart attack while diving on the wreck of the *Cedarville* in the Straits of Mackinac.

Jun. 12. ... The salty *Petka* touched bottom in the Welland Canal and tied up at the south guard gate for inspection.

Jun. 13. ... ULS *Seaway Queen* tied up at Wharf 2 in the Welland Canal for engine repairs.

... The *Victorian Odyssey*, a 12-passenger cruise vessel, is now providing tours at Port Colborne. The boat is also available for charter.

Jun. 16. ... The barge *Lakewood* arrived at Port Maitland under tow of Gaelic tug *Shannon*. The *Lakewood* will be dismantled. At Port Maitland is the *Samuel Mather (vii)*, ex-*Henry Ford II*, which is almost completely scrapped while the *Beechglen* is untouched.

... Peterson Builders, Inc. has its shipyard at Sturgeon Bay, WI. for sale.

Jun. 16. ... Talks between the union representing Canadian Seaway workers and the St. Lawrence Seaway

• GREAT LAKES & SEAWAY NEWS



Photo by John Knecht

The ARTHUR M. ANDERSON upbound in the St. Marys River on May 23, 1995.

Authority have broken down, making a strike possible. A strike would close the Seaway from Montreal to the Lake Erie end of the Welland Canal.

Jun. 17. . . The *Arthur M. Anderson* opened the port of Ashland, WI. when she arrived with a cargo of coal for the Reiss Coal Dock.

Jun. 19. . . The tug *Atlantic Hickory* and *Sea Barge One* made their first visit to the Twin Ports since they entered upper lakes service. The tug/barge arrived from Thunder Bay, Ontario with a cargo of oats for the General Mills Elevator A in Duluth.

. . . *Petka* arrived at Wharf 6 at the Welland Canal under tow of tugs *Argue Martin* and *Lac Vancouver*. She unloaded a portion of her cargo and received temporary repairs. She cleared on the 20th.

Jun. 20. . . The barge *Sault Au Cochon* broke in two off the dock at Forestville, Quebec. Both sections sank with the midships on the bottom with air pockets holding up the bow and stern. The barge was under tow of the tug *Point Carroll* and was carrying sand. The barge was built in 1969 at Port Weller.

. . . The *HMCS Cormorant* passed upbound through the Welland Canal. The Canadian Navy research vessel will be the base ship in recovering the bell from the *Edmund Fitzgerald* in Lake Superior.

Jun. 21. . . Ontario Northland reported an increase of 2.6% for passengers and an increase of 3% for autos carried by *Chi Cheemaun* during the first 20 days of the season.

. . . A Congressional subcommittee has approved an additional \$200,000 to continue a study the economic feasibility of a new Poe-size lock at the Soo. However, the House Appropriation must clear both chambers of Congress. The cost for a new lock is estimated at \$455 million.

GREAT LAKES & SEAWAY NEWS •



Dossin Museum Coll.

Top: The passenger ship NORISLE arriving on Manitoulin Island. Bottom: The NORISLE as she appears in lay-up status today.

