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MARCH 2022

WATCHING OVER SHORELINE INTERESTS

VOLUME 24 ISSUE 1

A Great Lakes Sailor

Catherine Schmuck

Part 1

By Janis Stein

Canadian sailor Catherine Schmuck is about to take us on a most interesting journey as she recalls her sailing career, with the first stint running from 1981 to 1994; in 2019, she returned to the lakes and has been cooking up a storm ever since!

It was only natural that the water called to Catherine Schmuck, who grew up in Brockville on the St. Lawrence River; Brockville is located in Eastern Ontario, Canada, and faces Morristown, New York, on the south side of the river. In 1981, Catherine finished high school and was working at a local family-owned motel and bar. With school out for the summer, 19-year-old Catherine and her sister, Lorraine, had planned a trip to Europe – with their deposit already placed – when a patron at Catherine's employment altered the course of her summer, and her life. This



Meet our featured Great Lakes sailor, Catherine Schmuck, who enjoys making hamburgers – complete with homemade buns – for the crew on Saturdays.

gentleman asked her whether she'd like to make a lot of money with a good amount of vacation time. For the adventurous teenager, that was music to her ears, and she listened with interest when the man suggested she attend the Seafarers' Training Institute, located in Morrisburg about 45 minutes away.

Catherine went home, and when she shared the news, her younger sister said Catherine wasn't going without her! Because her sister, Lorraine, was only 17, she needed her parents' permission, and with that blessing in hand, off they went! As it turned out, there was such a shortage of sailors that year that after only a few weeks of schooling, the girls found themselves on two different ships without having completed the course – and they both loved sailing immediately!

By the end of 2021, Catherine sailed on over 20 different ships over the course of two different sailing stints, the first from 1981 to 1994 and the second beginning in 2019 after a 24-year hiatus working in the restaurant business. Catherine spent her first summer working as a night cook on the *Frontenac*; her duties included starting work at 11:30 p.m. and cooking short order items, such as hot dogs, hamburgers, sandwiches, eggs, and bacon, for the watches starting at midnight, and then again for the watches starting at 4 a.m. During that era, the night cook was also responsible for taking care of the first mate and the second engineer's rooms who both worked the 4 to 8 watch.

The *Frontenac* hauled iron ore from Marquette, Michigan, to Sault Ste. Marie, Canada. The ship sailed back and forth continually, so it wasn't unusual to be in two different ports on the same day. As night cook, Catherine finished her day's work

Sunken History & Maritime Treasures

Please join us in welcoming Kathy Covert Warnes, a new contributing writer for our Sunken History & Maritime Treasures column. Kathy was born in the maritime shadow of the Detroit River and the Great Lakes and is looking forward to sharing her voyage of discovery with the Guardian readership. She has written a plethora of books about Michigan and Great Lakes history; be sure to check out her titles and credentials at www.kathywarneswriter.weebly.com.

Time Traveling the St. Clair River

Part 1

By Kathy Covert Warnes

The blue river lines on maps of the Great Lakes melt into blue ink puddles named Lake Huron, Lake St. Clair, and Lake Erie, with their rivers, the St. Mary's River, the St. Clair River, and the Detroit River, connecting them like chain links.

Each river and lake have a unique story to tell, yet they join each other to backdrop the commerce and community of two nations like chain link fences.

The St. Clair River, like the Great Lakes chain of lakes, rivers, and Great Lakes, claims the Laurentide glacier as its common ancestor. A world-class ice field, the Laurentide Ice Sheet, to use its scientific name, covered millions of square miles of land, including most of what is twenty-first-century Canada and most



Courtesy of ResearchGate.net.

SPRING

Begins Sunday, March 20

Daylight Savings Time Begins Sunday, March 13



St. Patrick's Day Thursday, March 17

See **SAILOR** on page 12

See **RIVER** on page 16

Guardians of Freedom

Saluting Those Who Served

The Stacer Brothers Remembered Wilfred, Harold, & Quentin Stacer in World War II

Part I

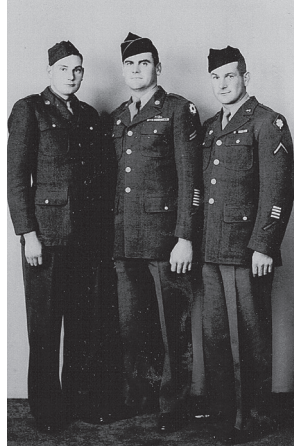
By Janis Stein

Join us in honoring the Stacer brothers, three men from the Ruth area who found themselves scattered across the globe during the throes of World War II. We begin with Wilfred Stacer, who's unit was bombed while he was stationed at Dutch Harbor, Alaska.

Anna (Volmering) Stacer of Huron County's Sherman Township surely carried her share of worry when three of her sons, Wilfred, Harold, and Quentin, fulfilled their patriotic duty during World War II. Anna had already lost her husband, Anthony J. Stacer, to cancer in 1932, and it couldn't have been easy; that there were so many in similar situations likely provided little solace.

Wilfred Stacer was born in 1912 in Sherman Township, where he grew up on the family farm.

When the Selective Training and Service Act of 1940 passed, it was the first peacetime conscription in the history of the United States. The Selective Service Act required a year of service for men aged 21 through



The Stacer brothers, Quentin, Harold, and Wilfred, served their country well during World War II.

as war raged in Europe was surely discussed daily. In September of 1939, Britain, France, Australia, and New Zealand declared war on Germany; a week

later, Canada did the same. While the world took up its arms, the United States maintained its neutrality stance – though building an army and securing places to deploy that army were definitely in the works. On March 11, 1941, the Lend-Lease policy went into effect. This law, which was officially titled An Act to Promote the Defense of the United States, provided the United States the authorization to supply allied nations free-of-charge with food, oil, and material; aid also included warships, warplanes, and weaponry. In return, the U.S. would be able to lease army and navy bases located in allied territory.

Uncertainty over whether the U.S. would – or how long they could – remain neutral

as war raged in Europe was surely discussed daily. In September of 1939, Britain, France, Australia, and New Zealand declared war on Germany; a week

later, Canada did the same. While the world took up its arms, the United States maintained its neutrality stance – though building an army and securing places



Wilfred Stacer earned the Good Conduct Medal and was honorably discharged on September 25, 1945, Private 1st Class.

In June of 1941, the U.S. froze German and Italian assets in America. The following month, President Roosevelt froze Japanese assets in America and suspended relations with that country. Still, the U.S. would not be actively drawn into the throes of war.

Meanwhile, on June 15, 1941, Wilfred arrived

See **FREEDOM** on page 14

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VOLUME 24 ~ ISSUE 1

“Success usually comes to those who are too busy to be looking for it.”

—Henry David Thoreau

Inside This Issue

COLUMNS & EDITORIALS

- 1 — A Great Lakes Sailor
- 8 — Ryan Walker
- 8 — Legally Speaking
- 9 — Garden Guidance
- 10 — Who Am I?
- 15 — Allison Stein
- 18 — Countryside Yarns

HEALTH & HEALTHY EATING

- 3 — In the Kitchen with Chef Dennis
- 6 — The Doctor's Corner

HISTORY

- 1 — Sunken History & Maritime Treasures
- 2 — Guardians of Freedom
- 4 — Schools of Yesteryear
- 7 — The Way It Was
- 13 — Thumb Rails

HUMOR

- 17 — Smile Awhile

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In the Kitchen with Chef Dennis

Old-Fashioned Chicken Noodle Soup

This chicken soup recipe will demonstrate that you can make a delicious soup in less than 50 minutes. It takes some multi-tasking, but that's what cooking is all about. It's a different method than I, and most likely you, have been taught and used over the years. So, let's make some soup.

Yield: 6 to 8 servings

Ingredients

- 1¼-2 lbs. bone-in thighs and/or chicken breast
- 1 Tbs. olive or vegetable oil
- 2 ½ qts. (10 cups) chicken stock (homemade or store-bought)
- 1 med. onion, small diced
- 2 large carrots, peeled and cut into ½" pcs.
- 2 celery ribs, peeled and cut into ½" pcs.
- 1 large or 2 small cloves of garlic, minced
- 1 Tbs. dried thyme or 2 sprigs fresh
- 2 bay leaves
- ½ tsp. salt, divided
- ½ tsp. pepper, divided (I prefer using fresh cracked black pepper.)
- 1½ Tbs. dried parsley or 2 Tbs. minced fresh parsley for garnish

*If you want noodles with the soup, I suggest using a wide egg noodle or a Kluski noodle. I cook ½ pound for this amount of soup. I cook them separately per bag directions, al dente style. Then I add them to each bowl of soup as needed.

If you're going to use all the soup immediately, you could cook the noodles in the soup. (See step 5.)



Directions

1. Use paper towel to pat dry the chicken, and sprinkle with ¼ tsp salt and pepper. Make sure you season both sides. Place a large soup pot or Dutch oven on the stove over medium-high heat. Add oil, and heat until shimmering. Place chicken in skin side down; cook until well-browned all over, 8 to 10 minutes.
2. While the chicken is browning, prep the vegetables and gather your mise en place¹.

3. Add stock, scraping the browned bits, fond². Now add carrots, celery, garlic, thyme, bay leaves, and the remaining salt and pepper. Bring to a boil, cover, and reduce heat to low. Simmer until breasts reach the internal temperature of 160°, thighs 175°, about 15 to 18 minutes. While the soup is simmering is a good time to cook your noodles. When almost al dente, drain and set in the colander. Do Not rinse.
4. Remove soup from heat; discard thyme sprigs (if using fresh) and bay leaves. Transfer chicken to a plate and let cool. Using two forks, shred chicken into "spoon size" pieces. Discard skin and bones.
5. Return soup to a boil over medium-high heat. This is where you'd add the pasta if you're cooking it in the soup. Cook, uncovered, until pasta is al dente, 7 to 10 minutes depending on what type of pasta you're using; stir often. Add chicken and parsley; cook until the chicken is warmed through, about 4 minutes. Season with salt and pepper to taste. Serve while hot. Enjoy!

