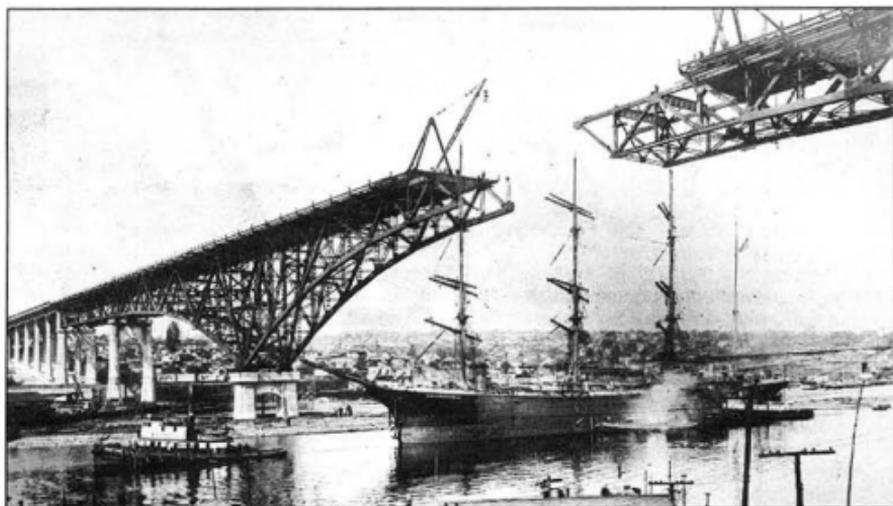


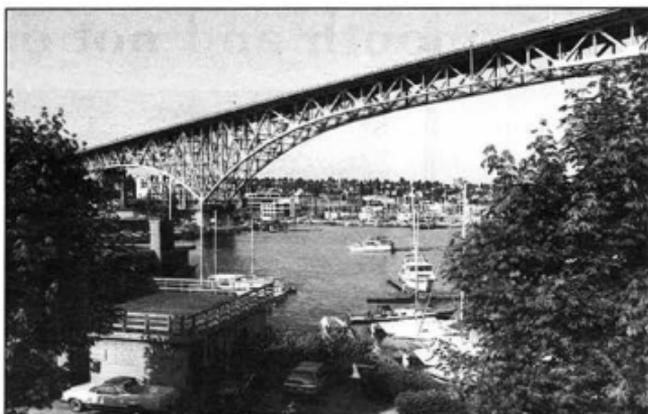
NOW AND THEN



COURTESY OF THE OLD SEATTLE PAPERWORKS, PIKE PLACE MARKET

Above —The passing of the Monongahela through the closing center span of the Aurora Bridge is one of the Museum of History and Industry's most requested photographs.

Right — The Aurora Bridge's two arms touched on June 1, 1931, two months and six days after the Monongahela's escape.



PAUL DORPAT

Monongahela's Escape

WRITTEN BY PAUL DORPAT

ON MARCH 25, 1931, AFTER STANDING idle in Lake Union for three years, the Monongahela was towed to Eagle Harbor, its four masts slipping between the closing cantilevers of the Aurora Bridge.

Built in Glasgow in 1892, it was named Balasore for the town beside the Bay of Bengal where British imperialism was introduced to India in the 17th century. The steel-hulled vessel was later sold to a German company and renamed the Dalbek.

In 1914 the Dalbek was sent on a journey from which she did not return. Arriving on the Columbia River on Aug. 2, she was stranded there by the opening of World War I. In 1917, when the United States entered the war, she was seized for the U.S. Shipping Board, which ran her between San Francisco and Manila as the

Monongahela.

When the Charles Nelson Company bought it in 1922, it was used at least once on the shipping firm's intercoastal trade. It towed West Coast lumber to Florida and returned to San Francisco through the Panama Canal with sulfur from Galveston, Texas.

After ending a trip with lumber to Australia in 1928, the Monongahela was anchored in the southeast corner of Lake Union. It stayed there, in the doldrums of the Great Depression, until it was forced out by the mounting obstruction of the Aurora Bridge. Eventually sold in bankruptcy to a Seattle company for \$8,600, the Monongahela was towed from Eagle Harbor to Smith Cove. There it was converted to a barge and sold to the Kelly Logging Co. of Vancouver, B.C., where it survived for a few more years hauling logs before it was scrapped. P