

BALLCAMP, BARRALTON, BATHALUM, BAYMEAD and HUMRICK (the latter built on the lakes), all of which were acquired by the Ford Motor Company in 1925-1926 to tow to the lakes many of the 149 Shipping Board "World War One Lakers" which were acquired by Ford for scrapping at its plant on the River Rouge. After the feat of bringing the "Lakers" to the St. Lawrence and then through the old canals (which annoyed to no end both Canadian shippers and canal operators because of the huge traffic bottlenecks the tows created), Ford used the former Shipping Board tugs on the lakes to tow thirteen of the former "Lakers" which Ford had acquired for scrapping but which, cut down, were used by Ford as barges. These tugs all left the lakes either before or during World War Two, never to return.

Another of the 142-foot Shipping Board tugs which came to the lakes was HUMACONNA, built in 1919 by Whitney Brothers at Superior, Wisconsin, and sent on completion to salt water. Sold to West Coast interests in 1923, she was returned to the lakes in 1962 by the Nicholson Transit Company. She now is the GREGORY J. BUSCH, owned by Busch Marine Inc. of Carrollton, Michigan. Completely rebuilt and repowered, she is, we believe, the last of the 142-foot class of Shipping Board tugs to remain on the lakes.

BALLEW was sold by the Shipping Board in 1924 (or late in 1923) to the Detroit Sulphite Transportation Company, of Detroit, Michigan, which existed to haul pulpwood from the north shore of Lake Superior to Detroit for use in the manufacturing of newsprint. This company owned a number of freighters and small barges and even, at one time, the famous three-masted schooner OUR SON. However, BALLEW was acquired specifically to tow the big steel barge MITSCHFIBRE, (a) MARCIA (24) of 1895, which the company purchased in 1923. Her services became even more valuable when, in 1927, Detroit Sulphite Transportation Company acquired another large steel barge, CORDOVA (ii), (a) CARRINGTON (27), (c) DELKOTE, of 1897, and in 1929 another steel-hulled barge, SIDNEY G. THOMAS (40), (b) SWEDEROPE (ii), of 1897.

At this time, BALLEW was painted up with a black hull. Her cabins were a relatively dark colour, probably being either a light brown or dark buff. Her masts were black, while her big smokestack was black with a white oval, on which appeared the intertwined black letters 'DF'. We do not know for sure why these letters were chosen, but in view of the way the top of the 'F' was interlocked with the top of the 'D', one could imagine a letter 'P' being formed, and perhaps the reference was to the "Detroit Free Press", one of the local fish-wrappers which exists to this day, and to which the newsprint may well have been destined.

Renamed (b) SULPHITE in 1926, the big tug operated successfully with her three steel barges for many years. In photos taken by Edwin Wilson at the Soo in the 1930s, we see SULPHITE with DELKOTE at right, and with SIDNEY G. THOMAS, below. Note the barges' deckloads of pulpwood.

In 1939, the parent firm, Detroit Sulphite and Pulp Company, spun the lake transportation company



off to Driftwood Lands and Timber Ltd., of Sault Ste. Marie, Ontario and, at this time, SULPHITE was re-registered from Detroit to the Soo and was given Canadian official number 170560. On the Canadian register, she was shown as being 142.0 x 27.5 x 16.1, and her tonnage as 433 Gross and 215 Net. Her hull remained black, but her cabins were repainted white. Her smokestack remained black with a white oval, but the letters on it became 'DLT'.