A Tip from Chef Dennis:

¹Mise en place (pronounced meez ahn plahs). The term used in professional kitchens to describe the organizing and arranging of the workspace, ingredients, and equipment before beginning to cook. It translates directly from French as, "to put in place."

²Fond, quite simply, is the stuff that sticks to your pan after browning meat or vegetables on the stovetop or at the bottom of a roasting pan after it has come out of the oven.

Unless you're using all of the soup immediately, add the pasta to order. Don't add the pasta to the pot of soup as it will become mushy and overcooked when reheating!

This is Chef Dennis saying "Savor the Food You Eat."

I look forward to your questions and comments.

You can visit me online at my website, <https://YouCanCuisine.com>, Facebook page, and YouTube channel. You can also contact me at The Lakeshore Guardian: <https://lakeshoreguardian.com/contact-us/>.



**Chef Dennis
Sturtz Sr.**

Chef Dennis Sturtz has worked in many venues in the restaurant business from owner to chef. With a degree from Macomb Community College's Culinary Department, Chef Dennis has, in turn, taught at numerous colleges and institutions, thereby sharing his passion for cuisine.

Schools of Yesteryear

By Janis Stein

Colfax No. 5 - Wakefield Part 1

Due to the pandemic, the State Archives of Michigan was closed to visitors for over a year; therefore, I did not have access to the reports I usually look for when researching Huron County's one-room schools, nor could I corroborate the information from other sources that I already had on file. With that said, enjoy this abbreviated history of Wakefield School.

The history of Colfax No. 5, also known as Wakefield School, dates back to 1886 and was located about five miles northwest of Bad Axe as the crow flies. The location of the original log schoolhouse, as shown on the 1890 plat map, stood in the northeast corner of the northeast quarter of Section 18 or the southwest corner of the intersection of Pigeon (M-142) and Pinnebog Roads. A new brick school was built in 1895 in the same location in Section 18, Colfax Township, Huron County.

Wakefield School was named after Thomas Wakefield, an early settler of Huron County's Colfax Township, and the school's history would not be complete without reflecting on the hardiness and vision of the area's first pioneers. Descendent Hope Wakefield wrote the following for a 1938 family reunion.

"Thomas Wakefield was one of the early settlers in Colfax Township, Huron County, Michigan. One year before the last big Huron County fire he brought his wife and five children to a shack in the wilderness. The fall before, he had come over by himself, bought 240 acres of wild land, and upon it on a knoll, near a small creek, had built the shack. It had shakes instead of shingles on the roof. The youngest of boys remembers that the only dry place to be found in the house during a rain was under the kitchen table. The shack was five miles from a traveled road. The dreams urging on these pioneers must have been very strong and clear indeed, to take them from friends and comfortable homes to the loneliness and rude shelters of their backwoods home. Not once did her children hear the mother murmur against the father for bringing her to the wilderness. During the sixteen years remaining to Thomas Wakefield in this life, he made the wilderness blossom. In that time, he cleared his land, built a fine big barn that still stands tall and straight with not a sag in it. He had also assembled everything to complete his commodious stone house by the creek. Two different summers he left Gordie and Jack in charge of the crops and the clearing of the land while he plied his trade of stone mason back in his old home in Canada, thus raising money to pay



Colfax No. 5's first schoolhouse was constructed of logs in 1886, and as shown by the barren landscape, it was built among the stumps and debris left over from the 1881 fire. Individuals identified in this 1892 photo include Grace Wakefield, who is standing second from the left in the second row from the front, and in the back row, second from the left, stands Nellie Wakefield, followed by teacher Belle Patterson, and on the far right, Harry Wakefield. Teacher Belle Patterson hailed from Sheridan Township and earned \$28 a month for teaching these 37 students. Courtesy of Jim Hartman, grandson of Grace Wakefield Dean, and the Arthur Woelke Collection.

workers who cleared the land.

"He was born in Puslinch Township, ten miles from Guelph, April 22, 1840. When rather young,

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Phone: 989-479-3448

Email: editor@lakeshoreguardian.com

Web Site: www.lakeshoreguardian.com

Editor/Publisher: Julie (Purdy) Schmitt

Email: julie@lakeshoreguardian.com

Assistant Editor: Janis Stein

Email: janis@lakeshoreguardian.com

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See **SCHOOLS** on page 5

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—An excerpt from the 1906 Annual Statistical Report. Courtesy of the Huron Intermediate School District.

SCHOOL CENSUS of District No. 5 of the Township of Colfax, County of Huron, State of Michigan, for the school year ending July 9, 1906, as taken by Gordon D. Defoe during the last fifteen days next preceding the first Monday in June.

Gordon D. Defoe above named, being duly sworn, says following is a correct list, as taken by him, of the names and ages of all children belonging to District No. 5 aforesaid, five years of age and under twenty, together with the names and addresses of parent or guardian.

Subscribed and sworn to this 30 day of June, 1906. (Signed) Gordon D. Defoe
Before me Thos. Collins

Township Clerk
My commission expires April 2, 1907

(The census list must be sworn to, to entitle the district to public money.)

READ THESE NOTES

1. If the district is fractional, write the names of the children in each township separately under the name of the township, beginning with that township in which the schoolhouse or site is situated. A separate statement must be made to the clerks of the several townships in which the district is in part situated, giving the number of children five years of age and under twenty residing in that part of the district lying within their respective townships.
2. If there is not space on this page sufficient to contain the names of all the children in the district, write the remainder upon ordinary foolscap paper, properly ruled, and attach it to this sheet. Do not use additional blanks.

NAME OF CHILD	AGE	NAME OF PARENT OR LEGAL GUARDIAN
53. Irma Armstrong	8	Jos. Armstrong
54. Greta Armstrong	6	" "
55. Floyd Carr	7	Wm. R. Carr
56. Arthur Carr	5	" "
57. Edna Marriott	10	Wm. Marriott
58. Fern Marriott	8	" "
59. Lloyd Marriott	5	" "
60. Orla Green	14	Milo Green
61. Grace Green	11	" "
62. Pearl Green	5	" "
63. Carrie Burr	18	Richard Burr
64. Sarah Burr	15	" "
65. Arthur Burr	13	" "
66. Ethel English	18	Albert English
67. Irma English	8	" "
68. Millie Thompson	15	L. Thompson
69. Orla Currie	6	Wm. Currie
70. Geo. Brown	19	Jas. Brown
71. Maggie Brown	16	" "
72. Jas. Brown	14	" "
73. Robbie Brown	6	" "
74. Howard Reynolds	15	Geo. Reynolds
75. Lottie Reynolds	13	" "
76. Andrew Kreutziger	19	B. Kreutziger
77. Yulda Klemmer	19	Fred Klemmer
78. Mabel Klemmer	15	" "
79. Lillie Klemmer	13	" "
80. Irvin Klemmer	5	" "
81. Byron Shupe	16	M. Shupe
82. Jonn Shupe	14	" "
83. Clyde Shupe	12	" "
84. Retta Shupe	11	" "
85. Ella Shupe	9	" "
86. May Shupe	7	" "
87. Jos. Ward	11	Eliza Ward
88. Gordon Otterbein	15	A. Otterbein
89. Alfred Otterbein	13	" "
90. Clara Otterbein	10	" "
91. Mary Otterbein	10	" "
92. Arthur Otterbein	7	" "
93. Hallie Dean	14	R. Dean
94. Willard Arhills	15	R. Arhills
95. Franklin Arhills	13	" "
96. Nola Carr	10	N. B. Carr
97. Maggie Carr	9	" "
98. Otto Goodwill	12	S. Goodwill

NAME OF CHILD	AGE	NAME OF PARENT OR LEGAL GUARDIAN
1. Roland Rutherford	16	F. Rutherford
2. Ethel McKay	10	I. McKay
3. Anna McKay	7	" "
4. Alfred Lloyd	17	C. Thurnam
5. Cosie Thurnam	16	" "
6. Ellen Woolner	17	I. Woolner
7. Frank Woolner	8	" "
8. Leroy Woolner	6	" "
9. Ethel Woolner	5	" "
10. Cosie Dafoe	19	P. W. Dafoe
11. Wilmont Dafoe	14	" "
12. Herbert Dafoe	19	H. H. Dafoe
13. Florence Dafoe	18	" "
14. Emery Dafoe	16	" "
15. Grace Dafoe	12	" "
16. Harold Dafoe	11	" "
17. Pearl Dafoe	5	" "
18. Ernest Dafoe	16	J. A. Dafoe
19. Howard Dafoe	15	" "
20. Zellah Cliff	16	" "
21. John Steinbach	14	H. Steinbach
22. Edgar Steinbach	8	" "
23. Daniel Wettlaufer	15	Wm. Lotter
24. Sadie Edwards	15	Fred Edwards
25. Thomas Edwards	12	" "
26. Bessie Edwards	9	" "

NAME OF CHILD	AGE	NAME OF PARENT OR LEGAL GUARDIAN
27. Lavina Edwards	6	Fred Edwards
28. Lulu Hazard	16	Louisa Hazard
29. Agatha Hyde	8	Homer Hyde
30. Carrie Holtz	11	Fred Holtz
31. Cora Holtz	9	" "
32. Hazel Holtz	5	" "
33. Bruce Wakefield	14	Geo. Wakefield
34. Roy Wakefield	11	" "
35. Dora Wakefield	9	" "
36. Esther Wakefield	7	" "
37. Carrie Harris	13	Wesley Harris
38. Ida Harris	9	" "
39. Fanny Harris	7	" "
40. Mary Butcher	18	R. Butcher
41. Jas. Butcher	17	" "
42. Orpha Butcher	14	" "
43. Geo. Butcher	13	" "
44. Nora Butcher	10	" "
45. Hattie Ferris	19	C. E. Ferris
46. Robert Ferris	16	" "
47. Lester Armstead	9	A. Armstead
48. Ledstone Armstead	8	" "
49. Earl McCarty	18	W. H. McCarty
50. Lee McCarty	15	" "
51. Crete McCarty	9	" "
52. Corda McCarty	7	" "

Author's Note: Some of the above names look like they are spelled incorrectly by today's standards, but the names were listed as spelled on the report. However, difficulty in deciphering a century-old document did exist; some name transcription errors may have occurred as a result.

