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MAY 2022

WATCHING OVER SHORELINE INTERESTS

VOLUME 24 ISSUE 3

A Great Lakes Sailor

Catherine Schmuck Part 3

By Janis Stein

Join us in the continuation to learn the *Misener's* fate after it collided with a mountain, and our Canadian sailor's adventures continue aboard the *Louis R. Desmarais* during the late 1980s.

After that, the Coast Guard came and assessed the damage to the *Misener's* bow. Sailors pumped out the water in the holds and added ballast in the stern, which brought the bow up. From there, the *Misener* hobbled its way to Port-Alfred. After the accident, the *Misener's* alarms would sound constantly, all night long; Catherine thought the injured boat just wanted to let everyone know its pain. She also thought it



Catherine, enjoying her chief's cook job in 1990 aboard the *Louis R. Desmarais*.



In 1989, Catherine became chief cook aboard the *Louis R. Desmarais*, and for her, this ship always felt like home. The *Desmarais* was rebuilt in 2001 and now sails as *CSL Laurentien*. Courtesy of boatnerd.com.

most interesting how she hadn't felt comfortable on the *Misener* from day one, so destiny stepped in and changed her path in a hurry!

From that day on, Catherine believed that no

See **SAILOR** on page 10

The Way It Was ...Passenger Pigeons Going Forever

By Al Eicher

If you live or vacation in the Thumb Area, you have most likely seen great flocks of geese flying overhead. There was another migrating bird that came to our Thumb area by the millions. Back in the 1800s and throughout that century, the wild pigeon *Ectopistes Migratorius*, also known as the passenger pigeon, made up 25 percent of the bird population in the United States.

These migrating pigeons came to all areas of Michigan nesting in the large and small trees of a then-dense Michigan forest. They nested along the



Mural of passenger pigeons in flight. Courtesy of the *Muskegon County Museum*.

riverbanks and the woods around a farmer's field. The Thumb area, with its many rivers and new development of farmlands, provided the passenger pigeons with a seed base from plants and trees common to the area. The Pigeon River was named after the bird, but if you ask people in Pigeon, Michigan, how the town got its name, some will say from the river, and others will say from the bird.

We know from research that the passenger pigeon

See **PIGEONS** on page 14

Waterfowl Watching

By Ryan Walker

There is definitely not a shortage of spring activities in the Thumb area during the months of March, April, and May. Fish run, often in a staggered fashion, to give anglers differing time windows in which they can hook into yellow perch, suckers, steelhead, and Coho salmon. After the spring runs, smallmouth bass, largemouth bass, panfish, and walleye quench the thirst of Michigan anglers. Turkey hunters spend hours pursuing their passion.

Foragers attempt to fill their baskets with more mushrooms to supplement

palette-pleasing meals. Any outdoor enthusiast who becomes bored with the spring season really hasn't spent a few minutes brainstorming ways they can enjoy nature. One family activity I look forward to every year is waterfowl watching.

Not only is waterfowl watching a fun-filled family

See **WATCHING** on page 9



A great egret stretches its wings while seeking dinner in a creek located in Huron County.



Summertime Fun HARBOR BEACH 2022

May 20 - October 14 - Farmers' Market

Every Friday 12 - 5 p.m. on the Murphy Museum Lawn
Contact Barb for details: 989-553-3317.

May 26-30 - Citywide Garage Sales

Contact Susan for details: 989-479-0200.

June 11 - Lighthouse Tours Begin

9 a.m. - Noon, Saturdays from June 11 to August 27
Make reservations at harborbeachlighthouse.org
or call 989-479-9707.

June 11 - Food Truck Fest

Contact Gail at: 989-479-9572

June 11 - Downtown Truck Show

Truck Convoy, Truck Show, Live Band,
Lighted Truck Parade at Dusk
Contact Robby Iseler at 989-550-2254 for details.

June 11 - Veterans' Fishing Outing

Contact Kevin Ramsey for details: 989-550-9227.

June 24, July 1, 3, 15, 22, 29, August 5 & 12 Live Music at the Beach ~ 7 - 11 p.m.

July 6-10 - Maritime Festival

www.themaritimefestival.com

August 13 - Salsa Tasting

Downtown Harbor Beach, 11 - 2 p.m.
Contact Chuck for details at 989-479-8210.

August 13 - Pirates Motorcycle Run

Lincoln Park
Contact Gary at 989-550-7712 for details.

September 17 - Harvest Festival & Chili Cook-Off

Chili Tasting, Pie & Dessert Contest, Murphy Museum
Craft Expo, WLEW Car Give-Away
Contact Chuck for details: 989-479-8210.

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Garden Guidance

We Get By With a Little Help From Their Friends

Rosemary Stuehmer
Advanced Master Gardener

Here we are, at the beginning of another gardening season when all the possibilities of a rewarding garden lie ahead of us. For many gardeners, winter is the time to plan and organize what the new garden will be. Early spring transitions us from waiting for ground to dry to cleaning up the winter debris and making the space welcoming to the new plants and supportive of established old friends.

One aspect of planning the garden that is receiving more attention is the practice of putting together in a particular environment the plants that would be "neighborly" if they were growing in the natural world. A little research through books, online, or conversation with your oldest gardening friends will reveal which plants thrive together and support each other. Complementary planting involves more than attractive color combinations and height requirements, but even those two starting points have botanically sound reasons for being important in the execution of a healthy garden space.

A book by Robin Wall Kimmerer called *Braiding Sweetgrass* describes the author's joy in the combination of purple New England Asters with

Goldenrod. Every fall, I marvel at the appearance of these two that, seemingly by chance, beautify the roadsides and fields. Kimmerer is a botanist who pursued her degree, in part, because of her attraction to this stunning combination provided by nature. She was surprised to learn that those plants occur together because they enhance each other's survival. The colors are on opposite sides of the color wheel, which means that one heightens the intensity of the other. Kimmerer says the two colors are a reciprocal pair because our eyes have a specialized capacity to distinguish these two colors from reds and blues. Bees' eyes see those two colors in a similar fashion. The plants together draw in more pollinators, which, in turn, guarantee more successful pollination and proliferation of each species of plant. That they are also beautiful together is just nature's gift to us.

As gardeners, we are not limited to native plants to provide these fortuitous self-help combos. If you favor roses (which originated in China) in your garden, use companion plants that repel pests such as Japanese beetles and aphids. Lavender (native to the Mediterranean) is often planted around roses to hold off destructive beetles. While it is working to keep the roses safe, its grayish green foliage also looks lovely against the deep glossy green of the rose bushes. Many combinations are possible and useful for insect control, moisture retention, and disease prevention, besides the visual aesthetic of balance and color.

Basil, a member of the Lamiaceae family (which includes mint and

See GARDEN on page 19



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Photo: Henry Bloch, co-founder of H&R Block, poses with Marilyn Townley during the early days of her 50-year career.

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VOLUME 24 ~ ISSUE 3

“Try to be a rainbow in someone's cloud.”

—Maya Angelou

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Sunken History & Maritime Treasures

Awaiting and Expecting Restoration

By Kathy Covert Warnes

The Bluewater Michigan Chapter of the National Railway Historical Society Cordially Invites You Aboard An Unusual Day Long Steam Ship Adventure Memorial Day, May 29, 1989 Detroit River Lake St. Clair St. Clair River Port Huron

All aboard for the Blue Waters for the first time

in many years, the Memorial Day Cruise from Detroit to Port Huron will operate on Monday, May 29, 1989, sponsored by the Bluewater Michigan Chapter of the National Railway Historical Society. The Cruise to Blue Water excursion features the adventures of a steamship voyage along a portion of the famous St. Lawrence Seaway on the international boundary between the U.S. and Canada from Detroit & Windsor to Port Huron & Sarnia just below the Blue Water Bridge.

Passengers will recall a more elegant era when the grace of steamboat travel was commonplace. There will be the sounds of the waves and throbbing steam engines mixed with fresh lake breezes and sights of Great Lakes and international shipping as well as the Detroit and Windsor skylines from a different perspective and the green shores of Belle Isle, Lake St. Clair, the marches of “Little Venice” – the St. Clair Flats & Harsen’s Island. Fronting on the St. Clair River are cottages, homes, power plants, chemical complexes and industries in the historical river towns of Algonac, Marine City, St. Clair and Marysville in Michigan and Port Lambton, Sombra, and Courtright, Ontario. - offering many photo opportunities.

Providing transportation will be one of the Island Boblo Company’s turn of the century vintage steamers, either the S.S. Columbia or the S.S. Ste. Claire. These are well maintained 80-year-old vessels with triple expansion steam engines, whose interesting



BOARD FOR THE BLUE WATERS For the first time this Memorial Day Cruise from Port Huron will operate on Monday, May 29, 1989, sponsored by the Bluewater Michigan Chapter of the National Railway Historical Society. The CRUISE TO BLUE WATER excursion features the adventures of a steamship voyage along a portion of the famous St. Lawrence Seaway on the international boundary between the U.S. and Canada from Detroit & Windsor to Port Huron & Sarnia just below the Blue Water Bridge. Fronting on the St. Clair River are cottages, homes, power plants, chemical complexes and industries in the historical river towns of Algonac, Marine City, St. Clair and Marysville in Michigan and Port Lambton, Sombra and Courtright, Ontario. - offering many photo opportunities.



