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OCTOBER 2022

WATCHING OVER SHORELINE INTERESTS

VOLUME 24 ISSUE 8

Whitetail Deer Season Primer

By Ryan Walker

The weekend of September 10 and 11 served as the beginning of the whitetail deer season this year in Michigan. Select participants pursued deer on the Liberty Hunt, also known unofficially as the youth hunt. Individuals with qualifying disabilities (See page 43 of the 2022 *Michigan Hunting Digest*.) and youth 16 years of age and younger hit the fields, forests, and farmlands of the Great Lakes State. Many successful hunters were able to place a tag on a whitetail followed by reporting their harvest to Michigan Department of Natural Resources.

One such successful hunter, Charlie Hempton, plied his woodsmen skills to bag a beautiful eight-point buck that was in full velvet. The 11-year-old Cass City resident shared his hunting story with the zeal and excitement every successful deer hunter can relate to and enjoy. Charlie and his dad, Jim,

were hunting in an alfalfa field surrounded by sorghum on Saturday, September 10. They were mesmerized by constant deer activity throughout the evening; at one time they estimated they had observed 25 does enter the alfalfa field. In addition to the does, they were able to watch a spike, four-point, and a six-point traverse the field at different distances.

Both father and son's hearts began racing when two mature eight-points entered the field at approximately 400 yards. According to Charlie, it seemed like a lifetime before one of the eight-points finally made its way down a fencerow in the direction of the hunters. Jim ranged the buck with his range finder at 135 yards, a distance Charlie was comfortable and confident



Charlie Hempton, 11, of Cass City, with the eight-point in full velvet he bagged during the youth hunt.

in that he could make a good shot. After steadying his nerves, calming his breathing, and clearing his mind, Charlie pulled the trigger on his Ruger 350 Legend. He dropped the mature Michigan whitetail buck in its tracks.

After tagging, field dressing, and hanging up Charlie's awesome trophy, Jim and Charlie had another step to complete before the deer was ready to be taken to the processor to become the perfect protein. Beginning this year, deer hunters in Michigan are required to report their successful harvests within 72 hours or before transferring possession of the deer. Common examples of

See **DEER** on page 12

In the Kitchen *with Chef Dennis*

Polish Lasagna Recipe

(Golabki-Style Cabbage and Minced Meat)



Its harvesttime for Michigan-grown cabbage. There are too many things to mention that can be done with this lovely green vegetable. I'm sharing just one recipe from a Polish friend. The irony about this recipe is that I'm of Polish descent, and I spent my younger years growing up in an area of the east side of Detroit referred to as "Little Italy." Some of our family's best friends or our pseudo family was an Italian family. After all these years I'm still in contact with some of them. Well, their children anyway, my "cousins."

This recipe is a blend of the two cultures.

Ingredients:

- ¾ lb. ground pork
- ¾ lb. ground beef
- 1 cup of uncooked rice
- 6 cups (or 1½ lbs.) raw white cabbage, chopped
- 1 bunch of fresh parsley (optional)
- 1 Tbs. of salt
- 1 tsp. of black pepper
- 1 Tbs. of dried basil (If I use fresh, I double it to 2 Tbs.)

- 4 oz. of grated Parmesan cheese
- 4 oz. of grated Swiss cheese
- 2 cups tomato juice (Sometimes I replace 1 cup juice with crushed tomatoes and/or tomato sauce.)
- 1 cup crushed tomatoes
- ½ cup water
- 1 heaped Tbs. of tomato paste

Steps:

1. Cook the rice according to directions. DO NOT overcook! It has more cooking time in the oven.
2. Preheat the oven to 350°F.
3. Remove the core from the cabbage and put it inside the boiling-hot, salty water. Keep it there for about 3–5 minutes.
4. Drain and rough-chop the cabbage in the way you like. There is no need to remove the leaves individually. I've found if the cabbage is large,

See **KITCHEN** on page 8

events

OCTOBER 2022

Goodells:

8th & 9th, 15th & 16th, 22nd & 23rd – Fall Pumpkin Fest – St. Clair County Farm Museum at Goodells County Park – Noon – 5 p.m. – Wagon ride to pumpkin patch, \$4 – Concessions available – 810-325-1737 – www.stclaircountymuseum.org

Marysville:

8th – Marysville Knights of Columbus Ladies Auxiliary Craft Show and Bake Sale – The Knight Club, 1195 Gratiot Blvd. – 9:30 a.m. – 3 p.m. – Free admission – 810-990-9718 or 248-635-7011

Sandusky:

13th – Thumb Dance Club – Knights of Columbus, 145 W. Wedge Rd. – 4 – 7:30 P.M. – Bring a snack or dish to pass – \$5 – 810-310-2715
27th – Thumb Dance Club – Knights of Columbus, 145 W. Wedge Rd. – 4 – 7:30 P.M. – Bring a snack or dish to pass – \$5 – 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.