SCHOOLS from page 4

Thomas, who was the second youngest boy of a large family of ten, lost his father. The mother and children struggled on together with the help of Henry, the oldest boy who was grown. When Thomas was fifteen he went up north to Grey Township to his brother Henry's farm. He had no coat or extra baggage, just his working clothes.

Henry acted as a father to him. In winter he attended the district school there. When he was a grown man he went to Nassauguay [Nassagawey] Township where he worked for a farmer. There he met his future wife, Maggie Henderson. He then went to work for Robert Lamb, a stone mason by trade and an uncle of Maggie's. There he learned his trade. He married and moved to Teeswater, Bruce Township, where he contracted work and hired men. Most of his family

were born there. In the winter time he conducted a skating rink and curling, a Scotch game, at which he was quite expert. He was so fine a player that he was always a member in the matched games held in his rink.

"In 1880 he came to Michigan where he bought his 240 acres of wild land and built his shanty. The

See **SCHOOLS** on page 19

The Doctor's Corner

NAC



By Dr. Timothy Grondin

NAC stands for N-acetylcysteine, and there's a number of reasons why I'm writing about it this month but primarily because it does a beautiful job of clearing up the respiratory tree post-Covid. Many of my patients have come into the practice with the post-Covid cough that lingers for weeks or longer. NAC often works to clean up the mainstem bronchial region by removing phlegm. On a personal note, I had what appeared to be Covid in November, and

once I recovered, I was left with this cough I could not shake. Three days of taking NAC three times daily and it was gone.

You can use NAC in many types of respiratory conditions including COPD, asthma, chronic bronchitis, sensitivity to car exhaust, and just about any situation where you've got inflammation in the bronchial tubes or lungs. It's powerful because it leads your body to make the antioxidant glutathione, which is very important. It scavenges free radicals, which is very helpful in liver disease, insulin resistance, Parkinson's, and even cancer. It also protects the liver and kidneys through detoxification, especially important when you're taking aspirin or Tylenol long-term for pain management. It has mood-lifting functions as well due to its ability to affect the glutamate pathway, which is one contributing factor to mood and cognition. Because it has an impact on this neurotransmitter in the brain it can elevate mood and alleviate anxiety and depression as well as other brain conditions. I would consider it in a support role here as well as other treatment options.

NAC can also be helpful for metabolic conditions, such as diabetes, as it can reduce insulin resistance. Memorial Sloan-Kettering states that it even interferes with tumor invasion, metastasis, and blood vessel growth in lab experiments; more studies on humans are in progress, but this news is encouraging. As far as dosing goes, I took one 600mg capsule three times daily to clear the phlegm following Covid, but you may need to take it

every four hours. Between 600–1800mg daily seems to be effective for many conditions. Generally, two 600mg capsules taken two to three times daily seems to be a good starting point for most. You may need more to treat chronic and degenerative diseases, and it may take time. For example, in COPD you may need 2800mg daily for three months. Hope this helps.

Yours in health,
Dr. Grondin

If you have any questions or suggestions for future topics, feel free to email Dr. Grondin at docgrondin@gmail.com, or call his office at 810-984-3344.

Dr. Timothy Grondin started his career as a medic (corpsman) in the Navy where he examined, diagnosed, and treated people for minor illnesses under the direction of an M.D. When Grondin left the military, he became a nurse and worked on the medical/surgical ward at Pontiac Osteopathic Hospital for a number of years. Though he began taking pre-med courses at Oakland University, Grondin changed his mind, choosing to become a chiropractor instead. Grondin graduated from Palmer College of Chiropractic in 1988 and has been in practice in Port Huron since 1989.

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The Way It Was ...Surviving the Pandemic

By Al Eicher

It was in early March of 2020 when a pandemic of major proportion arrived in America. It was called the coronavirus. I have kept a daily diary for the past 22 years, so here are my personal observations and experiences during the first two years of this pandemic. On March 11, the stock market crashed on news of the pandemic causing the Dow Jones averages to drop 6,000 points. The following day, there was a run on toilet paper and food supplies. On March 12, I had an evening lecture to give at the Tamarack Library in Lakeview, and knowing we were low on toilet paper, I stopped at our area Walmart and Kroger store, only to find empty shelves. Traveling westward, I went through Chesaning and saw a small grocery store; there I found toilet paper! The next day my grandson Jason, who works for Amazon/Whole Foods, told me people were lined up for nearly two blocks around the store, and he witnessed one person buying \$1,200 of water.

On March 15, I had 87 lectures booked at Michigan libraries, senior living communities and historical societies, which was the most I have ever had in one year. Within the next two weeks, all bookings were cancelled. On March 17, Michigan's health department and governor announced a "home bound" condition in the state, and everyone was looking for masks. On Sunday, March 22, our church cancelled services. Meeting with our pastor, we decided on having church services in our large parking lot and broadcasting the service via a short-range FM transmitter, so members could listen on their car radios. It took three weeks to get the transmitter coming from China!

A member of the church tried using their iPhone the following Sunday to livestream the pastor in the church giving the sermon; that didn't work very well, so my son and I decided to use our professional television cameras to prerecord the service. The issue

was gathering as a group to conduct the service, so we shot video of all the pastor's segments, and followed with the organist, then the lay readers, and the choir members, who stood apart during the recording. This effort created a major editing job, but we had a professional looking message!

Each Sunday morning at 9 a.m., we released the video on Facebook, YouTube, and the church website. Within a few weeks, our pastor said the video outreach was working as we were receiving funds from a senior living community in Washington State and Alaska. Also, we have viewership in California, Florida, and Texas. A month later, we had viewers in Australia, Papua New Guinea, Russia, the Ukraine, and Ethiopia.

In early May, a 14-county report indicated Oakland and Wayne Counties had 6,058 cases of the virus and 288 deaths. Saginaw, Tuscola, Sanilac, and Bay Counties had good reports of 183 cases and only three deaths. Huron County also had a very good report of four cases and no deaths. We were still in "lockdown" in Oakland County where I live. Everyone was wearing a mask. Restaurants were closed, and the fast-food places, such as McDonalds, Burger King, and Taco Bell had long lines for the drive-thru – no eating inside!

On June 19, we went to our cottage on Sand Point, and on the way, we did some shopping in Caro and Caseville; I noticed not many people wearing a mask. On June 20, we went to the Farmers' Market in Port Austin, and there, too, only 10 percent of the 800 or more people at the outdoor market wore masks. Could it be that the most heavily populated areas of the state were getting the virus?

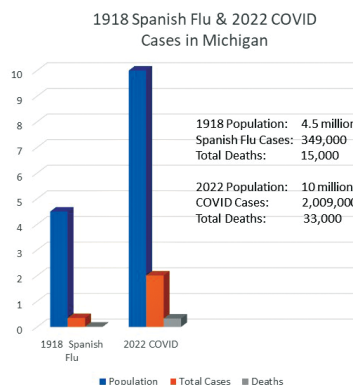
Back in April, the government offered PPP loans to businesses. I was surprised how easy it was to get funds to operate without having to pay back. Oakland County also offered sizeable PPP loans for small businesses, which helped our business continue

in 2020. By September, we were hearing of "super-spreader parties" at college fraternities to see who would get the bug first. At this time, children of school age were having virtual classes, and Zoom video gatherings were happening everywhere...It's the new way to have a meeting in the business world.

In late October, because of our success with the church outreach via video, my son and I installed a three-camera livestreaming setup (Slingstudio) to eliminate prerecording the services. Restrictions on church gatherings were relaxed, but we still left all the windows open. This Slingstudio gave us 27 camera scenes at the touch of a button, and all could be operated by one person at a Sunday morning service. Our production quality improved as well as our outreach. By December, we had additional viewers in Colorado, Nebraska, New Mexico, and Pennsylvania, plus Jamaica, India, Nigeria, Pakistan, the Philippines, and the United Kingdom. Funds were coming in from many areas.

With a year into the pandemic, it didn't appear the virus was going away. New strains were popping up. In January of 2021, more PPP loans were offered. It should be mentioned that in 2020, American families received free money called a "stimulus package" of \$1,200 per adult, plus \$500 per child. This government action put 292 billion dollars into the economy. In February of 2021, Michigan reported 6,000 cases of covid per day. On March 3, my wife and I got our first of three vaccinations for the virus. At that time, gasoline prices were going up. Computer chips for new cars were in short supply. Used car prices increased by 37 percent, and new car prices went up 12 percent. By June of 2021, inflation was at a 30-year high reaching 6 percent. Lumber costs were up 15 percent – just when I wanted to build a new composite wood deck!

In late June, container ships were anchored out in the harbors of our ports because we didn't have the



Graph created by Dave Eicher

See **SURVIVING** on page 11

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Legally Speaking

Durable Power of Attorney – Effective on Execution



By Amanda Roggenbuck,
Attorney at Law

The second type of durable power of attorney is effective on execution. Essentially, this means that once you sign the documents, your chosen individual(s) can act on your behalf immediately. You likewise can revoke that authorization as you choose. Some individuals are fearful of a document that lets someone manage your finances and business transactions upon signing of the document. The question you should ask yourself when considering which durable power of attorney is correct for you is, “When I can no longer manage my affairs, who do I trust to act on my behalf?” If you can’t trust someone now, what makes you think you could trust them down the road?

Selecting the correct individuals to serve as your durable powers of attorney is critical in creating a plan that works for you and gives you comfort that the people advocating on your behalf actually have your best interests at heart.