The Ste. Claire Boblo Boat. Courtesy of Wikipedia.

movement can be viewed from overhead by the public. They are the largest steam passenger ships operating within North America and among the very last.



The Columbia, as it looked when the Browning Company still owned her. From the archives of the Ashtabula Maritime and Surface Transportation Museum.

Two classes of service will be provided. Regular Fare and Premium First-Class Fare. Premium First-Class service includes private third-deck seating, continental breakfast, buffet luncheon, supper with hors d'oeuvres, coffee, tea, soft drinks and snacks served throughout the day and a cash bar. All seating is limited, and you are encouraged to order tickets early. Regular food service, hard and soft drink beverages normally sold by the Island of Boblo Company also will be available. There will be entertainment, including music for dancing for everyone. Ticket purchases must be made in advance.

Initially, I was surprised to discover this flier in our archives at the Ashtabula Maritime and Surface Transportation Museum in Ashtabula, Ohio. Then I thought more about it, and I realized it is not so surprising. We Great Lakes people are connected, and we need to realize it more fully and use it to the advantage of our lakes and our personal advantage.

True, the Detroit River, Lake St. Clair, and the St. Clair River and Port Huron are not next door neighbors, even though all of them claim Canada as an across-the-waters neighbor, whether they are St. Clair River, Detroit River, or Lake Erie Waters. Their combined waters flow to Canadian shores.

The connection between these geographically

Schools of Yesteryear

By Janis Stein

Colfax No. 5 - Wakefield

Part 3

Join in the continuation to learn about the additional information detailed in an 1897 report of Michigan's superintendent of public instruction, along with viewing interior and exterior photos of the new 1895-built schoolhouse.

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.

Student Grace Wakefield, who was pictured in an 1892 photograph of Wakefield students standing in front of the log schoolhouse, had the



The fathers of Colfax District No. 5 decided to build a new brick schoolhouse in 1895. The image appeared in the Sixty-First Annual Report of the Superintendent of Public Instruction of the State of Michigan in 1897.

unique experience of attending school in both buildings. According to her "Michigan Common School Diploma" dated May 3, 1898, "This is to Certify, That Miss Grace Wakefield of District No. Five, in the Township of Colfax, County of Huron, has completed the following studies...required by law to be taught in Public Schools of the State..." According to the document, which was signed by Wakefield's teacher Maggie McAuslan and Director Gordon Dafoe, Grace took her examination in Bad Axe, and it covered the subjects, in part, of Arithmetic, Civil Government, Geography, Grammar, Orthography, Physiology, Reading, and Writing. The questions used on the exam to earn the diploma

were prepared by Michigan's Department of Public Instruction. A line across the top of Grace's diploma read, "This Diploma will admit the holder to the Freshman Class of Michigan Agricultural College without further examination."

According to the 1905 Annual Statistical Report, 102 children between the ages of five and 20 lived within the district, and of these 73 attended Wakefield School, as did three nonresident students. Of the 32 children between the ages of 14 and 18 living within the school district, 13 attended school. Mary E. Whillans earned \$400



An interior look at Wakefield's second schoolhouse built in 1895 shows a multitude of students sitting in two-seater desks. Notice the American flag, the pull-down maps, and the encouraging words on the wall that say "Try, Try, Try" and "Do Your Best." The image appeared in the Sixty-First Annual Report of the Superintendent of Public Instruction of the State of Michigan in 1897.

they did not yet have a globe.

Financial information on the report showed that the district paid \$200 on the principal of their building loan along with \$98.91 for interest. Other expenses for the 1904-1905 school year included \$7.20 for free textbooks; \$33, fuel; \$3.20, insurance; \$45, janitor's salary; and \$74.21 for other incidentals. The school board volunteered their time and included director Gordon D. DaFoe, moderator George Wakefield, and treasurer Arthur W. Carr.

Mary E. Whillans returned to teach for the 1905-1906 term and likely enjoyed her well-deserved \$25 raise for the year; she earned \$425 for the 10 months of school she taught to her 75 students, 36 of whom were boys and 37, girls. The value of the school remained the same at \$1,600, and the total indebtedness of the district

See **SCHOOLS** on page 5

The Lakeshore Guardian

Division of Purdyville Publishing, LLC

P.O. Box 6, Harbor Beach, MI 48441

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—An excerpt from the 1918 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 8, 1918, as taken by John G. Stirton during the last fifteen days next preceding the first Monday in June.

John G. Stirton 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 address of parent or guardian, and that said census was taken in a house to house canvas during the fifteen days prior to June 1, 1918.

Subscribed and sworn to this Sixteenth day of July 1918. (Signed) John G. Stirton
Before me Clerk of Colfax Township

James H. Murphy
My commission expires April 1919

(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. If possible, make your list alphabetical.
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 the blanks 2a, provided for this purpose. If these blanks have not been furnished you, apply to your commissioner.
3. **The ages of the children must be given as they are on May 31, 1918.** If a child removes from the district during the fifteen days preceding June 1, he should be enrolled in the district in which he is resident May 31, 1918.
4. Place opposite the names of pupils enrolled in 7th or 8th grade in the column provided, the number of grade in which they are enrolled during the year ending July 8, 1918...

NAME OF CHILD	AGE	NAME OF PARENT OR LEGAL GUARDIAN	NAME OF CHILD	AGE	NAME OF PARENT OR LEGAL GUARDIAN
1. Greta	18	Joseph Armstrong	35. Alfred	8	" "
2. Robert	15	" "	36. Betrice	14	Henry Steinbach
3. Lester	15	Robert Armstrong	37. Pearl	17	Henry Dafoe
4. Avis	13	" "	38. Frederick	13	Dan Defoe
5. Gerald	10	" "	39. Leland	11	James Lackenby
6. Vernon	7	" "	40. Earl	9	" "
7. Howard	7	Frank Armstrong	41. Donald	5	" "
8. Girtrude	5	" "	42. George	6	Thos. Lackenby
9. Lester	19	Ad. Armstead	43. Hazel	17	Fred Holtz
10. Lulu	13	" "	44. Richard	17	W. H. Lamar
11. Marie	5	" "	45. Willie	15	" "
12. Arthur	17	Wm. Carr	46. Alice	12	" "
13. Bulelah	14	" "	47. Florance	10	" "
14. Helen	12	" "	48. Joe	6	" "
15. Raford	14	Nelson Carr	49. Bessie	16	Melvin Dean
16. Maxine	12	" "	50. Clayton	12	" "
17. Gladis	10	" "	51. Ellen	10	" "
18. Hattie	17	Wm. Hazzard	52. Blanch	6	" "
19. Lee	14	" "	53. Nola	5	" "
20. William	10	" "	54. Eva	16	Albert English
21. Edwin	6	" "	55. Earl	16	" "
22. Lela	13	W. H. McCarty	56. Roy	13	" "
23. Willie	9	" "	57. Ray	13	" "
24. Cathern	5	" "	58. Earl	19	John Humphrey
25. Irvin	17	Fred Klemmer	59. Clayton	5	Wm. Wedman
26. Roxie	15	" "	60. Fred	12	Chas. Ward
27. John	13	" "	61. Etta	12	" "
28. Albert	12	Wm. Lotter	62. Dortha	9	" "
29. Earl	10	" "	63. Girtrude	5	" "
30. Milton	6	" "	64. Alvin	11	Wes. McCumber
31. May	19	Moses Shupe	65. Elvin Soper	10	Lock, Thomas
32. Andrew	16	" "	66. Hazel Soper	16	Dan Whitfaffer
33. Lee	14	" "	67. Otis Omar	10	Chas. Miller
34. Olive	11	" "	68. Willard Farrell	16	J. G. Stirton

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

equaled \$800. The school board remained the same, and along with the anticipated expenses, the district paid \$21 for repairs, and another \$200 was applied against the loan on the schoolhouse.

Glenn Duffield signed the teacher's contract for the 1908–1909 school year and earned \$450 for guiding Wakefield's 69 students during the 10-month school year. Six of those scholars were between the ages of 14 and 18. The students averaged a 57-percent attendance rate, and the district's library included 111 titles. The schoolhouse was valued at \$1,700, and the total indebtedness of the district was whittled down to just \$200. Additional expenses included \$76 for "buildings" though no detail was provided as to what kind, as well as \$6 for building repairs. Expenses under the category of "general purposes" included \$4 for insurance; \$5.50 for "furniture and apparatus," which could have been used for "desks, stove, book-case, organ, etc."; \$24 for loan interest; \$28.50 for fuel; \$12 for the janitor's wages; \$6.50 for janitor supplies, which may have included "brooms, chalk, pails, towels, shovel, soap, census, etc."; \$35.45 for free textbooks for the students; and \$151.79 was spent on the "water supply or well." The three-man school board for the year ending in 1909 included director Gordon Dafoe, along with Nelson F. Carr and Harry Wakefield.

According to the Annual Statistical Report for the year ending July 10, 1910, 78 children between the ages of five and 20 lived within the district, and of those 78, 58 were enrolled at Colfax No. 5. Of the 58 children attending, 11 were between the ages of 14 and 18. Arthur W. Hogan taught 10 months of school and earned \$600 for his efforts. No students were pursuing studies above the eighth grade, and no students graduated from the eighth grade at year's end. The school board remained the same with the exception of John G. Stirton, who replaced Gordon Dafoe as director.

