

DINNER MEETING
Social Hour 5:30
Dinner about 6:30
SATURDAY EVENING
MAY 3rd

VOLUME 8, No. 2
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THE LIGHTSHIP

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Have Bags Will Travel For Dinner Meeting.. MAY 3

KEEPING THE SPRING TRADITION ALIVE... HAVING A DIVING PROGRAM TO CLOSE FOR THE SUMMER WILL BE OBSERVED THIS YEAR WITH A COMMERCIAL DIVER... NOT HUNTING TREASURE BUT RECOVERING PROPERTY WILL BE THE SUBJECT

The members and friends of Lake Huron Lore will gather for dinner on Saturday evening, May 3rd in their home in the main gallery of the Museum of Arts and History for the last entertainment program before summer break. As usual the program will be one on diving... this time however with a difference. Member Wayne Brusate, president of the Brusate Diving & Salvage Co., of Marysville, Michigan will be the speaker. Wayne and

Athabaska Comes Into Port Permanently at Marine Gallery

Lake Huron Lore was the recipient of a very delightful surprise these past few weeks... it came in the form of a beautiful lithograph of that old Canadian Pacific liner entering Thunder Bay, Ontario.

This ship was an anonymous gift to your Marine Society, presumably from someone who was breaking up housekeeping and was moving to smaller quarters. It is a genuine prize and Lake Huron Lore will loan it to the Museum of Arts and History for permanent display in the marine collection in the Cooper Gallery.

The Athabaska will be on display for the first time at the next meeting and we will ask those present to sign a note of thanks to be mounted with the lithograph.

The American Bureau of Shipping (Great

(see page 3)

Capt. Ted Richardson have organized a program that covers an entirely different aspect of the art of underwater recovery.

Wayne has worked with his equipment all over the Great Lakes and as far away as the west coast.

He played a part in the removal of Howard Hughes famous "spruce goose" from its former home to a new location, near the liner QUEEN MARY. Some of his other encounters was the wintertime raising of a dredge from the bottom of a gravel pit near Richmond, Michigan... a sunken vessel in the Saginaw River... a barge on Lake Huron... but we will let Wayne tell you and show you how his famous air bags work.

Wayne is one of a very few salvage enterprises in the country using modern equipment to do a job that has been done with wooden casks and compressed air... and a more recent program we had with the use

of styrofoam when the SYDNEY SMITH was raised from near the Blue Water Bridge.

Please make your reservations early to enable the Museum Guild to have ample provisions on hand.

OUR ARCHIVAL PROGRAM IS MAKING PROGRESS

It is with great pleasure that we can report to the membership that our archival preservation program is progressing satisfactorily. The profits from your attendance at our dinner meetings is holding its own toward the financial obligations that are incurred for purchasing supplies. We are looking forward to the time that our memorial fund will be in a position to provide the means required to have a satisfactory video system on which we may display some of our collection. For the benefit of the several new members we have welcomed into the organization lately.... we are attempting to record as much as possible of the history of the shipbuilding and shipping industry of the area..... Under the work and guidance of Capt. Ted Richardson and Robert Fraser-Lee, who was recently elected to the Board of Trustees of the Museum of Arts & History, work is progressing in converting our raw history into a usable form. That may sound real complicated but it is not... I do not want to scare off prospective volunteers. It is taking a n item from an old newspaper and putting it on a card bearing the ship that was involved. This work will probably come to a halt during the summer months but will resume in the fall. Capt. Richardson has completed the work of having video tape made from the film of Member Capt. Perry Klumph who has narrated his many films of years of sailing on the Great Lakes including the studies made during the Great Lakes Winter Navigation Experiment. It was proven that it can be done part of the time, like going to the moon, but don't look at the cost figures. Through the generosity of board member Bill Luke we have a video tape of two side ship launchings at Collingwood and various interviews with people at the shipyard on launch day. Through the efforts of John Clarke, our naval architect and marine engineer in residence (in Florida), his production of "Let's Have A Splash Party," a slide presentation with sound has been preserved relating the story of a side launch. We are looking forward to having in the near future a collection of video tape taken of our second steam whistle blast at Marysville. Capt. Richardson has also had a recording of a 16mm training film recorded on the subject of Coast Guard activities on the lakes. The microfilming of our archives that cover the activities of the headquarters of the Customs District of Huron during the important historical times of wooden shipbuilding in the area from the Saginaw River to the Clinton River is just getting under way. This project when completed will be the complete indexing of the documents arranged in alphabetical form that will tie into the news items of the ships involved, as previously mentioned. More about that in the fall..... have a good summer!!!!