Captain Ron's Chronicles

BY CAPTAIN RON BURKHARD



McDonald's Malicious Matter Part 1

This column's story features the 1877 *Berlin* shipwreck and the charge of dereliction of duty brought against Captain Charles McDonald of the U.S. Life-Saving Station at Pointe aux Barques (Station No. 1), in what is now Huron County's Lighthouse Park, located near Huron City in Michigan's Thumb area. This was especially disconcerting to Sumner Kimball, who in 1871, was appointed as chief of the Treasury Department's Revenue Marine Division. (In 1878, the U.S. Life-Saving Service became a separate agency of the Treasury Department.) He took over remnants of a fragmented and disjointed service with a poor reputation and was especially keen on forming a service of the highest standards and expected his lifesavers to perform in ways that would earn them a sterling reputation, which, in fact, they eventually did. He did not hesitate in launching an investigation into these charges against this captain.

I would like to thank the readers who respond to my stories with new information that helps me greatly in my research and writings. I also want to assure them that I will not be focusing exclusively on the Pointe aux Barques station. Over my years of research into this station's lighthouse and lifesaving history, I have come across many interesting stories about the other life-saving stations located at Grindstone/Port Austin,

Sand Beach/Harbor Beach, and Lake View (near Port Huron). I will be sharing their fascinating and heroic tales in the future.

I will start by providing details of the demise of the *Berlin* contained in the 1877 Annual Report of the U.S. Life-Saving Service.

"The next wreck of the year within the field of action of the Life-Saving Service was that of the schooner Berlin, bound from Marblehead to Bay City, which ran upon Burnt Cabin Point Reef, Lake Huron, November 8, 1877, seven or eight miles distant from Station No.1, District No.9, Pointe aux Barques. (Author's note: this means the second wreck with loss of life starting with the fiscal year July 1, 1877.) The Berlin grounded on the reef about seven o'clock in the evening, during a heavy storm, worked in to within a mile and a half of the shore during the night, and toward morning, being an old vessel, began to break up rapidly. During the night one man perished in the rigging and at daylight three more were swept away by the sea. The vessel being discovered in the morning, and not being within the limits of the patrol of the station, and removed by distance and by the curvature of the coast from its observation, a telegram was sent to the keeper informing him of the disaster. As this message had to be sent by a circuitous route, it did not reach the keeper until 10 o'clock am. The sea was tremendous, and to avoid the delay and danger of pulling the boat broadside to it a distance of seven or eight miles, the keeper procured two pairs of horses for its transportation by land, and arrived abreast of the wreck about 3 o'clock pm, having been delayed by an exceedingly rough and miry road. The boat was at once launched and pulled for the wreck, only a portion of the bow of which was above water, and two men, still alive, though in a benumbed and exhausted

See **CAPTAIN RON** on page 18

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VOLUME 24 ~ ISSUE 8

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Guardians of Freedom

Saluting Those Who Served

John R. Stanley, Remembered

Part 1

By Janis Stein

Join us in honoring the memory of Korean War veteran John R. Stanley, who served in Japan before seeing action, in part, at Heartbreak Ridge from November 1952 to January 1953.

Born in 1930, John Stanley grew up during the Great Depression in the farming hills of Kentucky, and coming of age during World War II, John was no stranger to hard work and challenging times. With the majority of the men drafted into service during World War II, the boys left behind helped fill the labor void; at the age of 13, John went to work in the hemp fields, the hemp needed to make rope in direct support of the U.S. Navy. John worked 10-hour days and earned 30 cents an hour, much-needed money to help support the family. The hemp was laid out on a mat about half the size of a football field. The days were hard, but there were a few laughs mixed in, too. One morning when John went to work, he witnessed this old horse staggering all around. When John asked a man what was wrong with the horse, he was told the animal would be okay – the horse, he said, just got into some local weed!

Around 1948, John came to Michigan, where he rented a house on Brooklyn Street and worked for the Dodge Main plant in Hamtramck. A young lady by the name of Ruth Ann Franzel from Michigan's Thumb lived across the street from John, and she took in laundry, in addition to her day job, to help make ends meet. And so it was that Ruth Ann began to wash John's clothes, and the pair struck up an acquaintance. After John finally got the courage to ask Ruth Ann out, he ended up standing her up! The plan

was for John to meet Ruth Ann at her place of work, and they would go on from there – but what John didn't know was that the business had two locations. John went to the wrong one and missed their first date! Fortunately, when John caught up with Ruth Ann, she heard him out!

John and Ruth Ann got married in 1950 and continued to live in Detroit, grateful they had work and happy to start their life together. The world, though, was once more unsettled. The Korean War began on June 25, 1950, and when 75,000 North Korean soldiers passed over the boundary line that was the 38th parallel, the invasion marked the first military action of the Cold War.

In July 1950, the American military entered the war, backing South Korea, and many feared if a truce wasn't promptly reached, World War III would be the result.

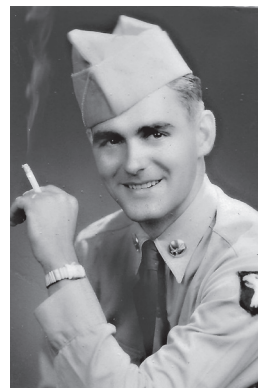
John was drafted out of Kentucky and inducted into the U.S. Army in the infantry on January 31, 1952. Meanwhile, Ruth Ann moved to Kentucky, where she stayed with her mother-in-law for a while. After completing basic training at Camp Breckinridge, Kentucky, John enjoyed a short leave where he, like so many other troops, got their affairs in order. John then boarded a troop ship that transported him to the 24th Division at Camp Fuji, where he would take part in the Allied Occupation of Japan for the next several months.