Margaret Stirton signed the teacher's contract for the 1910–1911 school year, and she earned \$550 for teaching 10 months of school. The Annual Statistical Report showed 82 children between the ages of five and 20 lived within the district, and of those, 69, along with five nonresident students, were enrolled at Wakefield. Of those 82 children living within the district's boundaries, 27 were between the ages of 14 and 18, and of those 27, there were 15 in attendance. The students had a 76-percent attendance rate, and they likely marveled at the district's brand-new globe. A list of the eighth-graders and their ages follow: Crete McCarty, 14; Corda McCarty, 12; Mary Otterbein, 15; Clara Otterbein, 15; Carrie Holtz, 16; Cora Holtz, 14; Nola Carr, 15; Edna Marriott, 15; Joseph Ward, 16; Clyde Shupe, 17; Ray Wakefield, 16; and Howard Dafoe, 19. The seventh-graders included Arthur Otterbein, 12; Dora Wakefield, 14; Fern Marriott, 13; Maggie Carr, 14; Janet Humphrey, 14; and Wm. Webster, 14. Other noteworthy items included one child graduated from the eighth grade, the school board remained the same (through 1918), and the

See **SCHOOLS** on page 23

Legally Speaking

Do I Really Need an Estate Plan?



By Amanda Roggenbuck,
Attorney at Law

Time gets away from us; a sudden illness or injury, finances, and everyday life get in the way. There is always a reason not to have an estate plan. The reality is that if you do not create a complete estate plan, your surviving friends and family will be faced with losing you and then asking a court to decide what to do with your things. There are different ways to create estate plans, and some do cost more up front than others.

Setting up an estate plan requires some effort on your part, such as meeting with a qualified attorney, gathering information about the assets you own, the debts you have, deciding who is going to be managing things when you are gone and determining who will receive your assets when you are gone.

Working with a qualified attorney can help the process work smoothly and create an estate plan that reflects your wishes and goals.

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

The Doctor's Corner

AHF (Anti-Histamine Formula)



By Dr. Timothy Grondin

What a little gem this product is from Zorex International. With allergy season upon us, this supplement could be a godsend to many. Unlike drug therapy, natural health

care for patients with allergies focuses on the support of normal physiology (function).

One advantage of using a product like AHF over drugs is that the effect of natural substances is cumulative. AHF has a substance in it that supports liver health and was first discovered by the Japanese way back in the 1920s. This liver extract was further researched by Henry Harrower, MD, a brilliant endocrinologist, and he found that using porcine liver extract was superior; he called his extract "Anabolin," and it's found in the AHF formula and no other product. That makes AHF a superior product alone. It also contains coriander, caraway, reishi, and fennel, which protect the liver. AHF also contains vitamin C, quercetin, and citrus bioflavonoids, which are all powerful antihistamines and antioxidants. Additionally, it contains mangosteen extract, elderberry, saffron, anise, and nigella sativa.

Consider using AHF with allergies, liver detoxification, high blood pressure (a clogged-up liver forces the heart to work harder pushing blood through a dirty filter (liver), excess histamine production (usually underlying food allergy), upper respiratory infection/problems, and even excess mucus production. The usual dosing is 1-3 capsules two or three times daily.

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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Who Am I?

Researching Your Family History

When You Hit a Brick Wall, Make a Turn



By Grace Grogan

Everyone begins their family history journey the same way – researching straight backwards through parents, grandparents, great-grandparents, great-great-grandparents, etc. Your direct biological line is the natural track and the one you have the most curiosity about.

All goes well until you hit a brick wall. Brick wall is the term used when, after hours of research, you can't find any information about your ancestor.

There are many reasons you may not find information. They may have emigrated from a foreign country, and you don't know where to

look. If you are researching prior to 1850 and your ancestor is from the deep south, records may have been destroyed in war or natural disasters. They may not have even been created because of isolation and illiteracy.

One way you may locate missing information is using a service such as Legacy Tree Genealogists. You can hire these professionals at <https://www.legacytree.com>. That may be beneficial if you are lost searching overseas, but there is an alternative.

Try turning sideways. This means taking a look at the other people in your ancestor's life and researching them. Why? Because that may provide clues on what happened to your direct ancestor, breaking down that brick wall.

The most logical place to begin is the siblings of your ancestor. Look at their personal records on birth, marriage, and death. Your direct ancestor may be on any of these documents. If you are seeking a birth record for your ancestor, try places where their parents were married or their siblings were born.

Check newspaper clippings where the siblings and parents lived. A lot of personal information used to be public, and you may learn about deaths, who they visited, where they vacationed, injuries, and more.

If direct blood line doesn't provide answers, try researching their spouse. A spouse's death certificate may show your ancestor as a survivor, plus other family members to use in your sideways journey. If your research on a spouse and siblings does not get you answers, extend out farther and research cousins. You may also research going down the family tree, rather than up.

Researching down a family tree means you are going to review the descendants of your ancestor,

including their children, grandchildren, siblings, spouses, and cousins. This research may be timely but adds branches to your family tree. The ultimate goal is a clue that helps you locate the information you were seeking when you hit that wall. Friends and family often moved and lived together in groups. Where there are others, you have a good chance of finding your ancestor.

When researching sideways, don't forget to check neighboring countries or cities of the last location you have for your ancestor. Changing borders, county lines, and city limits may result in their location being the same, but different. This even happens in modern times. In 1983, I built a house in Utica, the borders changed, and my address became Mount Clemens, and then they changed again, so when I sold in 2003, it was in Macomb.

Another consideration is if there were wars or oppressive events that may have driven your ancestor to take refuge in a different area. Where did refugees flee to? This may put you on a trail to locating your ancestor.

A good example is the current situation in Ukraine, with residents being killed and refugees being dispersed into numerous neighboring countries or traveling to places such as Mexico, the U.S., and Canada. A little research on the history of your ancestor's location at the time of disappearance may provide you with clues on where to look.

Taking a turn when you hit a brick wall may help you find your ancestor, but even if it doesn't, what you learn about relatives will add to your family story. Anything that adds flavor to your genealogical story is a positive.

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

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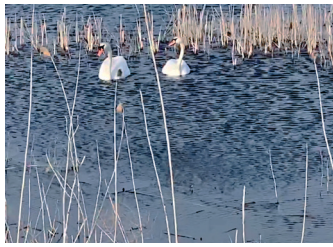
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adventure, it also doesn't require a lot of planning. You may be wondering how a Walker Waterfowl Watching excursion works. The first order of business

is to pack a bunch of snacks and a small cooler for a picnic; food tastes better when eaten outside. Once the goodies are ready to go, the only other necessity is a few good pairs of binoculars. No optics? No problem. The spring is an ideal time for ducks, geese, swans, and other water-loving birds to lose some of their inhibitions. Photo opportunities abound as waterfowl allow humans to close the distance physically.



A pair of mute swans were spotted at Fish Point Wildlife Refuge.

After loading the family into the vehicle, we begin meandering down backroads in search of creeks, ponds, and swamps in search of wood ducks, mallards, and Canada geese that have returned from their southern vacations. We attempt to count the singles, doubles, and small flocks as they feed and seek potential nesting sites. Every so often, a blue heron will slowly rise from the edge of an obscure swamp with a small fish hanging from the bird's pointy beak. Even though we could spend the entire day driving side roads, there comes a time when we shift our focus to other waterfowl habitats.

When the back road bodies of water figuratively run dry, it's time to find some bigger bodies of water. Following the Cass River, the Pigeon River, or the Pinnebog River by roadway often allows waterfowl watchers the chance to view more wood ducks and

mallards. Fortunate observers may even catch a few glimpses of mergansers seeking refuge as they meander toward bigger water. Rivers also draw Canada geese that seek solitude before joining the large flocks that are found along the bays and inlets of the Great Lakes.

A good place to end our day of waterfowl watching is around Saginaw Bay. A superb location to spend time observing waterfowl is Fish Point Wildlife Refuge. This area was designed specifically to model ideal waterfowl habitat. Plenty of water, food, and shelter draw numerous species of water-loving birds. Ducks, divers, and puddle ducks of all kinds visit Fish Point and the surrounding properties.

Mallards, wood ducks, teal, golden eye, and red heads are the most common ducks throughout the spring. Canada geese by the hundreds can be found sharing the same waters with the ducks and other water birds. Mute swans, great egrets, blue herons, green herons, gulls, rails, grebes, and coots are just some of the other winged occupants of Fish Point.

It's hard to beat the wetland diversity found throughout the Thumb area. A day of driving will open up viewing opportunities that will satisfy the most emphatic waterfowl watchers. Flying, swimming, or walking, the old saying is true: "Birds of a feather flock together." If those birds are waterfowl, they can be found in and around the Thumb.



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BMX Athlete



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Professional Bull Rider

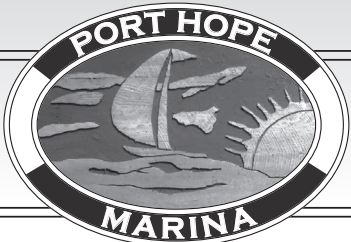


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SAILOR from page 1

matter where she was in life, it was exactly where she was meant to be. She always tries to accept what comes her way – even though it may take her a day or two

to accept it – knowing if it's happening, then it must be happening for a reason. No matter the challenge or discomfort, sometimes in life a person needs to go through a few things to get to where they need to be. In this case, because Catherine's 30-day stint aboard the *Misener* ended early, she returned to the

union hall and then joined the *Louis R. Desmarais* in November of 1988. Had the *Misener* not hit the mountain, she would not have had the opportunity to pick up work on the *Desmarais* in a relief position as the second cook. Catherine loves relief jobs because she enjoys the experience of sailing on different ships.

