



Historical White Lake

S.S. Carolina

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White Lake Historical Society

The S.S. Carolina was one of several steamships belonging to the Goodrich Steamship Company fleet. She was a frequent visitor to the White Lake area, bringing many passengers and cargo from Chicago during the summer months.

The S.S. Carolina did not originally start out with the Goodrich line. She was built in Philadelphia for the Hartford and New York Transportation Company in 1892 and was known as the Hartford. In December 1898, she was registered to the Quartermaster Department of the US Army and her name was changed to USQD Terry. Decommissioned in 1901, Terry was offered for sale and purchased by Capt. Miles Barry who owned and operated the Chicago & Muskegon Transportation Company — a direct competitor with the Goodrich company. Financial backing for the purchase came from two prominent lumbermen from Muskegon. The Hartford name reappeared on her documents and she arrived in Muskegon on 14 Septem-

ber 1901.

After a brief ceremony the next day, she was renamed Charles H. Hackley, in honor of her most substantial backer. That same evening the Hackley departed from Muskegon on her first trip under the Barry Line flag, and remained with them for the next three years.

The Goodrich steamship Atlanta had serviced the White Lake area for two seasons in 1904 & 1905. After losing the Atlanta to a fire in March 1906, Mr. Goodrich wasted no time in approaching the owners of the Hackley and purchasing the ship at the price of \$80,000. Mr. Goodrich not only got a much-needed replacement for the Atlanta, but he eliminated a competitor on the cross-lake route as well.

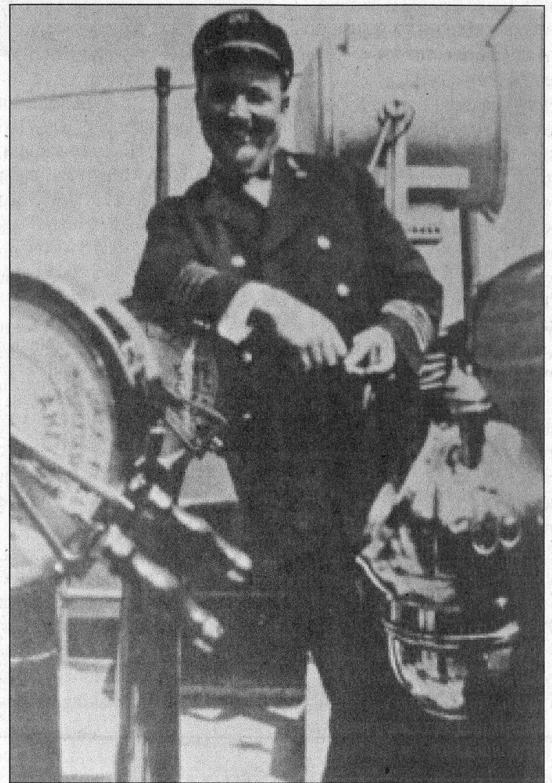
The Hackley was sent to Manitowoc for rebuilding and a face lift. This work included the installation of steel above her main deck, changes to her promenade deck and the installation of fine accommodations for overnight passengers. Following the completion of the work, the ship was renamed Carolina and entered regular Goodrich service on 16

June 1906 to the White Lake area.

The Carolina was on the Chicago, Green Bay, and Mackinac Island route during the week. Departing Chicago on Mondays at 2:00 P.M., stopping in Milwaukee, Sturgeon Bay, Ephraim, Sister Bay, Washington Island, Fayette, and Mackinac Island, arriving there at 7:00 A.M. on Wednesday. Departure from Mackinac was at 6:00 P.M. on Wednesday with the first stop at St. Ignace, followed by the ports of call from the northern route in reverse order. Arrival at Chicago was 4:30 P.M. on Friday. The cost of the continuous round trip, which included meals and berth, was \$40.00.

The schedule for the Carolina Chicago-White Lake week-end route began at 7 p.m. Friday evening and her last trip departed from Montague at 8 p.m. Sunday night, arriving at Chicago at 6 a.m. Monday morning. Captain Cornelius "Con" McCauley was the first to command Carolina until April 1914. After that time and until 1928, Captain Daniel J. McGarity was at the helm.

When the Goodrich Lines suspended operations in 1931, the



Carolina, like all the other Goodrich steamers, sat idle until they were all finally auctioned off. The Carolina was sold to the Manitowoc Shipbuilding Company for \$3,000. The original intent was to make a barge out of the fine old ship, but that

never happened. In 1937 she was sold to Captain John Rosen after having been cut down to the main deck. Her hull was used as a stone barge until 1950, when she was cut up for scrap at Sturgeon Bay. And that was the end of the SS Carolina.