The information in this article is not intended to serve as legal advice nor does it replace consulting a lawyer about your legal situation and questions. Amanda Roggenbuck, Attorney at Law, PLLC is currently accepting select cases in estate planning, family law, business planning, and probate fields.

Late Season Rabbits

By Ryan Walker

March, for many Michigan hunters, signifies the end of a hunting season that began September 15. Small game season in Michigan continues through the fall and winter months until its official closing on March 31. A staple of the small game season is pursuing the cottontail rabbit in a myriad of different ways. Most rabbit hunters won’t start their seasons until the weather cools and the snow flies. As soon as the conditions allow, orange-clad hunters will chase rabbits with dogs, by still hunting, stomping on brush piles, and even bulling their way through briars and thickets. These tried-and-true methods work well throughout most of the rabbit season. However, as the season marches on, it becomes obvious that the remaining rabbits become educated in the standard practices. One of my favorite late season rabbit tactics to engage in is the rabbit drive.

Deer drives used to be a common hunting practice, but an increase in whitetail deer hunting popularity has helped bring an end to this traditional hunting method. With that said, a drive can be a great way to deceive even the most cunning rabbit. When preparing to embark on a rabbit drive, there are certain considerations that must be taken into account to ensure success and safety. The best laid plans should include the weather, habitat, and potential escape routes when deciding on the best time and locations for a late season rabbit drive.

Often, during the last few weeks of March, the weather will follow one of two patterns. It will either be warmer than the previous months with melting snow and somewhat sloppy conditions, or it will be the last vestige of winter, which includes cold temperatures with an occasional snow squall. The former is much better for late season rabbit hunting than the latter,

mainly because rabbits will “hole up” during a storm. Ideally, a little fresh snow on a sunny day with slightly above-freezing temperatures will bring the rabbits out in abundance. The key is the sun direction at the time the hunt will take place. Rabbits will seek the warmth of the sun when venturing away from their holes. Seek cover that is on the sunny side in order to catch sunbathing rabbits out and about. Avoid areas that remain shaded throughout most of the daylight hours as they hold temperatures considerably lower than areas exposed to the light. It’s also a good idea to avoid sections that are prone to flooding when the snow begins to melt. Rabbits are not fond of running in or through winter water or super slushy areas.



The Walker family hunting party – three generations after a successful late season small game hunt! The rabbits were taken by employing a rabbit drive.

As soon as the best-case weather scenario unfolds, identify habitat that will best hold wary cottontails. The same fencerows, briars, thickets, brush piles, and overgrown areas that hold rabbits during the mid-winter months will also hold them late into March. It’s highly unlikely that a hunting party will be able to approach the late season habitat and push out a rabbit within shotgun range. Wily rabbits will bolt from cover well ahead of the drivers, so it’s important to place blockers

in locations several hundred yards away from the oncoming hunting partners. The blockers must swing away from the cover that is about to be pushed; this ensures that watchful rabbit eyes can’t see the blockers head to their standing locations.

In correlation with selecting the best habitat for the rabbit drive, the last key area in planning should include identifying possible escape routes. As rabbits are creatures of habit, existing snow will often be packed down with rabbit runways, which will indicate possible escape routes. Areas that contain large amounts of rabbit pellets and brush that has been gnawed on don’t necessarily indicate escape routes, even though this sign is a good indicator there are plenty of rabbits in the area. The rabbit runways are visual reminders of the general direction the blockers should head. Once the blockers are in place, there should be a sign or communication that notifies the drivers that they can begin their slow, steady hike. At this time, the blockers should have their eyes peeled, watching the possible escape routes for brown movement.

With the winter months waning, use the last few wintery opportunities to try a new rabbit hunting strategy. Even if your outing doesn’t result in a game bag full of late season rabbits, the time outdoors and the memories made will be worth the time spent.

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Garden Guidance

Get Ready for Spring!

By Carol Holtrop
Advanced Master Gardener

Spring is coming, and the gardening catalogs are filling our mailboxes and inboxes. Can our gardening be far behind? Gardeners around the state with cabin fever are impatiently waiting for warmer weather to arrive. I have in my records that somewhere around March 14 last year we had 70-degree weather...which was followed in a few days by a dip back into the 30s. We had hope for an early spring.

At this time of the year, we can do many things to get ready for spring: sharpen and clean any tools we didn't take care of last fall, inventory our supplies (seeds, fertilizers, insecticides/pesticides, topsoil, mulch, etc.), and maybe keep an eye out for our feathered friends migrating back to our area.

One thing we're advised not to do is spring



cleanup. Hold off on that until warmer weather to allow the hibernating pollinators and other insect life in there to hatch and wake up to spring. The temperature I've heard to wait for is 60-degree weather. There will be lots of good weather after that to clean up the yard. Not much grows until the soil reaches 50 degrees or warmer anyhow.

One other thing you can do while waiting is investigate taking the MSU Master Gardener training. All trainings are virtual and most occur in the fall, so you can take advantage of them while you're in front of your computer. At this time there are no scheduled trainings set but they are in the planning stages and will be posted here: www.canr.msu.edu/master_gardener_volunteer_program/join-us/. From this page, you can find out more about the program and leave your name that you are interested.

Current Master Gardeners were asked what they like best about the program: "Great opportunity to make new friends with gardening interests." "I had so much to learn - this has given me a new awareness of use of chemicals (or non-use) for the environment." "I enjoy the focus of the group and the sharing of gardening experience. Continuous learning experience." "The knowledge we obtained is forever, a good reference. There was never a dull moment in all the meetings." As you can see, residents are involved

in the Master Gardener program for many reasons, but all of them agree this is a terrific program to find out more!

If you have specific questions about the program, please contact Dr. Sarah Rautio, the MSU Extension Master Gardener State Leader at rautio@msu.edu. For general gardening questions, contact Carol Holtrop at holtropc@gmail.com. Think spring!

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Who Am I?

**Researching Your
Family History**

**Did Your Ancestor
Stake a Claim?**



By Grace Grogan

I recently read the book *Staking Her Claim: Women Homesteading the West* by Marcia Meredith Hensley,

and it got me to thinking about family heritage. The book is written using excerpts from letters women homesteaders of the west wrote to their families and friends back east. The women were all single, widowed, or divorced.

Some had careers; others had no professional skills. What they all had was a desire to own land in their own name. Women were not allowed to have land in their own name unless they were the head of the household. If a woman homesteader married, she could no longer homestead. Property she owned became her husband's.

As I read the book, I was inspired by their ability to move from a secure, sometimes wealthy or pampered life, and succeed as a homesteader on their own. They had determination, worked hard, and were just plain gutsy. They either had to do the work themselves or hire men to build their shack/home, put up fencing, plant crops, chop wood, and haul water. There was no one to call if they encountered a bear, coyote, or found a rattlesnake in their home.

Women homesteaders have not received the recognition they deserve. Family letters or newspaper clippings of their departure may be the only indication on where your ancestor went. Let's take a look at the Homestead Act of 1862 and what the requirements were.

The purpose of the homestead act was to encourage development of federal lands in the west. Under the law an applicant could receive up to 160 acres of undeveloped land located in any territory or federal-land state.

Both male and female applicants had to comply with all requirements:

- 1) Complete the application and pay the \$18 filing fee
- 2) Improve the land within the next five years—live on the land, put up a dwelling, and begin a farm
- 3) File for a Deed of Title

The opportunity was open to any U.S. citizen or person intending to become a citizen that never fought against the U.S. government. The applicant had to be the head of a household or at least 21 years old. It was open to formerly enslaved people, single women, farmers without their own land, and immigrants.

If a homesteader had sufficient funds, they could purchase their homestead rather than waiting five years for ownership. They could apply for a title after living on the property six months and making small improvements. They could then pay the government \$1.25 per acre for the land. This is the equivalent of \$41.99 per acre today, so a very good price.

Less than half of the applicants were successful in obtaining a deed to their property. Even if your ancestor was not successful, their application contains valuable information. This includes family members, neighbors, and prior residence information on accompanying documents, including:

- Land application forms
- Citizenship applications
- Family Bible pages
- Marriage or death certificates
- Newspaper clippings
- Affidavits

Even if they were not successful, the National Archives can provide you with the application and accompanying papers if you are able to provide a legal description of the land where they applied.

To begin, conduct a BLM-GLO Land Patent Search (<https://gloreCORDS.blm.gov/search/default.aspx?searchTabindex=0&searchByTypeindex=0>). This index contains millions of ancestors receiving federal land patents between 1788 into the 1960s. If you find your ancestor in the index, it will contain a legal description of their land.

The 60 percent of applicants who

See **CLAIM** on page 11

CLAIM from page 10

did not complete the patent requirements are not on this website. For those people, you need to search application papers at the National Archives. The problem is, to see the application, you need a legal description of the land they were going to homestead.

If you know approximately where the land is located, you may find the legal description in the General Land Office tract books at the National Archives. They may also be available from the Family History Library in Salt Lake City. Tract books are arranged by state, land office, and legal description of land.

The first applicant of the Homestead Act was Daniel Freeman. A Union Army soldier from Fort Leavenworth, he persuaded the land office registrar in Brownsville, Kansas, to open the office just after midnight, making him the first applicant in the nation. He lived on his homestead until his death in 1908. The National Parks Service purchased his homestead in the 1930s, and it is now a national monument.

Not everyone who homesteaded moved west. Some homesteaders came to Michigan, where 19,861 homesteads were proved up. This took 6 percent of the state's land, or 2,321,937 acres.

By 1934, the U.S. government had processed more than 1.6 million homestead applications, and over 270 million acres had passed to individual owners. Only 40 percent of applicants received land patents, including more than 100,000 woman homesteaders who became landowners in their own name.

The Federal Land Policy and Management Act of 1976 repealed the Homestead Act in the 48 contiguous states. Alaska was granted a 10-year extension. The last homesteader was Ken Deardorff, who made a claim on 80 acres of land on the Stoney River in Alaska. He fulfilled the Homestead Act requirements in 1979 but didn't receive his deed until 1988.