What Catherine didn't know at the time was that the cook wasn't just taking a vacation; the cook had plans to retire, and Catherine's relief position became a full-time job. For Catherine, there was something



Catherine's mouthwatering blueberry muffins make many a sailor smile!

special about the *Desmarais*. Other sailors have said the same thing, and Catherine considered that maybe it was the crew. Regardless, for this sailor, the *Desmarais* felt like home.

From the start, Catherine liked the ship, the crew, and the trips – all points she takes into consideration when deciding on a job. The *Desmarais* had a steady run and used to load at Picton, Ontario. She'd travel to the Detroit River to unload cement as well as all the way up to Duluth, Minnesota, or Superior, Wisconsin, before heading all the way down to Seven Islands. Every once in a while, the ship would also make it down to Chicago, so Catherine traveled to many different places, something she loved about working aboard the *Desmarais*.

Exactly a year later, in November of 1989, Catherine was promoted from within and became chief cook aboard the *Desmarais*. She had seen chief cooks come and go, and always thought, *I could do that*. Granted, she'd never made chicken before or a pot of soup, but given the opportunity, she had no doubt that she could. At that time, there were still four in the galley, and Catherine was serving the captain; one day, she said to the captain that she'd gone out and bought her knives so she could be chief cook. He then asked if she wanted to go for the chief cook position, and she replied that, yes, one day she would like to do that. Two weeks later, the chief cook aboard

the *Desmarais* put in her notice, and the captain asked Catherine if she'd like the position, a job she readily accepted.

Catherine had much to learn to feed 30 men, but she had a roomful of cookbooks, so she had the means to look up recipes, such as how to make gravy. What she hadn't expected was the threatening animosity from a sailor ashore. The night cook came to Catherine; apparently, she had a friend in the union hall who was at the top of the board, meaning if the job had gone to the union hall, the other sailor would have gotten the job instead of



*The lower Saguenay River is a fjord carved out by glaciers. The view was spectacular with rock walls towering on either side of the river – and then the *Misener* collided with the side of the mountain. The *Misener* is shown here in Montreal awaiting repairs.*

See **SAILOR** on page 11

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Catherine. But the job hadn't gone to the union hall; the captain, who had every right to do so, hired from within the sailors aboard the ship. The night cook then told Catherine she'd better give up the job, or it wouldn't be safe for her to go ashore. Catherine was afraid – but then the night cook was scary on a good day!

Catherine was so scared, that after a brief consideration, she went to the captain and told him she'd changed her mind; she didn't want to be chief cook after all. The captain, knowing something wasn't right, approached one of Catherine's friends aboard the ship and inquired as to the real reason behind her sudden change of heart.

Catherine's friend explained the situation to the captain, who said that this completely idle threat was ridiculous and that it should not be taken seriously. After hearing the captain's take on things second-hand, the next morning Catherine called the wheelhouse and asked the captain if she was too late – she still wanted



Catherine, left, standing in the galley of the Louis R. Desmarais, where she first became chief cook.

to go chief cook. Fortunately, the captain hadn't called the union hall yet, so all was well!

Years later, when Catherine reflected on these events, she realized what a pivotal moment becoming chief cook aboard the *Desmarais* was in her life because it was the catalyst that gave her the opportunity to do everything else that came after.

Catherine loved being the chief cook, and she continued in that position aboard the *Desmarais* for the next five years, from 1989 to 1994. It turned into the best experience. She loved cooking and loved being the one to decide what to make for dinner. She enjoyed creating themed meals, determining what side dishes complemented the main dish, and once it became evident the crew liked her food, she enjoyed creating new dishes

that the sailors might not normally eat. The first time Catherine made chicken enchiladas, some of the sailors had to ask just what it was they were considering eating!

Be sure to look for the continuation next month to learn more about Catherine's experiences as chief

cook aboard the Louis R. Desmarais.

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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Catherine loves making soup, a perfect dish to warm up cold sailors. This butternut squash soup with lobster is a favorite.

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Thumb Rails

A Kitchen on Wheels for the Troops Part 3

By T.J. Gaffney

This month's topic, and the topic for the next few issues, continues to be the history, transfer of ownership, move, and eventual restoration of a former Maintenance of Way Kitchen Car of the Chessie System/CSX. 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. After it and its sisters helped feed thousands of GI's and win World War II, the car gained a second life feeding hungry railroad workers. Over the next 50 years it operated throughout Michigan, including the Thumb Region, and is now a rare survivor of the era it was built in.



The Troop Kitchen Car's exterior at the time Chad Thompson and the author inspected it in Flint, Michigan, in August 2019. Courtesy of the T.J. Gaffney Collection.

Welcome back to our readers.

For those who have followed and read the first two columns in this most recent set of articles, our topic continues to be that of Troop Kitchen Car K102, built by American Car and Foundry in 1944. 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. We

believe our kitchen car was quickly rejuvenated in the C&O's shops in Wyoming, Michigan, and sent out into its new service for the railroad soon thereafter. As we indicated in the last article, the car was used throughout the system for a period, but as time wore on, the K102 was increasingly kept in and around Michigan. By the early 1990s, the car had been renumbered by C&O successor CSX Transportation into the 940000-series, which was designated primarily for cars used in employee training. With a new number, 940203,

and a new colorful paint scheme, she was a favorite of the crews and railfans alike.

Sometime in this era, the car acquired a name as well: "Spirit of Pere Marquette." While

we don't know what employee gave it this name, and obvious reference to the former railroad the car often ran on, we do know the initials of the employee who painted this name on the side: RMK. This is because he left his initials behind next to his hand-painted lettering work on the side of the car. If anyone reading this article knows who this employee might have been, we would appreciate knowing for posterity! After bouncing around on the Michigan lines of the CSX for a few more years, the car was parked on a side track behind the former freight house in McGrew Yard in Flint. There it would remain for nearly two decades, awaiting the assumed inevitable date with the scrapper.



Pictured is the interior of the car looking from the center towards the western end, showing the 1940s-style lunch counter. Courtesy of the T.J. Gaffney Collection.

Then, seemingly out of nowhere, a reprieve for our kitchen car began to take some shape. Early in 2019, working with then Port Huron & Detroit Railroad Historical Society president Chad Thompson, your author was made aware of another former C&O car in the Grand Rapids area. Through some investigation, we were told that the car was available for donation, but there was already an interested entity who had stepped forward and wished to preserve it. This car was in essence taken, but the representatives of CSX asked if we had potential interest in preserving another car of equally important heritage. We obviously indicated that we were, and were told of 940203, languishing in Flint, Michigan. After some further discussion and communication with CSX officials,

Mr. Thompson and I scheduled a date in August to inspect the car.

August 13, 2019, arrived sooner than both of us anticipated. With an extremely hot day predicted, we arrived as early as we could and met up with representatives of Lake States Railway, who had recently acquired the operating rights of the area in Flint where the kitchen car resided. Our initial inspection of the exterior of the car found it in remarkably good shape for the length of time it had been sitting in place. Its original Allied Full Cushion friction bearing wheel sets were gone, replaced by a much newer set of roller bearing equipped caboose trucks. Although the paint on the car was peeling quite badly and surface rust had taken hold on its World War II-era body panels, there were no real dents or dings, and



The dry sink/food prep area is shown from when the car was originally built. You can almost see GI's there peeling potatoes! Courtesy of the T.J. Gaffney Collection.

the integrity of the metal on the car seemed to be decent. In turn, judging by the inspection dates painted on much of the air brake and mechanical systems visible on the exterior, the car had been upgraded a few times during its life span, making it a possible candidate for still being able to be moved by rail.

Climbing up into the interior of the car, we were surprised to find what amounted to a scene out of a 1950s diner, with a low counter and several stools stretching from the western end to roughly the middle of the car. We were equally surprised to find that some



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See **RAILS** on page 13

RAILS from page 12

of its original elements were still in place from its original construction. Most prominent of these were one of

the two Army Number Five cast iron wood stoves, with an original 1942 builder's plate still on it. Also present were the original dry sink and cutting areas, which quickly brought to mind countless images we had seen of GI's peeling potatoes, and the two original baggage doors at the center of the car. On the

opposite side of these, several updates had been made, namely the addition of a refrigerator, electric stove, and other small appliances that have all become a part of our everyday lives. Finally, we found several safety awards still in place aboard the car, the last dating from the late 1990s, confirming that the car had been taken out of service/use soon after.