In Japan, the troops worked at playing war games – though those games would become all too real in Korea before the year was out. All in all, the Japanese people were good to the U.S. soldiers though some of the old-timers definitely held a grudge. When they came out of their houses and shook their fists and yelled at the Americans over the loss of their Japanese sons in World War II, John's best friend Joe threatened them by telling them to get back in their houses or he would see to it that their

rice paddies burned. Nothing else needed to be said. Back in the day room, the soldiers enjoyed playing pool, and John's careful aim and skill earned



John spent time fighting at Heartbreak Ridge in Korea in 1952-1953.



A formal shot of John Stanley taken at Camp Breckinridge, Kentucky, where he went through basic training.



John and Ruth Ann Stanley, as they looked in 1952.

See **FREEDOM** on page 8

Schools of Yesteryear

By Janis Stein

Huron No. 5 - Lawitzke School

Part 3

Join us in the continuation to find out which teachers taught at Lawitzke School during the dawn of the twentieth century.

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.

Euphemia McIntyre taught 54 students for nine months during the 1911–1912 school year; she earned \$641 for her efforts. The value of the school property increased to \$1,600. Jennie McGeachy taught at Lawitzke School beginning in the fall of 1912, and she stayed for four years, through the spring of 1916. The teacher taught 50 students, who had a 79 percent attendance rate, and she earned \$594 for the year. The number of titles in the library decreased to 69, and one student graduated from the eighth grade.

Ms. McGeachy likely appreciated the raise she received when she returned in the fall of 1913; she earned \$689 for the nine months of school she taught. The population of the district began to decline. A total of 74 children between the ages of five and 20 lived within the district, and of these 74, 36 pupils, along with three nonresident students, were enrolled at Lawitzke School. Of the 39 total students, eight of the students were studying in the seventh and eighth grades. Expenditures, in part, included \$125 paid on the principal of a loan and \$16 in tuition for one student pursuing a high school education. The school board during the 1913–1914 school year included director Otto H. Marquardt, moderator Albert Philipp, and treasurer August Finkel.

When Miss Jennie McGeachy returned in the fall of 1914, she had 41 students under her tutelage, and they achieved a 75 percent rate for attendance. Two students graduated from the eighth grade in the spring, and the district continued to pay high school tuition, this time in the amount of \$10, for one of Lawitzke School's former students. The school board remained the same with the exception of Fred Fankhauser, who replaced August Finkel as treasurer.

Ms. McGeachy signed the teacher's contract once more for the 1915–1916 school year, and she continued

to make a yearly salary of \$689 for mentoring her 36 students, who likely rejoiced over the 35 new books purchased at a cost of \$20.31 for the library's shelves, bringing the total to 105 volumes.

Hazel H. Richardson taught during the 1916–1917 school year, and an average number of 28 pupils were enrolled during the year. She taught nine months of school and earned \$689. Subjects taught included Arithmetic, Civil Government, Geography, Grammar, Physiology, Reading, and U.S. History. In addition to the teacher's wage, other expenditures included \$36.72 in tuition for two students pursuing their high school education and \$179.23 for general purposes.

Alex McGeachy became the teacher in the fall of 1917, and he taught 37 students for almost eight months, or 156 days, and earned \$511.72. In addition to the classes taught by his predecessor, he also schooled the children in Agriculture, Penmanship, and Spelling. One student graduated from the eighth grade, and the district continued to pay high school tuition of \$20.10.

Stella Kilpatrick signed on to teach at Lawitzke School during the 1918–1919 school year. She taught 29 students for nine months and earned \$644. Six of her 29 pupils were studying in the seventh and eighth grades. Seventeen books were added to the library shelves, bringing the selection up to 122, and the value of the school property totaled \$1,600.

The Annual Statistical Report for the year ending July 12, 1920, included more information than the previous years' reports. The number of children living within the district between the ages of five and 20 totaled 55, and of those 55, 33 were enrolled at Huron No. 5 though the number of students that showed up daily averaged 26. Teacher Stella Kirkpatrick had the following number of students in these grades: seven kindergarteners, seven third-graders, five fourth-graders

See **SCHOOLS** on page 5



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Email: editor@lakeshoreguardian.com

Web Site: www.lakeshoreguardian.com

Editor/Publisher: Julie (Purdy) Schmitt

Email: julie@lakeshoreguardian.com

Assistant Editor: Janis Stein

Email: janis@lakeshoreguardian.com

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SCHOOLS from page 4

(all girls), six fifth-graders, two sixth-graders, and four seventh-graders. She did not have any students studying in first, second, or eighth grades. Ms. Kirkpatrick taught nine months of school and earned \$698. Two students in the district were attending high school; one attended Port Hope, and the other, Bad Axe. No pupils living within

the district had graduated from a 12-grade high school. Lawitzke School was a one-room schoolhouse that measured 40 feet long by 28 feet wide, and the building was 12 feet high. The schoolhouse's 10 windows provided adequate light. Eight of those windows were located on either of the east and west sides, and two windows were on the south end of the building. The school year ran from September 8, 1919, to May 28,

1920, and the school board did not cancel any days. The three-man school board included director Leo O. Lawitzke, moderator Albert Philipp, and treasurer Alex Lawitzke.

Be sure to look for the continuation next month to learn more about the history of Lawitzke School in the 1920s.

