

GLENMOUNT (II)

Coming up with names of ships which might be suitable candidates for feature articles in "Scanner" always has been a challenge for your Editor. Sometimes we get "brilliant" ideas and then run with them, but more times than we care to admit we are still scratching our head for inspiration only a few days before our printing deadline. We often have asked the members for suggestions for Ship of the Month features, and we have received quite a few responses. Many of the suggestions already have resulted in completed articles while others are still "pending", often for want of enough information or photos for us to prepare a meaningful feature.

We do keep those letters of suggestion, however, and in looking them over recently, we came across one that was sent to us almost fifteen years ago by a member who, unfortunately, is no longer with us. He sent along a number of suggestions, saying that "Maybe other older seamen would be interested in reading about these boats, too". Most of the requests on his list since have been done, but two have remained unanswered, and we are not quite sure why we have shied away from doing them. We now have the opportunity to rectify at least one of the "oversights", but we fear that it comes too late for anybody to recall this ship in operation, for she has been gone from our waters for almost three-quarters of a century.

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Fayette Brown was a gentleman who had three lake ships named for him. One was a wooden-hulled, three-masted schooner built in 1868 and lost by collision in 1891. The second was a composite-hulled bulk carrier built in 1887, which lasted into the mid-1920s. The third was a steel-hulled bulker built in 1910 and sold for scrapping in 1963. The remains of this latter vessel remain to this day on the rocky shore of Anticosti Island in the Gulf of St. Lawrence, where she stranded after breaking free of a tow to a European scrapyards late in 1964.

The man himself? Fayette Brown was born in Ohio in 1823, and worked in the wholesale dry goods business and then in banking before becoming a paymaster in the Union Army in 1861. In 1862, he became general agent for the Jackson Iron Company, of Marquette, Michigan, and he remained with that company at Cleveland until 1887. Fayette Brown then was associated with many different companies, including the Brown Hoisting Machinery Company. (The Brown Hoist was considered the very best in ore unloading rigs until the advent of the Hulett.) He was chairman of the board of Harvey H. Brown & Company, iron ore dealer and vessel operator, which later was headed by his son, Harvey. Fayette Brown died at Cleveland early in 1910.

Meanwhile, back in the spring of 1869, a Detroit firm known as the Northwestern Transportation Company, began operations under the control of Captain R. J. Hackett, who later was associated in the venture with Captain Elihu M. Peck, as well as the Masters family, all of Cleveland. (Peck and Masters also were renowned shipbuilders at Cleveland for many years.) About 1876, Northwestern acquired for \$300,000 the interest of Nathaniel Englemann in the Englemann Transportation Company, of Milwaukee, but several years later, Englemann re-entered the shipping business when he gained control of Northwestern Transportation in a rather bizarre turnabout. Some years later, control of Northwestern was regained by Captain Peck, with whom were associated in the venture Fayette Brown and his son, Harvey. Capt. Peck died at Detroit in 1896, and from then until about 1913, the Northwestern Transportation Company fleet was managed by Lewis C. Waldo, after whose retirement (following the tragic stranding of the Roby-owned but Waldo-managed steamer L. C. WALDO on the Keweenaw Peninsula in the Great Storm of November 1913), Harvey H. Brown became the fleet's manager. Northwestern originally was formed to haul lumber out of Michigan's Saginaw River, but later devoted its attention mainly to the iron ore trade.