As Mr. Thompson and I climbed back down from the car, we found ourselves thoroughly impressed with the car and agreed that we should pursue avenues further with CSX to acquire the car. After further discussion with CSX representatives, it seemed as though acquiring the car for preservation was a real possibility, and as 2019 continued to move forward, we believed that it was almost an inevitability that it would one day be coming to Port Huron. Sadly, as is seemingly often the case in rail preservation, politics and issues within the society began to raise their ugly heads. A former president of the society quickly let it be known that he would cause a stir with the membership of the PH&DRRHS if any piece of equipment that wasn't directly related to the PH&D Railroad was to be



Above is an authentic Number Five US Army stove from original construction. It sits just to the right of the lunch counter.

acquired. The same individual made comments of his feelings in print and with those who might help fund the restoration of the car, including the fact that the offer of the car by CSX to the society was a lie. As 2019 rolled into 2020, his attacks continued, such that Mr. Thompson resigned. In turn, when issues began to arise about a concern about how monies were handled by our outgoing treasurer, rather than offer help, he continued to attack the new board and president who replaced Mr. Thompson. Add to this the very real issues that took hold with the Covid pandemic throughout the remainder of 2020, and any further progress on acquiring this important piece of rail heritage sadly fell to the wayside. Although communication did continue with CSX, including being told several times that it was the intention of the railway to donate the car to the society, nothing more could be done. Sadly, our kitchen car would have to continue to remain in limbo in Flint, awaiting its fate.

What will happen with our former troop kitchen car now that it lost its first potential group of saviors? How did the folks at the Port Sanilac Historical Museum find out about it? What further issues might arise during the process to save it from becoming razor blades? Stay tuned to next month's article in The Lakeshore Guardian!



Chad Thompson inspects the interior of the car, August 2019. Courtesy of the T.J. Gaffney Collection.

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.

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PIGEONS from page 1

was a great food source for Native Americans and early pioneers. This bird flew in great multitudes, which looked like a dark cloud in the sky. One account tells of one flock being so large it took six hours to pass by. Some of the early pioneers tell of wooded areas where the pigeons roosted, indicating their droppings were four to six inches deep. Native Americans chose



The young juvenile pigeon.

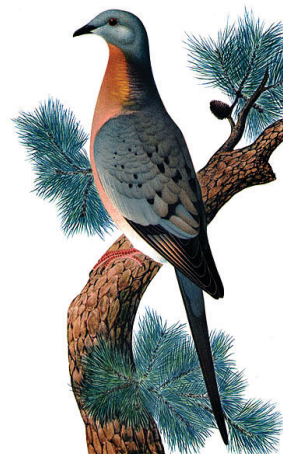
to eat the juvenile bird as they were most tender. In our research, we have read reports of these pigeons being harvested by the thousands as the meat of this fowl became a delicacy for patrons of fashionable hotels in Detroit, Chicago, and other major cities.

As a young boy, I raised pigeons in our barn, never having more than a flock of 35 to 40 birds. My prized bird was an all-white female with beautiful red eyes. She was half the size of a chicken. Her eyes were like that of the passenger pigeon. Color drawings show the red breast of a male passenger pigeon was like that of a robin. The neck of the male had a variety of colors with an iridescence

look. The females, being much smaller than the males, were a dull grey, similar to a mourning dove. The male passenger pigeon was twice the size of a mourning dove, and the mature male weighed a little less than a pound.

The birds were oftentimes netted or shot with a 10-gauge shotgun using a fine grain shot. A good marksman could drop 10 to 20 birds with one shot. Some of the old-timers who were interviewed by newspaper reporters stated, "When the flocks of pigeons flew over our farm it was like a darkened cloud in the sky...there were so many birds!"

The birds were known to sometimes fly low to the ground. Some say you could hit them with boards as they flew by. The flight leaders sometimes took a quick turn swooping downward and then to the left or right. The pigeons at the bottom of the massive flock would naturally be forced lower to hit the ground. The hawks had a field day capturing this prey.



Color artwork showing the red breast.

Passenger pigeons had a pattern to their feeding when nesting on their eggs. The males would leave the area all at once in search for food. The next day, the females would all take flight to the feeding areas leaving the males to tend the nests. Since the male was bright in color, you could easily tell from the ground if the males or females were flying,

especially if the sun was bright that day.

The fallen birds when shot or netted were sometimes cleaned and gutted for shipment in a railcar with ice to preserve the birds during shipment to Chicago and Detroit. Reports indicate that sometimes the birds were shipped, feathers and all, without cleaning. This would indicate there was great demand for the meat of this fowl.

As the market grew, Native Americans and white hunters took advantage of these migrating and nesting birds. They established markets as far east as New York when train shipments were reliable. Millions of birds were shot and netted for these developing markets. Some birds were captured live and sold to gun clubs for sport, then being a substitute for the clay pigeon.

The tasty meat of the pigeon and the young squab was also enjoyed by the local families in many communities throughout Michigan. In fact, when the spring season for the arrival of the pigeons came, the men in the community turned out in droves to shoot the low-flying birds. Conditions for hunting, after 1870, would soon change the pigeon population.

Several events occurred beginning in the early 1870s to alter the pattern and hinder the reproduction of these migrating birds. A major forest fire in 1871 destroyed thousands of acres of trees in lower Michigan. The smoke and fire killed many birds and wild animals in our region. In October of 1881, we had another great fire in Michigan and in Wisconsin. These events certainly added to the decline of the passenger pigeon.

The last passenger pigeon sighting in Michigan was in 1906. We have seen pictures and drawings



Hunters shoot at a big flock.

See **PIGEONS** on page 15

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PIGEONS from page 14

of the passenger pigeon, but if you want to see the real size and shape of a passenger pigeon, although stuffed, you can see one at the Muskegon County Museum. They also have a great mural of thousands of passenger pigeons in flight.

Now when you see a big flock of geese, you can only imagine what it was like to see millions of passenger pigeons that once graced our skies...and That's The Way It Was!

Photos courtesy of Wikipedia unless otherwise stated.

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.



A color photo of a pigeon display at Muskegon County Museum.

smile awhile

Out of the Mouths of Babes!

A first-grade school teacher had 26 students in her class. She presented each child in her classroom with the first half of a well-known proverb and asked them to come up with the remainder of the proverb. It's hard to believe these were actually done by first-graders.

1. Don't change horses...until they stop running.
2. Strike while the...bug is close.
3. It's always darkest before...Daylight Saving Time.
4. Never underestimate the power of...termites.
5. You can lead a horse to water but...how?
6. Don't bite the hand that...looks dirty.
7. No news is...impossible.
8. A miss is as good as a...Mr.
9. You can't teach an old dog new...math.
10. If you lie down with dogs, you'll...stink in the morning.
11. Love all, trust...me.
12. The pen is mightier than the...pigs.
13. An idle mind is...the best way to relax.
14. Where there's smoke, there's...pollution.
15. Happy the bride who...gets all the presents.

16. A penny saved is a...not much.
17. Two's company, three's...the Musketeers.
18. Don't put off till tomorrow what...you put on to go to bed.
19. Laugh and the whole world laughs with you; cry and...you have to blow your nose.
20. There are none so blind as...Stevie Wonder.
21. Children should be seen and not...spanked or grounded.
22. If at first you don't succeed, get new batteries.
23. You get out of something only what you...see in the picture on the box.
24. When the blind lead, the blind...get out of the way.
25. A bird in the hand...is going to poop on you.
26. And the winner is...better late than...pregnant.

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A Place to Call Home: Greta's Story

Part 3

By Janis Stein

Join in the continuation as Greta's family learns more about the land available in Michigan. With the knowledge that people in their class could own land in America, there was much to mull over...

It sounded almost too good to be true, and my skepticism had me asking Father if he knew anything about farming. He gave me the same answer I would hear over and over again during the coming months: We will learn.

Heinrich and Hugo could barely sit still, and both began talking at once. When exactly would we leave? Where would we live if the land had to be cleared? Wouldn't we have to build a house? What was the weather like in Michigan? What would we take with us? Questions tumbled out of their mouths so fast they started talking over each other, but I wondered, too, what the answers would be.

Father raised his hands to quiet them, and it was then that I glanced at Anna, who so far hadn't said a word. The tears in her eyes created a lump in my own throat, and I couldn't help but wonder if the thoughts going through her mind mirrored my own. How could we just leave?

Anna got up then to sooth the baby, and when she returned, Father continued, sharing all that he

had learned about journeying to America and what we might expect along the way. He also said that one of the miners he worked beside had a cousin who had moved to Michigan almost 10 years ago, and he advised that one person in each family should speak English if possible. I grew excited at the thought. I aged out of school and had not gone since Mother died, nor did Anna, who was much happier about escaping the confines of the classroom than I was. I loved to learn and missed burying my nose in books.

Eager to contribute what he could to the conversation, Heinrich stated that Teacher Gebhardt mentioned last month that he had started learning English, and as soon as he had some of the basics down, he was going to offer a Saturday class at the schoolhouse to teach anyone interested. At the mere mention of Hans Gebhardt, I felt my face go red. I could feel Anna's eyes on me, but I would not look at her. The month before, Anna told me she overheard Hans speaking to Father out in the lean-to, and Hans had asked if he could come calling on me. Father flatly declined. He needed me at home to care for the little ones, he'd said, so it didn't pay for either of us to get any ideas. Plus, Hans was 10 years my senior, and father thought teaching was a poor choice for a man's profession. How would a teacher ever make enough to provide for a family? No, Father firmly believed that a man needed the brawn and strength to work with his hands in order to support his family instead of filling his mind with whimsical literature and ridiculous theories. Father didn't believe educated men were necessarily smart men.

I knew Hans to be both.

And I was sorely disappointed that Father wouldn't even consider it, didn't even mention Hans's interest to me. But it was Father's decision, not mine. Such was the German way. If it hadn't been for Anna

confiding in me, I would have never known. I blushed a little deeper at the thought of making a life with Hans, but I could see it plain as day. If only.