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—An excerpt from the 1911 Annual Statistical Report. Courtesy of the Huron Intermediate School District.

SCHOOL CENSUS of District No. 5, of the Township of Huron, County of Huron, State of Michigan, for the school year ending July 10, 1911, as taken by Gustav Marquardt in a house to house canvass, during the last fifteen days next preceding the first Monday in June.

Gustav Marquardt above named, being duly sworn, says that the following is a correct list, as taken by him, of the names and ages of all children belonging to District No. 5 aforesaid, five years of age and under twenty years, together with the name and address of parent or guardian, and that said census was taken in a house to house canvass during the fifteen days prior to June 5, 1911.

Subscribed and sworn to this 3rd day of June, 1911. (Signed) Gustav Marquardt
Before me John Ludlow

Clerk of Huron Township

(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.
3. The ages of the children must be given as they are on June 5, 1911.

NAME OF CHILD	AGE	NAME OF PARENT OR LEGAL GUARDIAN	NAME OF CHILD	AGE	NAME OF PARENT OR LEGAL GUARDIAN	NAME OF CHILD	AGE	NAME OF PARENT OR LEGAL GUARDIAN
1. Otto Fuhrman	18	Albert Fuhrman	32. Myrtle Lawitzke	9	August Lawitzke	63. Walter Meske	8	Chas. Meske
2. Otilie Fuhrman	17	" "	33. August Lawitzke	8	" "	64. Bennie Meske	6	" "
3. Olga Fuhrman	16	" "	34. Herbert Lawitzke	8	" "	65. Roy Friday	10	Robert Lawitzke
4. Willie Fuhrman	13	" "	35. Ruth Lawitzke	6	" "	66. Pauline Lawitzke	11	" "
5. Philipp Fuhrman	11	" "	36. Ernest Schlack	18	Ferd. Schlack	67. Helena Benker	19	Frank Benker
6. Theodore Fuhrman	8	" "	37. Tena Schlack	13	" "	68. Frank Benker	17	" "
7. Lydia Fuhrman	6	" "	38. Hedwig Kowalke	15	August Kowalke	69. Emil Brining	18	Albert Brining
8. Minnie Brining	19	August Brining	39. Lydia Kowalke	12	" "	70. Matthew Brining	17	" "
9. Elsie Brining	18	" "	40. Fred Kowalke	8	" "	71. Fred Brining	16	" "
10. Carrie Brining	16	" "	41. Elvira Edwards	12	Fred Maschke (Guardian)	72. Emile Brining	15	" "
11. Willie Brining	14	" "	42. Otto Teschendorf	19	August Teschendorf	73. Louise Brining	13	" "
12. Walter Brining	10	" "	43. Paul Teschendorf	17	" "	74. Clarence Radcliff	17	Daniel Radcliff
13. Gustav Brining	9	" "	44. Hedwig Teschendorf	15	" "	75. Albert Radcliff	15	" "
14. Lena Adler	19	Mrs. Elvina Adler	45. Gustav Teschendorf	10	" "	76. Bertha Finkel	19	August Finkel
15. Ernest Adler	17	" "	46. John Collison	19	John Friedland (Guardian)	77. Emma Finkel	17	" "
16. Fred Adler	15	" "	47. Willie Collison	17	" "	78. Florence Finkel	13	" "
17. Mathilda Pawlitz	19	Fred Pawlitz	48. Otto Doroh	19	Henry Doroh	79. August Finkel	12	" "
18. Emma Pawlitz	17	" "	49. Anna Kessel	14	Oswald Kessel	80. Anna Finkel	9	" "
19. Martha Liedke	16	" " (Guardian)	50. Bernice Fuller	13	Alfred Fuller	81. Lena Finkel	8	" "
20. Fred Liedke	13	" "	51. Walter Marquardt	12	Gustav Marquardt	82. Robert Finkel	6	" "
21. Carl Voelker	19	Fred Voelker	52. Roy Morency	18	Emil Finkel	83. Edward Fankhauser	18	Fred Fankhauser
22. Erma Voelker	11	" "	53. Ervin Morency	16	" "	84. Ida Fankhauser	16	" "
23. Florence Voelker	7	" "	54. Bertha Finkel	13	" "	85. Emma Fankhauser	14	" "
24. Nancy Gee	16	Bruce Gee	55. Elsie Finkel	13	" "	86. Cora Fankhauser	11	" "
25. Robert Gee	9	" "	56. Herbert Burzlaff	19	Otto C. Burzlaff	87. Lydia Fankhauser	9	" "
26. Mamie Gee	15	" "	57. Olga Burzlaff	16	" "	88. Chas. Dow Ledsworth	19	Albert Ledsworth
27. Annie Gee	7	" "	58. Mattie Burzlaff	16	" "	89. Eva Ledsworth	17	" "
28. Ewald Lawitzke	18	August Lawitzke	59. Florence Meske	18	Chas. Meske	90. Eber Ledsworth	14	" "
29. Walter Lawitzke	16	" "	60. Carolina Meske	14	" "	91. Minnie Jahn	17	Wm. Jahn
30. Louise Lawitzke	14	" "	61. Anna Meske	12	" "	92. Clara Jahn	16	" "
31. Otto Lawitzke	11	" "	62. Hugo Meske	10	" "	93. Gustav Jahn	14	" "
						94. Fred Jahn	13	" "
						95. Frank Jahn	12	" "
						96. Otto Kesterke	19	August Kesterke
						97. Olga Kesterke	15	" "
						98. Ida Kesterke	13	" "
						99. Minnie Kesterke	11	" "
						100. Willie Kesterke	8	" "
						101. Elsie Kesterke	6	" "
						102. Olga Ender	17	Wm. Ender
						103. Elsie Ender	16	" "
						104. Oscar Ender	13	" "
						105. Leo Ender	13	" "
						106. Fred Ender	11	" "
						107. Lydia Ender	6	" "
						108. Mabel Philipp	12	Albert Philipp
						109. Albert Philipp	9	" "
						110. Walter Maschke	5	Henry Maschke

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.

