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# The Lakeshore Guardian



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AUGUST 2022

WATCHING OVER SHORELINE INTERESTS

VOLUME 24 ISSUE 6

## Countryside Yarns

**TALL TALE OR TRUTH? YOU DECIDE!**

### The Rise & Fall of the Osage

Part 1

By Janis Stein

*Join us as we begin a new yarn that takes us to Osage County, Oklahoma, home to mystery, murder, and the contrasting worlds of the Osage Indian tribe, who, after striking it rich on their underground reservation, struggled to hold on to their traditions amid discovering black gold, making them the richest sector in the world. In 1923, Osage Nation held the greatest wealth, man for man, compared to any other sector on earth – including that of whites. How long, do you suppose, would the world allow that?*

My name is Rising Moon, and I am a direct descendant and the great-granddaughter of full-blooded Osage American Indians who were members of the Black Bear clan. I grew up partly in Canada before my parents moved to Michigan, and for all my days I straddled two cultures: the Osage and that of the white man. My father, a white Catholic American, married my mother in Oklahoma in 1922; my mother was a half-blooded Osage. Together, even after my parents fled Oklahoma, they ensured that my mother had opportunities to honor her heritage, which in turn fostered my intrinsic connection to my Osage ancestry. During my growing-up years and even till this day, I call upon both Jesus Christ, my Lord and Savior, and Wah'Kon-Tah, the Great Mystery, in both my hour of need and when I offer up prayers of thanksgiving.



I was born in a province in Canada called Saskatchewan, but I will always be Osage.

My parents are both gone now, of course, but well before my mother died, she shared with me the story of the Osage Indian murders in Oklahoma during the 1920s, how she met my Oklahoman father, and their families' subsequent move to Canada. Had my newly married parents not moved to Canada when they did, I'm not certain I would even be here to tell the tale. Well before my mother died, she spent many months writing her memoirs to preserve the history of what the Osage endured at the hands of the white man. Too often, she felt, history is looked at through rose-colored glasses, with the tendency to reminisce only about the good times.

History, after all, is usually written by the winners.

My mother, however, believed that history – with all its atrocities – should be recorded, should be

See **YARNS** on page 29

## Save \$ome Buck\$ This Upcoming Deer \$eason

By Ryan Walker

As the summer of 2022 nears its conclusion, consumers all around the state of Michigan are continuing to tighten their budgets in order to cut down on spending. The increased price of goods has led to many individuals creating innovative ways to save money while still providing for their wants and needs. Whitetail deer hunters in the Thumb area can utilize their problem-solving skills to cut down on the annual costs associated with deer hunting. We will examine four areas where deer hunters can reduce their cash flow while still providing the yearly whitetail experience and sustenance. The four



*The author, at work processing his venison.*

areas that provide opportunities for saving money are food plots, hunting blinds, hunting supplies, and meat processing.

With August upon us, many deer hunters turn their attention to planting fall food plots. Throughout my years of food plot preparation, I have learned that sometimes the simple route works out best. We will rotate our plots in an attempt to vary our offering to the deer, and some years, our financial output has been minimized. So, in a year where costs are climbing, we have chosen to go back to basics. In years that we may spend a little extra on plot preparation, we will prep our fall plots by plowing an existing plot under in early July. After working the previous plot under, we wait until the first signs of

See **BUCKS** on page 26



**Port Hope**  
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**Sanilac County Youth & 4-H Fair**  
see page 12

**Harbor Beach**  
see page 16

**Port Sanilac**  
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# events

## AUGUST 2022

### Applegate:

20th – Applegate Summer Festival – 9 a.m. – 3 p.m. – Car show, old tractors, plowing, craft vendors, kids' games, dunk tank, food, and more – 810-404-7844

### Caro:

12th – 14th – Old Engine & Tractor Assoc. Show – Threshing, baling, shingle mill, saw mill, antique autos, flea market, crafts – [www.carotractorshow.com](http://www.carotractorshow.com)

### Harbor Beach:

Every Friday – Farmers' Market – 12 – 5 p.m. – 989-553-3317

Every Saturday – Harbor Beach Lighthouse Tours – 9 a.m. – 12 p.m. – Visit [www.harborbeachlighthouse.org](http://www.harborbeachlighthouse.org)

5th – Music at the Beach – Lincoln Park – 7 – 11 p.m. – 989-479-3363

6th – Biyakathon – Lincoln Park – 989-712-0546

6th – Movie at the Beach – 9:30 p.m. – 11 p.m. – Lincoln Park – 989-479-3363

9th – Dolly and Me Dress Up Tea – Ages 5-9 – Frank Murphy Museum – 989-864-3817

10th – Outdoor Movie Night – 8 – 9:15 p.m. – Zion Lutheran School – 989-479-3615

12th – 14th – Blue Water Area Antique Yard Sale Trail (M-25) – 810-324-2895

12th – Music at the Beach – Lincoln Park – 7 – 11 p.m. – 989-479-3363

13th – Storm the Beach 5K Run/2 Mile Walk – 8 – 10 a.m. – 313-400-0913

13th – Pirate's Motorcycle Run – Lincoln Park – 989-550-7712

13th – Salsa Tasting – 11 a.m. – 2 p.m. – [www.harborbeachchamber.com](http://www.harborbeachchamber.com)

16th – Tween Tea – Frank Murphy Museum Front Porch – Ages 10-13 – Reservations Please – 989-864-3817

20th – Movie at the Beach – 9:30 p.m. – 11 p.m. – Lincoln Park – 989-479-3363

28th – Citywide Ecumenical Picnic – 5 – 8 p.m. – 989-550-5680

### Port Hope:

12th – 14th – Blue Water Area Antique Yard Sale Trail (M-25) – 810-324-2895

20th – ABC Day (Antiques, Bean Soup, Collectibles, Crafts, and Fun) – 989-428-4838

27th – Hobo Campfire Experience – Port Hope Depot – 1 – 4 p.m. – Cost is \$10, under 13 free – [www.porthopedepot.org](http://www.porthopedepot.org)

### Port Sanilac:

5th – 6th – The Port Sanilac Blues Festival – Harbor Park – [www.portsanilac.net](http://www.portsanilac.net)

6th – 7th – Civil War Days – Sanilac County Historic Village & Museum – 810-622-9946

12th – 14th – Blue Water Area Antique Yard Sale Trail (M-25) – 810-324-2895

19th – 20th – Antique Boat Show & Vintage Show – [www.portsanilac.net](http://www.portsanilac.net)

20th – Classic Car Show – 9 a.m. – 3 p.m. – Rain Date: August 21 – 810-404-8062

### Sandusky:

7<sup>th</sup> – 13<sup>th</sup> – Sanilac County Youth & 4-H Fair – 810-648-9297 or visit [www.sanilac4hfair.org](http://www.sanilac4hfair.org)

11<sup>th</sup> – Thumb Dance Club – Knights of Columbus, 145 W. Wedge Rd. – 4 – 7:30 p.m. – Bring a snack or dish to pass – 810-310-2715

25<sup>th</sup> – Thumb Dance Club – Knights of Columbus, 145 W. Wedge Rd. – 4 – 7:30 p.m. – Bring a snack or dish to pass – 810-310-2715

*To have your nonprofit event listed here, include the name of the event, city, date, contact person, and phone number.*

*Deadline for event submission is the 15th of the month prior to month of issue. Mail to: The Lakeshore Guardian, P.O. Box 6, Harbor Beach, MI 48441, or email to [editor@lakeshoreguardian.com](mailto:editor@lakeshoreguardian.com).*



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November 4, 2022 – Fisher Theatre "Dirty Dancing" in Concert  
November 7-11, 2022 – Nashville, Tennessee  
November 15, 2022 – Cornwell's Turkeyville "Still Dreaming of a White Christmas"  
November 19, 2022 – Midland Center for the Arts - Dr Seuss' "How the Grinch Stole Christmas!" The Musical  
December 4-9, 2022 – Christmas in Branson

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Stay tuned, here's a sneak peek at what's coming in 2023.....  
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## VOLUME 24 ~ ISSUE 6

*“A perfect summer day is when the sun is shining, the breeze is blowing, the birds are singing, and the lawnmower is broken.”*

– James Dent

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## Thumb Rails

### A Kitchen on Wheels for the Troops

#### Part 6

By T.J. Gaffney

*This month's topic, and the topic for the last five issues, continues to be the history, transfer of ownership, move, and restoration of a former Maintenance of Way kitchen car of the Chessie System/CSX. Recently 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 in World War II. After it and its sisters helped feed thousands of GI's returning home, 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.*

Welcome back to our readers. For those who have followed and read the first five 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. This car is believed to have been sold after its military service to the Chesapeake and Ohio Railway sometime in 1949, and was used by them and successors Chessie and CSX for a few more years, until 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, until an abortive attempt by members of the Port Huron & Detroit Railroad Historical Society of Port

Huron to preserve the car between 2019 and 2021 fell through. Through the efforts of several individuals, the car was then secured for donation to the Sanilac County Historical Museum and Village, who then had a long road ahead in order to make adding the car to their facility a reality. Altogether, it would take eight months of planning, funding, building, and working to make it happen. As a very wet spring 2022 came to a close, all seemed to be ready for what many at the museum were calling “The Big Move.” In May, the Sanilac County Historical Society would finally welcome the classic World War II US Pullman Troop Kitchen Car



**In Flint, the crane lowers the carbody of the Troop Kitchen Car onto the flatbed truck of the semi in preparation for the move to Port Sanilac.**

to museum grounds.

As the move date neared, all involved eagerly anticipated getting the car to Port Sanilac. One of the bigger hurdles, building the display track panel the car would sit on, was completed in April. From this point forward, the Sanilac County Museum's volunteer and project manager, Utz Schmidt, made a push to coordinate all parties together in an effort to get the car onsite before the busy Memorial Day weekend. This required the full cooperation of multiple entities in two locations: one group at the railroad yard in Flint to help with the loading of both the car and its wheelsets and



**The semi carrying the wheelsets for the Troop Kitchen Car makes the turn in downtown Port Sanilac from M-46 onto M-25.**

a second group ready to receive and unload the car in Port Sanilac. One of the key elements in order to make this happen was the staging of two different cranes, both with a capability of lifting the several-dozen-ton body, and in the case of the Port Sanilac location, one that could work in the tight confines of the panel track area between the depot and the drainage ditch that runs alongside.

In Flint, Utz and his crew chose to use the services of B&M Crane of Fenton, Michigan, while providing a group of volunteers (including the author) who had experience in both loading and moving railcars before. In Port Sanilac, Utz chose Rooney Crane Services of Bay City, Michigan, to assist with the delicate and tight quarters required at the unloading site. Both companies are considered highly experienced contractors in their given trades, and yet neither company had ever lifted or moved a railcar before. All seemed to be slowly coming together to make the move happen...or so we thought.

Although setting up the move had been going relatively smoothly, coordinating with trucking



# Schools of Yesteryear

By Janis Stein

## Huron No. 5 - Lawitzke School Part 1

*The history of Huron No. 5, also known as Lawitzke School, dates back to 1882 when this new district organized just months after the Great Fire. The original school, as shown on the 1890 plat map, stood in Section 24 on the northwest corner of the intersection of Kaufman and Finkel Roads. The most recent schoolhouse, built in 1904 and documented on the 1904 plat map, was located one mile west of the first building, on the northwest corner of the intersection of Kaufman and Minden Roads, or the southeast corner of the southeast quarter of Section 23, Huron Township, Huron County.*

According to the Annual Reports of School Districts dated September 4, 1882, located at the State Archives, Huron Township had four school districts, numbered 1, 2, 3, and 5. (No. 4, later known as Davison School, was not listed; typically, the school district numbers were assigned to schools in order, but perhaps a fractional school in a neighboring township served the students that would have been served by No. 4.) The 1882 report indicated 55 children between the ages of five and 20 lived within the district's boundaries, and of these, 25 attended Huron No. 5. A female teacher taught three months of school, or 60

days, and earned \$72. The frame schoolhouse and the property were valued at \$500, and the school could seat 40 students. According to the year's expenditures, \$400 was "Paid for Building and Repairs." The bonded debts of the district, as of September 4, 1882, equaled \$500, and the total indebtedness of the district was \$618.50. Gust Marquette of Port Hope was listed as the director for the ensuing year. (Marquette was a likely misspelling of Marquardt.)

The 1883 report showed 60 children between the ages of five and under 20 lived within the district. Enrollment climbed to 34 students, seven of whom were classified as nonresident students, meaning they lived outside of the district's boundaries. One female teacher taught eight months, or 157 days, of school, and she earned \$176 over the course of the school year. An additional \$45 was spent on the school building, and the district reduced the total indebtedness to \$578.50. In 1883, the teacher taught the following subjects: Orthography, Reading, Writing, Arithmetic, Geography, English, Grammar, and U.S. History. Gust Marquette [likely Marquardt] returned as director.

According to the *Historical and Biographical Album of Huron County* published in 1884, Huron Township had five organized school districts and four schoolhouses to date. The annual report for the school year ending September 1, 1884, corroborates that information. The districts with schoolhouses included Nos. 1, 2, 3, and 5; newly formed District No. 6, later known as Shepherd School, was listed on the report, but did not yet have a schoolhouse built. The 1890 plat map shows Huron No. 5 stood on the line between Huron and Gore Townships in Section 24 on the northwest corner of the intersection of Kaufman and Finkel Roads.

The 1884 report indicated 33 students were enrolled at Huron No. 5. The number of days taught by a qualified teacher equaled 155, and the female teacher earned \$200 during those eight months of instruction. The value of the school property increased to \$618.50, and the district paid its debt down to \$359.43. Alex L. Esler was listed as director.

The 1884 financial report showed that Huron No. 5 had \$29.33 on hand as of September 3, 1883, and a one mill tax generated \$39.93. The primary school interest fund totaled \$78.60, and "district taxes for all purposes" equaled \$300. Total resources for the year equaled \$447.86. Of those resources, the district

allocated \$200 for the teacher's salary, \$198.65 was paid on the bonded indebtedness, and \$49.21 was paid "for all other purposes."

According to the annual report for the school year ending September 7, 1885, Huron Township had six school districts, with District No. 4 documented for the first time. A total of 70 children between the ages of five and 20 lived within District No. 5, and of these, 24 were enrolled. One female teacher taught eight months of school and earned \$208. The district continued to chip away at the debt for the school, paying \$124 against the indebtedness and leaving a balance of \$200 yet owed. The district still lacked the necessities of a dictionary, maps, and a globe during these early years of getting established. Alex L. Esler of Huron City was listed as the director for the ensuing year.

Enrollment climbed to 31 students for the year ending in 1886, and two of those pupils lived outside of the district. One female teacher taught just five months of school, down from eight the previous year; she earned \$120, or \$24 per month, for her efforts. The board of inspectors earned \$8 for their work, and the chairman of the board of inspectors earned \$24 for his "services as chairman" during the year. The report also indicated that Huron Township did not have a library, and the amount "of fines, penalties, etc., received from the county treasurer for the township library" equaled \$4. The total amount of township library moneys on hand and due at close of the year equaled \$24. The total indebtedness of the district as of September 6, 1886, decreased to \$100, and Gustav Marquardt of Port Hope was listed as the director for the ensuing year.

The district fathers likely rejoiced in 1887 when

See **SCHOOLS** on page 30

## The Lakeshore Guardian

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# The Doctor's Corner

## If It Didn't Taste So Good



By Dr. Timothy Grondin

Sugar is the tasty thief that steals your health away; slowly, but steadily, the body declines in the presence of sugar. Gradually, but surely, you start developing health problems related to your sugar intake. Today, we briefly cover blood pressure and the role

of insulin in this disease process. When you're steadily eating sugar, this forces the pancreas to increase insulin production to prevent damage to the arteries among other things.