Before I could even ask Father to attend Saturday sessions at the school to learn this new English language, Anna started speaking such foreign words that we all stared at her dumbfounded. Father laughed then, and it was a sound so treasured, I almost forgot to be jealous. Almost.

When – and how – did Anna, who had always, always hated school as a rule, learn any English words? Father asked Anna for an explanation and to tell us in German what she'd just said in English; she recited the sentence once more, this time in German, and proceeded to tell us that Teacher Gebhardt was teaching Mrs. Schmidt English words every week when he came over for Sunday supper – Hans was Mrs. Schmidt's youngest brother. Teacher Gebhardt firmly believed the best way to learn something was to explain it to someone else, and sharing his weekly lesson with his eldest sister, Anna explained, reinforced all he'd learned. Mrs. Schmidt had the same idea, Anna continued, and when she went over, Mrs. Schmidt tried to speak only English in her presence to get a better grasp on the language. Anna, in turn, learned a few new words whenever she spent a few hours with Mrs. Schmidt.

This time when Etta squeaked, I made a hasty retreat to get her settled, and while I coddled her, I bit back my bitterness. Anna would be spending more time than ever with Mrs. Schmidt – and learning how to speak English on top of it while I was stuck fixing meals and mending and nagging my younger siblings to do their chores. Why not me? Oh, I knew Father needed me to take over the household and to help raise my siblings. And, I knew if Mother were looking down, she'd expect it of me, too. I loved my family, truly I did, but I felt all of my dreams slipping away. I had dreamed of becoming Mrs. Hans Gebhardt, but we would soon have the distance of an ocean between us, and where would I be? I would be stuck in some wilderness in a foreign land buried under a mountain of work. With no hope whatsoever of a different life.

As the months passed, we scrimped even more so than before because Father explained we would need everything we had for our trip to America, as surely there would be additional expenses beyond what was known to get started in a new land. While Father took the twins to various meetings to prepare for what was to come, Anna spent more time with Mrs. Schmidt than ever before; Anna was supposed to teach us English in turn, but it seemed she was never home, and when she was, there was one crisis or another that took priority. My younger sisters, Nettie, now 11, and Maria, who would soon turn 8, became my shadows. Nettie quickly proved herself in the kitchen and beyond as an efficient and capable helper, and Maria, too, did all of her chores without complaint.

Unfortunately, Maria's desire to earn the praise I heaped on Nettie turned into a catastrophe one dark



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See YARNS on page 17



YARNS from page 16

morning. Exhausted from all of the work and, even more so, from the weight of the responsibility I carried each and every day, I slept deeply and did not hear Maria slip out from under our quilt. It was only three o'clock – the middle of the night, but Maria must have awoken and thought it was morning; had it been even an hour later, my internal clock would have awakened me.

While the rest of us dozed, Maria lit the lantern, then added another log to the stove as she'd seen Anna do for months. She then found some bits of kindling in the wood box and put them in the cookstove before lighting it. My eight-year-old little sister set the coffee pot on the floor as Maria had been doing and poured water from the pail to fill it, sloshing it over much of her legs and the floor where she stood. Maria realized Nettie's aim was better, but the mess couldn't be helped, and she reasoned it would dry. She then added the coffee grounds, lifted the pot up, then pushed it back to the hottest part of the stove to percolate. She smiled as she waited for the aroma of Father's favorite smell to wake him. Father, exhausted, too, and with finally a day off from the mine, slept the sleep of the dead knowing he didn't have to rush through chores that Sunday morning.

With the coffee ready and delighted with the surprise she made for Father all by herself, Maria set

his cup on the table and reached for the pot. The pot hadn't been hot when she'd used her hands to push it to the back of the stove and now the handle was completely out of reach. Maria stepped on her tiptoes and stretched as far as she could; in doing so, she lost her balance just as both hands reached the pot. Her forward momentum had her body colliding with the stove, while her hands, still gripping the boiling pot, brought it toward her, scalding her hands and spilling hot coffee down the side of her arm.

The whole house awoke to Maria's screaming. Pandemonium ensued.

We girls and my youngest two brothers slept in the loft, while the twins slept down below near Father. Hugo was the first to react, and his jumping up had Heinrich and Father following suit. Father scooped up Maria, with her flesh already scarlet and starting to blister, but then Father froze in panic as it slowly began to dawn on him that Maria had been burned. Why was Maria burned? Was the house on fire?

It was Heinrich who snapped Father out of it and yelled for him to get Maria out to the snow; winter came early, and we already had a few inches on the ground. Heinrich started issuing orders for Hugo to get the midwife who would know best what to do until we could fetch a doctor one town over. He then yelled to me to bring out Father's wool blanket to

cover Maria while they stripped off her saturated nightgown and packed snow atop all of her burns.

Hugo arrived soon after, and the midwife was already twisting the lid off a can of salve, which she applied liberally to Maria's left arm and both hands. All back inside now, we crowded around Father's bed where he had lain Maria. I excused myself to make a pot of coffee to warm the midwife; I picked the pieces of the coffee pot off the floor, and while it brewed, I put two and two together. Oh, Maria.

The midwife remarked how much worse it could have been if not for the quick thinking of Heinrich. The snow effectively stopped Maria's skin from burning further. Heinrich looked a bit sheepish as he pulled a book out from under his pillow and swapped it for a different one from the midwife. Did Heinrich have a desire to learn about medicine? Who knew? Maria would have scars, the midwife said, but she would heal. I marveled that she gave Heinrich – rather than me – instructions to keep the area clean to prevent infection and to see that fresh salve was applied morning and night. I marveled, too, that Father had obeyed Heinrich without question when he yelled at him to get Maria in the snow, and Hugo reacted in kind to fetch help.

The twins were growing up.

Shortly after daybreak, Anna announced she was

See **YARNS** on page 23

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In the Kitchen

with Chef Dennis

Pan-Seared Salmon

Eating healthier is the in-thing these days, more so than 20 to 30 years ago, at least for the majority. Eating more fish, especially “oily” fish, has become more prevalent. From a nutritional point of view, oily fish is a good source of protein and omega-3s. Some of the most common are trout, mackerel, cod, herring, sardines, tuna, and of course, salmon. (Canned tuna has more omega-3 than fresh.) My two favorites are fresh wild-caught salmon and fresh tuna. Salmon is my number one choice.

Here is some information I thought might be interesting and helpful about salmon. Salmon is the most-eaten fish in the United States, largely due to its high levels of heart-healthy, omega-3 fatty acids. As a whole, fish are a great source of omega-3 fatty acids, and salmon swims at the top of the list.

The popularity of salmon has helped deplete the wild stock swimming in open waters, though. In response, farmed salmon has become more common as diner demand rises faster than high tide. Farmed salmon is typically Atlantic salmon. Wild-caught salmon, meanwhile, is usually one of five types of Pacific salmon: chinook (king), sockeye, Coho, pink, and chum. (Sockeye is the most common.)

It’s true that both Atlantic and Pacific salmon are packed with omega-3 fatty acids. But there’s a lot more to consider when making your choice at the

seafood counter. Here’s a more detailed look.

There are some key nutritional differences between wild and farmed salmon, according to the U.S. Department of Agriculture’s Food Data Central. A three-ounce fillet of wild salmon has fewer calories and half the fat content of the same amount of farmed salmon. And although farmed salmon may have more omega-3 fatty acids, it also has more than double the saturated fat content – and that’s not fat you want.

The bottom line: Wild salmon gets the edge for having fewer calories and less saturated fat. Now that the lesson is over, we’ll move on to cooking.

Prep time: 15 min. **Cooking time:** 12 min.
Total: 27 min. **Yield:** 4 servings

Equipment:

- 1 – 12" skillet (I use non-stick.)
- 1 – spatula to flip fish
- 1 – ¼ c. measure
- 1 – set measuring spoons
- 1 – rubber spatula or wooden spoon to stir sauce

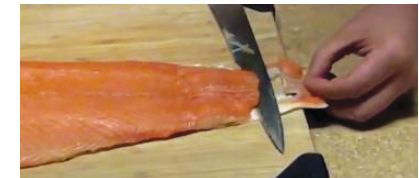
Ingredients:

- 1 – 1½ lb. salmon fillet
- 3 Tbs. olive oil, divided. Reserve 1 Tbs. (You can substitute for oil of your choice.)
- 1 tsp. kosher salt
- 1 tsp. fresh ground pepper
- 2 Tbs. dried tarragon (Tarragon is a powerful spice; you may want to cut back to 1 Tbs. But I like the taste, so I use 2 Tbs.)
- ¼ c. rough-chopped blanched almonds (optional)
- ¼ c. white wine (Chablis)

- ¼ c. Amaretto
- 2 Tbs. butter (salted or unsalted)

Directions:

- Skin the fillet, and make sure all of the pin bones have been removed. After I’ve removed the skin, I also carefully remove some of the darker parts of the flesh on the skin side. You don’t have to do this, but this is where some of the “fishy” taste comes from.



- Portion the fillet into 4 equal pieces (about 5 oz. ea.) Rinse under cold water and pat dry, both sides.
- Place 12" skillet over medium heat, about 1 minute
- Use 1 Tbs. of oil to coat the salmon. Season both side of the salmon with the salt and pepper.
- Add the remaining 2 Tbs. of oil and increase heat to med-high. Place salmon skin-side up.

