

EXCURSION BOATS ON LAKE ERIE::: information from the Buffalo News  
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by Mike Vogel.

1837. The MANHATTAN:  
1848.  
Sidwheeler:::

a two stack sidewheeler. Built at the John Carrick Shipyards. Charles Reed a stockholder had the name changed to the BUFFALO and she served 11 yrs. before being converted to a sailing rig and being lost in a storm in Michigan.

THE CITY OF BUFFALO:  
1857- 61.  
Sidwheeler:::

The City of buffalo was built 1857 by Bidwell and Banta Boat of Buffalo. She was 331 ft. long and because of her rich fixtures, marbel topped tables, rosewood furnishings, a fountain, nursery, baths , washrooms and even water closets; she was called a floating palace. Financial panic in the 1850's was her downfall and her service lasted one year. She did however make several other runs in 1859, 60, & 61. In 1863 her engine was taken out, her upper deck and cabins **were** removed and she was converted to a bulk freighter. She was later converted from a sidewheeler to propellor, and in 1866 was burned in a blaze in Buffalo. Her hull was used in the construction of a barge which was abandoned at Port Huron, Mich. in 1875.

1870's:::

After several years of inactivity on the lakes, there was a resurge of Lake Boats in service.

1871.

This year the sister ships the India: China: and Japan were launched. All three were 210 ft. long and could carry 120 passengers.

THE INDIA  
1871- 1935.

Ended her days in Newfoundland.

Japan:  
1871- 1935.

Scrapped in Hamilton 1935 after being converted to a Canadian barge.

1890's:::

Before the turn of the Century several other ships operated on Lake Erie::: City of Cleveland:  
City of Erie: City of Detroit: City of Buffalo.

The City of Buffalo  
1895-

The City of Buffalo built 1895 in Detroit . She measured 308 ft. long and her paddlewheels were more than 30 ft. in diameter. She could carry 800 tons of general merchandice and 3,000 passengers. She had a 250 ft. grand saloon public and private dining rooms and 160 staterooms with 640 berths. Burned at Cleveland wharf 1938  
scrapped July 1940

THE GREATER BUFFALO  
1924

Built at a cost of \$3.5 million she was 550 ft. long Later converted into an aircraft training ship named U.S.S. Sable 1943. Scrapped 1948.

The City of Cleveland  
1890's

Became a barge ib 1955.

THE GREATER DETROIT : Paddlewheeler  
1925 - 1956 Used to relieve shortage of Hotel rooms for world series 1945. Set on fire Dec. 12, 1956.

THE HAMONIC  
Destroyed by fire in Sarnia Ont. July 17, 1945.

KEEWATIN  
Last run 1965.

NORONIC

ALABAMA  
Started as a Michigan passenger ship, operated out of Buffalo sailing to 1947. Floating Casino in Chicago, scraped 1961.

ASSINIBOIA  
Last run 1965.

Eastern States.  
Set on fire Dec. 12, 1956 on the St. Clair Lake along with the Eastern States .

NORGAMA

NORTH AMERICAN  
Put up for sale 1962, ending her visits to Buffalo Went to Erie Penn. in 1963 for excursions to Canada.

SOUTH AMERICAN  
1914- 1967.  
The last and best loved of the lake boats. She served the Buffalo Chicago route later Duluth. Her last run on the lake was 1967.  
She was an elegant white liner built in 1914, 371 ft. in length. Fitted with inlaid wood, elegant mirrors and carpeted passages. She ends her days in a new Jersey scrap yard.

The AQUARAMA  
A full sized liner visited Buffalo in 1956 & 1958.

In the 60's and 70's the era of the big liner was gone and the residents of the Niagara frontier were more used to seeing small sight-seeing boats, like the Bridget Ann, the Buffalo Beau or the Streamliner. These boats were used more for short cruises on the river. Miss Buffalo is the serving heir of the passenger service on the lake.

Lake ONTARIO  
The CAYUGA was gone but in it's place , the Cayuga ll went into operation for trips across the lake to Toronto.  
In 1980 hydrofoil service went into operation, from Niagara on the Lake to Toronto.