300 YEARS OF TRANSPORTATION ON THE ST. CLAIR RIVER.....

Opening on July 12 in the main gallery of the museum will be the story of 300 years of water transportation from the birchbark canoe to the 1000 footers of 1986. As this is the last issue of LIGHTSHIP before this date the members are all invited to come and bring their friends and any prospective members to the opening reception. It is a good occasion to show people of the community one of the many activities of Lake Huron Lore. **DON'T FORGET THE DATE, ORANGEMENS DAY, JULY 12, AT 7:30 P.M. Be there.**

YOUR EDITOR REPORTS

We must admit that the cart got before the horse in January when I asked for volunteers for a project of recording the artifacts in the Cooper Marine Gallery on tape with a description of the article. After starting I found that that can more easily be done with a label... the thing that was needed was... why was the artifact or picture there? What was the background that made it historically significant? This outlook gives the whole picture a different meaning... a lot of research... I know who you are and I will call on you when the stage has been set.

A DELIGHTFUL EVENING WITH AN ENTHUSIASTIC AUDIENCE

Your editor had a delightful evening with the Sarnia Historical Society in the Guildhall of historic St. John's Anglican Church, Point Edward. There was a good attendance in spite of the stormy night. I used the program "Around the Lakes in 1892". I did some missionary work on the Pesho project and had good reception.

ATHABASKA COMES INTO PORT IN GALLERY

(continued from p. 1)

Lakes Department) says she was officially numbered Can. 85764, port of hail, Montreal, Que. ; Can. Flag; Steel const. G. T. 2784, N. T. 2349; 2901 b. p. x 38'2" beam x 23'3" depth; two decks; freight & Pass. service; lengthened 36' at Collingwood, in 1910; built in 1883 at Glasgow, Scotland, by Aiken & Mansel, owners, managers, The Canadian Pacific Railroad Co., Montreal, Que. Engines, fore & aft Compound, 30" x 64" cylinders with a 48" stroke, 1225 indicated horsepower, 64 r. p. m. built by D. Rowan, Glasgow, Scotland, in 1883. Two scotch boilers, with forced draft 14' 0" x 11'0" heated by 6 furnaces with 150 #/sq. in. built by Western Drydock & Ship building Co., Port Arthur, Ont. 1914.

A short history of the Great Lakes Service of the Canadian Pacific Railway Steamships started in earnest in 1883, when the CPR approached Mr. Henry Beatty of Sarnia; a partner in the Northwest Transportation Company, to join them as manager of their Great Lakes transportation services. Incidentally, one of his sons, Sir E. W. Beatty, became the first Canadian born Chairman and President of the Canadian Pacific Railway, 1918-1943.

PESHA PROJECT PERSISTS TO PRESENT THE PROBLEM OF PACKAGING PICTURES FOR PRESENTATION

President of Lake Huron Lore Walter McDonald Smith has launched a drive to secure and publish the post card views of Louis Pesha, who wandered all over everyplace taking pictures of everything around the turn of the century. He had several locations in Canada and in Marine City soon after the turn of the century. We have quite a few facts about them. Lou Miller, donor of the new library in MC worked for him summers, exposing postcards to sunlight.

Your editor has made several pilgrimages to his burial place high over the banks of the Thames River in the United Church yard at Shetland at different times with the late Lee Cooper, Fr. Ray Donahue, George Smith, the Sarnia historian and with W. Smith. If you have a postcard of his it would be appreciated if you would mail subject and the number to Lake Huron Lore office, 1115 6th St. P. H.

For their new service three steel ships, the ALBERTA, ALGOMA and ATHABASKA, were ordered from the Clyde and built with special bulkheads amidship, so arranged to allow the vessels to be halved. They were sailed across the Atlantic and arrived in Canada in 1883. On arriving at Montreal, they were halved and towed to Buffalo, where they were joined and taken to Owen Sound, Ontario.

Meanwhile, on the first of April 1884, the Canadian Pacific bought the small wooden screw ship GEORGIAN to transport construction camp workers and supplies during the construction of the railway.