See **KITCHEN** on page 19



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GARDEN from page 2

hyssop), contains in its essential oils, linalool, a chemical that has been shown to reduce mosquito populations, and has anti-fungal and anti-microbial properties. Besides being a significant herb in Mediterranean and Asian cooking, basil's oils are important in the manufacture of perfumes and soaps, and in brewing beer. With its annual status in the Michigan garden, it can be planted near sun-loving plants that need a shiny green and pest-repelling companion to stave off insect damage and look good. Who doesn't need a friend like that?

Native plants can and should be used in the flower and vegetable gardens to keep the soil healthy. They are already accustomed to the climate and need little or no chemical fertilizer. These plants process the available nutrients of the humus of local tress and contribute to the richness of the soil they evolved to live in. In a local mini-ecosystem, one native plant may use its deep, strong roots to pull nutrients toward the surface, where low-spreading, moisture-retaining plants can utilize it. Together, they contribute to a healthy environment that supports pollinators and other wildlife, which, in turn, maintain the strength of the soil.

North American natives Marigolds and Agastache (hyssop) repel whiteflies and nematodes and Japanese beetles, respectively. Squash vines (also native) can act as a ground cover, and their bristly, hairy leaves deter rabbits. For more about using squash plants in the garden, look up "Three Sisters" in your favorite garden resource. It is a term for the practice of planting corn, beans, and squash together to provide complete nutrition for the people, while keeping the earth healthy. Each native plant makes a particular contribution to the microorganisms in the soil. Pairing plants for their mutual benefit works to the garden's advantage. More information can be found by looking up "companion planting" or by enjoying Robin Wall Kimmerer's beautiful book, *Braving Sweetgrass*.

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KITCHEN from page 18

Cook for about 4 min, until browned. Don't try moving them around. They'll release from the pan when they're ready. Carefully flip them over with a spatula. Cook on this side for 1 min. They won't be fully cooked yet; don't panic.

- Remove them to a plate with paper towel. This will absorb some of the excess oil.
- Add the almonds and tarragon. Cook for about 2 minutes, stirring constantly. Add the wine and amaretto. Cook for another 2-3 minutes to evaporate the alcohol and reduce the volume slightly.
- Add the salmon back to the pan, skin-side down. Cook for an additional 4 minutes until warmed and the fish flakes easily with a fork. Turn off the heat, and remove the fish and immediately plate.
- With the pan off the heat, add the butter and stir continuously. The sauce will thicken slightly. Place the sauce over ¼ of the salmon, keeping the remainder of the fish "crispy." Serve with your choice of starch and vegetable. I served ours with homemade mac and cheese with sautéed green beans and bacon. Time to enjoy!



Tips from Chef Dennis:

Things to look for when purchasing fresh fish. If its head is on, the eyes should be clear and not cloudy. The flesh should also be firm to the touch. If it's salmon, the flesh should be bright and vibrant pink for most.

The number one thing to remember is that fresh fish, crustaceans, shellfish, etc., smell lightly of the sea when they're first caught, but **they should never smell distinctly fishy**. Unless you have an amazing fishmonger, or caught the fish yourself, the week-old fish you're buying from the supermarket will most likely reek.

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

*I look forward to your
questions and comments.*

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**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
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Saluting Those Who Served

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

Part 3

By Janis Stein

Join in the continuation to read Harold's wartime experiences when he served in the Southwest Pacific Theater and took on the camp bully...

Because Harold didn't serve on the front lines, his experiences during World War II were better than some, so years later when he returned home, he often spoke of his Army days and eventually shared memorable moments and stories with his children and his children's children. Everywhere Harold went he learned something new. Once when he was riding his motorcycle, Harold observed a huge hole up ahead. Choices on what to do were limited, and if he didn't do something soon, crashing the motorcycle seemed the likely consequence. Harold didn't even consider trying to stop; there just wasn't enough time. Rather, Harold gunned it – and jumped over the crater-sized hole in such grand fashion that, had Evel Knievel been in business already, he would have been proud!

Perhaps Harold had a penchant for speed. On another occasion, Harold was driving a pickup, and a police officer driving a motorcycle with a sidecar gave chase. Harold quickly outmaneuvered him because Harold knew the officer had to swing that



Harold Stacer posed for this photo with his mother, Anna Stacer, on April 1, 1945, when he was home on leave. Their smiles say it all. The Stacer farmhouse that once stood on Lepek Road is visible in the background.

sidecar around every time he needed to make a turn.

In the dark of night, Harold and another soldier were tasked with driving around curves with no guard rails on a mountainside. They couldn't put their lights on in the truck for fear the enemy would pinpoint their location, and the dusty, winding road made visibility a challenge. Harold was perhaps driving too fast for his passenger's comfort level because his comrade's anxiety was evident when he asked Harold how he could even see. Harold told him he could see just fine. Truth be told, Harold couldn't see much of anything either, but it was in his nature to be light-hearted in a terrible situation.

Coming of age during the Great Depression combined with life on the farm taught Harold how to make do with what he had. When his windshield wipers on his truck no longer worked, Harold devised a most creative way to take care of the problem. Using a piece of rubber that hadn't been needed for its intended purpose, Harold created a mechanism

that helped the windshield wiper spring back and forth. With a little ingenuity – and perhaps that farm mentality of saving something that was too good to throw away – Harold resolved his windshield wiper problem. Necessity really was the mother of invention, especially during wartime.

Harold had a way of assessing a situation and coming up with smart yet simplistic solutions. On one occasion, his company needed to get something heavy moved into a building. Harold devised a way to do just that by rigging up a hook, putting a few other things in place, and pulling the heavy object with the jeep. Though the task looked daunting to most, Harold came up with a common-sense approach, and his mechanical mind impressed the commanding officer. The commanding officer had witnessed Harold's superiors scratching their heads while a lowly corporal went to work and got the job done!

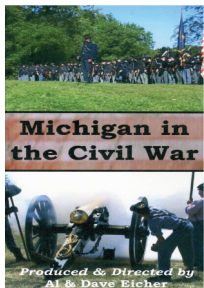


A friend posed with Loretta Holdwick and Harold Stacer in April 1945, when Harold was home on leave.

During his time of service, Harold earned the good conduct medal through a most unconventional avenue – he punched out the camp bully! Harold was a peaceable man but enough was enough, and one night, he threw a fist or two at the troublemaker, so much so that he put the guy in the infirmary. The next morning at breakfast, Harold was called to the office of the commanding officer, and he had no idea of what was going to happen. The

See **FREEDOM** on page 21

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FREEDOM from page 20

commanding officer thanked Harold for taking care of the problematic soldier because, he said, everybody was sick of the guy, and the officer said he was putting a request in for a good conduct medal for Harold! Meanwhile, the bully slurped soup for a week!



Harold Stacer, at home, Ruth, 1941.

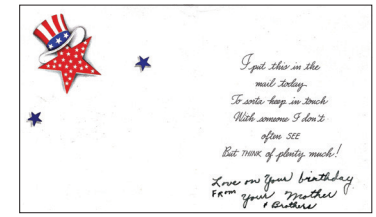
At some point during his service, Harold was charged with instructing soldiers on how to disassemble and clean their rifles. And when it came to target practice, Harold proved to be a pretty good marksman. One of his superiors kept telling him how to shoot so that he could improve, but the proof on who actually needed to practice more came when the pair assessed the target. Harold's shots were way better than the one who did the lecturing!

Harold spent most of his time overseas in Australia, but he also served in New Guinea and was involved in the back during a battle there. He then volunteered to go to the Philippines and was credited with his participation and supportive role in the Southern Philippines Liberation Campaign. He



The Stacer brothers, Merle, Harold, Wilfred, and Jerome, as they looked on April 8, 1945. It surely must have been bittersweet for their mother, Anna, standing in the doorway of the farmhouse, knowing that Harold and Wilfred's visit home would soon come to an end. Courtesy of Richard and Cathy Stacer.

endured extreme heat and humidity in the Philippines as well as the bugs, mosquitos, and snakes. Malaria was a real concern, and years later back at home, if a mosquito was in the house, it wouldn't be alive for long because fear of contracting malaria didn't end with the war. The humidity, too, was an issue; when soldiers washed their clothes and spread them out to



Wilfred received this patriotic birthday card while serving during World War II.

dry, the drying part was more wish than reality.

Years later, Harold shared other memories with his family that included seeing a wheelbarrow of Filipino money that wasn't worth a dime. A cigarette was worth something though. Harold didn't smoke, so when he needed a coconut, one of the natives would shimmy up the tree to get one for him in exchange for a cigarette – a deal that made both parties happy.

Another recollection involved Harold wanting to get a photograph taken of him with a native. The mother of the native woman agreed under the condition that the mother would stand in between her daughter and Harold. For whatever reason, no way was she going to let Harold stand next to her daughter!

Be sure to look for the continuation next month for the conclusion of Harold's service and the start of Quentin's, who served as a driver and courier in Italy.

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HISTORY from page 3

distant places – for example, the distance between the St. Clair River and the Ashtabula River is 280 miles – is as enduring as Lake Huron waves. The connection is that the waters in the five Great Lakes and their watersheds are always awaiting restoration. This has been true since the glaciers and the forces of nature formed them.