• GREAT LAKES & SEAWAY NEWS



Photo by Steve Elve

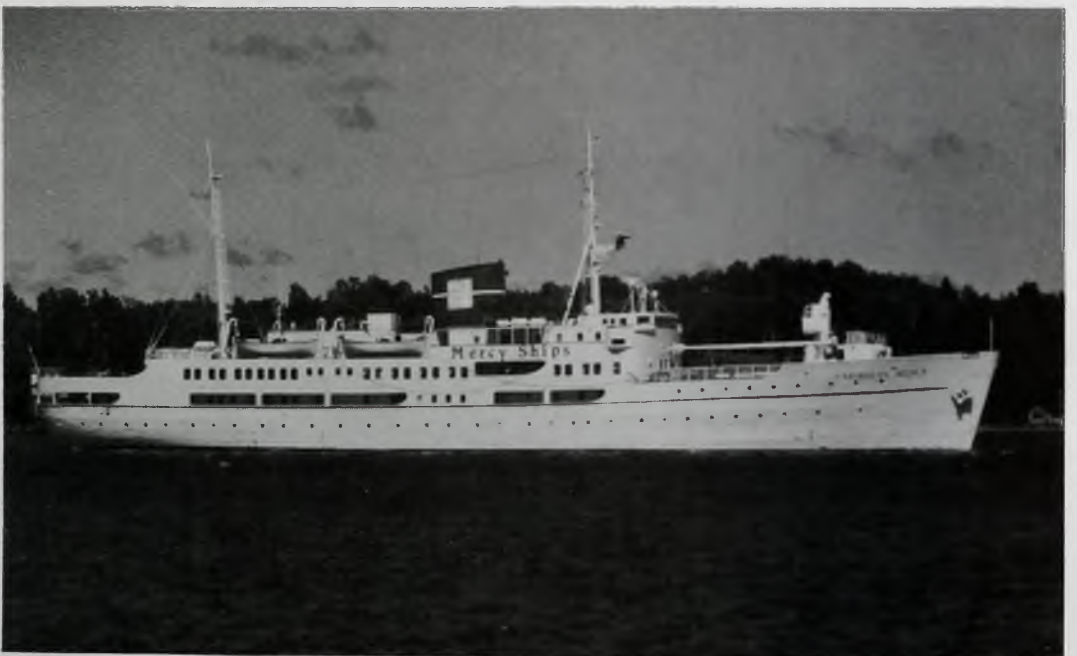


Photo by Dick Kruse

Top: The CARIBBEAN MERCY docked in Grand Haven on May 16, 1995. Bottom: The CARIBBEAN MERCY downbound in the St. Marys River after completing a goodwill trip on the upper lakes.

GREAT LAKES & SEAWAY NEWS •

Jun. 24 . . . Mr. George M. Carl passed away in Port Colborne at the age of 80. In 1934, he joined Samia Steamships, Ltd, a predecessor to Misener Steamship, Ltd. In 1950, Misener Steamships named a canal-size ship after him. When that vessel was scrapped, Misener Steamships honored him again when they renamed the *Matthew Andrews (ii)* in 1963, *George M. Carl (ii)*.

Jun. 28 . . . The *Algoway* and *A.G. Farquarson* returned to service and cleared Port Weller Dry Dock.

. . . The US Coast Guard Buoy Tender *Juniper* was launched sideways at the Marinette Marine Corp. in Marinette, WI. The *Juniper* is the lead ship of sixteen new seagoing buoy tenders that will begin replacing the 180-foot buoy tenders that date back to World War II. Marinette Marine has a contract to build two more of the *Juniper* class. The yard is also developing the lead ship of the smaller class of buoy tenders for inland duty.

Jun. 26 . . . The tug *Sea Eagle II* and barge *St. Marys Cement* entered Port Weller Dry Dock for repairs. The barge had previously struck the "bull nose" when entering Lock 4 in the Welland Canal.

Jun. 27 . . . Erie Marine Enterprises in Erie, PA. has shut down and it's expected to file for Chapter 7 bankruptcy. Erie Marine is a subsidiary of Jonathan Corp., Norfolk, VA., which is a large east coast shipbuilder. Jonathan also closed their large ship repair yard in Norfolk.

. . . The Canadian Government will end its 98-year old railroad subsidy on August 1st. The subsidy allowed farmers to ship grain at competitive prices. With the subsidy gone, it will be less profitable for farmers in western Canada to grow wheat. With less wheat being grown, the Port of Vancouver, British Columbia would be hard hit as well as the Canadian Great Lakes fleet and St. Lawrence Seaway.

BACK COVER PHOTO . . . The passenger-freighter *T.S. Faxton* (US 145020). Wooden passenger freighter built in 1874 at Clayton, NY. Measured 120.0 x 23.5 x 8.0, 153 Gross tons; 91 net tons. Ran mostly between Bay City and Alpena, MI. Made her last trip on October 16, 1901. She is shown here laying at the stave dock in Marine City, MI. Foun afire during the night of October 20, 1901, cause unknown and burned to waters edge. Part of the hull was used in construction of the str. *Edward P. Recor* (US 136991, Anderson's Shipyard in Marine City).

Great Lakes Calendar . . .

Sat.-Nov. 18th-G.L.M.I-Marine Historical Society of Detroit Entertainment meeting at 11:00 a.m. at museum. Speaker will be Mr. Bill Worden of the S.S. Columbia Preservation Foundation.

Sat.-Dec. 2nd-Marine Mart in DeRoy Hall at museum from 10:00 a.m. to 3:00 p.m.

Dec. 26-28th-Second Annual Ford Fleet Festival. Meet the officers and crewmembers that worked on the Ford ships.

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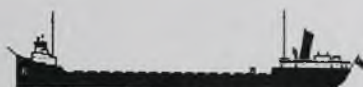


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The Great Lakes Maritime Institute, Inc. promotes interest in the Great Lakes; preserves items related to their history; encourages building of scale models of lake ships, small craft and racing boats and furthers programs of the Dossin Great Lakes Museum, repository of the Institute's holdings. The Institute was organized in 1952 as the Great Lakes Model Shipbuilding Guild. It is incorporated under the laws of the State of Michigan as a non-profit corporation and donations to G.L.M.I. have been ruled deductible by the Internal Revenue Service. No member is paid for services.

Telescope, the Institute's journal, is published six times per year and covers Great Lakes topics. The Editors welcome the opportunity to review manuscripts on Great Lakes marine history for publication.

Send to:

Kathy McGraw, Editor
Great Lakes Maritime Institute
100 Strand on Belle Isle
Detroit, MI 48207

The organization makes no payment for such material and the Editors cannot be responsible for statements made by the authors of articles published.

Institute membership is available for the 1995 calendar year in these forms:

Regular Membership	\$30.00
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