

I. M. Weston

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The I. M. Weston was built in Grand Haven by Duncan Robertson and launched 1 June 1883. The vessel was 96.5' in length and 18' wide. The engine and fire box were both made by the Montague Iron Works. The original owner was Thomas J. Waters of Muskegon.

It changed ownership in May 1888 and again in 1892. In April 1893, the owner had it fitted with a cabin and sleeping accommodations. After three more changes in ownership, the vessel came into the possession of Captain Andrew Flagstad on 31 October 1898.

Flagstad offered a Grand Moonlight Excursion on Sunday evening, June 18, 1899. The steamer would leave Montague at 6:30 p.m., stopping at Whitehall, the Tannery and other docks along the way. Tickets cost 15 cents.

Another Moonlight Excursion was also offered for Saturday, June 24, 1899. The schedule was to leave Montague at 7:00 p.m., Whitehall at 7:10 p.m., stopping at all docks enroute to Muskegon piers for 1 ½ hours. The fair was 15 cents for children and 25 cents for adults.

On the Fourth of July, the Weston made two trips to Muskegon. One left at 8:00 a.m., arriving in Muskegon in time to witness the grand military parade. The second trip left White Lake at 1:00 p.m., arriving in Muskegon at 3:00 p.m. and stopping at Lake Michigan Parks where the boat returned for

passengers. The boat would not return for passengers until after the fireworks, giving everyone the chance to witness a rare treat. The Fare was 50 cents and 25 cents.

In July 1899 Captain Flagstad took the steamer to Marquette where she had been chartered by a citizen's committee of that city to carry pleasure seekers to island resorts. Capt. Flagstad returned to White Lake in mid-September.

On 15 March 1900, it was announced that Captain Flagstad had sold the I. M. Weston to Captain George McDonald and E. J. Glackin of Chicago for the sum of \$1,600. The pilothouse was being altered and a few other repairs were being made.

On 20 April 1900, the I. M. Weston left White Lake for Chicago with Captain McDonald. Frank Girard was mate, Ed Martin was engineer, Fred Koch was fireman and James Reavy was deckhand. The Weston was going to be doing passenger service on the Chicago Drainage Canal. And that's where Weston spent her final days before catching fire and burning on 4 September 1902.

Note of interest: The I. M. Weston appears to have been named for Isaac Mellen Weston who came to Whitehall in 1867 where his father had extensive lumber interests and where he became President and principal owner of the First Nation Bank of Whitehall.