

## In the Review

### 1942's Additions to Ore Fleet Deliver Record Tonnages

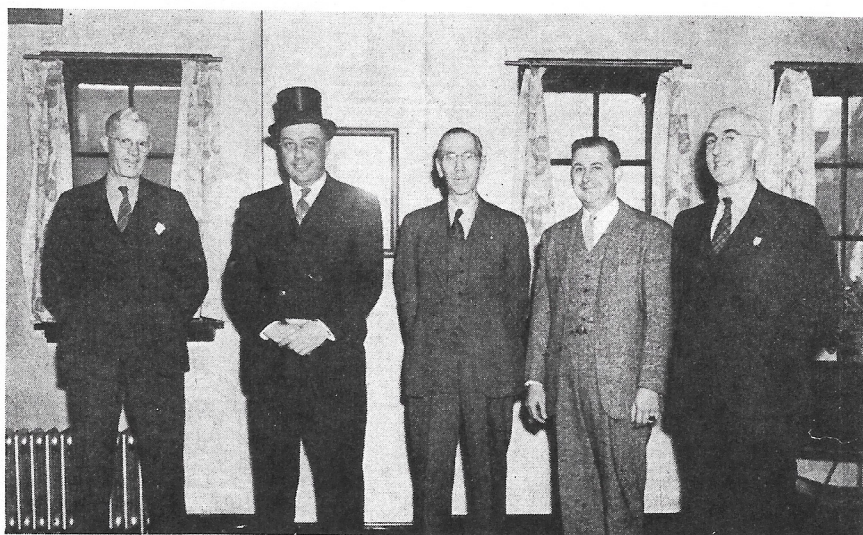
Four of the five newest Pittsburgh Steamship Co. carriers are on their way down from the head of the lakes with record-breaking ore cargoes—badly needed to meet the heavy war requirements. The fifth of the new vessels had earlier established a new record, which its sister ships are now in the process of breaking. A special effort is being made by U. S. Steel's ore carrying fleet to make up for the late start of the shipping season because of weather conditions.

Three subsidiary companies of U. S. Steel Corp.—Oliver Iron Mining Co., Duluth, Missabe & Iron Range Rwy. Co., and Pittsburgh Steamship Co.—working in close cooperation, loaded and dispatched the four vessels from Lake Superior ports on June 13 as a climax to a record-breaking week in loading ore for shipment down the lakes.

The Steamer Irving S. Olds has aboard a cargo of 17,817 gross tons, bill of lading weight, of iron ore; the Steamer Benjamin F. Fairless is carrying 17,663 tons; the Steamer A. H. Ferbert is transporting 17,605 tons; and the Steamer Enders M. Voorhees is bringing down 17,522 tons. Each vessel's cargo exceeds the previous record of 17,454 tons, established by the Steamer Leon Fraser, unloaded on Saturday, June 12, at Conneaut, Ohio.

During the week just passed, the Pittsburgh Steamship Company arranged for the floating of 1,285,000 gross tons of iron ore. This represents the largest tonnage ever loaded in owned and chartered vessels of Pittsburgh Steamship in any one week in the history of the Corporation.

The Steamer George W. Mead, owned and operated by the T. J. McCarthy Steamship Company of Detroit, Michigan, opened the port of Fort William, Ontario April 24th. In keeping with the custom of presenting a "topper" to the captain of the first ship to arrive in a Canadian port each spring, the accompanying picture was taken as a remembrance of the ceremony. The Steamer Mead's chief engineer, Nolan Ryan, was given a box of cigars as a token. From left to right are: William Webster, Secretary, Chamber of Commerce, Fort William, Ontario; Captain A. J. Chickonoski, Master of the Steamer George W. Mead; Richard J. Ward, President, Chamber of Commerce, Fort William, Ontario; Nolan Ryan, Chief Engineer, Steamer Mead; and Garfield Anderson, Mayor, Fort William, Ontario.



### Great Lakes Variation of the Theme by John Masefield

I must go back to my boats again,  
To the lonely water and sky,  
And all I ask is a long ship  
And the iron-ore trail to ply,  
And the wheel's kick and the wind's song  
And the black smoke trailing  
And a rosy dawn on Erie's face  
And spray along the railing.

I must go back to my boats again—  
The city has shut me in.  
The call I hear is loud and clear—  
The steamboat's call will win.  
And all I ask is a clear calm day  
Along Detroit River;  
Clear and cold on Whitefish Bay,  
Enough to make me shiver.

I must go down to the boats again,  
To the vagrant Gypsy life;  
Duluth to Cleveland, Erie to Ashland,  
Or Chicago and see my wife.  
I can't stay on any job  
That calls for standing still—  
Steamboats always have been my home,  
I guess they always will.

I must go down to the boats again,  
I have the burning urge;  
Every spring I hear that call  
Like waves that run and surge.  
Yet now I know I'll "gripe" and "sob"  
Long before next fall;  
For a job ashore I'll try once more  
To trade Steamboats—one and all!

—"VINCE," *Shenango*.