The daily intake of sugar and the daily resulting insulin spikes gradually lead the body's cells to become resistant to the insulin, and so more and more is needed. Now, a myriad of symptoms can occur as a result, and one of them is high blood pressure. There are several mechanisms that cause this. First, the high level of insulin in the body causes the kidneys to retain sodium, and you all know your MD tells you to watch your salt intake. This is why... Salt elevates blood pressure. More about that in another article. Next, a high insulin level can activate the sympathetic nervous system. This is like the accelerator on your car. Push it and the car goes faster, and so does your heart. Too much stimulus and high blood pressure can result. Also, too much insulin can cause hypertrophy of the arteries, making the artery walls larger and stiffer. Now the heart has to push blood through a less flexible pipeline, so it works harder to do that – and blood pressure goes up.

At times, insulin medications can actually lower blood pressure in diabetics, and I think that happens because the extra insulin is actually reducing the inflammation in the arteries from the elevated sugar intake. At least temporarily. Insulin medications are a band-aid approach to the problem but a beautiful band-aid if your life is at stake.

So here we are; you've been diagnosed with

idiopathic hypertension and put on blood pressure pills or are about to be. Idiopathic means cause unknown. What do you do? First thing is to look in the mirror. That's usually a good start. One of the doctors who trained me said 80 percent of all health problems are related to diet, and three decades of practice has shown me the truth of that statement. Look at your diet as the possible cause of your blood pressure. Most of us eat too much sugar. Change! Eat veggies, go keto, get outside, and start walking.

Give it a few months, you didn't get here overnight, and check your blood pressure fairly often for results.

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.*

*DISCLAIMER: The information provided here is intended for educational purposes only. It is not meant to either directly or indirectly diagnose, give medical advice, or prescribe treatment. Please consult with your physician or other licensed healthcare professional for medical diagnosis and treatment.*

# smile awhile

## Senior Humor

Can't believe what I saw in McDonald's today. An old man ordered one burger, fries, and a drink. He unwrapped the burger and carefully cut it in half, placing one half in front of his wife.

He then carefully counted out the French fries, dividing them into two piles and placing one pile in front of his wife. He took a sip of the drink; his wife took a sip and then put the cup in between them. As he began to eat his few bites of burger, the people around them were looking over and whispering, obviously thinking, "That poor old couple; all they can afford is one meal between them."

A young lad came to the table and politely offered to buy another meal for the couple. The old bloke said, "We are just fine, just used to sharing everything."

People closer to the table noticed the little old lady hadn't eaten a bite. She sat there watching her husband eat and occasionally taking turns sipping the drink.

Again, the young lad came over and begged them to let him buy another meal for them. This time the old lady said, "No, thank you, love; we are used to sharing everything."

Finally, as the old fella finished wiping his face neatly with the napkin, the young lad again went over to the little old lady who had yet to eat a single bite of food and asked, "What is it you are waiting for?"

She answered, "The teeth!"

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## In the Kitchen with Chef Dennis

### Roasted Tomatoes

Summer in Michigan is the prime tomato season. The best time to start this is before the end of the growing season and you have all of those tomatoes. Maybe you planned on canning. There's nothing like home-canned Michigan tomatoes in February. Well, you can also use roasted tomatoes for canning. I know it's another step, but it's well worth the time. Roasting the tomatoes brings out the sugars in the tomatoes. I know a lot of people add some sugar to their tomato sauce to help remove some of the acids caused by the tomato. Using roasted tomatoes should help to eliminate the need for additional sugar as well as reduce some of the acidity.

I'm going giving you what might be a new method of using those tomatoes. Using roasted tomatoes will enhance many of your traditional tomato recipes.

Tomatoes have been used in hundreds of thousands of recipes. They are used in everything from entrees to desserts. One of the most popular uses for tomatoes besides a salad would be for a sauce. The obvious is a "red" sauce. You probably guessed that the most popular use of red sauce is in spaghetti or a pasta sauce. Spaghetti sauces are as unique as the person who makes it. Some add sugar or hot peppers, ground beef, and I could go on forever, but I won't. I am going to add a new twist to the tomatoes though. The technique I'm going to use is good for all types of tomato uses. I'll demonstrate how to use roasted tomatoes in an appetizer as well as sauce.

There are several methods for roasting tomatoes. I'm going to cover three methods: 1) roast with skin on and seeds in; 2) roast with skin on and seeds removed;

and 3) roast with skin off and deseeded (or concasse, pronounced "conk-a-SAY"). Some people use this skinning and deseeding method when they can tomatoes. As far as deseeding, it's a personal preference. I prefer to use tomatoes with the seeds removed. The seeds of a tomato can sometimes lend a bitter taste to a dish and can actually add more water to a recipe than necessary. Tomatoes retain water, and most of this water is found in the fleshy part around the seeds. Removing the seeds will not only lead to an even better taste, but also a better texture to your dish.

Start with washed tomatoes; core and put an X on the bottom of the tomato. Place into boiling water for about 30 seconds or until the skin starts to curl. Remove from the boiling water and place into a bowl of ice water to "shock" the tomato. This will stop the cooking and, of course, cool it down so that it can be handled. Don't leave them in the water too long or the tomatoes will become waterlogged.

Place tomato on your cutting board, and using a paring knife, remove the skin; this should be easy. Now we are going to cut the tomato in half. Make sure to slice the tomato horizontally (i.e., along the equator), not through the stem. Now you can either squeeze the seeds out or scoop them out with a spoon or your finger. Next, place tomato halves on a sheet pan or pizza pan lined with some parchment paper or aluminum foil – something to make clean-up easy.

Your oven should be pre-heated to 375 F. Sprinkle the tomatoes with olive oil, salt and pepper, and any herb of choice. I like to use chopped garlic, basil, and thyme. Pizza seasonings are good, especially when you're going to use for an appetizer like bruschetta. Place on the middle shelf in the oven. If doing more than one pan at a time, you can place one pan on the next highest shelf, but you may want to rotate the pans after about 20 minutes. You're going to cook the tomatoes for a total of about 60 minutes. After the first 40 minutes, turn the heat up to 400 F, and roast for another 20 to 30 minutes until the tomatoes are caramelized. Remember, ovens do vary. Remove from oven to a rack and cool. At this time, if you chose not to remove the skin before cooking, you could peel it now if desired. But, if you didn't remove the seeds,

### A Tip from Chef Dennis:

You need to make sure you use ripe tomatoes. You can use "green" tomatoes, but that's another article.

this would not be a good time to attempt it, in my opinion. The tomatoes will keep up to five days in the refrigerator or six months in the freezer. If you were to can them at this point, they could stay a year or so if sealed properly.

For the bruschetta, cut slices of Italian, French, or any bread of choice. Lay in single layer on a sheet pan lined with parchment paper. Drizzle with olive oil or spread with a thin layer of butter and lightly season. Remember the tomatoes are highly seasoned. Toast in the oven or, better yet, the broiler. This can be done in advance, several days in fact. Toast them and place in a plastic bag. When it's time to use them, pre-heat the oven to 350 F. Place the toast on an oven-proof pan; top with the roasted tomatoes and maybe some Parmesan or goat cheese. Heat for 12 to 15 minutes or completely heated; carefully remove from the oven and serve warm.

Enjoy the fruits of your labor now and for months to come. Use the roasted tomatoes in every dish regular tomatoes would be used in. I think you will notice the difference in the taste immediately. I hope you enjoy the change in flavor as much as I do. Let's go make some pasta. Pass the cheese please!

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

*I look forward to your questions and comments.*

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

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



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# The Way It Was

## ...Prohibition in the Thumb Area

By Al Eicher

It has been my experience the barbershop is a wonderful place to hear some “old-timers” tell interesting stories that may or may not be true. I also recall my grandfather talking about the “good old days” and prohibition in Michigan. On one of my many barbershop visits, the topic of prohibition in the Thumb area came up, and I was surprised to hear it started in the 1920s – or did it?

I decided to investigate what went on in the Thumb area during the prohibition era. Actually, I had a head start in that it was several years before that my son and I were working on video history projects for Bad Axe, Harbor Beach, Lapeer, and Sebawaing.



A 1918 Grand Rapids prohibition poster. Courtesy of the Grand Rapids Library.

In these village files, we came across very reliable information on prohibition; plus, we found a few photographs. Visiting a few libraries, we found a variety of sources indicating the movement to abolish the sale of alcoholic beverages was actually established in 1869.

The Prohibition Party formed because the Republican and Democratic parties refused to address the prohibition of beer, wine, and whiskey on their platforms. A few years later, in 1874, the Woman’s Christian Temperance Union got started. The WCTU had an active group in Lapeer in the early 1900s. They met in small groups in the village and at the township and county level. I am sure they also put the pressure on their husbands for their conformation. Some church groups supported the movement, and by 1893, a group called the Anti-Saloon League was organized in Ohio. Temperance, Michigan was a stronghold for prohibition.

The newspapers carried many stories about the various efforts of the prohibition groups working in the state. By the early 1900s, there were some areas in Michigan where the “wet” and

“dry” description would apply as regulated by village or township laws. In 1913, the United States Congress passed a law prohibiting the shipments of liquor from a wet state to a dry state.

The Michigan State Legislature, in 1916, voted and made into law, effective April 30, 1918, a statewide ban on the sale of beer, wine, and whiskey. Ohio was still a wet state, which resulted in heavy traffic for smuggling of illegal booze into Michigan. The roads from Toledo to Monroe were well-traveled to acquire the booze for distribution. Starting in May of 1918, the smuggling into Michigan became a big business operation. Next, the federal government stepped in and passed a law prohibiting the use of the U.S. mail to promote or advertise the sale of alcoholic beverages.

At this time, Michigan judges were very lenient in enforcing penalty violations for first-time offenders; guilty individuals might get a \$20 fine. Second- and third-time offenders could go to jail. We found a few stories of some offenders getting life in prison



This photo shows the contents of a Huron County raid. Courtesy of the Bad Axe Historical Society.



A sheriff's deputy dumping booze. Courtesy of the Bad Axe Historical Society.

See PROHIBITION on page 28



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## Legally Speaking

### Electronically Stored Information



By Amanda Roggenbuck,  
Attorney at Law

The not-so-new frontier of electronic information: your social media, electronic mail, text messages, and hard drives. These are all types of electronically stored information that may be utilized in court cases.

Parties may be required to preserve and provide this and other electronically stored information.

Sometimes, people believe that if they delete an email or a post in social media it is gone. Typically, once something exists electronically, it survives forever – somewhere!

Don't post or send anything you do not want used in court.

*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.*

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## Who Am I?

### Researching Your Family History Did Your Ancestor Participate in the Gold Rush?



By Grace Grogan

Are you searching for records of an ancestor and wonder if they left the area during the gold rush era? Gather your information on your ancestor and look for clues on where they may have

gone. One good source is local newspapers, which often included information about residents' trips, including the purpose of their journey.

There were two main goldrush locations, California and the Klondike, and a smaller one in Alaska. Don't assume your ancestor went west to California. It is possible they started that way and then headed farther north.

The California Gold Rush began in 1848 and ended around 1857. During that time, 300,000 prospectors headed to California.

About 100,000 people traveled into the Klondike region of the Yukon during the Klondike Gold Rush between 1896 and 1899. This was a grueling journey in harsh weather, and only 30,000 completed the trip. Many got to Dawson City, Yukon, but never proceeded from there. At one time during the gold rush, Dawson City, Yukon, had more U.S. citizens than Canadians.

Prospectors going through the Pacific Northwest and Alaska to participate in the Klondike found supplies low, and the best Klondike claims were filed by 1898. Prospectors began searching for gold in Alaska, and major strikes were found in Nome in 1898 and Fairbanks in 1902. Many Alaska stampedeers stayed and settled in Alaska. Between 1897 and 1907, Alaska had more than 50 mining camps.

How do you search for your gold-seeking

ancestor? Begin by checking to see if they filed a mining claim. Not all records are digitized, so you may need to conduct research in person or hire a researcher. Begin with the local county recorder to see what they have available. Mining claim information is found in six different record volumes:

#### 1. Notice of location—mining claims

This book includes the location of claims, bill of sales of mining claims, consolidation of mining claims, laws of the mining district, and minutes of the miners meeting of the district.

#### 2. Mining claims

This is the recorded volume of mining claims and provides information on proof of labor notices. There may be two sets of volumes, one for quartz claims and one for placer claims.

A quartz claim is a mineral claim that entitles the holder to the minerals located in hard rock. If you want to mine in the bedrock, you must file a quartz claim.

A placer claim entitles claim holders to minerals found above bedrock. This means minerals, such as gold, found in "pay gravels." Pay gravel is a gravel that contains sufficient mineralization to be economic.

#### 3. Water rights

If you believe your ancestor had a mining claim but cannot find it in the mining claims book, check the water rights book. Often a mining claim and water rights claim was one single record. The purpose of claiming water rights was to use them in mining operations.

#### 4. Bill of Sales & Agreements

These records are for claims sold before the person obtains a property patent. If the claim sold, this is where that record will be.

#### 5. Patents

If your ancestor was successful in their mining claim, they would eventually file paperwork to obtain title to the property from the government. Every county

See **FAMILY** on page 9

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## FAMILY from page 8

maintains its own set of patent books.

### 6. Grantor/Grantee (deeds)

If your ancestor received a patent, all transactions from that point forward were recorded in deed books. If you are unable to find a deed, check with the county assessment records office to see if your ancestor owned a mining claim. If they did, then it should show on tax roll records.

You may find information about an ancestor's gold mining claim in court records. Frequent litigation over boundary claims and water rights took place. Some miners incorporated to sell stock and develop their mines, so also check for Articles of Incorporation on file.

Some counties kept records of the gold rush claims. Others tossed them or donated them to institutions. If the records office doesn't have documents, ask if there is somewhere they might be, or if they could be in storage somewhere.

Once prospectors crossed the border in Chilkoot or White Pass heading for the Klondike, the Canadian North-West Mounted Police recorded the names of each person. At Lake Bennet, a CMP post helped stampeders cross the lake, maintaining a list of all crossing the water.

Many Klondike stampeders corresponded with friends and family at home, and letters were sometimes published by local newspapers. You may want to search your ancestor's name in the databases at:

- Library of Congress: Chronicling America Newspaper Archive: <http://chroniclingamerica.loc.gov/>
- British Colonist Newspaper Archive: <http://britishcolonist.ca/>

California Digital Newspaper Collection: <http://cdnc.ucr.edu/cgi-bin/cdnc>  
Photographs and diaries of Klondike gold seekers are available at:

- Alaska Digital Archives: <http://vilda.alaska.edu/>
- Library of Congress: <http://www.loc.gov/pictures/>
- Library and Archives Canada: [www.collectionscanada.gc.ca/lac-bac/search/images](http://www.collectionscanada.gc.ca/lac-bac/search/images)
- Dawson City Museum: <http://dawsonmuseum.ca/>
- University of Washington Digital Collections: <https://content.lib.washington.edu/>

Other resources for finding information about prospectors participating in California, Klondike, and Alaska gold rushes include:

- Alaska State Library: Alaska Genealogy Resource Guide: <https://library.alaska.gov/public/akgene.html>
- How to Find Your Gold Rush Relative [State of Alaska]: <https://library.alaska.gov/hist/parham.html>
- State of Alaska Vital Records: <http://dhss.alaska.gov/dph/VitalStats/Pages/default.aspx>
- U.S. National Archives and Records Administration: <http://archives.gov/research/genealogy/>
- United States Census Bureau: <https://www.census.gov/>
- Canadian Census Program: <http://www.bac-lac.gc.ca/eng/census/Pages/census.aspx>
- Yukon Genealogy: <http://yukongenealogy.com>

You may also contact the U.S. National Park Service for additional information: <https://www.nps.gov/klgo/learn/historyculture/stampedegenealogy.htm>.