Legally Speaking

Planning for the Future



By Amanda Roggenbuck,
Attorney at Law

Did you know there is no minimum or maximum age in which you can become an organ donor? Any Michigan resident can sign up to be an organ donor; educate yourself, and find out how to help others live. You can sign up before you turn 18

though, realistically until that age, your parent or legal guardian has the final authority as to whether organ donation will occur.

Additionally, once you become a legal adult, you can create your intent to donate your organs in your estate plan. This gives your advocate the direction and authority to consent to donating your organs should a catastrophic event occur.

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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The Doctor's Corner

Nothing News Here

By Dr. Timothy Grondin



Headline news: "AMA recommends mandatory vaccine experiments." The date of this headline was February 12, 2012.

A paper published in the AMA's virtual *Mentor* was concerned that enrollment in vaccine trials was extremely

low. They proposed a federal law that would force each individual to make a "mandated choice" to participate in vaccine trials. Such a law would give drug companies a more or less guaranteed supply of human guinea pigs.

Mandates are nothing new, folks. Fast-forward a decade, and we now have a history lesson as to how this mandate approach has worked out. Millions of government and private employees, military personnel, and college kids across the world were mandated to get the Covid-19 mRNA vaccine. Now that most of the mandates have been removed, thank God, let's see how it turned out. First the drug companies: record profits for Pfizer, Moderna, and Johnson & Johnson. It went well for them. Next up, human guinea pigs – and remember this was not a vaccine, but an experimental drug, which is why I refer to us as guinea pigs.

We were told it would protect us 100 percent from the Covid-19 virus, and time has revealed that was a false statement and the drug companies knew this in advance. Time has revealed that it's only about 25 percent effective and of short duration. Not so good for us. We were told it was also very safe. Time has revealed this was a lie. I say a lie because Pfizer documents of the pre-trial vaccine studies showed multiple adverse reactions and side effects, including myocarditis – and Pfizer executives and the CDC knew this. Also, according to the Vaccine Adverse Event Reporting System (VAERS), there

have been hundreds of thousands of post vaccine events reported, and it's generally agreed that VAERS reporting is underreported, meaning many more side effects have occurred.

Then there's SADS. Sudden adult death syndrome has been reported in the last four months where people have cardiac events and just drop dead on the spot. But doctors are baffled as to why this is suddenly happening.... Really? Has anything new happened around the globe? Like, say a mandatory vaccine policy?

World-class athletes in the prime of their lives just dropping dead on the field and doctors are baffled? Please. Every one of these professional sports leagues mandated that their players get vaccinated, and doctors are baffled. Perhaps the doctors and league executives are concerned about liability and so remain quiet or baffled...perhaps.

So, I'd say, all in all, mandates are terrible for humanity, and the pain this one has caused will only get worse with time. If you've been vaccinated, please avoid any additional vaccines. If you've avoided the vaccine to this point, that's an excellent decision.

Yours in health,

Dr. Grondin

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

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

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Who Am I?

Researching Your Family History Michigan Resources Are Plentiful



By Grace Grogan

We live in a mobile society, making family research challenging. Our ancestors traversed oceans to immigrate to this country, then migrated from the east coast to Michigan and other states beyond.

Following their travels west provides its own set of research difficulties. Let's focus on those that stayed here in the mitten state.

Chances are if you were born and raised in Michigan, you have ancestors here going back at least a generation or two. Let's explore some of the best places in Michigan to conduct family research.

The **LIBRARY OF MICHIGAN** is so extensive you may feel overwhelmed when you step inside. It has been a few years since my last trip, but I remember looking around, not quite sure where to start. Once I learned the layout, I loved the vast amount of information available.

The library houses archival material from Michigan, Ohio, New York, and parts of New England. The library

genealogists can help you locate information regarding immigration from those areas to Michigan. They have newspapers from 83 counties, the largest collection in the state.

You can access city and county histories, cemetery records, and vital records, and they have access to FamilySearch databases. If there is something they don't have in the library, they can probably tell you where it is located.

I discovered a huge family history on my maternal grandmother's family written by a researcher in California. The history included the photo of a postcard sent by my grandmother, asking him to stop bothering her! I didn't even know the history existed until my visit. I encourage you to give this excellent resource a try.

Library of Michigan, 702 West Kalamazoo Street, Lansing, Michigan 48915; 517-335-1477; website: <https://www.michigan.gov/libraryofmichigan/public/family-history>.