You may have an ancestor that ventured west or chose to stake a claim here in Michigan. If someone seems to have disappeared, try locating them on homestead records. You may make an exciting discovery!

Grace Grogan is a freelance writer and a member of Detroit Working Writers.

SURVIVING from page 7

labor force and truckers to haul away the consumer goods and industrial supplies once unloaded. Cattle feed prices went up, and meat at the store was up 8 percent. Food staples were up 6.2 percent, and I noticed my box of Kellogg cereal was the same size, but the amount of cereal in the box was less! Fine dining establishments increased prices 12 to 15 percent.

The summer of 2021 was great, with no covid in our family of children and grandchildren. We attended a wedding, a few funerals, a family reunion, and some wonderful weekends in Huron County at the Cheeseburger Festival, including dinner at the Pasta House. In October of 2021, my granddaughter Kristen, a dietitian and social worker, caught covid on the job. In late November, my wife went by ambulance to a hospital in Royal Oak, where I visited her for a seven-day period. I entered the hospital at the emergency entrance near the parking lot. Each day, I would see 80 to 100 people in wheelchairs waiting to be checked or admitted because of covid symptoms. On the second day of visiting, on November 29, I got covid, but I didn't become miserable until the first week of December. I asked the doctors about all those people checking in, and they told me 71 percent of those checking in had covid and 91 percent did not have their shots.

Covid for me was the worst head cold and nasal congestion I have ever had, and it took 32 days to recover. During the Christmas season, several other members of my family came down with the virus. They were much younger and had mild cases.

You might be interested to know Michigan had a 1918 pandemic called Spanish Flu. At the time, Michigan had a population of 4.5 million. There were 349,000 cases of the flu, or approximately 8% of the population, with 15,000 deaths.

So here we are in March 2022, and we are two years into the pandemic. Michigan reports we have now experienced 2,009,000 cases of covid. Michigan has a population of 10,032,220. To date, approximately 33,000 Michigan residents died from the virus. It appears 20 percent of the population caught the virus, and it isn't over. It has been a long two-year struggle for America and especially for the children trying to go to school. Pray for better times ahead...and That's The Way It Was!

Al and Dave Eicher provide television production services to corporations, ad agencies, and nonprofit organizations. They also create Michigan town histories and offer lecture services on a variety of Michigan History Events. You may contact them at 248-333-2010; email: info@program-source.com; website: www.program-source.com.



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SAILOR from page 1

at 7:30 a.m., and every time the gangway hit land, Catherine was gone! She had her bike on board and took every opportunity to explore. She left the ship so often that the first mate, who was at the gangway, reminded her she wasn't on a cruise ship!

But at 19 years of age, Catherine was all about the adventure, and life on the lakes was exciting. She loved to go for walks, so every time the ship docked, if she wasn't on her bike, she explored on foot. On one occasion, Catherine left for a walk, but when she returned, the *Frontenac* was gone! That got her heart racing, but she could see the ship out in the bay – and she'd been back well in advance of the estimated departure time. What to do? A marina and a beautiful park were located beside the iron ore loading dock, so Catherine ambled



The chart shows the location of Brockville, home of our featured Great Lakes sailor.



Sisters Catherine and Lorraine Schmuck, as they looked in the early days of their sailing careers.

over and asked some people if she could use their ship-to-shore radio. They happily obliged. When she called the *Frontenac's* wheelhouse, she learned that the ship had to move out to the bay while they awaited their cargo, but it would be back that evening. That was great news for Catherine because she'd be back aboard in time for work. She'd been up all night working and needed to get a little rest, and the people who let her



In June of 1983, Catherine worked aboard the Louis R. Desmarais, which became her favorite ship and is now known as the CSL Laurentien. Courtesy of Captain Robinson.

use the radio said she could sleep on their sailboat! Looking back, Catherine suspects her youthful age and a limited exposure to the media to understand what could go wrong made her a much more accepting person. Had her mother known at the time that she was catching some shut-eye on a stranger's sailboat, she would have been so worried about her daughter – but Catherine knew her mother would have done the same thing. Plus, life in the '80s was a completely different time than today's world.



Catherine enjoys making comfort food, such as turkey with all the trimmings, for Sunday dinners.

Germany when their father was 24 years old and

their mother, 20; they moved to Canada, where they didn't speak the language nor have jobs secured. To do something that's never been done before, or something that not everyone would consider doing, made perfect sense. They always encouraged their daughters, and they participated as much as they could. For instance, when Catherine's ship went through Iroquois Lock, which was 45 minutes east of Brockville, where her parents lived, they would drive there to see her; this was back in the day when visitors could drive up to the lock and get out of the car. Catherine would walk to the forward end of the ship while her parents walked to the furthest end of the dock. They would get a 45-minute visit in while the ship made its way in and stopped. In Iroquois, the boat didn't go down more than a few feet, so they could also talk as the ship pulled out of the lock. Then, her parents started the tradition of bringing three dozen doughnuts from Tim Hortons for the crew, and it wasn't long before they included the lock master with gifted doughnuts! Every time, Catherine's ship went through, the Iroquois Lock became a doughnut stop!



The Louis R. Desmarais, making its way at sunset.

And Catherine's parents did the same for her sister, Lorraine, participating in their daughters' lives however they could. Day, night, rain, fog, snow – they were there.

Be sure to look for the continuation next month when Catherine's sailing adventures continue aboard the J. C. Phillips and the Silver Isle.

All images are courtesy of Catherine Schmuck unless otherwise stated.

If you would like to join Catherine as she sails through her day, follow her on Facebook at Ship to Shore Chef, and if you'd like to order her new cookbook, please visit www.shop.shiptoshorechef.com.

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Thumb Rails

A Kitchen on Wheels for the Troops

By T.J. Gaffney

Welcome back to our readers after a two-month hiatus! This month's topic, and the topic for the next few issues, will be the history, transfer of ownership, move, and eventual restoration of a former Maintenance of Way Kitchen Car of the Chessie System. In the process of being acquired via donation from CSX Transportation by the Sanilac County Historical Museum of Port Sanilac, Michigan, this car was originally built to feed soldiers headed to the warfront. It and its sisters operated throughout Michigan, including the Thumb region, and helped feed thousands of G.I.'s who helped win World War II.

Those who follow this column know that we have covered the restoration and preservation of a variety of railroad equipment with relevance to the history of the Thumb region. These pieces of "rolling stock," as they are known in the railroad industry, have had a variety of uses, and it seems over the course of the history of this column, we have covered most of them. That said, we are about to discuss the history of a piece of equipment we have never covered before, one with an important impact on both our region's and our country's heritage.

Between December 1941 and June 1945, U.S. railroads carried almost 44 million armed services personnel. As there were not enough cars and coaches available to meet the massive need for troop transit created by World War II, in late 1943, the U.S. Office of Defense Transportation contracted with the

Pullman Company to build 2,400 Pullman sleeper cars to help get these troops to the front. This new rolling stock was either converted from existing boxcars or built from scratch based on Association of American Railroads standard 50'-6" single-sheathed steel boxcar designs and were constructed entirely out of steel with heavily reinforced ends. These cars were painted the standard Pullman Green (very similar to what many now know as "military green") and affixed with gold lettering and numbers. Pullman troop sleepers were designed to be fully interchangeable with all other passenger equipment. The units came equipped with end doors similar to those found on standard railway cars but had no vestibules at the ends for loading from the ground. Instead, the loading and unloading of troops was accomplished via wide doors positioned on each side at the center of the cars with built-in trap doors and steps. Light and ventilation were provided by 10 window units mounted on each side, each equipped with rolling black-out shades and wire mesh screens.

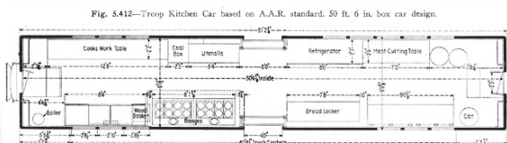
If this sounds like a spartan way to travel, you would be correct in your assumption. As it was, the troop sleepers were generally intended for use by enlisted personnel and were equipped with bunks stacked three-high; they slept 29 servicemen, plus the Pullman porter in charge of the car. That said, Pullman did its best to keep their high standard of service,

even in wartime. Each passenger was provided with a separate Pullman bed, complete with sheets and pillowcases that were changed daily. The berths were laid out across from each other in a way that placed the aisle along one side of the car, as opposed to down the center. Though the upper berths were fixed, the middle and lower sections could be reconfigured into seating during the daytime.

Weapon racks were provided for each group of berths for storage of soldier armaments. Four washstands (two mounted at each end of the car) delivered hot and cold running water. The cars also came outfitted with two enclosed toilets and a drinking water cooler. In short, this was not the Waldorf-Astoria by any means.

Very soon after these new troop sleepers went into service, the same authorities in charge of moving our troops to the front safely realized that they

were up against another dilemma. The existing fleet of available dining cars were ill-equipped to handle the ability to feed this many soldiers at once, and so later the same year, the American Car and Foundry Company constructed 440 troop kitchen cars with a similar exterior design. As the name implies, the troop kitchen cars were essentially rolling galleys, designed to provide meal service en route. As dining cars and their fixed seating were at a premium, the troops instead took their meals in their seats or bunks. The troops ate on paper plates and used paper cups. The entire operation was supervised by a mess sergeant. As the



A Troop Kitchen Car, as built, including layout of the interior. Courtesy of the Pullman Virtual Museum.

See RAILS on page 15


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FREEDOM from page 2

at Fort Leonard Wood, Missouri, where he spent the remaining days of June and all of July going through basic training. Wilfred

jotted down all of the places and dates of his moves in a small notebook, and on August 1, 1941, the soldiers went to Arkansas on maneuvers. On September 1, they moved to Louisiana, returning to Fort Leonard Wood on October 7. Wilfred went home on furlough on October 26 and returned to Fort Leonard Wood on November 8. He was then released from the Army on December 1, 1941.