The first Canadian Pacific service on the lakes was started in the summer of 1884 from Owen Sound, through the Soo Canal to the head of the lakes at Port Arthur (Thunder Bay), before the rails along the north shore were completed. The ships had accommodations for 240 first class passengers, and 600 immigrants and were also used to help in the construction work. When the building of the railway was finished the ships were used to transport heavy cargoes because the rail grades in the Algoma district were severe and the motive lower at this time was very light. They contin-

FERRYBOAT LAUNCHING HAS NOT BEEN DETERMINED AT THE TIME OF LIGHTSHIP PUBLICATION

"LIGHTSHIP" goes to the printer today, April 9, without a launch date for the Algonac-Walpole Island Ferry. Mr. Stanton, president of Hike Metal Products, at Wheatley, promised that he would call me when the date has been set. If I get the call before mailing I will insert the news in the envelope. For those who are interested, I will try to get the word to the Times Herald and Mike Patton will insert the announcement. The projected date that he gave me when I visited the yard recently was May 1st. If you wish to call Frank Crevier, 313-794-3466 just before that date I will relay the information.

It will not compare in any way to a Collingwood launch. It has to be rolled or dragged from its construction site in the shop area to a slip and pushed to water.

ued to carry considerable quantities of grain eastbound until the early 1920's until the big bulk carriers came into their own. The main purpose of the operation on the lakes was to allow the company to meet all water transportation competition without damaging their all-rail rate structure. Their Great Lakes service was marred by only one major disaster and that was on the 7th of November 1885 when a severe storm wrecked the ALGOMA on the Isle Royale in Lake Superior. Only 15 survivors reached land, 45 lives being lost. Incidentally, it was on this day that the last spike was being driven at Craigelachie.

The Eastern Terminal was transferred from Owen Sound to Port McNicoll in 1912. This was a newly built and wholly controlled site. The change made it possible to move more than double the weight of trains hauled by similar locomotives (because of the better grades) which resulted in a material reduction in cost and more expeditious handling.

On Monday 17th September 1928, MANITOBA arrived at Owen Sound on her Regular voyage from Fort William, having on board five survivors of the MANASOO, which had foundered early the previous Saturday morning. The rescued men had been 60 hours on a life raft before they were sighted and were much exhausted. They were picked up by No. 7 life boat from the MANITOBA in charge of First Officer McCannel, a heavy sea was running at the time.

In 1937 the Great Lakes Transit Co. ceased trading (MILWAUKEE CLIPPER is still afloat) and Canadian Pacific obtained permission to operate a service from Pt. McNicoll via Milwaukee, to Chicago, where the P. D. Carroll Trucking Co. distributed the freight in the Chicago area. The

ALBERTA and ATHABASKA were returned to useful service after having been laid up for several years. The ALBERTA made the first call at Chicago on the 5th of May 1938, thereafter regular calls are made every Tuesday and Friday. By December 62 trips had been made, the MANITOBA having been pressed into service towards the end of the season.

The 542 mile steamer trip, from Port McNicoll to Fort William (Thunder Bay), which made a pleasant 38 hours break in the trip across the Continent by railway, continued with the ASSINIBOIA and KEEWATIN until 1966, when the sale of the KEEWATIN in November 1966, brought an end to eighty-three years of passenger service across the lakes by Canadian Pacific.

Long life has been a feature of the lake ships. The ALBERTA and ATHABASKA completed sixty years on the fresh water of the lakes before being sold and towed through the Chicago Drainage Canal and the Mississippi for a further two years work in the salt waters of the Gulf of Mexico. The KEEWATIN sailed the lakes for fifty-eight years and will spend her last days as a marine museum at Saugatuck, Michigan. The ASSINIBOIA continued in cargo service between Fort William and Port McNicoll until the 26th of November 1967. She was sold to the Jal Steamship Line in May 1968. (This was Lake Huron Lore member Don Lee of Port Lambton, who delivered her safely to eastern owners, but she burned before any commercial use was made of her).

While Canadian Pacific did not seem to operate on the St. Clair River, there are many ties to our locality... and Lake Huron Lore and the patrons of the Marine Gallery are appreciative of the donors excellent gift!

"TRINKETS and THINGS"

SPONSORED BY
THE MUSEUM GUILD

Museum of arts & HISTORY
1115 Sixth St.,
Port Huron, Mich

COME EARLY ON SATURDAY, MAY 3rd
STAY FOR THE LAKE HURON
LORE SOCIAL HOUR!!!!
HUNDREDS OF THINGS THAT NO HOME CAN
DO WITHOUT

Boxes and boxes of books are there now!... and stuff
you would not believe... Bet You Will BUY Something!!!