The Alaska Gold Rush Centennial Task Force has a Gold Rush Trails and Timeline brochure. For more information, contact the Office of History and Archeology, [oha@alaska.net](mailto:oha@alaska.net).

Other sources of information when researching your gold-seeking ancestor include census records, mining history books, and city directories. The Alaska State Library has records of funerals between September 1898 to December 21, 1937, for Dawson City and the Yukon Territory.

Other cemetery records can be found in *The Cemetery Book* by the Anchorage Genealogical Society; Sitka, Alaska, Death Register; the *Skagway, Alaska, Gold Rush Cemetery: History and Guidebook*; City of Fairbanks Register of Deaths for Fairbanks between 1907–1923; Birch Hill cemetery records, Fairbanks 1919–1959; and Clay Street Cemetery Card File.

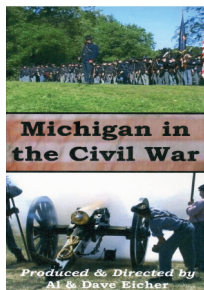
The above is only a few of the resources available. Additional information can be found at <https://lam.alaska.gov/gold-rush-relative>. If you need help, The Association of Professional Genealogists in Washington, D.C., publishes a list of researchers for hire (703-920-2385).

Do you have prospector's blood in your veins? There is gold in Dawson City, Yukon, still being mined today by corporations. Visitors may pan for gold for free at a specific claim in the area.

In the United States, you can still stake a claim in Alaska, Arizona, Arkansas, California, Colorado, Florida, Idaho, Louisiana, Mississippi, Montana, Nebraska, New Mexico, Nevada, North Dakota, Oregon, South Dakota, Washington, and Wyoming. Happy prospecting!

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

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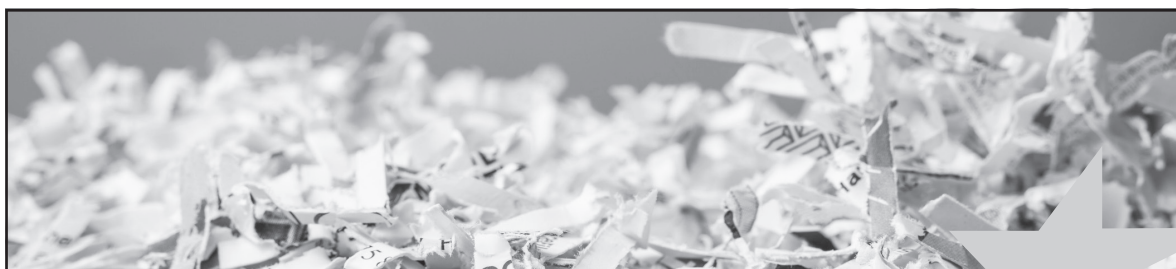
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## August Action in Port Hope!

Be sure to visit Port Hope on Saturday, August 20, and join the town in celebrating Port Hope's 23rd annual ABC Day. With antiques, bean soup, and crafts and collectibles galore, one and all will find something interesting to see and do in Port Hope on the third Saturday in August!

**Antique** vendors from throughout the Thumb area are scheduled to showcase their merchandise along Main Street from 10 a.m. until 4 p.m., and visitors can purchase **crafts and collectibles** while enjoying the sounds of old-time calliope music floating through the streets.

ABC Day is a unique event with lots to see and do at Stafford Park and throughout the town! Take a step back in time to see Port Hope's old-time jail, visit the petting zoo, and take in a vintage 1860s baseball game. The Port Hope history presentations are a must-see, be sure to enjoy the live music, and so much more!

Hungry? Port Hope's **bean soup** hits the spot, with soup available at various locations including Port



Hope's Depot Heritage Center. The Depot will be open for visitors from 10 a.m. until 4 p.m.; be sure to check out their artifacts as well as their impressive model train and Port Hope village display. The Stepping Back in Time Car Show (9 a.m.–3 p.m.) is also a must-see, as is the Depot's 1904 Pere Marquette caboose!

Enjoy a walking tour of the Brinker Lumber Yard, home of the Port Hope Area Historical Society. Tour the museum and genealogy center, and be sure to check out an HO scale 1920s-era diorama of Port Hope's Main Street. The streetscape includes 30 three-dimensional buildings created to scale. Al Rutz wrote a book detailing the buildings' histories, which will be available for sale on ABC Day; the author will be on hand to sign books and

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Annual Port Hope  
**ABC DAY**  
Antiques ~ Bean Soup  
Crafts & Collectibles

Take a stroll back in time in downtown Port Hope  
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August 20, 10 - 4

Car Show, street vendors, food vendors, petting zoo, 1860's Vintage Baseball, Depot, Heritage Center and jail tours, and many more family fun activities in Stafford Park and in town!

We're open ABC Day so come in and get a vintage pop, t-shirt, fun yard & garden art, local artists work and all of your hardware supplies.

**f** M-F 9-5, Sat 9-4, Sun 11-4 989-428-0024  
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**Friends of the Port Hope Depot welcomes you to Port Hope's Hometown Festival!**

**ABC DAY**  
August 20, 2022  
9am - 4pm

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\* Car Show 9am - 3pm  
\*Tour the Depot Saturday ~ 10am - 4pm  
\*View Railroad Artifacts \*Model Train Setup  
\*Delicious Bean Soup Like us on **f**!

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Monday - Saturday: 8:30 a.m. - 5:00 p.m.

See **PORT HOPE** on page 11

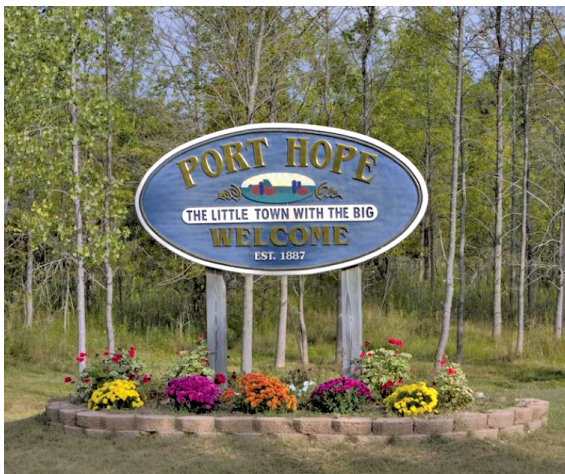


## PORT HOPE from page 10

answer questions about the display. Be sure to bring the kids, so they can check out the numerous fun things for kids to explore at the lumber yard; hot dogs, popcorn, and snacks will also be available.

Come out and enjoy the serenity of a small town that serves up a big welcome! Mark your calendars for ABC Day on Saturday, August 20, and save the date for the Hobo Campfire Experience on August 27! Enjoy!

To learn more about Port Hope's ABC Day, please contact Elaine Reinke at 989-428-4838. The events listed above are subject to change, and the information presented is what was available at press time. While you're in Port Hope, please support the advertisers who helped make these pages possible. Let them know you saw their ads in The Lakeshore Guardian!



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## SAVE THE DATE!

Back by popular demand and sponsored by the Port Hope Depot is the **Hobo Campfire Experience** on Saturday, August 27, from 1 to 4 p.m. This event is fun for families and all ages. Tickets will be on sale at the Port Hope Depot on the day of the event and available to the first 100 people. Visitors will enjoy hobo storytelling and descriptions of hobo life. Guests are invited to dress down for the occasion to depict the look of a hobo and will enjoy simplistic campfire food in a swag bag with a campfire available. A people mover will transport participants via the old rail bed to the site, located in the old locomotive shed foundations at Stafford Park. Please note the hobo site has uneven footing and may not be suitable for all. Cost is \$10 per person, with children under 13 free.

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## Hobo Campfire Experience

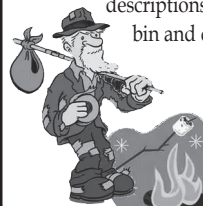
August 27th, 2022  
1pm - 4pm

Enjoy the Hobo campfire experience at the Port Hope Depot!

Tickets available on August 27 at the Depot. A people mover will transport you to Stafford Park via the old rail bed.

♪ Enjoy Music at the Depot and at the Hobo Site! ♪

Tickets include simple campfire food in a swag bag. Enjoy a campfire at the hobo site along with Hobo storytelling and descriptions of the Hobo life. Drag out the old rag bin and dress down for the total experience!



Tickets \$10 per Person  
Children under 13 Free  
(limit 100 tickets)

Uneven dirt footing at the Hobo Site may not be suitable for everyone.

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## Captain Ron's Chronicles

BY CAPTAIN RON BURKHARD



### Captain Morgan's Mutiny Part 3

Join in the continuation to learn more about the unfolding tale of Captain Morgan.

I came across some information on Morgan that was not in an official government record. These were recorded in the *Huron Times* newspaper starting August 24, 1882.

"Capt. Morgan of the *Pointe aux Barques* life saving station complains that propeller captains are sometimes a little ungrateful and even ungentlemanly. A short time ago his crew went out in a fog to a propeller that was vigorously whistling for help. When the crew arrived the captain of the propeller said he had lost his way and didn't know his bearings. Capt. Morgan told him where he was and gave him the necessary instructions for proceeding on his voyage, and before leaving inquired the name of the propeller, but was roughly told to go to h—l by the captain."

This is humorous. I believe the captain of the propeller – which was a steam ship using a propeller, versus a side-wheeler or a sail-powered ship – was embarrassed over being lost and did not want his ship's name entered into any official records.

The next notice for August 24 did not mention Morgan, but it certainly concerned several members of his crew who were surfmen the previous year.

"The reunion of the fire sufferers of the *Huron Peninsula* will be held at Minden on Sept. 5<sup>th</sup>, the first anniversary of the great fire. The exercises will consist of speeches by Gov. Jerome and other distinguished men, a free dinner, procession headed by a cornet band, memorial arch bearing the names of all who perished in the flames, etc. All are invited."

I do not know if any of the surfmen attended, but they would have known about this event. They had saved the life-saving and lighthouse buildings from burning. It was an accomplishment they could be proud of. At least one of the surfmen who suffered smoke damage to his eyes from the fire and had to resign his duties as a lifesaver.

April 5, 1883: "Capt. Morgan, of station No. 2, was in town Tuesday and reports his station ready for business."

June 28, 1883: "Last Sunday the H. C. Ackerly, a steam barge of 1, 1187 tons burden, with a cargo of iron ore from Escanaba to Vermillion, grounded on the reef a mile and a half off Whiskey Point, seven miles from the Pt. aux Barques station during the thick fog then prevailing. The station crew turned out promptly and rendered all the assistance in their power. First, all the coal on board was transferred to the scows Louise and Sunnyside, and then about 200 tons of ore

See MUTINY on page 18





## Welcome to the Sanilac County Youth & 4-H Fair!

Mark your calendars for the 2022 Sanilac County Youth & 4-H Fair on August 7-13 at the Sanilac County 4-H Fairgrounds in Sandusky! Exciting events are slated for each and every day, so don't miss this family-friendly event steeped in the region's agricultural industry!

The week-long event begins at 2 p.m. on Sunday, August 7, with the Cares for Kids Auction (live and silent) in the Dairy Barn, and after the auction, stop by to see the Friend of Fair presentation followed by a 7 p.m. "Gospel Sing."

Monday, August 8, will offer a day filled with all things ag-related, with youth and 4-H members

showing their animals after months of training and skill-development. Come out and support these hardworking young people as they show everything from horses and prospect beef to alpacas, sheep, and more! Stay the day to enjoy the 7 p.m. grandstand event, which is the **Flying Star Rodeo!**



Carnival rides by Big Rock Amusements will begin on Tuesday, August 9, at 5 p.m. this year (no carnival on Monday) and will resume

at 1 p.m. daily during the rest of fair week. Seniors and veterans, remember to save the dates: Tuesday, August 9, and Wednesday, August 10, are Senior Citizens (60 years and older) and Veterans Days, with a reduced \$7 admission for those entering the fairgrounds before 3 p.m. In addition, on Tuesday, enjoy "Homemaker Day" all day at the Fair, and check out the Sanilac County Homemaker Presentation at 6:45 p.m. at the grandstand, followed by USA Figure 8 Racing at 7 p.m.

Judging on various classes of animals will take place throughout the day on Tuesday, Wednesday,

See FAIR on page 13



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## FAIR from page 12

and Thursday, as will another great attraction be available, **Monster Truck Rides**, and the **USA Bump-n-Run** (small cars on a moto-cross track) is slated for Wednesday, August 10, at 7 p.m.

Thursday, August 11, is **Kids Fun Day** with the Carnival opening for ages zero to six from 11 a.m. to 1 p.m. for the nominal price of \$5 during that timeframe. At 1 p.m., the Carnival opens to all fair enthusiasts, and the 2 p.m. Pedal Tractor Pull (\$1 per entry) will take place behind the grandstand. New this year is Thursday's 7 p.m. grandstand event, **SXS Races**. Come out to the Fair and cheer your favorite driver on to victory!

On Friday, August 12, the 4-H and FFA Small Animal and Livestock Sale will be held in the Livestock Arena, and be sure to stop by the Poultry Barn for the opening of the Small Animal Silent



Auction and Still Project Silent Auction. Excitement continues at 7 p.m., for the **TTPA Tractor and Pickup Pull!** Tractor and pickup pulling enthusiasts will enjoy Friday's venue when noise fills the fairgrounds!

Saturday, August 13, is action-packed with the 9 a.m. Open Class Horse Show in the Horse Arena, along with the Small Animal and Large Animal Sweepstakes at 9 a.m. and 10 a.m., respectively. Likewise, don't miss the Talent Contest at 10 a.m.; applications are available at [www.sanilacounty4hfair.org](http://www.sanilacounty4hfair.org). Saturday night's entertainment begins at 7 p.m. with the

**Demolition Derby!** The sound of roaring engines and crushing metal will fill the grandstands Saturday night to complete an exciting week at the Sanilac County 4-H Fair!

Unlike some regional fairs, the

See FAIR on page 14



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## FAIR from page 13

Sanilac County Youth and 4-H Fair offers a one-price gate fee, which includes parking, entry to the fair, rides, exhibits, and grandstand events. Paying one price is convenient and economical. Daily gate prices vary, so please plan accordingly. Sunday, August 7, is free; Monday, \$10 per person; Tuesday through Thursday, \$15 per person; and Friday and Saturday, \$20 per person. MEGA passes are available for sale at the Fair office, located at 210 Dawson Street in Sandusky. The \$60 per person MEGA pass includes admission all week to the Fair and includes the carnival rides. A limited number of passes are available now through noon on Sunday, August 7, so don't delay!

For more information about the Sanilac County Youth & 4-H Fair, please visit [www.sanilac4hfair.org](http://www.sanilac4hfair.org), call 810-648-9297, or follow them on Facebook. For more information about Sandusky, Michigan, please visit [www.misandusky.com](http://www.misandusky.com).