Roosevelt's neutrality stance changed, of course, when Japan forced America's hand with the bombing of Pearl Harbor on December 7, 1941, a date Roosevelt said would live in infamy. On December 8, the United States declared war on Japan. On December 11, Hitler declared war on the United States; the U.S. promptly reciprocated. After the U.S. entered World War II, the age range of those subject to military service expanded, starting at 18 years of age until the day before the men reached the age of 45. All across small-town America, men were called to serve, not only to defend their country but also to destroy a great evil across the Atlantic.

*Arrived Dutch Harbor June 2nd 9 P.M.
June 3rd 5 A.M.
Japs Bombed and strafed camp and supply area
June 4 4:30 P.M.
bombed and strafed*

Wilfred Stacer made these entries in a small notebook in reference to the Japanese bombing of Dutch Harbor, Alaska, in June of 1942.

Wilfred was called back for active service on February 11, 1942, first stopping at Fort Custer in Battle Creek, Michigan, before arriving once more at Fort Leonard Wood, Missouri, on February 15, 1942. On May 1, Wilfred left Fort Leonard Wood and traveled to Camp Murray, Washington, arriving on May 4, 1942. The soldiers, Wilfred among them, left Camp Murray on May 26 at 9 p.m., and the troops boarded the *Fillmore*, which sailed on May 28. Wilfred likely didn't yet know his destination, but he soon would; the *Fillmore* arrived at Dutch Harbor on June 2, 1942, at 9 p.m.



Wilfred Stacer, standing in front of the Gwisdalla Hotel in Ruth, Michigan, on June 9, 1941, the last day at home before leaving for the Army.

Dutch Harbor is located within the Aleutian Islands of Alaska and is specifically a harbor on Amaknak Island in Unalaska, Alaska. The Aleutian Islands were important to control and had strategic value to both Japan and the U.S., with Japan wanting control to prevent any possible U.S. attacks across the Northern Pacific. Conversely, the U.S. wanted control

of the region to prevent Japan from possible attacks against the American West Coast.

In May of 1942, U.S. Naval Intelligence learned of a planned upcoming attack. By June 1, 45,000 U.S. troops were stationed in Alaska, 13,000 of whom were located only 200 miles from Dutch Harbor's naval facility. Near the naval air station stood Fort Mears, home to thousands of soldiers.

On June 2, the day Wilfred arrived at Dutch Harbor, a naval patrol plane spotted a Japanese fleet 800 miles southwest of Dutch Harbor. Bad weather prevented the U.S. from attacking the Japanese fleet with its bombers, and they could no longer find them in their sights.

The Japanese took advantage of the poor weather and continued to advance.

Wilfred's one-line notation in his notebook for each of the following two days offered a brief description of the ensuing devastation.

"June 3rd 5 A.M. Japs bombed and strafed camp and supply area.

"June 4 4:30 PM bombed and strafed."

Japan's mission had been to wipe out the air base at Dutch Harbor, but because there was such a lack of flat



Wilfred J. Stacer, serving somewhere in the Aleutian Islands, July 1, 1943.

See **FREEDOM** on page 15





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FREEDOM from page 14

ground, there was no airfield at Dutch Harbor. Rather, American airfields had been constructed at Cold Bay, 100 miles to the east, and 80 miles to the west on Unmak Island. The Americans were fortunate, in that, due to fog, half of Japan’s air power returned to their carriers shortly after take-off while other planes got lost in the fog and crashed. When Japan realized there was no airfield, they dropped their bombs on the Army barracks at Fort Mears, home to the majority of the 9,000 men on the island. The 17 planes – 11 Kate bombers and six Zero fighters – that did reach the base were surprised when they were met with fierce anti-aircraft fire. The U.S. had been lying in wait. The Allied Eleventh Air Force fighters encouraged the Japanese to make a hasty retreat, and the bombs the Japanese dropped did little damage. The following day, however, the Japanese returned and successfully bombed Dutch Harbor’s oil storage tanks and a ship used for power generation, along with smaller miscellaneous targets. Although American pilots located the Japanese fleet, they were unable to sink their ships due to the ongoing bad weather.

Communication with the American airfields failed both days; had they been successful and joined the Eleventh Air Force, perhaps they could have retaliated with a successful air strike. Although less than 50 U.S. troops were killed in action, any amount was too many. After the attack, the Americans knew they needed a runway at Dutch Harbor for better defense – and they built that runway in just nine days.

Wilfred made no new notations in his book until October 11, when he reported the first snow at Unalaska. On May 26, 1943, he moved to Ballyhoo. The top of Ballyhoo Mountain was used as a harbor defense position, and the gun mounts at Fort Schwatka overlooked Unalaska Bay. (When the Japanese had bombed Pearl Harbor and the United States declared war on Japan, Dutch Harbor was ill-defended: Ballyhoo Mountain had the only major artillery position.)

Be sure to look for the continuation next month to read the conclusion of Wilfred’s wartime experiences and the beginning of Harold’s, who served in the Southwest Pacific Theater.

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RAILS from page 13

cooking was performed by regular U.S. Army cooks, the cars were outfitted with two Army-standard coal ranges, similar to what could be found in any galley kitchen on any Army base in America at the time. The cars were also equipped with a pair of 200-gallon cold water tanks and a 40-gallon hot water tank; supplies were stocked on open shelves with marine-type railings, a bread locker, a large refrigerator, and a series of built-in cabinets and drawers. The cars were intended to serve approximately 250 men each and were typically placed in the middle of the train so that food could be served from both ends, and the process could move as quickly as possible.

The car that is the subject of our article was most likely built in the first batch of cars produced between October 1943 and March 1944 and served its purpose well. With the culmination of World War II in August of 1945, our car and its sisters remained in service to help transport our veterans home. Troop cars continued to serve in this capacity through the end of 1947, after which many were put into storage. By late 1948, several of these cars had already been declared surplus, and beginning in later 1948, many were sold by the U.S. Army Transportation Corps to the railroads. The railroads, in turn, subsequently converted these essentially new or lightly used cars into a variety of

new uses. This included baggage cars, express service boxcars, refrigerator cars, and cabooses, while others remained in sleeper configuration for use as bunk cars by Maintenance of Way crews.

Our kitchen car is believed to have been sold to the Chesapeake and Ohio Railway sometime in 1949 and was used to replace wooden cars that had been downgraded into Maintenance of Way service, years before. While we have yet to determine what its original number was, we know that C&O purchased several of the earliest-built kitchen cars, number K100 – K130. Our kitchen car was quickly rejuvenated in the C&O’s shops and sent out into its new service for the railroad... but that part of the story is for our next issue.

How did our former troop kitchen car fare after its important role in World War II? How will it make its way to Port Sanilac? What further issues might arise during this process? Stay tuned to next month’s article in The Lakeshore Guardian!

Gaffney is owner of Streamline Historic Services, and the author of Port Huron, 1880-1960. Images of Rail: Rails Around the Thumb, published by Arcadia Publishing, is also receiving accolades. Learn about the important contributions railroads made to the Thumb area; copies of Rails Around the Thumb are available through the author at 2747 Military Street, Port Huron, Michigan, 48060. Books are also available through Arcadia Publishing at www.arcadiapublishing.com.

Fibonacci Poetry

By Allison Stein

How
come
sometimes
I look out
at all the people
and I only feel more alone?

At
two
A.M.
everything
falls apart; at dawn
everything falls back
together.

It’s
fine
not to

be fine. It’s
fine to settle down
in the eye of a hurricane.

How
long
will we
dance in this
foolish masquerade,
tell ourselves we are our
costumes?

Allison Stein is the author of three poetry books. She blogs about her journey as a writer and writing consultant at www.allisonsteinconsulting.com.



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RIVER from page 1

of the Northern United States, not once, but many times for thousands of years.

During its active life, the Laurentide Glacier gouged the five Great Lakes and many of the smaller lakes in the Northwest Territories and most of northern Canada. The St. Clair River is one of the offspring rivers of the Laurentide Glacier.

More than 500 years ago, Native peoples of mostly the Algonquian language

family settled along the shores of the St. Clair River, the Detroit River, and the shores of Lakes Huron, St. Clair, and Lake Erie. These peoples include the Ojibwe, the Kioscanee, the Ottawa, and the Pottawatomi. Historians credit French explorer Louis Jolliet for being the first European to visit the Lake St. Clair area in 1669, but French explorers Robert Cavalier, sieur de La Salle, and Father Louis Hennepin, who arrived on St. Clair's Day in 1679, named both Lake St. Clair and the St. Clair River.

Fur Trading on the St. Clair River

By the eighteenth century, French voyageurs and coureurs des bois (runners of the woods) were voyaging up and down the St. Clair River in canoes to trade goods for furs with the Ojibwa and other Native peoples. The French traded useful items, including iron tools, kettles, and wool blankets for furs, transporting their furs to trading posts including Fort Detroit. In



Courtesy of
ResearchGate.net.



Voyageurs in New France. Courtesy of The French-Canadian Genealogist.

exchange, Native peoples received goods from around the world. Under French and British entrepreneurship, the fur trade grew into the primary business in North America.

In 1764 and 1765, the sounds of axes ringing and trees thudding to the ground echoed along the south shore of the Pine River, where it flows into the St. Clair River. Lieutenant Patrick Sinclair of the British Army built a fort, Fort Sinclair, which included barracks for soldiers and sailors and a trading post that he called "The Pinery," with goods, supplies, and rum for sale. Soldiers and sailors could buy necessary supplies, and French fur traders and the native population could exchange furs and goods.

As one of his duties as commandant of Ft. Sinclair, in 1780, Lt. Sinclair appointed John Baptiste du Sable, of African ethnicity, as agent to run the Pinery. John Baptiste du Sable worked his way around the Great Lakes as a trader. In 1779, the British suspected him of sympathizing with the Americans and imprisoned him at Fort Michilimackinac, which they had captured from the American rebels. Lt. Sinclair met John Baptiste at Ft. Michilimackinac, and when the British released John Baptiste, Lt. Sinclair hired him as agent. John Baptiste du Sable operated the Pinery successfully for several years.

