

CHARLES W. WETMORE, in honor of a Lake Superior boy, who by his own energy and perseverance has, in his early manhood, achieved a most enviable distinction among men prominent in the business and financial affairs of the country. If, indeed, not born in our sister city of Marquette, where his parents still reside, nearly, if not quite all his boyhood days, were spent in this place, where he attended school and fitted himself for college. Graduating with high honors, scarcely a decade ago, he entered upon the practice of law in the city of New York, where his commanding ability at once attracted the attention and won the clientage of the great financiers with whom he is now associated in some of the largest industrial enterprises in the whole country, among them the American Steel Barge works, of the company owning and operating which he is the secretary. Knowing him in early boyhood (did he, perhaps, deliver newspapers? -Ed.), the "Daily Leader" is pleased to see him honored in the christening of a good ship which will carry his name to the other side of the continent, and possibly to the other side of the world.

"The CHARLES W. WETMORE will, after making a short trial trip, load wheat for Kingston, and after discharging her cargo at that port, will run the rapids to Montreal, and proceeding thence to New York, take a cargo for the Pacific coast. (The trip to Liverpool, apparently, had not yet been planned -Ed.) She will go alone, and, reaching the coast, will be the first of the fleet with which the American Steel Barge Co. proposes to revolutionize the carrying trade of the Pacific. She will run between Puget Sound ports and San Francisco, and will be supplemented in the near future by similar ships to be built by the company at some point on that coast not yet decided upon." (Of course, only one of these ships, CITY OF EVERETT, ever materialized -Ed.)

The "Superior Daily Call" of Thursday, June 11, 1891, stated that "CHARLES W. WETMORE made a trial trip yesterday afternoon, going several miles out on the lake, and her movements were very satisfactory to the barge works officials and her officers. The boat took on fuel at the North Western docks this morning and is now being loaded with wheat at the Great Northern elevator. She will go from here to Kingston and unload her cargo, there to shoot the rapids of the St. Lawrence. She will be reloaded at Montreal and continue to Liverpool.

"From there, she may round Cape Horn and go up the Pacific coast to the (Puget) Sound, but this is not yet settled. It will be, however, before she sails. E. H. Dwight, representing the "Chicago Herald", "Milwaukee Journal" and several other papers, will go with the boat if it is decided to send her around Cape Horn.

"The crew of the WETMORE will be made up as follows: Captain, Joseph Hastings; mate, J. H. McLeod; chief engineer, Foster; three firemen, three coal lifters and a crew of six seamen."

On June 12th, the "Daily Leader" noted that "the departure of the... WETMORE for a voyage across the 'Big Ditch' and around the Horn, is an occasion of momentous interest, not only to Superior, but to the whole commercial world. The whaleback now seeks to gain a new commerce in strange waters. She goes from the very center of the American continent to revolutionize the carrying business of the great world waterways. Truly a place that can send out such a prodigy is not to be slighted in the course of commerce.

"The 'sow', as the envious vesselmen are prone to call the whaleback steamer, pulled into the Great Northern slip Wednesday evening. She commenced loading about noon (on Thursday, June 11 -Ed.), and in three hours the five runs of the elevator poured 70,000 bushels of wheat into her hold, consigned to Liverpool by A. D. Thomson. Many people visited the boat as she lay at the elevator. Many were the expressions of interest in the trip, especially from the lake captains who were present.

"At 5 o'clock, the last hatch was closed down and everybody was aboard for