

the Eastern Steamship Corporation of New York, which had authorized capital of \$1,000,000. If the name of the firm sounds rather like that of a Canadian fleet of canallers formed at approximately the same time, it is no coincidence. The incorporators of the New York firm were Judge Louis B. Hart, John J. Rammacher, Nisbet Grammer, Edwin T. Douglass, G. J. Grammer, John B. Richards and Norman P. Clement, and these were all Buffalo grain men or financiers. They all had been involved in the formation of the Eastern Steamship Company Ltd., of St. Catharines, Ontario, on December 22, 1922. The purpose of the formation of the two companies was to facilitate the movement of grain down the Great Lakes to Buffalo in the U.S.-flag upper lakers, and the trans-shipment of it in the Canadian canallers down to Montreal. Both of the fleets were backed by the Buffalo ship management firm of Boland & Cornelius and this latter concern became the manager of the Eastern Steamship Corporation fleet.

The ships involved took on the colours of the new firm, which were similar to those worn by the Eastern Steamship canallers. Their hulls were black, while forecastles and cabins were white. Stacks were black with a broad white band. There was a large letter 'E' on the white band, and we believe that it was red. The 'E' may have become black as it soon did on the canallers, but we never have seen any photographic evidence of red bands above or below the white band (or originally silver?) as on the canallers in their very early period.

As well as the change in colours, three of the Eastern Steamship Corporation freighters received name changes during the 1924 navigation season. The G. WATSON FRENCH became (b) HENRY P. WERNER, while WILLIAM L. BROWN was renamed (b) GEORGE H. INGALLS and the MARY C. ELPHICKE was rechristened (b) MORRIS S. TREMAINE. George Hoadly Ingalls was vice-president, freight and passenger traffic, of the New York Central Railroad in 1924, while Morris Sawyer Tremaine was a director of the Detroit & Cleveland Steam Navigation Company, and of the Eastern Steamship Corporation, as well as being president of a company which manufactured steel doors.

Eastern Steamship Corporation had acquired the BROWN, ELPHICKE and FRENCH on October 23, 1923, the same day as the company was incorporated. It also took over the upper laker G. J. GRAMMER, purchased four days earlier from the Hutchinson interests (via Charles O. Jenkins) by Nisbet Grammer, who was the son of G. J. Grammer and also was president of the Eastern Grain, Mill and Elevator Corporation, also of Buffalo. The GRAMMER was not renamed.

Another change for our sisterships came in 1934, when Boland & Cornelius transferred ownership of GEORGE H. INGALLS and MORRIS S. TREMAINE to another of the companies it managed, namely the Western Steamship Corporation, also of Buffalo. We have no idea of what colours the ships wore during the relatively short period in which Western Steamship owned them, as we have no photographs of either ship taken during this time. Perhaps the 'E' on the stacks became a 'W' or, more likely, the usual Boland & Cornelius stack colours were adopted, namely a black stack with two narrow red bands outlining a broad silver band.

In 1936, both the INGALLS and the TREMAINE were sold to the Automotive Trades Steamship Company, which operated out of Detroit, Michigan. This was a Delaware corporation, which was formed on July 2nd, 1936, and its incorporators and owners were Timothy Joseph McCarthy, Sr., Sparkman Deats Foster and John Paul Ranahan. These were the same parties who, on April 30th, 1935, had formed the T. J. McCarthy Steamship Company.

Mr. McCarthy, born at Erie, Pennsylvania, on March 31, 1884, had worked in a variety of jobs around the lakes, but from about 1922 until 1931, he had worked for Captain William Nicholson, whose fleet of ships was one of the first to engage in the large-scale transportation of automobiles on the Great Lakes. In 1931, McCarthy left Nicholson's employ to work for the