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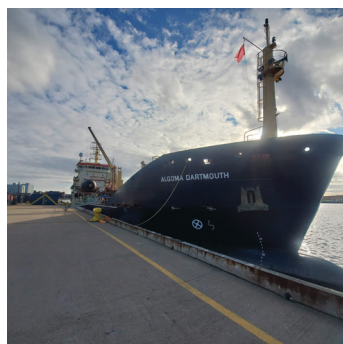
## A Great Lakes Sailor

### Catherine Schmuck Part 6

By Janis Stein

Join us in the continuation as Catherine continues her sailing adventures aboard the Thunder Bay.

After leaving the *Martin*, Catherine stayed in Sarnia a few days, and her sister, Lorraine, made the eight-hour drive to pick her up. She'd called in to register at the union hall, and they were driving home when her phone rang. It was Algoma. They needed somebody out in Sidney to join the *Algoma Dartmouth* for a six-day gig, seven tops. For Catherine, it was a no-brainer. They were going to pay her way to fly to Sydney, Nova Scotia, during covid when nobody was going anywhere. What did Catherine say? Yes, please!



*Catherine sailed for just a few days aboard the Algoma Dartmouth in the late fall of 2020.*

The realization of what she agreed to did cause a little anxiety. Sailing on a tanker on the East Coast was going to be fun – she loved the East Coast – but it also brought horrific thoughts of seasickness.

However, with Lorraine's encouragement and some over-the-counter medicine packed to combat nausea, Catherine was ready for her next adventure! And it was fun, a great little job preparing food for a crew of eight that afforded her the opportunity to travel.

The night before her job aboard the *Dartmouth* was complete, she received a phone call from CSL inquiring whether she would be willing to join the *Thunder Bay* in Dartmouth on December 1. Catherine was excited because she was already on the East Coast, so she'd have one week for a little vacation, albeit largely quarantined in a hotel but still a vacation.

Catherine spent about a month on the *Thunder Bay* and got off on the Magdalen Islands, located in the southern part of the Gulf of St. Lawrence; it was beautiful, even in January. Had it not been for sailing, Catherine would have never had the opportunity to visit the Magdalen Islands; not only was it very expensive but also Catherine hadn't even known this little piece of paradise existed. The shipping industry sometimes presented those opportunities of traveling to places that a person may never have elsewhere explored.

The captain approached Catherine the day before with his apologies. He was terribly sorry, he said, as he explained that it was very difficult to travel from the Magdalen Islands, and the plane was booked; Catherine would have to spend an extra 24 hours there until the next available flight. Catherine tried to contain her glee because that meant the shipping company would pay for her hotel room, and she had 24 hours to explore!

Catherine got off the *Thunder Bay* at 8 a.m., and the taxi she had called was waiting for her. She asked the taxi driver to stop, so she could take a photo of the ship. Then she saw something else and was about to ask the driver to stop again, when it occurred to her how ridiculous this was going to be, asking for repeated stops – perhaps she should rent a car and wondered about a rental place.



*Catherine spent about a month working on the Thunder Bay beginning in early December of 2020.*

Catherine uttered that thought aloud, and before she knew it, the taxi driver had called the car rental; the lady at the car rental asked them to wait because she wasn't at the store yet – she had just washed her hair! The experience was the epitome of small-town culture, and Catherine fully expected to walk in and see the lady's hair in curls! Catherine signed the

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See **SAILOR** on page 15



## SAILOR from page 14

appropriate papers and set off to explore; there was only one road running north and south, so she didn't need to worry about getting lost!

By January 7, 2021, Catherine picked up a one-week job aboard the *Algoma Canada* before she went home. She had pretty much worked from August 4, 2020, to January 14, 2021, with



**Catherine took this photo of the *Algoma Canada* on January 14, 2021, as she left the ship upon the completion of her job.**

only a few days off between each new ship. It had been a bit of a whirlwind, but she had such a good time, and the sailing life brings her great joy.

Back on land, Catherine had something else cooking. She was in the process of writing a cookbook titled *Ship to Shore Chef: Recipes & Stories as I Sail Through My Day*, and she intended to work on her book during the months of January, February, and March of 2021. When she returned to the lakes in August of 2019, Catherine couldn't believe how much she had forgotten about all the things that happened the first time she sailed, so this time she decided she was going to document her travels. She started off by sharing stories about her day and photos of the food she made with family and friends on Facebook. Destiny had been nudging her since she had been in the restaurant business to make a cookbook.



**The galley smells amazing on Sunday mornings, thanks to Catherine's cinnamon buns.**

She loves taking photos, but as she wrote about her daily excursions, she discovered something else, too: She likes to write. It occurred to her, then, that maybe creating a cookbook combining her sailing stories and her favorite recipes was, indeed, a good way to satisfy destiny's continuous nudge!

Catherine launched her Facebook page called Ship to Shore Chef, where she shares daily stories about her life on the lakes. When she's not in the galley, she's menu-planning, writing her daily stories, and replying to people who comment on her posts; she tries to respond to comments because she looks at it as such a wonderful opportunity to

get to know people. The people taking the time to comment love ships and love food – two things that Catherine holds dear. And since she's an extremely optimistic person, readers often find her posts uplifting and inspiring. Catherine can find joy in the smallest of details because she believes she is exactly where she is meant to be and will make the best of even the most difficult and trying days. No matter what, she knows she'll get to where she's supposed to be, so why not enjoy each day along the way!

Catherine took many of the photos for her book when she sailed on the *Algoma Hansa* for a year, and others, the *Paul Martin*. She also had her dad to thank for the many photos he had taken; plus, she had a good selection of pictures from the six years she spent on the *Desmarais* – and that made it easy for her to go back to the beginning, to share why she started this sailing life in the first place. Catherine approached writing a cookbook much the same way she's traveled through life – with a positive, can-do attitude and the patience to weather the unexpected, and often inevitable storms, that pop up along the way.



**A favorite lunch choice is sweet and sour pork and chicken vegetable stir fry.**

Where did her passion for creating good food come from? While she spent little time in the kitchen growing up because her mother was a stay-at-home mom and took care of preparing the family's meals, food was always part of every celebration. Catherine's mother and her maternal grandmother were great cooks, and Catherine's parents grew up during World War II when food was rationed: Everything went toward the war effort. In Catherine's home, the food on their plates was never taken for granted. Food was to be cherished and treasured, a concept instilled upon her from an early age, a concept that still holds true in her galley.

When Catherine first started sailing as a night cook on the *Frontenac* in 1981, she was doing short order, so she didn't have to consider how much food to make. When a sailor ordered a burger, she made a burger. But how does a chief cook offering up to three choices at any given meal determine how much to make for each option? For Catherine, it

often comes down to instinct. She can't recall ever having to tell a sailor, sorry, there's none of that left. She doesn't go overboard either to avoid drowning in leftovers, but she does use them to create new dishes so tasty that a person would be hard-pressed to realize that leftovers were an ingredient. It's a challenge that Catherine accepts creatively because her German background will not allow for waste.



To avoid wasting any food, Catherine makes it a point to get to know her crew, and in doing so, she plans ahead and thinks, *this sailor will have the first choice; that sailor will take this*. But every now and again, they surprise her. For instance, she once made six beef pot pies, and she just *knew* who would order them – and then someone came along and ordered a beef pot pie, and in Catherine's mind she was thinking, *but you're not on the list!* And then magically, one of the six on her mental list came along and ordered something else! The power of persuasion and leading suggestions play a role, too, tricks Catherine learned well in the restaurant business. A mere mention of how wonderful a particular dish is that day will have people happily ordering the same.

**A little comfort food: marinara sauce over penne pasta.**

Be sure to look for the continuation next month as Catherine compares how life and sailing changed between her first and second sailing stints.

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](http://www.shop.shiptoshorechef.com).

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## Harbor Beach Celebrates Summer!

Harbor Beach is hosting a plethora of events in August, both tried and true traditions and back by popular demand! Bring a lawn chair, and enjoy free **Live Music** at the beach on **Friday, August 5**, from 7 to 11 p.m. with *Even Steven 360* – local talent from Ubyly – who will be performing rock and originals. The **Biyakathon** on **Saturday, August 6**, starts at 9 a.m. at Lincoln Memorial Park and consists of a short course with a five-mile bike ride, a two-mile kayak race, and a 5K run and a long course that swaps out the five-mile bike ride with a 12.1-mile bike route – options for all ages and fitness levels. Race day registration from 7:30 to 8:30 a.m. is welcomed. All proceeds will benefit a local organization.

The race begins and ends at Judge James H. Lincoln Memorial Park. Bike, kayak, and run while enjoying the view – the world's greatest man-made, freshwater harbor. For more information, contact Mike Parker via phone at 989-712-0546 or email at [biyakathon@outlook.com](mailto:biyakathon@outlook.com).

**Live Music** returns on **Friday, August 12**, at the beach from 7 to 11 p.m., with music by *Wayward*

*Wind of West Branch*; they will be performing crowd favorites from various genres to entertain one and all. Don't miss the **Storm the Beach 5K Run/2 Mile Walk** on **Saturday, August 13, 2022**. Registration runs from 7 to 8:15 a.m. at Lincoln Park, with the race beginning at 8:30 a.m. The event is chip timed, and proceeds will benefit the Clarence and Loraine Braun Scholarship Fund.

The Storm the Beach event is in its tenth year and typically has about 100 participants who enjoy the atmosphere and beauty of the route. Runners and walkers utilize the bike path that leads them out onto the newly paved breakwall and back again, making this event a scenic journey for a good cause. The cost to register on race day is \$30. For more information, visit [runsignup.com/Race/MI/HarborBeach/StormtheBeach](http://runsignup.com/Race/MI/HarborBeach/StormtheBeach), call Debby Wruble (313-400-0913), or contact at Connie Davis by phone (810-300-1283) or email ([ccalhadavis@aol.com](mailto:ccalhadavis@aol.com)).

Runners and walkers are welcome to stay the day to enjoy all Harbor Beach has to offer. **Salsa Tasting** is back by popular demand from 11 a.m. to 2 p.m. Pick up your ballot at the Visitors' Center, and visit participating

See **HARBOR BEACH** on page 17

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## HARBOR BEACH from page 16

merchants and businesses to sample numerous varieties of salsa ranging from mild and traditional to spicy and hot! Salsa samplers will then vote on the best of the best!

The **Pirate's Motorcycle Run** also returns on **Saturday, August 13**, at Lincoln Memorial Park. Harbor Beach City Director Ron Wruble participated in the Motorcycle Run last year, riding his Harley-Davidson, and he plans to attend this year as well. Wruble recalled last year's happenings.

"[The Motorcycle Run] was an inaugural event for Harbor Beach last year. I enjoy short jaunts when the weather is nice, and we cruised around the county at our leisure and then met back at Lincoln Park for a barbecue and a band on stage at the waterfront."

Unlike some Motorcycle Runs, Harbor Beach's Pirate Run is not a scheduled run, meaning there are multiple stops, mostly located in eastern Huron County, but riders are welcome to choose to visit just some or all of the locations planned.

Wruble also commented on the many happenings in Harbor Beach throughout the summer, the volunteers who fill leadership roles, and the many improvements made throughout the city.

"Anybody who hasn't been to [Harbor Beach] for a while is totally surprised. So much has been transformed – the waterfront, parks, museums, beaches. We are in a state of constant upgrade, which bolsters events and recreational opportunities. Whether you live here or visit, almost

every weekend there's something going on, whether its bands on the beach or summer movies, and 99 percent of the [activities] are free," said Wruble.

Wruble also touched on the success of July's Maritime Festival in Harbor Beach, and the number of volunteers it takes to coordinate this large-scale event. "It's one festival, but in that festival, there are 20 different events with various committees chaired by individuals," explained Wruble. And dedicated volunteers who are happy to fill a role make all the difference.

Wruble also complimented Kelly Jo Osentoski, who serves as the Community Promotions Director for the City of Harbor Beach/Harbor Beach Chamber of Commerce. "Kelly Jo takes care of the website, advertising, flyers, and getting sponsors, and is on top of everything. She handles the details that need to be taken care of and does a great job," added Wruble.

Good leadership also looks toward the future, and the long-range plans for Harbor Beach's recreational opportunities are on-going. "We are taking care of what we have and expanding," explained Wruble, in reference to the upcoming expansion of North Park Campground. Wruble went on to explain that the

additional camping area won't be directly attached to the existing campground but annexed; the campground will be located on the waterfront next to the marina, and the city already owns the parcel with plans to get shovels in the dirt within the next year or two.

August offers additional attractions in Harbor Beach, from its iconic **lighthouse** (tours available) and weekly Friday **Farmers' Market** from 12 to 5 p.m. to the treasures found at the town's various museums, including the Grice House and the Frank Murphy Museum – and the **museums** are appreciated by all ages. The Frank Murphy Museum hosts a Dolly and Me Tea (August 9), a tea party designed for five- to nine-year-olds (along with their dolls), and a Tween Tea (August 16). Call Sheila Eddy at 989-864-3817 to register and for more information.

Harbor Beach is a beautiful shoreline community; mark your calendars for these many August events, and enjoy all that Harbor Beach has to offer!

See **HARBOR BEACH** on page 18



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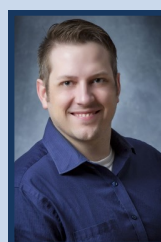
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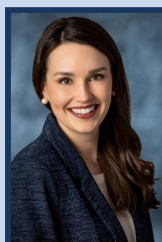
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**HARBOR BEACH** from page 17

To learn more about upcoming events, visit [www.harborbeachchamber.com](http://www.harborbeachchamber.com) or [harborbeach.com](http://harborbeach.com). For more information about the Pirate's Motorcycle Run, contact Gary Booms at 989-550-7712. To book your lighthouse tour, please visit [www.harborbeachlighthouse.org](http://www.harborbeachlighthouse.org). Some of the above event information is tentative and is what was available at press time.

While you're in Harbor Beach, please remember to support the businesses that made these pages possible. Tell them you saw their ads in The Lakeshore Guardian!



**Ryan Nyquist**  
BMX Athlete

**MUTINY** from page 11

thrown overboard Monday afternoon the distressed vessel was pulled off by the tug Sweepstakes, when the fuel was again taken on board. After piloting the tug into safe water the crew returned to the station. They had worked, steadily for twenty-five hours, less two taken for rest. The boys deserve great credit for their pluck in taking hold of the irksome work in the manner they did, proving themselves to be more than mere "Carpet Knights."

June 28, 1883: "The tug Dave and Mose got on the reef near Huron last Sunday, and on account of the dense fog could not find her way off, and



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after plumbing about for several hours she finally whistled for help, and Capt. Morgan and his crew, of station No. 2, came promptly to her assistance and piloted her off without more ado. The captain and crew are loud in their praises of the station keeper and his boys."

May 31, 1883: "Mr. Editor—Allow me to use a small space. I wish to extend my heartfelt thanks to Capt. Morgan of L.S. Station No. 2 for the assistance of himself and crew in righting a water logged lighter, also to Capt. Dues of No. 1 for taking my boys off the scow during the big gale."

July 19, 1883: "The wind storm which passed over the northern part of this county last Monday night, and of which our Port Hope correspondent gives some details, did but little damage on the lake so far as we can learn, and did not cover a great extent of country. At Port Austin a shower of hail stones as large as walnuts accompanied the storm and caused great destruction to window glass. The scow Northwest, of this place, Lyman French, skipper, was off the Pt. aux Barques light when she was struck by the tornado, breaking away her head rail and receiving other damages which rendered her unmanageable. The keeper and crew of Point Aux Barques life saving station boarded her and took her in charge and succeeded in getting her over the reef and to the dock at the station, where she was furnished with necessary repairs. Mr. French is of the opinion that if there are any better men in the service than Capt. Morgan and his crew they are few and far between. At this point the raging of the elements in the north and northeast was visible, but the storm did not reach far enough south to cause any trouble here." **These four previous notices in the newspaper are indeed high praise for keeper Morgan and his crew.**

Watch for the conclusion next month to learn more about an insightful account of Morgan's life as a keeper at a remote station on Lake Superior.