After the Americans won the Revolutionary War, John Baptiste du Sable continued his trading, and in the early 1790s, records locate him in the region around the mouth of the Chicago River. He established a trading post and settlement, which earned him the historical recognition as "the founder of the city of Chicago."

Sailing on the St. Clair River

As the St. Clair River flowed through the centuries, the physiques of the ships on its surface

changed from canoes and batteaux to wooden and steel bodies powered by sail, steam, and finally diesel engines. From the middle of the nineteenth century and years after, shipbuilding grew to be an important industry at Port Huron and Marine City. Wooden ships built at these two St.

Clair River cities carried passengers up the river to Lakes Michigan and Superior and the west beyond and to the lower lakes Erie and Ontario and points east. Hundreds of immigrants traveled on the wooden ships built in Port Huron and Marine City to new homes in America.

At its most active shipbuilding period, Marine City contained 35 shipyards, with five of them considered major shipyards. The 35 shipyards built a total of 250 wooden ships, which earned it the distinction of being the largest shipbuilding center on Lake Huron.

Local historians, including President Gary Beals of the Community Pride and Heritage Museum, consider Sam Ward the founder of Marine City. Much of Marine City's shipbuilding industry can be attributed to the Ward family. Captain Samuel Ward arrived in Marine City in 1819 and began building ships. Around 1824, Captain Ward built a schooner of 30 tons that he named the *St. Clair*, shaped like a canal boat with full ends, rubber "outdoors," and tiny and schooner rigged. He also traded in general merchandise, and he used the *St. Clair* to hold his stock. In June 1826, Captain Ward loaded the *St. Clair* with skins, furs, potash, and black walnut lumber for guns stocks and set sail for New York City.

When he arrived at Buffalo, Captain Ward took out the *St. Clair's* spars and towed her through the canal to Albany with his own horses. Then she was towed by steam down to the Hudson River to New York City and returned the same way to Marine City. The *St. Clair's* voyage took eight weeks, and she was the first vessel passing from the lakes to the ocean through the Erie Canal. Captain Ward made several extensive voyages in his little *St. Clair*.

See RIVER on page 17



Photo courtesy of the St. Clair Historical Museum.



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RIVER from page 16

Lake Steamers along St. Clair River

During the twentieth century, lake steamers and freighters carried passengers, goods, ore, and other cargoes, stopping in the ports in the small towns and large cities along the rivers and lakes through the Great Lakes. They



Photo courtesy of Boatnerd.

carried iron to Ashtabula, Ohio, and other industrial cities to be used in steel manufacturing and grain to the major eastern markets in Cleveland and New York City.

The St. Clair River of Many Moods, Including Icy

Almost every winter, the St. Clair River freezes, thaws, and more often than not, overflows its banks, as if it were trying to recapture its glacial youth.



Photo courtesy of Boatnerd.

In 1827, Lake St. Clair and the St. Clair River washed away farmhouses, two churches, and large tracts of land. During the tornado of 1836, a violent wind crossed the St. Clair River at East China Township and scooped out a smaller river and flooded a large tract of land on the Canadian Shore.

In the spring of 1896, a gorge formed at the head of Stag Island and ice covered the bottom of the river in many places, causing the water to fall considerably. Fred W. Baby and Dr. Deyoe of St. Clair skated out to the bar opposite the city and shoved away the ice and snow. Oswald Hart, Dan Webster, and Charley Solis, crossed the ice to the bar and raised the Stars and Stripes, claiming the land in the name of the United States. Then they planted some corn and beans.

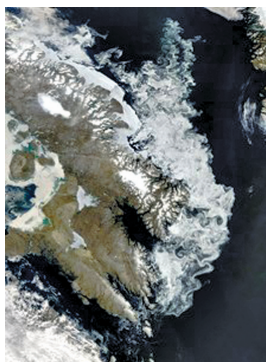
The *Escanaba Daily Press* of December 30, 1985, reported another icy mood of the St. Clair River. Dozens of people had to leave their homes after ice and high winds combined to push the swollen St. Clair River over its banks. Twenty to 25 families in Algonac voluntarily left their homes when the river overflowed.

In February 2022, ice jams on the St. Clair River caused the National Weather Service to issue a flood advisory for areas along the St. Clair River from Marysville to Algonac because of the ice blockage. The military was called in to start icebreaking operations. East China Township and the city of St. Clair also experienced flooding.



The Laurentide Ice Sheet is located in Nunavut, Canada. Courtesy of Wikimedia Commons.

The Laurentide Ice Sheet, parent of the St. Clair River, is still experiencing the freeze, thaw, and flood cycle, but lately it is doing more melting than covering continents. The remnants of the Laurentide Ice Sheet, some 20,000 years old, contained in the Barnes Ice Cap on Baffin Island in the Canadian Arctic, are increasingly unable to match



The Barnes Ice Cap on Baffin Island. Courtesy of Wikimedia Commons.

the ice production talents of the St. Clair River. Regional warming has caused the Barnes Ice Cap to thin at a rate of three feet, three inches a year.

The St. Clair River continues to freeze, thaw, and flow on into the twenty-first century. The future of the Laurentide Ice Sheet is not so certain.

For more great articles and stories by Kathy Warnes, please visit the following: *Magic Masts and Sturdy Ships* at <https://magicmastsandsturdyships.weebly.com/>; *Meandering Michigan History* at <https://meanderingmichiganhistory.weebly.com/>; *Maritime Moments and Memories – Ashtabula Maritime and Surface Transportation Museum* at <https://maritimemomentsandmemories.wordpress.com/>; and *Monroe Memories and More, a website of Monroe, Michigan, history*, at <https://monroemichigan.wordpress.com/>.

smile awhile

Things My Mother Taught Me

By Gregory Osborn

My mother taught me LOGIC... "If you fall off that swing and break your neck, then you can't go to the store with me."

My mother taught me MEDICINE... "If you don't stop crossing your eyes, they're going to freeze that way."

My mother taught me TO THINK AHEAD... "If you don't pass your spelling test, you'll never get a good job!"

My mother taught me TO MEET A CHALLENGE... "What were you thinking? Answer me when I talk to you... Don't talk back to me!"

My mother taught me HUMOR... "When that lawn mower cuts off your toes, don't come running to me."

My mother taught me how to BECOME AN ADULT... "If you don't eat your vegetables, you'll never grow up."

My mother taught me about GENETICS... "You are just like your father!"

My mother taught me about the WISDOM of AGE... "When you get to be my age, you will understand."

My mother taught me about ANTICIPATION... "Just wait until your father gets home."

My mother taught me about RECEIVING... "You are going to get it when we get home."

And my all-time favorite, JUSTICE... "One day you will have kids, and I hope they turn out just like YOU – then you'll see what it's like."

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A Place to Call Home: Greta's Story

Part I

By Janis Stein

Join us as Greta shares her remarkable story, one of deep love, heartbreaking loss, and perhaps most importantly, enduring hope.

Saxony, Germany

I snuggled in closer to my sisters on our mattress made of hay and tried not to think about our sad state of affairs lest the tears freeze on my face. Baby Etta stirred, and I instinctively slipped my pinky finger in, pressing gently on the roof of her mouth; her reflexive suckling soothed her straightaway as she slid deeper into sleep. I longed for a bit of comfort myself. Already, Etta was more my child than my sister. It was well past midnight, and Father's tortured sobs, somewhat muted though they were, sounded shockingly loud in our one-room cabin. Anymore, the long, dismal nights were so much worse than the days. Father's depression ran deep, and his overwhelming sadness scared me more than the fate that had befallen our family the past two years. For the first time in my life, I truly feared what would happen next in our lives.

My name is Greta, and I am from Saxony, Germany; my parents' ancestors settled in Falkenstein, and while I've no doubt we were poor, we were too busy to dwell on it overly much. It took all of our combined energy every hour of the day to simply survive. Everyone we

knew had as little as we did – and some had even less. With Germany's feudal system in place, little would change anytime soon as far as I could see. But life had a certain predictability about it, and that was something at least.

Everything did change, though, when my older brother, Otto, was killed in the dawn of 1871 while fighting in the Franco-Prussian War. Saxony aligned with Prussia, and Otto had no choice but to fulfill his required military service in the Royal Saxon Army. It was all the more disheartening to know that if the war had ended just five days sooner, our beloved Otto would still be alive. The war had lasted less than a year, but at its end, there was little joy without Otto to celebrate.

Father was more than beside himself with grief.

That dreadful day we learned of Otto's death was a tipping point, and everything that came after only added to our sorrow. Looking back, I wonder now if Otto had lived, maybe Mother would have as well. That summer, she became pregnant with Etta, but she was so distraught and didn't eat as she should have. Plus, Mother always made sure the little ones had enough in their bellies, and that sometimes meant she went without. I wish I had paid more attention, but I was so destroyed by my closest-in-age brother's death that I, too, walked around in a fog, doing my chores by rote. We were all in such a state of shock that going through the motions to just get through another day was the best we could do.

Mother managed to carry Etta to term, which had been of great concern, and when her labor started, Father rode hard to fetch the midwife. By the time they returned, my sister Anna and I had the water boiling and a clean sheet at the ready, and we gave the twins orders to take the little ones over to the neighbor's place. Anna and I shared more than one panicked look over Mother's discomfort, and I think in our hearts we already knew that something wasn't quite right. The midwife came

barreling through the kitchen door just then, and in short order, she confirmed our worst fears.

Mother had a hard delivery, so hard that it drained the life right out of her. Mother gulped her last breath just as Etta took her first. The date of Etta's birth and Mother's death will be forever entwined: I can no more celebrate one event without grieving the other.

