

and it developed 1,500 Indicated Horsepower at 80 revolutions per minute. Steam at a working pressure of 180 p.s.i. was produced by two coal-fired, single-ended, Scotch boilers fitted with induced draft and manufactured by AmShip at Cleveland in 1905. Each boiler was 13'9" in diameter and 11'6" in length. There were four furnaces, with a total grate surface of 91.6 square feet and a heating surface of 4,640 square feet. This same engine and boilers would serve the steamer for her entire life of more than sixty years.

STEPHEN M. CLEMENT was simply a larger version of Mitchell's eleven near-sisterships of the HOLDEN class, and she was very similar in appearance. She had a graceful, sweeping sheer to her decks, and was built with a half-top-gallant forecastle and flush quarterdeck. There was a closed steel bulwark for about two-thirds of the length of the forecastle head. The pilothouse sat directly atop the forecastle, forward of the texas, and was a typical Mitchell-style turret house, with its three-windowed front slightly curved but the corners "squared". There was an open bridge on the monkey's island. The tall pole foremast rose up out of the texas cabin.

There was an open post-and-wire rail down either side of the spar deck, and it gave way to a closed steel taffrail aft. The steel cabin aft contained both the boilerhouse and the accommodations section, with an overhang of the boat deck above sheltering the crew's quarters part of the house. The cabin featured windows to admit light, rather than portholes, the latter becoming more popular for safety purposes in the wake of The Great Storm of 1913. A lifeboat was carried on either side of the boat deck, worked by radial davits. The smokestack, fairly short, thick and well raked, rose out of the boilerhouse and was surrounded by a number of ventilator cowls, including two enormous ones positioned just forward of the funnel and to either side. The mainmast, another tall pole, was stepped very close abaft the stack.

The CLEMENT was painted in the colours usual to ships operated by Mitchell & Company. Her hull was black, and our hand-coloured photo of her dated 1907 shows that her boot-top was red. The forecastle and cabins were white, while the smokestack was black with a broad maroon band. The foremast was buff, while the main was black.

The Mitchell boats carried just about any cargo that was available, and the CLEMENT was no exception. She would usually carry iron ore downbound, although grain cargoes were not unusual. Upbound trips were sometimes operated light ship, but more often than not, coal was taken up the lakes. In fact, the CLEMENT's maiden voyage saw her depart Lorain on June 24, 1905, bound for Duluth with a cargo of coal. The steamer seems to have operated successfully for Mitchell & Company, and the only incident in which she was involved during this period, as far as we are aware, was a relatively minor collision at Duluth. It occurred on May 14, 1913, and the other ship involved was the 1908-built steamer FRED G. HARTWELL (I)(17), (b) HARRY W. CROFT, which was owned by the Mutual Steamship Company and operated by G. A. Tomlinson. Neither the CLEMENT nor the HARTWELL sustained any serious damage in the mishap.

But the competition was tough in the lake shipping business then, and many of the "independent" operators found the going hard, particularly if they were carrying a heavy debt load as a result of building many new ships back in the heady early years of the nineteenth century. The Gilchrist Transportation Company foundered in a sea of red ink, and Captain John Mitchell was one of the appraisers retained to determine the value of the Gilchrist vessel holdings. In 1913, seventeen of Gilchrist's steel bulk carriers were acquired by the newly-formed Interlake Steamship Company, managed by Pickands Mather & Company, and in December of 1915, that same company bought the thirteen steel steamers owned by Mitchell's Cleveland Steamship Company.

This did not mean that Capt. John Mitchell went out of the vessel management business, however, for Mitchell & Company continued to manage the four-ship fleet of The Buffalo Steamship Company. As well as STEPHEN M. CLEMENT, this