Captain Ron Burkhard is the author of *The Pointe Aux Barques Lighthouse: A Comprehensive History* Written by a Native Son, which is available for sale at the Pointe aux Barques Lighthouse Museum gift shop. To share life-saving station information or article feedback, you may reach the author at 231-313-7085.

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## Guardians of Freedom

### Saluting Those Who Served

#### The Ullmann Brothers, Remembered Karl and Ralph Ullmann in World War II Part 2

By Janis Stein

Join in the continuation to learn of an 18-year-old Dutch girl's letter to Mrs. Ullmann and her promise to look after Ralph's grave, his body buried in the American Cemetery in Margraten, as well as the details of Karl Ullmann's service.

Back at home, months went by with no closure but guarded hope. The Ullmanns learned that Ralph was missing – but had he survived the plane crash and been captured, or had he paid the ultimate price?

Six months after Ralph's plane was shot down, a local paper dated June 1, 1945, ran the headline: Ralph Ullman Killed in Action Nov. 30. The brief announcement left no room for further speculation. "Mr. and Mrs. Adolph Ullman, of Minden City, were notified by the War Department on Friday that their son, Ralph Ullman, had been killed in action in Germany on November 30, 1944. Mr. and Mrs. Ullman had been previously notified by the department that their son was missing in action [*sic* – Ullmann]."

Sgt. Ralph Ullmann was awarded the Air Medal and Purple Heart.

Although the Ullmanns did not have their son's body to bury – he was recovered and buried in Holland – a memorial service was held on Saturday, June 16, 1945, at Sts. Peter and Paul Catholic Church in Ruth. Rev. Frank Kaufmann, pastor of the parish, officiated. Members of the Burhans-Hagedon American Legion post of Harbor Beach attended the service, as

did area soldiers who were home on leave.

As the summer months turned to autumn, Ralph's mother, Genevieve, received a letter from a young woman in Holland, which surely provided some measure of comfort. The letter, in its entirety, follows.

\*\*\*

Eygelshoven, Sept. 1, 1945.

Dear Mrs. Ullmann:

It must have been a surprise to you to get a letter from Holland. I'll try to explain it to you. Today I visited Margraten or better, I visited the American military cemetery, near the little town. It was the first time I was over there and I got the idea to adopt a grave. You know, 30,000 American boys are buried here and many are unknown. Well, I found a dog tag with the name, Ralph Ullmann, and under his name, I found out yours. I hope you will understand now everything.

Dear Mrs. Ullmann, I can't find words of consolation because I do understand that it must be for you such a very, very sad loss. Just remember always this your boy is buried in Holland and there will always be a person who will take care of his grave. Plant flowers on it and who will visit it.

One of the guards told me that your boy was buried at Margraten in June 1945. He was killed in action in the Siegfriedline. He did

not know what time but maybe you know that? The Siegfriedline started only one mile from my home, (we are living near the German border), so you can understand that we know what war means and how thankful we are to all those American boys who were killed to give us and the whole world the peace. He fought to give us a better world and he has given everything for that. I hope that you will understand now also why I think it is my duty to do this for you and your boy.



*This cross, which reads, Ralph G. Ullmann; T Sgt 337 Bomb Sq 96 Bomb Group (H); Michigan Nov 30 1944, marks his gravesite in the American Cemetery in Margraten. His grave is located in Plot L, Row 19, Grave 8. Courtesy of [www.findagrave.com](http://www.findagrave.com).*

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See **BROTHERS** on page 25



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## Old Man Dying

Part 2

By Charlie Steel

*Join in the continuation as Western writer Charlie Steel shares the orchestration of an unexpected partnership between a war-torn cowboy and a country doctor who has his own problems that will soon need to be addressed.*

"You wanted to see me?" asked Danny Fisher.

"Yes," answered the doc.

"What's it about? You're not happy with my work?"

"No, just the opposite."

The doctor attempted a smile, making his wrinkly old face turn up in a surprising expression of warmth.

"Pepe told me you more than paid me back."

"Then what is it?" asked the cowboy.

"Pepe can't stand the pressure of all the work you're doing; he wants you off the place."

Danny Fisher looked up at the doc in shocked and disappointed surprise.

"He wants me off the place? Because I work...?"

"Calm down, son," said the older man, who actually laughed. "You know, people surprise me all the time. Now, when I first saw you, I thought you were a no-account drifter, not worth..."

A dignified older Indian woman in a plain print dress came onto the porch with a tray and two cups of coffee. Next to the coffee were plates with large slices of cake. The two men sitting on the porch thanked her, and she disappeared back into the doctor's quarters.

"Take Rosita there," said the doc. "She's genuine one hundred percent Cheyenne. Showed up at my door one day, looking for food and work. I had my doubts but took her in. You know, she's the best darn cook I ever had. She can boil a good cup of coffee, and she's the one who cured those infections.

Turns out she knows a heap about Indian medicines and remedies. She brewed up several plants, and that's what we applied to your back. Since she came to work for me, I haven't lost a patient."

"You say Pepe Lopez wants me off his place because I work too hard?"

The doctor laughed and slapped his knee. Then he picked up a fork, took a bite of cake and a sip of coffee. After a long pause, he answered the young man.

"Don't pay attention to Pepe. A man like him gets set in his ways, and he doesn't like change. Especially on his own place."

"What will I do now?" asked Danny in a dejected tone of voice. "I don't have a red cent to my name."

"Why don't you start by telling me more about yourself. You haven't told me much."

"Well, Doc, there's some things a man don't..."

"Why don't you tell me about how you came to fight in the war."

"I was young and foolish, full of all the wrong notions. I thought it would be a

grand adventure..."

"Didn't turn out that way, did it?"

"No..."

"There isn't a morning...a day...a night... that the images of that war don't come into my head," said the doctor.

"I know," replied the young man. "The nights and the dreams are the worst. Can't shut the images off then."

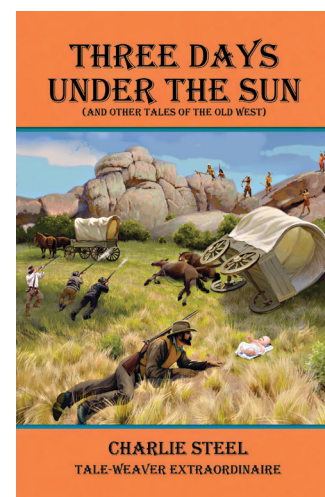
"That war was an awful thing," said the doc in a low stern voice. "It killed and wounded a lot of men, tore the nation apart...scarred a generation."

"Yes, it did."

"Well, Danny!" said the doctor, suddenly changing the subject. "Eat your cake and drink your coffee! I want to talk to you about something, but before I do, tell me about your folks - where you came from."

There was a long silence, and neither man spoke. Several ranchers' wagons rattled up the main street of the small dusty town. The rising sun began

See **STEEL** on page 21





## STEEL from page 20

to throw light on the porch, and the old doc seemed to turn his body to it and welcome the extreme heat.

“Doc, I don’t want to talk about it.”

“As bad as all that? Pepe tells me you know a lot about farming and that you’ve been around pigs before.”

“If you must know,” sighed Danny.

“Yes?”

“My old man, he owned a farm back east, ran mostly milk cows. If you know anything about that – up in the morning and work to dark, attend to the pigs, the chickens, the cows. Done that ever since I was a little kid. Regular as clockwork, and I came to hate it.”

“Yes?” said the doc. “Go on.”

“I grew up shoveling manure, milking cows, slopping hogs, doing farm work. When the war came, I talked of joining. My old man was hard to deal with. He wouldn’t have none of it. Told me it would be a sin to take up a gun and kill my fellow man. I was young, didn’t see it that way. We argued, I left, and he told me to never come back. So after the war, I drifted....”

“And that’s how you know about farming?”

“Yes.”

“And once you got started at Pepe’s,” said the doc, “you discovered you liked the work – that you were good at it.”

“Yes! How did you know?”

“By the way Pepe described your work. He told me you asked who owned the land next to his place.”

“Yes, I did. I thought maybe....”

“That you could work that land, maybe put up a dam, sink several wells, plant more corn, raise more hogs.”

“Why, yes!” said Danny. “Not just hogs but a few steers. And horses. I always wanted to raise horses. I thought about breeding Morgans with Mustangs and get a better riding mount....”

The doc held a cup of coffee in his hand. His wrinkled face was smiling, and it actually made his sour expression completely disappear. Danny Fisher looked at the old man in wonder.

“Well!” said the doc. “Sounds like you got ideas and a good head on your shoulders. How about if you and I become partners? I just happen to own that land, far as the eye can see, clear to that ridge of mountains back yonder.”

“But Doc,” said Danny with surprised wonder in his voice, “it would take money to....”

“You supply the plans and work, and I’ll supply the funds.”

Again, there was a long silence. Quietly and efficiently, Rosita returned with a fresh pot of coffee and this time with a tray of cookies. When she took up the two forks and empty plates, Danny saw her smile and wink at him.

“Well!” shouted the doc. “Don’t just sit there with your mouth open! Tell me what you think!”

“Doc, how could you trust a drifter like me? Why would....”

“Pshaw! Hasn’t Pepe Lopez given me a good

report? Didn’t Rosita and I doctor you when you had the fever? Didn’t we hear you go on about your ma and pa and your kinfolk back in O-hi-o? Can’t an old man know when he’s met a good, decent, hard-working young fellow?”

“I don’t know what to say. It’s more than I ever dreamed....”

“Say yes!” called Rosita from inside the house.

“You see!” said Doc. “Even Rosita agrees.”

“All right,” replied Danny Fisher, putting out his hand. “You got yourself a deal.”

The old man smiled, and his homely, wrinkled face again changed into a pleasant visage. The two men shook hands. Then, quite suddenly, the oldster began to cough. Out came the white handkerchief, and afterward, there was blood on it. Danny stared in stony silence.

“Kid, it’s no surprise to anyone. I got the cancer.”

“How long...?”

“It’s been coming on for quite a while. Who knows about these things? I got maybe a month, maybe six; that’d be my professional opinion.”

“I see,” said Danny. “And what about our agreement?”

“Well? What about it?”

“After, who would get your half?”

“I don’t have a living relative. You just take Rosita and have her work for you. Will you promise me that?”

“I will. Is there anything else?”

“Now that you mention it,” replied the doctor. “There’s a Saturday night dance coming up. You missed the other ones working out at Pepe’s place. Now there’s a young lady I’d like you to meet. She runs a little dress shop in town. Twenty years ago, I brought her into this world myself. Her name’s Margaret, but everybody calls her Peggy....”

“Doc!”

“Well? What’s wrong? Can’t an old man look after people he cares about? Before it’s too late? Oh, and by the way, here’s your lucky coin back.”

The old man pulled the pierced gold coin from his pocket and handed it to Danny.

“Doc, you’re not at all what you pretend to be.”

“Careful boy! Watch what you say, or you’ll git me all riled!”

From inside the doctor’s quarters came the warm laugh of Rosita. On the opposite side of the street, a pretty young woman in a smart dress and hat stepped out of the mercantile. She was carrying a basket of food items.

“In case you’re interested,” said the doc in a teasing tone of voice, “that’s Peggy!”

*Charlie Steel is a western novelist and internationally published short story writer. Find this story and other great western tales in Steel’s new book, THREE DAYS UNDER THE SUN: (And Other Tales of the Old West), which was scheduled for release in late July and will be available in paperback (\$12.95), ebook (\$2.99), and hardback (\$24.95.) Learn more about Steel’s work at [www.charliesteel.net](http://www.charliesteel.net).*

## The Monarch

By Allison Stein

The monarch  
Lay motionless on the ground:  
Its antennas draped down,  
Its wings still.

My heart had broken  
For a creature I had never seen but yet  
had known,  
And invisible tears gushed from my eyelids  
And onto its body.

Its wings slowly weathered down.  
I wondered if its memories were the same  
As I imagined its last regrets, its last  
goodbyes, its last dreams.  
I witnessed its last breath.

The monarch,  
Its lacy wings abandoned,  
Its antennas sensing nothing,  
Its soul still flying in the breeze.

Allison Stein is the author of three poetry books. She blogs about her journey as a writer and writing consultant at [www.allisonsteinconsulting.com](http://www.allisonsteinconsulting.com).

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*From the Blues Festival and Civil War Days to the Farmers' Market and the Antique Boat Show & Vintage Festival, Port Sanilac is brimming with action during the month of August! Enjoy the 8<sup>th</sup> Annual Port Sanilac Blues Festival on Friday and Saturday, August 5 and 6! This weekend event will offer free fun from noon to midnight, featuring the tunes and performances of 11 bands: Sweet Willie Tea, Whiskey Bottle Blues, Rhett Yocom, Carl Caballero & The Wreckage, Jake Kershaw, Motor City Josh & The Big 3, Erich Goebel and the Flying Crowbars, The Jim Cummings Band, Kathleen Murray Band, DeRose' Rock & Blues Band, and Erin Coburn!*

In addition, tour the Sanilac County Historic Village & Museum and take in Civil War Days on Saturday and Sunday, August 6 and 7! Learn about the soldiers who battled during the war, and see history come alive on the museum grounds! This popular event, with a nominal admission fee, gives a glimpse of life as it was 150 years ago when the nation was engulfed in the Civil War and features drills, battles, and skirmishes by Civil War enactors. This living history is a

See **PORT SANILAC**  
 on page 23



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## PORT SANILAC from page 22

must-see with an artillery and infantry camp, re-enactments, campfire cooking demonstrations, original artillery pieces, civilian needlework, and daily battles! New this year, meet the reenactors from the 102<sup>nd</sup> U.S. Colored Troops Company B, and enjoy live music from the Civil War era. The event is also a teachable moment for the children, who will have the opportunity to participate in military drills, complete with wooden muskets and caps. Come hungry! Food and drinks will be available for purchase by Kelly Joy's Smokehouse.

Mark your calendar for **Friday and Saturday, August 19 and 20**, for the **Antique Boat Show & Vintage Festival** at Harbor Park. Registration begins at 1 p.m. on Friday, and at 6 p.m., view the boats both in the water and on land. At 6 p.m., get a sneak peek walking tour as the Tin Can Tourists "Light up the Night." Don't miss the Captains' Reception (for camper and boat owners), which runs from 6 to 10 p.m. at Blue Water Sports Bar.

On Friday from 1 to 4 p.m. and Saturday from 9 a.m. to 5 p.m., purchase tickets at the park to enjoy tours of the Port Sanilac Lighthouse and the Sanilac County Historic Village & Museum.

Start the day early on Saturday, August 20, at 8 a.m. with coffee and doughnuts, located in the Harbor Park area. The **Classic Car Show** on Main Street runs from 9 a.m. to 3 p.m. (rain date, August 21), so be sure to check out these fantastic cars that are bound to stir up some nostalgic memories! Gift bags will be available for the first 50 cars, and 20 awards will be distributed! For more information,

contact Doug Tobi at 810-404-8062.

The Vintage Travel Trailer Displays will take place from 9 a.m. to 5 p.m., and a wide variety of food vendors will be on hand to tantalize your taste buds along the street to the harbor and will be open for business beginning at 11 a.m.; from 1 p.m. to 4 p.m., enjoy live music by the band *Middle Age Crazy*. Satisfy your sweet tooth at the 2 p.m. Ice Cream Sundae Social, and don't miss the Awards Ceremony for all classes at 4 p.m. Stay the evening and enjoy music by *D. H. S. Oldies Band* from 7 to 10 p.m.

