

Windsor Mayor Arthur G. Reaume to Detroit Mayor Albert E. Cobo and, realizing that nothing could be done in time, the idea was abandoned.

Not only was CITY OF CLEVELAND III reduced to a burned-out hull, but the fire did some \$26,100 damage to the dock facing. McQueen Marine was contracted by Ventimiglia Demolition Company to haul the CLEVELAND across the river one more time and, on Friday, November 26, 1954, the tug ATOMIC, along with McQueen's barge ACCOMMODATION and the government derrick scow AMHERSTBURG II (the latter to lift the CLEVELAND's anchors), moved CITY OF CLEVELAND III over to the Detroit Harbor Terminal dock.

In April of 1955, the hull of the CLEVELAND was towed to Toledo, Ohio. However, she subsequently sank there after vandals reportedly boarded her and opened her seacocks. (It is odd that vandals would know how to do that!) The hull eventually was raised and, in 1956, was taken to Buffalo, New York, where it was broken up for scrap.

The career of CITY OF CLEVELAND III thus both began and ended in flames. But she was not alone in finding a fiery death. Of the boats that closed out the D & C operations, only CITY OF DETROIT III went out without fire. She was stripped to the hull at Detroit in 1956 and the hull was dismantled by the Steel Company of Canada at Hamilton in 1957. EASTERN STATES and GREATER DETROIT were towed out onto Lake St. Clair and purposely burned on December 12, 1956; their hulls were scrapped at Hamilton in 1957. WESTERN STATES was sold in 1955 and became a floating hotel under the name OVERNITER at Tawas City, Michigan, but the venture was not a success, and while being dismantled, she burned on March 21, 1959, and the hull subsequently was scrapped at the site of the old Davidson shipyard at Bay City.

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Ed. Note: We hope that our readers have enjoyed this feature, and we look forward to hearing from anyone who can give us further information. We had hoped that we might reproduce a menu from the C III with this story, but neither the Editor nor any of his correspondents have been able to turn up such an item, although menus from other D & C ships are fairly plentiful.

For their assistance with this feature, we extend our most sincere thanks to Alvon Jackson, of Amherstburg; to Jim Morris, of St. Clair Shores, Michigan; to Capt. Gerry Ouderkirk, of Toronto, and to Dr. Gordon C. Shaw, of Thornhill, and to Andy Sykora, of Rocky River, Ohio. We also acknowledge material which has come from the collections of our late T.M.H.S. members Ivan Brookes and Jim Kidd. Material from the Marsh Collection Society, Amherstburg, also has been of great assistance. Many photos taken aboard CITY OF CLEVELAND III, both before and after the collision, taken by the late Gordon P. Bugbee, came to us via the collection of Alan Howard.

Publications from which material was gleaned include the pamphlet "The D-III, The Story of the Sidewheel Steamer CITY OF DETROIT III" by Gordon Bugbee, published by the Great Lakes Maritime Institute in 1976, and three books: The Night Boat, by George W. Hilton, Howell-North Books, Berkeley, California, 1968; The Fleet History Series, Volume Six, by John O. Greenwood, Freshwater Press, Inc., Cleveland, Ohio, 1998, and Great Lakes Ships We Remember II, Rev. Peter J. Van der Linden et al. (Marine Historical Society of Detroit), Freshwater Press, Inc., Cleveland, 1984.

We deliberately did not try to recount what run the CITY OF CLEVELAND III was on each year of her career. To do so would have taken far more space than we had available for this feature, and we felt that other details of her career would be more interesting to our readers.

But we really are still looking for a menu!

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