The **MICHIGAN HISTORICAL CENTER ARCHIVES** date back to 1792. They hold more than 80 million state and local government records and private papers. There are 300,000 photographs, 500,000 maps, birth records from 1874 to 1969, and marriage records from 1853 to 1974. You will find information about the Civil War, Spanish-American War, Korean War, World War I, and World War II.

The Michigan Historical Center Archives are in the same building as the Library of Michigan; 517-335-2573; website: <https://www.michigan.gov/mhc/about>.

The **DETROIT PUBLIC LIBRARY** contains the Burton Historical Collection and the Detroit Society of Genealogical Research. The Burton Collection includes the history of Michigan as a seventeenth-century colony. The holdings include over 30,000 volumes, 500,000 unpublished papers, 40,000 pamphlets. Other information includes the entire Great Lakes region, including Canada and the history and development of the automobile industry. The collection includes family histories, heraldry books, and hereditary society indexes. Church records have information on marriages, deaths, baptisms, cemetery inscriptions, and obituaries. Researchers can assist you in accessing immigration, military, and vital records. The entire manuscript collection exceeds 4,000 pieces.

Detroit Public Library, 5201 Woodward Avenue, Detroit, Michigan 48202; 313-481-1300; website: <https://detroitpubliclibrary.org/locations/main>.

The **GRAND RAPIDS MICHIGAN FAMILY HISTORY CENTER** is a branch of the Family History Library in Salt Lake City. Resources include searching the FamilySearch Catalog online. Microfilms are no longer sent to family history centers, but many have been digitized for online viewing. Microfilms that were previously ordered by patrons are available for viewing.

When visiting the center, you may access the family history center portal. This provides you with free access to family history software and websites for free that usually

See **FAMILY** on page 16



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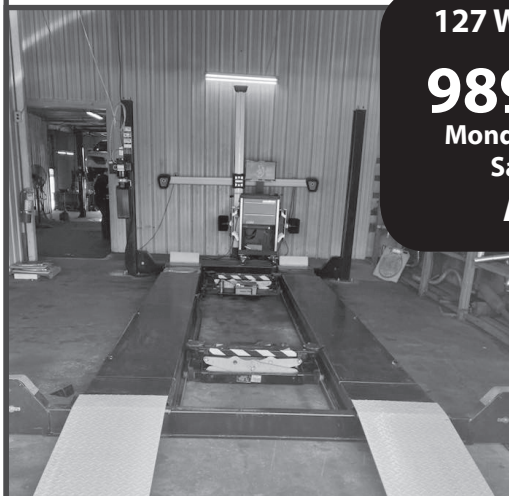
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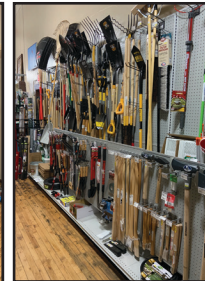
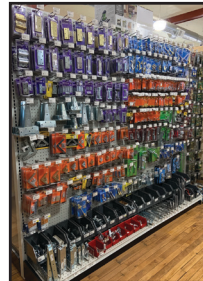
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KITCHEN from page 1

you may want to remove the tougher ribs, but it's a personal preference. I chop it a little smaller, and it will be tender.

5. Wash and finely chop the parsley.
6. Mix the rice with meat, salt, black pepper, parsley, and basil.
7. Pour 1 cup of crushed tomato and the ½ cup of water on the bottom of the oven dish. (It will prevent the meat from sticking to the bottom).
8. Place half of the rice-meat filling on the bottom of the oven dish with a lid.
9. Cover it with half of the chopped cabbage.
10. Place the second half of the meat-rice filling on it.
11. The final layer is the chopped cabbage.
12. Mix tomato juice with tomato paste, and pour the mixture onto the Polish lasagna.
13. Top with grated cheese.
14. Cover the dish with the lid and bake for one hour. Remove from oven and partially uncover. Allow to rest for 15 to 20 minutes before cutting. Serve hot with some nice crusty French or Italian bread. So as they say in Italian "mangia e Statti zitto" and in Polish "jedz i zamknij się," and I hope you enjoy it as much as I did.



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.



Chef Dennis Sturtz Sr.

A Tips from Chef Dennis:

- A good rule of thumb is 1 tablespoon fresh herbs = 1 teaspoon dried herbs.
- If you use young cabbage or savoy cabbage, you don't need to boil it first. Any kind of cabbage will work for this recipe.
- This Polish Golumpki casserole recipe is gluten-free!
- If you skip the rice, this recipe will also be keto-friendly!
- You can add a layer of tomato sauce after every layer of cabbage.
- If you do not have a lid for the baking dish, cover it with a layer of aluminum foil.
- You can use any cheese of your choice.
- The Polish lasagna can be stored in the refrigerator for 4 to 5 days. It can also be stored in the freezer in an airtight container for 3 to 4 months. Thaw 24 hours in the refrigerator if frozen before reheating.

FREEDOM from page 3

him the title of pool champion while his friend Joe held the title of ping-pong champ. Once or twice a week, they played basketball, and while John couldn't claim to be the best at the game, he was fast enough to bring the ball down the court and smart enough to pass it to a big all-American from Maryland!

John treasured the letters he received from his wife, Ruth Ann, and returned a few words when he could. John was beginning to think maybe he would be spending the rest of his Army duty in Japan, but he soon found out that would not be the case. He was the only soldier in his company to make Private First Class (PFC) while in Japan, a promotion that would soon lead to another that put him in a position of leadership in the foxholes of Korea.