The 2022 Port Sanilac Blues Festival, Civil War Days, and the Port Sanilac Antique Boat & Vintage Festival are interesting and fun events – don't miss an opportunity to enjoy this great entertainment!

Additional August activities in Port Sanilac include the **Yard Sale Trail** on **August 12–14**, and don't forget the **Farmers' Market**, open on Fridays from 2 to 6 p.m. through October!

*For more information about the Civil War Days and additional special events during the month of August at the Sanilac County Museum, call 810-622-9946 or visit [www.sanilaccountymuseum.org](http://www.sanilaccountymuseum.org).*

*For more information about the 2022 Port Sanilac Blues Festival, Port Sanilac Antique Boat Show & Vintage Festival, and additional Port Sanilac events, please visit [www.portsanilac.net](http://www.portsanilac.net). (All Boat Show events are subject to change per weather conditions and other unforeseen circumstances; additional attractions, food, and activities may be added.)*

*While you're in Port Sanilac and beyond, please be sure to visit the businesses that made these pages possible! Please let them know you saw their ads in The Lakeshore Guardian!*

## Sunken History & Maritime Treasures

### I Am a SHE: The Lighthouse *Huron*

By Kathy Covert Warnes



*The Huron Lightship is moored in Pine Grove Park in Port Huron, Michigan. Photo courtesy of Port Huron Museums.*

I am the Lightship *Huron*. I am an old-school *she*. Maritime tradition has it that ships have been called *she*, symbolizing goddess and mother figures who protect ships and sailors. Permit me to point out that the same maritime traditions considered women on board ship bad luck, a stigma that might have originated from the amorous instead of protective instincts of the male sailors on land! The girl in every port syndrome! The *she* tradition is changing. Lloyd's List, reporting shipping news since 1734, began referring to vessels as "it" in 2002, and many maritime news sources have followed suit. I have not. I am an unapologetic *she*.

I am a seaworthy *she*, although now retired at my port of call, 800 Prospect Place in Port Huron, Michigan, I may be visited daily from 10 a.m. to 5 p.m. during my summer cruise from Memorial Day to September 18. My fall hours, 10 a.m. to 5 p.m. on Saturdays and Sundays, are on watch from September 19 to October 31.

This year of 2022, I and my colleagues enjoyed a gangplank admission charge of zero when people decide to board me for a voyage of discovery. The City of Port Huron and numerous corporate sponsors donated the funds to make it possible for the four Port Huron Museum sites to offer free admission for a year, beginning April 1, 2022. There is one slight swell in this calm sea, or maybe I should call it a rogue wave! There is a nominal fee for guided tours of the lighthouse and featured exhibits such as Discovery City.

A historical marker near where I kept watch for 40 years touches on my story, but I am here to tell you the

See **HURON** on page 24



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## HURON from page 23

whole story. After being commissioned in 1921, I began my career as a relief ship for other Great Lakes lightships, first serving in northern Lake Michigan. In 1935, I came to the Corsica Shoals, the shallow waters six miles north of Port Huron. For decades, I watched and protected vessels and warned them about the shoals that fooled unwary captains and pounced on unsuspecting ship bottoms. I guided countless ships safely into the dredged channel leading into the St. Clair River.

After 1940, I was the only lightship on the Great Lakes, and I rode the wheel and waters until 1970, when the Coast Guard retired me. After a year of roiling waves and several port offers, I came home to the city of Port Huron.

Have I got some yarns to spin for you! Listen to the waves slapping my sides and listen to my voice in the creaking of my joints. (After all, I am 104 years old if you count my birthday from the laying of my keel in 1918!) Let me tell you how sailors welcomed the sight and the light of me and my sisters when they were sailing the lakes. My history and my family tree go back to the nineteenth century. In 1832, my ancestress the wooden lightship, *Lois McLain*, earned the title of the first lightship on the Great Lakes when she anchored at Waugoshance Shoal, a dangerous obstruction near the Straits of Mackinac.

I was one of three lightships called the *Huron* Lightship. Carrying on the family shoal tradition, I was the third lightship to mark Corsica Shoals, establishing a tradition that ranged from 1893 to 1970. I replaced a gas buoy that failed to measure up to nautical standards. I am proud to report that I carried a crew of 11, and my beacon affixed on top of my mast shone for 14 miles over the water on clear nights. In pea-soup weather, my foghorn powered by steam blasted a three-second warning every 30 seconds.


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A red lightship with white lettering spelling out "Corsica Shoals" on her sides and a wooden hull was the first of the three *Huron* Lightships. She was christened *Lightship No. 61*, and she served from September 1893 until 1921. In 1921, the second, *Lightship No. 96*, replaced *No. 61*.

I am the third, and here is my life story. The Consolidated Shipbuilding Company in Morris Heights, New York, built me at the cost of \$147,428 and christened me *Lightship No. 103*. When they laid my keel in 1918, I measured 96.5 feet long, 24 feet in the beam, drew 9.5 feet, and weighed 312 tons. A single compound steam engine powered by two coal-fired Scotch boilers that produced 175 horsepower moved me over the waves and shoals.

After my commissioning in 1921 as *Lightship Number 103*, my first duty tours were in southern Lake Huron close by Port Huron and the mouth of the St. Clair River, my retirement home. I spent the 1924-1926 seasons lighting Grays Reef and returned there in 1929. Grays Reef was one of my most difficult assignments, because of location, location, location. These reefs are located on the northern end of Lake Michigan and are made up of several rocky patches covered by just five feet of water. They have caused many ship disasters, but I can honestly say I prevented as many!

For the 1934 and 1935 seasons, I was assigned to the North Manitou Shoal, and in 1935, I was transferred to the Eleventh District for one year serving as a relief ship. The year 1935 also was monumental because I was repainted with the starboard side painted red and the port side painted black with *Huron* lettered on both sides. After 1945, I was the only lightship painted black. My equipment included one acetylene lens lantern, a 10-inch steam whistle foghorn, and a hand-operated bell. I was transferred to Corsica Shoals.

Even though I rode the waters and aged well, in 1949, I voyaged to the Defoe Shipbuilding Company of West Bay City, Michigan, for remodeling and refitting to diesel power with twin six-cylinder engines. After this makeover, I could attain the top speed of nine knots or in landlubber's terms, 10 miles per hour.

I weighed my anchor for the last time from Corsica Shoal on August 20, 1970, and I was decommissioned at Detroit on August 25, 1970, and transferred to the city of Port Huron in June 1971. My replacement: an unmanned warning buoy light. IT is definitely not a SHE.

While I waited to be transferred to state ownership, my engines were damaged, but local companies and volunteers funded their restoration. The restored engines

powered every part of the *Huron* from lighting to foghorn, which generations of residents have called Old B.O., mimicking its sounds. The engines are operated every 30 days.

I am well-preserved, and as I told you, my light and foghorn are on board and operating. An amateur radio station NM8GS operates from me, and I am officially appointed Amateur Radio Lighthouse Society No. USA-394. I also carry an extensive collection of historical artifacts, including numerous model ships. I also feature a camera positioned on my bow, which displays a live feed of the St. Clair River bottom.

I am the last survivor of my family, the smallest surviving lightship of the 96-foot class. My honors include listings on the State Register as of May 17, 1973; a state historical marker placed in 1973; listed on the National Register of Historic Places in July 1976; and listed as National Historical Landmark in December 1989.

Despite my family pedigree, I consider my greatest life achievement the lives of the generations of mariners that I helped reach shore safely. I remember the generations of sailors who served aboard me, including Donald J. Throw of Woodstock, Illinois, one of the many Coast Guardsmen who served on the Port Huron Lightship. He served aboard me during and after World War II, and while he lived in Port Huron from 1984 to 2001, he was actively involved in the restoration of the Lightship *Huron* after its decommissioning.

My greatest tragedy is the 1958 loss of seaman Robert Gullickson, of the U.S. Coast Guard, who drowned when a wave swamped my tender that he and a fellow Coastguardsman were navigating to shore. He was the only casualty during my many years of service, and I urge you to come aboard, visit his memorial, and honor his memory.

I am well-preserved, well-aware, and well-spoken. Come aboard, visit me, and witness for yourself! I am a SHE!

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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## BROTHERS from page 19

I should like it very much to send you a photo from the grave and from the cross with the dog tag. But to my regret is that provisional impossible because we can't get photorolls since 5 years. As soon as we can get them again, I'll make them.

There is still one thing I should like to ask you. Do you mind to write me something about Ralph. It is so much easier for me to think and to pray for him when I know something more of him.

I am a Dutch girl, 18 years old. Last year I finished high school and now I am still home. Next year I hope to go to a school for welfare work. We are Roman Catholic.

Mrs. Ullmann, I'll never forget your boy, nor in my prayers, nor in my care of his grave.

God bless you.

Truly yours,

Cecile Edix Hoven.

Rimburgeerweg L

Eugelstoven, Holland.

\*\*\*

**Karl Ullmann** was born on November 26, 1922, and he and his younger brother, Ralph, did much together as they went through life. They graduated the same year from the White Rock country school in Huron County's Sherman Township. They graduated together in 1942 from Harbor Beach High School. They entered the service together on July 9, 1943, and

completed their training as tail gunners in the Air Corps together. In Germany, they both served as gunners and participated in the Eighth Air Force bombing attacks on Nazi war targets.

It must have been heartbreaking for Karl when he learned his brother, Ralph, had been killed in action on November 30, 1944. Perhaps that knowledge fueled his ambition. A January 1945 newsclip reported that Tech. Sergeant Karl Ullmann "recently was given a 'recess' from aerial warfare at an Air Service Command rest center, an English seaside resort...where America's airmen who provide aerial cover...relax between missions. After seven days, he returned to his combat station. Sergeant [sic] Ullmann has completed 17 missions over Nazi dominated areas."

The fighting was continuous and intense. By the end of April, Karl had completed 35 bombing missions over enemy territory.

An April 27, 1945, newsclip stated that Karl "flew as top turret gunner on a B-17 Flying Fortress of the 96<sup>th</sup> Bombardment group"; Ralph had also been a member of the 96<sup>th</sup> Bomb Group. The newsclip went on to state that the 96<sup>th</sup> Bomb Group had been "in the successful Eighth Air force attack on the key rail junction at Kitzengen, Germany, for which the group was commended by Major Gen. E. E. Partridge, commanding general of the Third Air division.... [Karl] received his wings at Kingman, Ariz., in April, 1944. He went overseas in September 1944 and has completed 35 missions. He is expected home soon." Colonel Robert W. Warren,

group commander, awarded Karl a fourth Oak Leaf cluster to the Air Medal for "meritorious achievement" for his participation in the Eighth Air Force bombing attacks on German war targets.

In May 1945, Karl spent part of his furlough with his parents, and on May 12, 1945, Karl Ullmann married Rita O'Neil, daughter of Frances (Artman) O'Neil and the late Joseph O'Neil. The ceremony was held at Sts. Peter & Paul Catholic Church in Ruth, and the bride's uncle, Rev. Father George Artman, officiated. After a brief wedding trip, Karl reported for duty in California on May 25, 1945.

Karl survived the highs and lows of war and, after, returned for a time to Sherman Township in Huron County. It must have been a glorious yet difficult day when Karl and Rita named their firstborn son after Karl's brother, Ralph J. Ullmann, the namesake of Ralph G. Ullmann, was born on March 30, 1946. Sadly, the baby died just 16 days later and was buried at Sts. Peter & Paul's Cemetery in Ruth. The couple went on to have six more children and many good days together before Rita died unexpectedly in 1970 at the age of 44. Karl died in 1987 with the knowledge that he had served his country well.

*Be sure to look for the conclusion next month to learn of the efforts by a group of people determined to find photos of World War II veterans, such as Ralph Ullmann, to be placed on placards next to their graves as part of the "Faces of Margraten" project.*

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## BUCKS from page 1

green weeds poking through. Once a bed of small green weeds appear, we hit the plot with a diluted mixture of commercial weed killer. Our next step is to add fertilizer a few weeks prior to planting. We might purchase a commercial food plot blend from a reputable company, or we could make our own mix consisting of turnips, soybeans, radishes, clovers, or alfalfa.

Even though the crop doesn't fully mature, it does provide tender young plants for deer to browse on during the prime months of hunting. However, this season's plan has been altered to save both time and money. We worked the past plots in July, per our norm, and will provide a once-over with weed killer. Instead of fertilizing our plots, we have chosen to plant a seed mix of our own that contains winter wheat, oats, buckwheat, and sorghum. Our soil is conducive to these hardy grains without the aid of fertilizer, thus cutting out a significant cost. In addition, the seeds themselves for this mix are also generally cheaper than other food plot seeds. The end result, with help from nature, is several plots that provide plush, green browse.

The next step in cutting costs this deer hunting season is in regards to the purchasing of new hunting blinds or stands. Begin by taking inventory of all blinds and stands that are already in use, as well as any blinds or stands that are currently inactive but could be used. Obviously, the number one priority when assessing the effectiveness of a blind or stand is safety. Don't gamble on a stand being safe; test the workings prior to use. One strategy is to use natural materials in the construction of a new hunting blind. Branches, logs, and brush not only blend into the surroundings, they are also free. It's



*Two whitetail deer browsing in a food plot consisting of winter wheat and oats.*

not a good idea to create a treestand using all natural materials, but it can be very effective for ground blinds. I have taken deer from hastily made teepee-style deer blinds constructed from fallen branches, and I have also had success hunting from shack-style blinds made from logs. Nature materials can also be used to brush in existing blinds to improve the concealing properties of the structure.

The third area for cutting costs this deer hunting season is connected to the purchasing of hunting supplies. For many deer hunting enthusiasts, the buying of hunting supplies is similar to a kid in a toy store. We "need" everything we see, and even some we've heard about. Some of those supplies are items that are used up during the season, such as broadheads, ammunition, cover scents, insect deterrent systems, fuel sources for heaters, and batteries for trail cameras and flashlights. Buy those items all in one shopping trip, and the cost

might overwhelm you. A cost-cutting measure is to meet with all the members of your hunting party or hunting family and work together to order these items in bulk. Not only does the bulk order drop the cost, but splitting the cost and the supplies may bring on the realization for the group that we don't need as many supplies as we thought.

Finally, a cost-cutting measure that some deer hunters might consider this fall is to process your own deer. We are blessed in the Thumb area with many superb commercial deer processing businesses who do super work. However, deer processing fees can add up throughout the course of a season. It will take some basic tools if you plan on processing your own protein: good knives, cutting boards, and some way to store the processed meat. We have processed our venison for decades, and most of the work is done with filet knives. Freezer paper and freezer tape can help keep the quality of the meat at a high standard, while some home processors prefer freezer bags or vacuum sealer systems to meet their needs. While there are tons of videos and tutorials available to teach about processing venison, I am old-school and prefer the mentor system. The mentor system requires someone with experience, preferably years, who is willing to teach others the art of venison processing.

Hopefully, some of these cost-saving tips will help you stay within your annual deer hunting budget. Remember, never skimp on safety, and always check with state hunting guidelines to ensure your cost-saving measures are on the up and up. Be sure to share any cost-saving tips you have with your friends and neighbors around the campfire this fall; that way deer hunting expenses won't require a loan this hunting season.