I cannot tell you how awful it was that night. As Anna cared for Etta the best she could, I helped the midwife prepare Mother's body for burial. I was only 16, and Anna, 15, and yet we managed. We had little choice. Father was inconsolable. And when we fetched our siblings and told the little ones, they cried long into the night. When their tears finally abated and they drifted off to sleep, Anna turned to me in the dark, and finally, finally we let our own tears fall.

Whatever would we do?

I rose early the next morning, and Anna was right behind me, adding another log to the fire before fetching a pail of water. I am sure we were still in shock. I figured that the majority of Mother's responsibilities would now fall to me, but I needn't have worried that I would be alone. Our shared experience forged an unbreakable bond between Anna and me. And for that, I was more than grateful. There was so much work to do; the thought of it all was overwhelming amidst our grief. Hugo and Heinrich were 13. Then came Nettie, 10, and Maria, 7, followed by Johann, 5, and Christian, 2. And of course, brand-new Baby Etta. There had been 10 of us, but with Otto gone, we were left with nine – five girls and four boys. The twins, always in some bit of mischief, did their regular chores without any prodding this day and even took Johann and Christian under their wings. That freed Anna up to care for Etta, and Nettie and Maria helped me grind coffee beans and collect eggs. Father would need breakfast after he finished his morning chores and before

See YARNS on page 19

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YARNS from page 18

he went to work at the mine. I knew he wouldn't miss work no matter how distraught he was. We needed the money, and life would go on whether we wanted it to or not.

After we got Father off to work, Anna and I divvied up some of Mother's chores and planned what we would make for dinner. In truth, I wasn't sure either of us could stomach any food, but we thought it would help the little ones if we stuck to our routine as much as we possibly could. I've always found a fair measure of comfort in knowing what comes next. It's the not knowing that's more than a little troublesome.

How we got through 1872 is a story all its own. Thank God for good neighbors. Mrs. Schmidt next door was a godsend and taught me all manner of things I should have already known. Working with Mother in the kitchen for all of my life should have left me better prepared, I thought, but there were those tasks that Mother – and Mother, alone – had done. Baking bread and slaughtering the pig and making fresh sausage were best learned by doing, and when I had one flop after another with my bread, it was Mrs. Schmidt to the rescue. When I couldn't get the meat grinder assembled, Mrs. Schmidt showed me just what to do, and when she saw I wasn't being liberal enough with the spices, she told me skimping on the sausage recipe was not the place to save money. We Germans did love our sausage! I will forever be grateful for her guidance during that year as we worked side by side in my mother's kitchen, and more and more, Anna, too, spent time at Mrs. Schmidt's place, learning this or that, and with Etta riding along on her hip no less.

Be sure to look for the continuation next month when Greta's father informs his family of an upcoming monumental change that will have a profound impact on their future.

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SCHOOLS from page 5

next spring he moved his family over from Canada. Here they were without a school and without a church, except at Bad Axe, nine miles away with only a trail through the woods for five miles. Later in the year the Wakefield and Ferris families formed a school. Between them, the two families had eight children which were just enough to start a school. In order to have the three school officers required by law, they pressed into service Jake Shad, a visiting bachelor, who came now and then to claim up his homestead. Land for the school was donated by Thomas Wakefield from his farm, the land held by the school district as long as the school remained on it. The school building was built of logs, felled and hewn by the members of the two families. Both the labor and material were contributed free and were never paid for. The second school building was constructed on the same site and

is still called the Wakefield School. It was built by John and George Wakefield and Peter Lamb, a son of Robert Lamb from whom Thomas learned his trade. Thomas Wakefield plied his trade in this country too. In the surrounding territory, many buildings and other types of construction built of stone, remain as monuments to his fine workmanship and accuracy. He took pride in fine farm animals. In a period when few realized the worth of good breeding, he built a fine herd of purebred Shorthorns. The boys remember when people within a radius of five miles came to borrow their buggy horse, since most people drove only oxen, and this was the only horse around. A horse was much more desirable than oxen on a long trip of 15 or 20 miles."

Be sure to look for the continuation next month to learn more about Wakefield School's history as the nineteenth century nears its end.

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—The following poem was written by Grace Wakefield Dean, a student at Wakefield during the 1890s. Courtesy of the Arthur Woelke Collection, originating from Theatta Schupe Picklo, whose mother, Frances Schupe, taught at Wakefield from 1930 to 1932.

The Wakefield School

Among the Hemlocks and the Pines
Stood the "Old Wakefield School,"
There, readin', writin', and 'rithmetic
Were taught by the rule.

On the "First Day" we gathered
In our gingham and our jeans
From the north came the
"Klemmers,"
The "Ferris's" and the "Deans."

From the south came Grace and
Harry,
Harold, Mable, and Lucy Mayes,
As we skipped along bare-footed
In those old school days.

Farther south was George and Mable
With their tin dinner pail
Later on came Clarence and Cosie
Always there, without fail.

Down the track was Frank and Annie
They came with the "Grassmere
Gang,"
And they hurried on to get there
Before the old bell rang.

Robinsons and Lackenbys,
Tim Thomas and little Manuel Tate
He always had the habit
Of coming just too late.

But it's Will and Ann McGillivary,
If we tell what memory bids,
Are the ones we loved the best
Of those "Grassmere Kids."

"The Kreuzigers" came later
Will chose Ella for his wife
And they have been happy together
All their married life.

Then there were the "Hazards,"
Edith and Annie too,

When we get them all together,
Our number is quite a few.

Fred and Roy were our scrappers
With their old gray woolly caps,
But all the tricks and mischief
Was blamed on Will and Rance.

If there ever was a time
When school days were a lark,
It was the year we spent
With "John G. Clark."

The place where I love to linger
As I go down Memory's Lane,
Is the fun we used to have
At the "Old Ball Game."

Grace was our "Tommy Bridges,"
Fred wore the catcher's shield,
And to us it was as precious
As "Detroit's Navin Field."



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Cozy, 2-bedroom, 2-bath home within walking distance to all the amenities of Harbor Beach. This home has an open concept kitchen/dining area, downstairs bedroom, master suite on the second floor, bathroom with jetted tub, vintage woodwork, thermal double pane windows, high efficiency furnace, and the electric has been updated. There is a back deck, brick-paver patio, and a newer 2 1/2 car garage, with heat, electric, and a cement floor, that has been built to accommodate larger vehicles.

018-22-0002 - \$132,900



10 wooded acres of prime hunting property with pond! This 3-bedroom, 2-bath brick ranch home offers an open concept living area and a seasonal sunroom viewing the wooded back yard and pond. Features include: natural wood-burning fireplace, dry basement, 2 1/2 car attached garage, new windows, bedrooms and hallway have hardwood floors. The house is move-in ready, but some updating and cosmetic changes could be made. This home is located between Lexington and Sandusky.

018-21-0027 - \$264,900



Remodeled and back on the market! A total kitchen renovation, new flooring, baseboards, moldings, carpet, 2 new exterior doors, light fixtures, and new paint throughout, make this home move-in ready. The exterior was upgraded with cement siding boards, and cultured stone was added all the way around the base of the house. Sitting on 2.04 acres, this is the perfect, quiet country home with abundant wildlife for your viewing pleasure.

018-22-0001 - \$169,900



Move-in ready year-around house or your summer getaway on 1.55 acres. The main house has an open concept, which makes it great for entertaining. 2 bedrooms, 1 full bath, and open loft area. The large sunroom is perfect for your morning coffee or that afternoon nap! The 2-car, unattached garage is great storage for all of your toys or a perfect man cave. Across the street is a 1-bedroom, 1-bath guest house. There is also storage shed. Close to town and the beautiful Lake Huron!

018-21-0022 - \$179,900



This 3-bedroom, 1-bath cottage in the village of Forestville is walking distance to Lake Huron. Open concept and extra sitting area in bedroom. There is new paint and flooring throughout. Enjoy the summer nights around the fire pit and the hot summer days under the back covered porch. There is a 13' x 16' storage shed and a little garden shed for all of your yard equipment and beach toys. This 3-season cottage is only a 1 1/2 hour drive from the Metro Detroit area. It is move-in ready and priced to sell!

018-21-0023 - \$114,900



This beautiful brick building has been an icon in Forester for many years. It is currently being renovated and needs to be completed. The downstairs floor plan includes 3 bedrooms, 1 bath, kitchen, and living room with an open floor plan. Upstairs area could be a 1-bedroom studio apartment with a separate outside entrance. You can get a peek at Lake Huron and the private fenced-in back yard from the upper deck. There is also a 24' x 32' pole barn and a 10' x 14' utility shed. You are just steps away from a beach access.

018-21-0016 - \$179,000



Historical building with 1,500 sq ft. of open floor upstairs and down. The wide open staircase makes for easy access to the basement. There is a 30' x 30' addition on the back of the building and a 30' x 50' newer garage plus 2 additional lots included. The building has a new roof on the front part and all the materials to do the back roof. Many new improvements have been made and some need to be completed. Endless commercial possibilities or make it your own private residence. Walking distance to the beach, restaurant, and park.

018-21-0009 - \$124,900



Prime piece of real estate in the village of Port Sanilac. This 2.2 acres is the perfect investment property. There are multiple possibilities, housing units, offices, you decide. Lot size is 300' x 320'. Multi-residential or commercial. A survey is available.

018-21-0004 - \$154,900



CONTINGENT 240' of Lake Huron frontage, on a sandy beach, with mature trees on 3 sides. Renovated in 2019. Granite countertops, hardwood floors, ceramic tile, cabinets and hardware, shiplap walls, solid doors, energy-efficient windows, and spray-foam insulation are only a few of the above standard items. The main level consists of a living area with 2 doorwalls that lead to a 14' x 26' deck. The main level also includes the kitchen, laundry, and master bedroom with its own en suite bathroom. The finished walk-out basement is perfect for a guest's private quarters. There is also a 6' x 10' shed for added storage space.

018-21-0021 - \$689,900