When John landed in Inchon on Korea's west coast, he was told that some of the best fighting men in the world had already come through there, meaning the soldiers who had fought and paid the ultimate price. In Korea, John became a member of Company G, 160th Infantry Regiment, 40th Division. Army troops were loaded on trucks at night, and during the daylight, John marveled at the good roads built by the U.S. Army Corps of Engineers. Roads were built around the hills, with one side cut in to provide a little protection from falling because the other side was wide open – no guard rails – and the drop off the side could be anywhere from 100 feet to 300 feet down. John was also amazed at what a great job the truck drivers did driving at night, with only two small lights about six inches long that were fit onto the front fenders of the trucks.

The troops were being sent as replacements to the bottom of Heartbreak Ridge, which was located in enemy territory in North Korea, a few miles north of the 38th parallel. While the month-long battle that gave Heartbreak Ridge its name occurred the year before, both sides constantly warred over reclaiming any lost ground, and John was about to be in the thick of it as opposing sides attacked and counterattacked to gain possession. (Much like Heartbreak, the battle at nearby White Horse in October of 1952 proved bloody, too. During White Horse's 10-day battle, the hill changed hands 24 times.)

Be sure to look for the continuation next month when John's colonel gave the order: Save the hill at all cost...

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A Great Lakes Sailor

Catherine Schmuck
Part 8

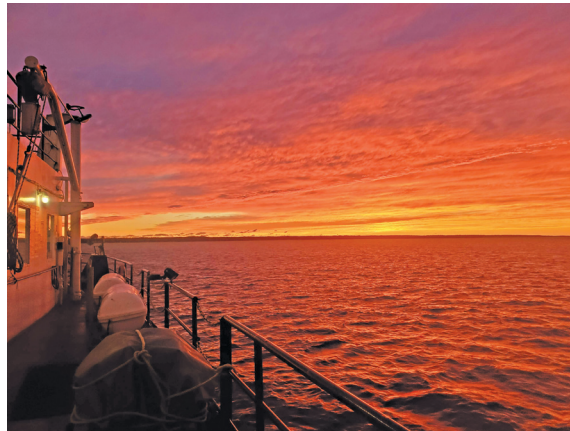
By Janis Stein

Join us in the continuation as Catherine shares her tips and tricks of working in a Great Lakes galley.

Catherine wasn't feeling particularly excited about sailing for two weeks; this was going to be tough. Plus, the air conditioning wasn't working, and it was so very hot, the hottest temperatures Catherine had ever experienced, even in comparison to her restaurant days. But then as it was prone to do, Catherine's friend destiny stepped in and decided she didn't need to suffer. The company called on the first full night of the first full day that she was aboard and asked if she would mind being transferred to another ship. Catherine thought that was the best idea – she'd be getting off the ship before it even left the dock! As it turned out, for some reason, her current medical paper wasn't in her book, and it was needed for the transfer, so Catherine took a little time off before returning to her next assignment at the end of October.

An average day for Catherine depends on which ship she is aboard. If it's a tanker, she gets up at 3:30 a.m. and starts at 4 a.m. Breakfast is ready at 5 a.m., lunch is ready at 11 a.m., and supper is served at 5 p.m., so it's a big day, but she has breaks in between; her break from 6:30 a.m. to 8:30 a.m. is her absolute favorite. When she is working on a self-unloader, she's by herself. She starts her day in the galley at 6 a.m., and breakfast is at 7:30 a.m. She finds working on the self-unloaders the most taxing because she doesn't get a break until after the 11:30 a.m. lunch is completed. Then, supper is at 5 p.m., and she has additional breaks as time allows. If she's on with a second cook on a self-unloader, then she works an eight-hour day, beginning at 7:30 a.m. and finishing at 6:30 p.m., with breaks in between. When a second cook is present, she works eight hours; on all the other jobs, it's a 12-hour day.

Catherine's biggest challenge is not having the groceries she would like. Usually, they pick up groceries



Catherine captured this gorgeous sunset while aboard the Algoma Buffalo.

every two weeks, but if she gets on a ship, and the chief cook just ordered before her arrival, she's not allowed to order more until the two weeks are up. She loves using lots of vegetables and herbs in her cooking and items that aren't normally ordered; these items aren't necessarily expensive, just different. She also uses lots of eggs because she enjoys making frittatas; she likes to offer an egg dish for the guys whose day starts at lunchtime. Catherine learned that, for her, in the end, her life is easier if she brings certain appliances, such as a food processor, and specialty items, such as spices and seasonings, with her. It's a little more work for her, but she doesn't have to worry how she's going to get some flavor in a particular dish if her preferred seasonings haven't been stocked. Ever the optimist, Catherine turns the occasional lack of staples into a game, much like a cooking show, where contestants have to figure out what amazing dish they're going to create with the ingredients on hand. Those challenges have driven her to create new dishes that she would never have made, offering a chef's take on the meaning of necessity being the mother of invention!