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## RAILS from page 3

companies to make the main move happen proved to be somewhat of a challenge. Early on in the process, veteran trucker and car mover Mark Kalis had been brought in to help consult and coordinate on that portion of the move. As long-time readers will remember, the author has worked with Mark and his son Danny on numerous similar moves in the past, several of which have been documented in "Thumb Rails." Mark had very often handled the complete move of equipment by himself in the past, but given the complications involved and the tight schedule, it was decided to use an outside trucker for a least a portion of the move. This trucker would then coordinate with Mark, who would oversee the loading and unloading, and in turn carry the wheelsets over to Port Sanilac once the lift had taken place in Flint. All this being said, our project ran into the same problem that our economy as a whole has run into, namely dealing with issues related to the tight supply chain. In our case, this was related to coordinating with a trucker who could actually make the move. Multiple entities were tried, only to drop out due to scheduling and lack of qualified drivers and rigs. Sadly, Utz's original plan to have the car moved by Memorial Day came and went. As the last week in May began to wind down and June loomed ever closer, real frustration set in on the part of everyone involved with the delays.

Finally, Utz and Mark were able to coordinate with a trucker out of Newport, Michigan, and a new move date of May 31, 2022, was established. Once this new date was cleared with both crane companies and Lake States Railway, the owners of the yard area in Flint where the car was located, work began to prep both sites for the move. In Flint, several things needed to be removed from the car due to height restrictions of the route the car would take to Port Sanilac, as well as the need to remove some of the brake rigging from underneath the car, so it could sit properly on the lowboy trailer once lifted off its wheels. In the meantime, a more period-appropriate set of wheels was acquired through an agreement with the Steam Railroading Institute of Owosso, Michigan. While not duplicates of the type that would have been under the car, they were roughly the same age, having been constructed for Department of Defense tank cars during World War II.

As May 31, 2022, dawned, the crane and lowboy

truck arrived and began set up for lifting the car off its wheels and onto the trailer for transport. Your author, who had worked third trick (midnight shift) the night before, was also there, albeit a bit later than some of the others. Also on site were Mark Kalis and his wife, Utz Schmidt and his wife, Aaron Farmer of the Steam Railroading Institute, and several representatives of the Lake States Railway. Per a request by Dawn Malek of the Sanilac County Historical Museum, I was also there to document the lift for the museum's social media pages, as well as to notify them of the estimated time of arrival of the car. The crane and blocking were in place by roughly 10 a.m., and by 10:30 a.m., work had begun to secure the straps to the body of the kitchen car. To keep the straps from sliding inward or outward during the lift, a device called a "spreader bar" was used, which also helped to distribute the weight evenly across the car body for the lift.

At approximately 11:30 a.m., the lifting of the car body began. This lift was in essence in three parts: 1) lift of the car body off its wheels; 2) a move to swing the car around and correctly position it over the lowboy semi-trailer; and 3) the final lowering of the car onto the semi-trailer. Rarely are all three of these movements perfectly set, but in this case, we were somewhat lucky, as the first two moves went seamlessly. The final portion of move took some finagling, as we soon found that a couple more items needed to be moved to get

the car body to sit level on the trailer. This was done with the help of Mark Kalis and his trusty blowtorch, allowing us to get the items in question out of the way. Finally, at a little after 12:30 p.m., the car body was set on the trailer. Next came the wheelsets, which were lifted separately and loaded onto Mark Kalis's flatbed semi. Finally, Aaron Farmer and Mark's wife moved ahead of the truck as a pilot car, with Utz and his wife behind for protection. The small caravan then pulled out onto Carpenter Road and proceeded to Port Sanilac. Mark and I remained, making sure all was set with the railroad and that we had loaded all items needed when the car was put back together. After some jockeying of items with a small bobcat loader, we were finally able to hit the road ourselves, roughly 45 minutes behind the earlier group.

*Now that kitchen car K102 has finally left Flint for Port Sanilac, how would the move go, and what would happen once it arrived in Port Sanilac? Stay tuned to next month's Lakeshore Guardian to find out!*

*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](http://www.arcadiapublishing.com).*



*The Troop Kitchen Car rests on its new display track at the Sanilac County Historical Museum in Port Sanilac.*

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## PROHIBITION from page 7

in Michigan. By 1919, the prohibition law was repealed in Michigan, and the prisoners were let go. The Michigan Legislature had determined they couldn't enforce the law. But things changed on February 1, 1920, when the federal government passed the 18<sup>th</sup> Amendment, which now established a national prohibition.

When our soldiers returned from World War I, they were very displeased with this new law! Their favorite tavern or bar was now closed. The federal government also put some teeth into the Jones Law, as it was called. This provided for a \$10,000 fine for violations against the law. The Ohio smuggling operations ended, and a new source was found in Canada. Just across the Detroit River and Lake St. Clair, we had Ontario, with 45 distilleries and breweries, which became the manufacturing and distribution center for smuggling into Michigan.

At Sebewaing, the brewery had to stop making beer, but they acquired a license to make malt extract, which they could sell to people who wanted to make beer at home – which was legal. My grandfather Carl Sting had a large vineyard of Niagara, cinnamon, and white grapes. During the years of prohibition, he had a license from the county to make and sell wine for use at churches in their administering of the sacrament of Holy Communion. Grandpa Sting told me stories of the many deputies from the sheriff's department that regularly stopped by the farmhouse near Pigeon to check on the number of barrels and gallons of wine he was making. Grandpa always let them sample the various wines.

There were several bootleg whiskey stills in the counties of Huron, Tuscola, and Sanilac, as well as

other areas of the Thumb. We found a photograph showing a collection of illegal equipment confiscated during raids on whiskey-still installations and blind pigs in Huron County where slot machines were also in use. The Michigan State Police and the Huron County sheriff's office must have worked together in some of these raids, as officers from both organizations are pictured in the photo. In the picture, there are also 27 slot machines, many whiskey barrels, and a huge pile of equipment used in making whiskey. During prohibition, which lasted 13 years, Huron County had a turnover of eight people to serve as sheriff. One woman, by the name of LuLu McCauley, also served in this honorable post during the prohibition period.



*Carrie Nation, wielding her axe. Courtesy of the Lapeer Historical Society.*

At Harbor Beach, the town marshal and Coast Guardsmen were constantly on the watch for the "rum runners" coming from Canada. Probably the most bizarre event occurred in Lapeer when Carrie Nation came to town on one of her many "Whistle Stop Tours." She was a prohibitionist through and through and was known for her actions in several saloons, where she did a hatchet job on the barroom equipment. She heard about the local tavern owner near the Lapeer train depot and, having some time, decided to call on Dick Burden, the tavern owner.

Apparently, the locals who frequented the tavern, where "near beer" was sold, decided to alert

Mr. Burden that Carrie Nation was coming to his establishment. As Carrie walked from the depot to the tavern, a crowd gathered to watch the show. Dick Burden, in his apron, stood watching on the porch entrance of the tavern as Carrie approached. There was no way she was going to do a hatchet job on his tavern. Dick had been a clown with the Ringling Brothers Circus before buying the tavern. Carrie accused Burden of being a fat, lazy barkeeper. Burden, in the manner of a clown, cried profusely. The crowd loved the show and laughed, showing full support for Burden. Carrie left the scene in a rage, waving her arms as people went in the tavern to have a beer or something better.



*Carrie Nation, shown with a crowd of onlookers. Courtesy of the Lapeer Historical Society.*

By 1929, illegal liquor and beer sales coming from Canada and from the Michigan bootlegger stills were estimated to be around 220 million dollars, the second largest business in the state next to the auto industry. In 1932, the Republican and Democratic parties began to take action in repealing the law. Michigan legalized the making and the sale of beer in May of 1933. By December of 1933, as many as 36 states had agreed to the repeal of the prohibition law. Here in Michigan, during the prohibition era from 1919 to 1933, nearly 55,000 people were prosecuted in county and state courts...and THAT'S THE WAY IT WAS!

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



*A poster of Carrie Nation. Courtesy of the National Archives.*

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## YARNS from page 1

*remembered*, as it happened, instead of being filtered or brushed under the rug. My mother knew that history recorded by the survivors often told a different story, sometimes heartbreakingly so. I never learned about the multiple murders of the Osage tribal people in my American History class in high school, and I bet you didn't either...

Appropriately dubbed the "Reign of Terror," the murder spree on the Osage reservation in Oklahoma continued for decades. My people faced an unknown villain: No one was safe. At least not if you were an Osage who owned a headright.

But, I'd do well to start at the beginning.

\*\*\*

As Americans moved west, so, too, did American Indians – though not by choice. One fight after another, one treaty after another, forced my Osage people off their lands and for our own good, so said the U.S. government. Just when the Osage settled in once more on the latest territory, the government forced them to move again, all in the name of American expansion. The Osage had no choice but to assimilate, or at least that was the government's plan.

But my people are a proud people. And rightly so.

My mother's ancestors – my ancestors – called Kansas home, at least for a while. But, by the early 1870s, the American government banished the Osage from Kansas with the goal of moving them to a reservation in northeast Oklahoma. After much debate, the tribal leaders finally consented but declared they would concede no more: Their move to Oklahoma would be their last. U.S. government officials representing the Indian Bureau of Affairs agreed without concern. The Oklahoman reservation, the boundaries of which made up present-day Osage County at the top of the state, consisted of rocky terrain on which nothing would grow. Americans moving westward and seeking farmland wouldn't look twice at this land, the latest Osage reservation.

When the Osage Tribal Council met with American government leaders to sign the papers and make it official, the Osage chief had the wherewithal to include the caveat that the Osage reservation in Oklahoma also included the ground below – and all its components. Government officials didn't hesitate. After all, what could the Osage possibly find underground? Rocks and more rocks?

The Bureau of Indian Affairs was happy, and the Osage, too, were happy because finally, finally, they believed the American government would leave them alone with their rocks and untillable soil. The Osage did not wish to be farmers anyway; they could hunt and fish and live without interference – at long last.

Life continued without any fanfare for the Osage, and the next few years were peaceable.

That all changed in 1897, when oil was discovered on the Osage Indian reservation. No one – not the Osage and certainly not the American government – had any inclination that, that first somewhat miniscule trickle of black gold discovered in present-day Osage County, Oklahoma, would soon enough turn into a multi-million-dollar oil rush.

In 1907, during the process of Oklahoma achieving its statehood, the federal government allotted 657 acres to each Osage listed on the tribal rolls. The Bureau of Indian Affairs, under the umbrella of the U.S. Department of the Interior, managed leases for oil exploration and production on Osage-owned land. Those listed on the tribal rolls, along with their legal heirs, had headrights to oil production royalties. In other words, in order for prospectors to obtain oil, they had to compensate the Osage for leases – and pay them royalties. The Osage tribe held the mineral rights communally, and Osage Indians received a percentage of profits based on their holdings.

Anyone could inherit an Osage headright. Heirs did not have to have any Osage blood running through their veins to claim ownership; they simply needed to qualify as a legal heir. These decisions were made, of course, before the sounds of drills pounded the earth like war machines and smoke from the oil fields turned the once-blue skies a hazy gray.

In the early 1900s, the Osage appreciated their quarterly royalty checks; the payments weren't much, but they certainly contributed to their bottom lines – and every little bit helped. By 1920, the oil market rose significantly, and the oil fields, which at first yielded only a trickle, turned into continued gushers. The wealth of the Osage tribe began to grow so fast it was hard to comprehend. In 1923 alone, the tribe gleaned more than 30 million dollars. Headlines in newspapers across the nation let the world know that the Osage Nation held the greatest wealth, man for man, compared to any other sector on earth – including that of whites.

The Osage found themselves in an unimaginable circumstance.

A goodly number of green Americans, those filled with jealousy, that is, did not think the red man deserved the rights to all that black gold, to all that wealth – and some meant to put a stop to it.

But by declaration of the U.S. government, the Osage Nation did own the rights to all that oil when the Osage signed on the dotted line at the government's insistence, when the Osage laid claim to the first Native American *underground* reservation.

The Osage oil boom caused a massive influx of speculators, lawyers, oil workers, – and criminals – all bent on getting their fair share. For the Osage, big oil meant big business and, for the first time, unquestionable prosperity, but their tribe was suddenly faced with a life of extremes as they desperately tried to balance their newfound riches while holding on to their values, customs, and traditions.

Photojournalists flocked to Osage County to document this spectrum of extremes, a true rags-to-riches story, and offered headlines and front-page pictures showing the Osage flying in via their private jets to participate at ceremonial dances wearing customary clothing, such as buckskins with colorful beaded moccasins. Squaws draped in handmade, woven colorful blankets clutched designer handbags after touching up their rouged cheeks. While some females wore their long, midnight-black hair straight or braided down their backs, others favored the new classic 1920s-style bob;

new shorter hair styles ensured all that hair didn't get in their faces while they cooked their game over an open fire.

By the mid-1920s, three out of five American households owned an automobile. But during that same era, the Osage, on average, owned enough vehicles per family to drive a different car *every day of the week*. Trails that wound through Osage County that were once hardened by pounding horse hooves were now paved to accommodate their expensive cars that were a higher class than Henry Ford's stripped-down horseless carriages. And although the women may have cooked over their ceremonial fires, in their near-mansion-sized homes they did little of the sort. Most every Osage with a headright employed servants, who were usually Black or Mexican; more and more, though, came the real kicker when even a few whites worked in the service industry under the employ of the Osage.

Oh, the times, they were a changin'.

My mother said they should have seen it coming, should have expected it even, but the Osage were busy as new worlds and new possibilities opened up with all that money pouring in. White men flocked to Oklahoma as they chased dreams of striking it rich, but some left their black-gold dreams behind in hopes of turning the heads of Osage squaws. Why work when a man could marry money? Add in a little greed mixed with some homemade moonshine in the middle of the nation's prohibition movement, and bootleg whiskey wasn't the only thing brewing in Osage County.

Mother said, as a newly married woman, she lived next door to her grandparents, and they lived next door to Ernest and Mollie Burkhart. Like my mother's grandparents (my great-grands), Mollie was a full-blooded Osage, and she was growing concerned about the dilution of our people. More and more, squaws were marrying white men, and all of Mollie's sisters did the same. Mollie, though, thought it important to keep the Osage bloodline pure, and she enjoyed a brief arranged marriage to another Osage named Henry Roan. Few people knew about their marriage, for which Mollie was eternally grateful, because it quickly became clear that the couple was not suited for each other. They promptly parted ways, with no ill will between them, and hardly anyone was the wiser. Mollie had married Henry out of practicality, but perhaps, there was something to the thought, after all, of marrying for love.

Enter Ernest Burkhart. Ernest was a nephew of William Hale, who was a white prominent cattleman known far and wide throughout Osage County; he even earned the moniker, "King of the Osage Hills." Hale was a success in his own right, partly because he surrounded himself with successful and wealthy people. And who, pray tell, were wealthier than the Osage Indians?

No one, that's who.

*Be sure to look for the continuation next month, when the U.S. government, purportedly ever concerned about the Osage – and their growing wealth – wondered if these Indians could appropriately handle their newfound riches...*

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## SCHOOLS from page 4

the debt on the schoolhouse was paid off. Enrollment increased to 36 students, and two female teachers taught at different times during the seven months school was in session. The teachers earned a total of \$178.40, and they surely used the new maps as teaching tools. Gustav Marquardt was again listed as the director for the following year.