Great Lakes people enjoying the lakes for recreation or commerce are part of their connecting rivers, the St. Lawrence Seaway, and the Atlantic Ocean and the waters beyond. Great Lakes people are connected to the railroads, the ore carriers, the ferries, the freighters, and the few passenger ships. The actions of the millions of people, past and present, who live along the shores of the Great Lakes and their tributaries are connected with yesterday, today, and tomorrow like the St. Clair River is connected to Lake St. Clair and beyond.

Pause a moment for nostalgia. Generations of people remember taking river cruises on the *Columbia* and *Ste. Claire* Boblo boats. Generations remember taking train trips on the Bluewater. Some remember both, creating crossover nostalgia. I grew up in Ecorse, Michigan, and sailing down the Detroit River on the Boblo boat with the rides on Boblo Island glinting invitingly in the sunshine made childhood magic for me that still makes me smile. The river, polluted as it was then, sparked my imagination when I thought about all of the boats and people that had traveled up and down it and the shore lives that touched and shaped it.

Trains also provided magic in my life. I had to cross several sets of tracks to get to my grandmother's house, and the steam engines were still running. I wanted to become a hobo and hop on one of them and

travel to mysterious, exotic places. Instead, I picked up pieces of coal that had fallen from the coal cars, watched the caboose slowly fade into the distance, and presented the coal to my grandmother when I arrived at her house.

Three of the connecting rivers of the Great Lakes, which were polluted during my growing-up years in the 1950s and 1960s, are experiencing new leases on life today as I grow older.

The Clean-up Connection

Nature replenishes the water in the Great Lakes at varying times in their life cycles, but despite the concerted efforts of national and state governments and private entities to curb and eliminate pollution, the Great Lakes have had chronic pollution and conservation problems in their connecting rivers that are going to take connected Great Lakes people to solve. The Great Lakes Water Quality Agreement of 1987 designated the St. Clair River an "Area of Concern" because the sediment in the river includes heavy metals, toxic organics, and E. Coli bacteria, which affected the fish and, in turn, fishermen and fish eaters. The pollution necessitated officials to close beaches and address concerns about polluted drinking water.

Environment and Climate Change Canada monitors the Canadian side of the St. Clair River as well as organizations like Friends of the St. Clair River. The clean-up continues and despite continuing problems, such as chemical contaminants, the prognosis for a healthier St. Clair River is a good one.

The Detroit River was also designated an "Area of Concern" by both the United States and Canada. According to John Hartig, board member of the Detroit Riverfront Conservancy and author of an International Association of Great Lakes Research

2018 report chronicling the rebirth of the river, it is enjoying a rapid ecological recovery. He points out the return of habitat and wildlife to the river that the Environmental Protection Agency put on a 1987 list of official "Areas of Concern." Despite its rapid recovery, the EPA estimates that the Detroit River will not be removed from the list until at least 2025 because there are still so many toxic sediments on its bottom.

The Ashtabula River connects its tributaries to Lake Erie, and like the St. Clair and Detroit Rivers, heavy industrial use during the 1950s and 1960s contaminated it with chemicals. The 1987 Great Lakes Water Quality Agreement designated the Ashtabula River as an "Area of Concern" as it had the St. Clair River. It took sustained time and expense, but today the Ashtabula River is free of chemical contamination and is removed from the AOC list.

The *Columbia* Boblo boat that provided such pleasure to generations of people is no longer a fixture on the Great Lakes. It is being restored in Buffalo, New York, and will ply the Hudson instead of the Detroit River when the restoration is completed. The *Ste. Claire* suffered a disastrous fire at her Detroit Dock, and her restoration and future are uncertain. The Bluewater Michigan Chapter of the National Railroad Historical Society ceased operations in 2019 and removed its excursion trains and working steam engine experiences from dedicated railroad lovers.

These losses and drastic changes may be philosophically chalked up to changing times. Nostalgic fans will preserve their memories and may even return well-loved excursion boats and trains in various forms, but nostalgia will not regenerate disastrously polluted Great Lakes and their connecting rivers. Only connected, committed Great Lakes people can do that.

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/>.



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YARNS from page 17

taking Etta over to the Schmidts. I could already feel Anna drifting away from me, and I hoped our small rift would not turn into a chasm when I told her she would be staying home this day and doing chores in the kitchen while I read to Maria and cuddled her as I knew Mother would have done. As I expected, Anna didn't like it one bit and told me she would do as she pleased, that I was not her mother. Father heard Anna's raised voice clear outside, and she became moodier still when Father took my side in the matter. Anna needed to teach us more English words, said Father; precious time to learn was slipping away.

The weeks tumbled over each other as they flew by. Heinrich and Hugo followed Father everywhere when he wasn't at the mine, asking questions and learning all they could about America. For the most part, each of my days were drearily the same, but Father's excitement over traveling to the New World was so contagious, it eventually pulled me out of my doldrums. Every night I sat by the fire with Father, and we made one list after another to help us prepare.

For many Germans, Father included, America equaled hope.

The spring of 1873 brought with it increasing hope. The first group of families belonging to Colonie Saxonia left in April for the New World. Father did not have a date yet for when we would leave; all we knew was that we would be a part of the second group, and our departure would be sometime during the summer months. The Saxonia board hoped to receive letters from members of the first group that would better prepare the second.

While the spring weather struggled to warm,

I worked at mending and fashioned a new pair of trousers for Christian out of an old coat of Father's that had all but turned to rags. Anna came home with balls of yarn from Mrs. Schmidt, and in the evenings, Annie, Nettie, and even Maria helped me crochet woolen mittens for each of us. Father said it would be cold traveling across the ocean even though it would be summer. We were given strict instructions on what we could take, and it pretty much boiled down to the clothes on our backs, what we could strap to ourselves and carry, and what we could fit inside our trunk. Truth be told, we didn't own much more than that anyway.

That night in the glow of the lantern, Anna slipped into her nightdress, and with her back to me, she whispered that she was sorry. I asked what exactly it was that she was sorry about, wanting once and for all to put any animosity behind us. Anna wouldn't look at me though, nor reply. She crawled into bed as I extinguished the lamp, and already I could hear her sniffles. When I slipped my arm around her, sniffles turned into quiet sobs.

I asked her if she was okay, and her shoulders shook all the more. After she collected herself, she turned to me and whispered what I already suspected: Anna had no plans of going to America. Oh, sister. I knew she had been spending time at the neighbors for more reasons than Mrs. Schmidt's tutelage; Adolph, Mrs. Schmidt's son, was a few years older than Anna, and they always, always shared a special connection. It didn't take much to figure out now just how special.

Be sure to look for the continuation next month as Greta's family makes the necessary preparations to travel to the New World, but Anna...well, Anna has a mind of her own...

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SCHOOLS from page 5

total indebtedness of the district for all expenses equaled \$118.38.

According to the Annual Statistical Report for the year ending July 8, 1912, Wakefield employed two teachers: Margaret Stirton taught 10 months of school and earned \$600 while Mr. Lee L. McCarty taught five months of school and earned \$225. A total of 74 children between the ages of five and 20 lived within the district, and of those 74, 62 were enrolled. Of those 62 children, four were in the seventh grade, and four, the eighth; therefore, Wakefield School was home to many scholars in the younger grades, and the children had a 79-percent attendance rate. The library books must have been reviewed with some books removed because 34 new volumes were purchased bringing the total to 60 books on the shelves. The value of the school totaled \$1,700, and for the first time since 1895 when the school was built, the district was no longer in debt. A new expense was for \$10 paid for tuition for "eighth grade graduates."

Be sure to look for the continuation next month to find out the names of the teachers who mentored their students at Lawitzke School into the 1920s and beyond.

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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**



Great 40-acre parcel, ready for spring planting! Approximately 3 acres of woods and 37 tilled acres for farming. This is a home on the property however, it will most likely be a tear-down.

018-22-0003 - **\$312,000**

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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**



Beautiful 2-bedroom, 1 1/2 bath ranch home with 2-car attached garage on 2.6 acres. This well-maintained home features: Andersen windows, newer gas furnace, central air, steel roof, new drilled well, 2 large out-buildings, lean-to, 12' x 16' covered porch off the back of the home. This property is beautiful and serene, a great place to raise a family. Don't miss the opportunity to purchase this home; there are not many out there like this!

018-22-0006 - **\$224,500**



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**



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**



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, which was built to accommodate larger vehicles.

018-22-0002 - **\$132,900**



Unique home on 3 acres, with pond, outbuildings, and a helipad! The upstairs living area has hardwood floors, a sunroom, large master suite, and a full bathroom. The first floor has a kitchen, dining area, and 2 bedrooms. There is also a full bath, laundry room, and a mud room. Outside is a large 2-car garage/ carport, 2 sheds, and a pole barn. Clean and move-in ready! All potential buyers need to show a pre-approval letter or proof of funds before viewing the property.

018-22-0005 - **\$269,000**



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 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**



2-bedroom brick home in the village of Port Sanilac. Move-in ready with fresh paint, Corian counter tops, newer appliances, Andersen windows, and an attached garage. This home is very clean and well kept. The yard is very spacious with an additional side lot and a fire pit in the back yard. The 14' x 24' 2-story barn and 10' x 10' shed give you plenty of storage for all of those beach toys. The stores, restaurants, marina, park, and beaches are all within walking distance.

018-22-0004 - **\$154,900**