Life went on much the same in 1888 at Huron No. 5 though the students began studying a new subject, Civil Government, and in 1889, for the first time in the school's history, 10 months, or 200 days, of school instruction was available, with one female teacher earning \$280 for her guidance. The 1889 report was signed by chairman of the board James Esler, school inspector Sarah Dickinson, and John Esler, who served as the township clerk. According to the annual report for Huron Township for the school year ending September 1, 1890, 88 children between the ages of five and 20 lived within the Huron No. 5 district, and of these 88, 40 were between the ages of eight and 14. Of the 88, 50 attended Huron No. 5, and 35 of the 50 pupils were between the ages of eight and 14. A new law required the mandatory attendance of students falling within the eight to 14 age range, thus the additional documentation. One female teacher taught eight months of school and earned \$240. Gustav Marquardt continued to serve as school board director.

According to the year-end report dated September 7, 1891, enrollment climbed to 59 pupils – 29 boys and 30 girls. Of the 59 students, 40 were between the ages of eight and 14. The school held its value of \$500, and two female teachers taught during the 8 ½ months that school was in session. The district paid a combined teaching salary of \$255 for the year. The students also had a new subject to study: Physiology. The district fulfilled its obligation to ensure the school had a dictionary, maps, and a globe, but none of the districts within Huron Township supplied free textbooks. The year of 1892 saw similar statistics.

The annual report for the school year ending September 4, 1893, indicated 111 children between the ages of five and 20 lived within the district boundaries of Huron No. 5. Of those 111, 46 were between the ages of eight and 14. Though the school could only seat 44 students, a total of 55 students were enrolled, and 31 of those were between the ages of eight and 14 and were

attending as required by law. One female teacher taught nine months of school and earned \$270 for the year, or \$30 per month. According to the financial report, \$118.78 was “paid for all other purposes.” Although the school did not have a flag, it did provide a dictionary, maps, and globe, and Huron No. 5 also furnished free textbooks – the first of the schools in Huron Township to do so. The 1893 report was signed by the chairman of the board of school inspectors Wm. Thompson, school inspector Alfred Thompson, and Ira Trumbull, township clerk. Gustav Marquardt was listed as the director for the ensuing year.

By 1895, enrollment climbed to 67 students – 42 boys and 25 girls – and of these, 33 were between the ages of eight and 14. The district purchased an American flag, and for the first time, students at Huron No. 5 had a male teacher to guide them; he taught nine months of school and earned \$288 dollars. The number of pupils that could be seated increased to 56 while the value of the school property decreased to \$350. The board of inspectors received a total of \$4 for their services, and the township did not have a library. George Wressell served as chairman of the board of school inspectors and John Shepherd acted as school inspector while Ira O. Trumbull signed as township clerk. Gustav Marquardt continued to serve as director of the board.

For the school year ending on September 7, 1896, one female teacher taught nine months of school to 69 students, and she earned \$288 for her work. Subjects taught at Huron No. 5 included Arithmetic, Civil Government, Geography, Grammar, Physiology, Reading, and U.S. History. For the first time, information was listed under the “Township Library” portion of the form; the total amount of township library moneys on hand totaled \$14.80, and handwritten under that typed line were the words, “and will be invested in books at house.” In a different area of the report, Huron No. 1 was the schoolhouse listed as having a district library. Although the township could report it had one library, it's questionable whether Huron No. 5 had access to these books.

Life went on in much the same fashion in 1897, and by 1898, the population within the district continued to rise. A total of 107 children between the ages of five and 20 lived within the district, and of these 73 were enrolled at Huron No. 5. The 1898 report noted 54 of the 107 children were between the ages of eight and 14, and of those 54, 40 were

enrolled, which meant the truant officer would have work to do getting the other 14 in school, as required by law. The school had the capacity to seat only 56 of the 73 students enrolled. One female teacher taught nine months of school and earned \$252. Additional expenses on the financial report listed \$17.26 for “building and repairs,” and \$41 was “paid for all other purposes.”

Statistics for the year ending in September 1899 were similar to the previous year. The 1900 report listed Gustav Marquardt as the director for the ensuing year, and one female teacher taught just seven months of school; she earned \$270. The 67 students enrolled had a 50 percent attendance rate. In addition to the classes previously taught, the teacher in 1900 also taught Orthography and Penmanship.

By 1901, the number of months school was in session jumped back up to nine, and one female teacher taught 72 students their lessons. The 1902 report showed similar statistics though the leadership within the district changed. Otto C. Burzlaff was listed as the school board director for the ensuing year. Burzlaff replaced Gustav Marquardt, who served in that position every year since 1886, and Marquardt began serving as school inspector. Ira O. Trumbull was listed as township clerk, and Murdoch McDonald served as chairman of the board of school inspectors.

By 1904, the district made the decision to build a new schoolhouse one mile west on land owned by Robert Lawitzke and located in Section 23 at the northwest corner of the intersection of Kaufman and Minden Roads. According to a deed (Liber 81, page 71) signed on January 15, 1904, and received for record at the county courthouse on March 30, 1904, School District No. 5 of Huron Township purchased a one-acre lot in Section 23 for \$75 from Robert and Leontine “Lena” Lawitzke. Mattie Lawitzke was the first teacher in this schoolhouse. Going forward, Huron No. 5, would often be called by its informal name, Lawitzke School.

It is likely that the term for the 1904–1905 school year was completed in the existing schoolhouse while the new schoolhouse was under construction. According to the Annual Reports of the School Districts for the school year ending September 5, 1904, one female teacher earned \$256 for teaching eight months of school to 56 students, a marked reduction in enrollment from the previous years. The value of the (original) school property was listed at \$400. The financial report for the district shed light on the new construction. In addition to the teacher's salary, the district spent \$660.70, as listed under the column heading titled “paid for building, repairs and site,” and an additional \$128.06 was “paid for all other purposes.”

The Annual Statistical Report to the school inspectors for the year ending July 10, 1905, preserved at the Huron Intermediate School District, offered slightly different information than the Annual Reports of the School Districts. According to the 1905



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See **SCHOOLS** on page 31



# SCHOOLS from page 30

statistical report, a total of 131 children between the ages of five and 20 lived within the district, and of these 93 students were enrolled, which was nearly double the number of 56 reported the previous year on the Annual Report of the School Districts and an approximate increase of 20 students from the figures reported at the turn of the century. Mattie B. Kennedy taught nine months of school and earned \$360. The value of the school property was listed at \$1,500,

reflecting the new schoolhouse, and \$750 was listed as the “indebtedness of district for which bonds have been issued.” The “total indebtedness for all purposes July 10, 1905” was listed as “none.”

The new schoolhouse had a dictionary, globe, maps, and all other supplies required by law. No students graduated from the eighth grade, nor were any pursuing studies above the eighth grade within the walls of Lawitzke School. The receipts portion of the financial report showed the district received \$1,000 from loans. The expenditures, in addition

to the teacher’s salary, included \$975.05 for the building, and \$250 paid on the principal, along with \$29.67 for interest on loans. The district also spent \$50.83 for textbooks; \$29.25, fuel; \$6.35, incidentals; \$18, insurance; \$8, janitor’s salary; and \$21 for the officers’ salary. The report was signed by the three-man school board: director O. C. Burzlaff, moderator Albert Philipp, and treasurer August Finkel.

*Be sure to look for the continuation next month to learn more about the early days at Lawitzke School.*

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**—An excerpt from the 1905 Annual Statistical Report. [Author’s note: It appears the census taker wrote the wife’s name below her husband’s name under the parent/guardian column; thus, the surnames in the parent/guardian column may be off by a line and do not match the students’ surnames in those instances because of it.] Courtesy of the Huron Intermediate School District.**

SCHOOL CENSUS of District No. Five, of the Township of Huron, County of Huron, State of Michigan, for the school year ending July 10, 1905, as taken by O. C. Burzlaff during the last fifteen days next preceding the first Monday in June.

O. C. Burzlaff above named, being duly sworn, says that the following is a correct list of the names and ages of all children belonging to District No. Five aforesaid, five years of age and under twenty years, as he verily believes, as taken by him as aforesaid, together with the name and address of parent or guardian.

Subscribed and sworn to this 3rd day of June, 1905. (Signed) O. C. Burzlaff  
Before me John Ludlow

Township Clerk  
My commission expires \_\_\_\_\_

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

**READ THESE NOTES**

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

NAME OF CHILD	AGE	NAME OF PARENT OR LEGAL GUARDIAN
49. Rosa Fankhauser	16	Fredrick Fankhauser
50. Albert Fankhauser	15	Mary Fankhauser
51. Edward Fankhauser	12	" "
52. Ida Fankhauser	11	" "
53. Emma Fankhauser	8	" "
54. Roy Morencey	12	Emil Finkel, Guardian
55. Erving Morencey	10	" "
56. Walter Marquardt	7	Ewald Marquardt
57. Ida Finkel	19	Emilie Marquardt
58. Theodor Finkel	17	August Finkel
59. Bertha Finkel	15	Adelina Finkel
60. Emma Finkel	12	" "
61. Flora Finkel	7	" "
62. Eddie Kowalke	16	August Kowalke
63. Hattie Kowalke	9	Bertha Kowalke
64. Lydia Kowalke	6	" "
65. Fredrich Banker	19	Frank Banker
66. Frank Banker	10	Augusta Banker
67. Helena Banker	14	" "
68. Edith Schlack	19	Ferdinand Schlack
69. Mathilda Schlack	15	Hannah Schlack
70. Ernest Schlack	12	" "
71. Tena Schlack	8	" "
72. Anna Lawitzke	18	August Lawitzke
73. Martha Lawitzke	16	Louise Lawitzke
74. Paul Lawitzke	15	" "
75. Ewald Lawitzke	13	" "
76. Walter Lawitzke	11	" "
77. Lizzie Lawitzke	8	" "
78. Leo Lawitzke	19	Robert Lawitzke
79. Leontina Lawitzke	17	Leontina Lawitzke
80. Matilda Lawitzke	15	" "
81. Otto Burzlaff	18	O. C. Burzlaff
82. Alfred Burzlaff	15	Augusta Burzlaff
83. Herbert Burzlaff	13	" "
84. Mattie Burzlaff	11	" "
85. Olga Burzlaff	11	" "
86. Helena Brining	16	Albert Brining
87. Albert Brining	15	Emilie Brining
88. Hanna Brining	13	" "
89. Emil Brining	12	" "
90. Mathews Brining	10	" "

NAME OF CHILD	AGE	NAME OF PARENT OR LEGAL GUARDIAN	NAME OF CHILD	AGE	NAME OF PARENT OR LEGAL GUARDIAN
1. Beatrice Seaten	18	Alonzo Seaton	25. Willie Scherrett	18	William Scherrett
2. Mary Leadsworth	15	Mary [no surname listed]	26. Willie Ander [Ender]	19	Albertina Scherett
3. Don Leadsworth	13	Albert Leadsworth	27. Gustav Ander	17	William Ander [Ender]
4. Eva Leadsworth	11	Jennie Leadsworth	28. Manda Ander	16	Augusta Ander
5. Eber Leadsworth	8	" "	29. Adolf Ander	14	" "
6. Hattie Richards	19	Lewis Richards	30. Olga Ander	11	" "
7. Mattie Richards	15	Emma Richards	31. Elsie Ander	10	" "
8. Wilbert Richards	17	" "	32. Oscar Ander	8	" "
9. Lewis Richards	9	" "	33. Leo Ander	8	" "
10. Willie Kessel	16	Oswald Kessel	34. Harry Brining	19	August Brining
11. Anna Kessel	8	Hulda Kessel	35. August Brining	17	Carline Brining
12. Aggie Lang	19	Charles Lang	36. Fredrick Brining	15	" "
13. Wilie Jahn	18	Minnie Lang	37. Minnie Brining	14	" "
14. Agnes Jahn	15	William Jahn	38. Elsie Brining	12	" "
15. Clara Jahn	10	Augusta Jahn	39. Carrie Brining	10	" "
16. August Jahn	8	" "	40. Willie Brining	8	" "
17. Minnie Jahn	11	" "	41. John Colison	13	John Friedland, Guardian
18. Fredrick Jahn	7	" "	42. Willie Colison	11	" "
19. Harry Mashke	14	Fred Maschke, Guardian	43. Emma Meschke	17	Charles Meschke
20. May Fuller	7	Alfred Fuller	44. Willie Meschke	15	Carolina Meschke
21. Emma Kesterke	17	Addie Fuller	45. Aggie Meschke	14	" "
22. Otto Kesterke	15	August Kesterke	46. Flora Meschke	12	" "
23. Olga Kesterke	8	Augusta Kesterke	47. Carolina Meschke	10	" "
24. Edith Kesterke	7	" "	48. Anna Meschke	8	" "

*Author’s Note: The above names were listed as spelled on the report; however, difficulty in deciphering a century-old document did exist. Some name errors may have occurred as a result.*



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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**



Just 4 steps to 100' of sandy beach on Lake Street in the village of Port Sanilac on a private drive. Large traditional ranch estate with open concept floor. The main living area features: great room, gas fireplace, wet bar/dining room/custom kitchen, Andersen windows/doors, hardwood floors, 2-car detached garage, generator, and breath-taking views of Lake Huron. Estate features many upgrades including metal seawall with metal beach stairs and jetty for sand collection. Walking distance to downtown and marina.

018-22-0013 - **\$695,000**



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, bedroom with jettied vintage woodwork, thermal double-pane windows, and a full bathroom. This home 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**



**PENDING!** Cute 2-bedroom cottage in Marilyn Manor subdivision, with knotty pine walls and doors, a wood fireplace, and a view of Lake Huron. This home would make a great summer getaway, or you could make it your year-around home. Only 3 houses from the private beach on a double lot so there is plenty of room to expand or add a garage. There is sunroom and porch on the back side of the cottage and a small storage area. This home has been well-maintained and is move in ready. Most furnishings will remain.

018-21-0011 - **\$162,900**



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, sunroom, 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**



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 backyard 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**

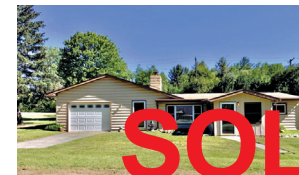


**REDUCED!** This 3-bedroom, 1-bath cottage in the village of Forestville is walking distance to Lake Huron. Open concept and extra sitting area in bedroom. There is new paint and flooring throughout. Enjoy the summer nights around the fire pit and the hot summer days under the back covered porch. There 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 - **\$104,900**

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Lake Huron access property located in the Marilyn Manor subdivision with deeded beach rights to the 900' of sugary sand. Located 75 miles from the greater Detroit area, this 2-bedroom, 2-bath home features a large living area, gas fireplace, large master bedroom with en suite, 2 enclosed sun porches, vaulted ceilings, a 1 1/2-car attached garage and sits on 5 lots. Year around home or summer getaway!

018-22-0012 - **\$169,900**



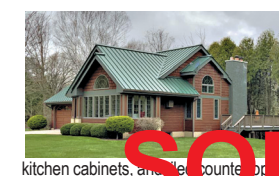
Prime piece of real estate in the village of Port Sanilac. This 2.2 acres is the perfect investment property. There are multiple possibilities, housing units, offices, you decide. Lot size is 300' x 320'. Multi-residential or commercial. A survey is available.

018-21-0004 - **\$154,900**



**REDUCED!** 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 a storage shed. Close to town and the beautiful Lake Huron!

018-21-0022 - **\$169,900**



Beautiful, high-quality, custom, cedar shake ranch home on 1.5 acres in a quiet country subdivision. This 2-bedroom, 2-bath home is absolutely gorgeous. The kitchen features Viking appliances, custom kitchen cabinets, and tile counter top and floors. There are vaulted ceilings throughout, wood floors, large fireplace, wrap-around deck, finished walk-out basement, attached 2-car garage, and an RV/storage garage that is the perfect man cave. This home and property is absolutely stunning and has been well-maintained.

018-22-0008 - **\$329,900**