When Catherine's in the galley, the sailors come to expect certain foods on some of the same days each week. For instance, she always makes pizza on Fridays for lunch, and Friday night means fish and chips. On Saturdays, she enjoys making something fun like hot

dogs or hamburgers, and Saturday night is always steak night. She started a tradition serving a Sunday brunch, which has been very well received. When she was on the *Algoma Hansa*, there was a pilot on board, and he came down on a Sunday morning, saying all he'd heard about for the past three hours was Catherine's famous Sunday brunch, and he couldn't wait to try it! Unfortunately, Catherine didn't have enough eggs left, so there was no Sunday brunch that week. The pilot was visibly let

down because the sailors had bragged it up! Then on Sunday nights, Catherine tends to have turkey or roast beef, something homey that one would imagine having for Sunday supper because it's hard being away from home. Catherine enjoys the extra effort she puts in to make their home away from home the best that it can be.



Sunday brunch is a great feast: eggs benedict with cheesy hash brown casserole.

Catherine's favorite dishes to prepare depend completely upon the crew with whom she's sailing. What they love to eat is what she loves to make. In Catherine's experience, everyone loves cinnamon buns on Sunday mornings and homemade bread any day of the week. Catherine absolutely loves making homemade bread, and she doesn't go halfway. She also makes hamburger and hot dog buns from scratch.

See SAILOR on page 10

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SAILOR from page 9

One of the sailors' favorites is chicken-wing night, and Catherine also enjoys making Chinese food because the reaction is always good. In a desperate moment aboard the *Algoma Hansa* when they were really low on groceries, she knew Chinese food would be a great option because a cook doesn't need a lot of any singular thing, just a lot of a little. With three or four steaks left over from steak night, she'll create a steak and broccoli stir fry, along with a noodle dish with sauce. Rice is offered as a side because she makes a fresh pot of rice daily for lunch and supper for those who prefer it. She also likes to include a deep-fried option, such as sesame beef, crispy beef, or crispy pork.

For Catherine, it's all about the theme of a meal. She loves Indian curry, and she likes making everything that goes with it. If she's making butter chicken, she'll also make naan bread and onion bhaji. On the *Algoma Hansa*, she had some chicken breasts but not a lot, so she decided to make chicken balls, which is raw chicken cut into squares, dipped in batter, and fried. She'd been wanting to make a cherry sauce and wondered if she could accomplish that by using jello. She found out that yes, yes indeed, she could! She called a friend on board and asked if he had a minute to come to the galley and sample the chicken balls and cherry sauce. Catherine



Puff pastries with strawberries and cream.

tries desperately to minimize her sugar intake, but when she heard her friend crunch into the chicken and exclaim his delight over the cherry sauce, she couldn't help herself and had to try them, too! She was so proud of that cherry sauce and proclaimed it to be "wicked-good"!

Not everyone gets homemade cookies, and Catherine leans toward the traditional: oatmeal, chocolate chip, and peanut butter. Pies, too, are often a crew's favorite, and she enjoys making pecan, among others. She also enjoys working with puff pastry, and there's always puff pastry in the freezer on the ship. Rather than the same old eggs and bacon, Catherine crafts breakfast sandwiches to add to the variety, and if she's on a crew that just wants eggs and bacon for breakfast, then she's a little bored. If she can't sway them, then bacon and eggs it is because a happy crew is a productive crew.

The ships are known for their holiday spreads, and Catherine pulls out all the stops. She is very organized and will do as much prep work as possible ahead of time – but she won't risk ruining a dish. She is very particular and believes bread and cookies should be eaten while they're fresh from the oven, preferably consumed the same day. Because she is picky, she expects her eaters to be picky, too, so she only bakes or cooks on the actual holiday that the meal is served.

When she was on the *Algoma Hansa* in 2019, the first year she returned to the lakes, she was excited

about making Thanksgiving dinner. On her first sailing stint, she had been used to feeding a crew of 30. On the *Algoma Hansa*, there were only 17. Catherine wanted to make sure everyone had a great holiday, so she made turkey for lunch and prime rib for supper. Everyone had eaten their fill – and then some – so much so that the captain tracked Catherine down and requested going forward that she make only one really big meal a day – everyone was so lethargic that working was a struggle!

Between sailing and the restaurant business, Catherine figures she's only had two Christmases off in the past 40 years. She has always worked on Christmas, and she goes all out with the extras. She's all about creating a holiday experience; she brings her own decorations and colorful gel window clings. When she was on the *Algoma Hansa*, she decorated the menu board with stickers. She brings a little tree on board to decorate along with her Christmas stash of red and green sprinkles and any little items that might make the holiday more joyful for all. Those purchases come out of Catherine's pocket, but she doesn't care. For her, the little extras add to the joy of cooking – so she buys the sprinkles every time!

Be sure to look for the continuation next month as Catherine recalls joining the crew of the CSL Tadoussac in November 2021.

All images are courtesy of Catherine Schmuck unless otherwise stated.

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

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Thumb Rails

A Kitchen on Wheels for the Troops

Part 8

By T.J. Gaffney

This month's topic continues to be the history, transfer of ownership, move, and restoration of a former Chessie System/CSX Maintenance of Way Kitchen Car. 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 GIs 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 read the first seven columns in this most recent set of articles, our topic continues to be that of Troop Kitchen Car K102, built by American Car and Foundry in 1944. Our kitchen car is believed to have been sold to the Chesapeake and Ohio Railway sometime in 1949, and was used by C&O and successor 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 attempt by members of the Port Huron & Detroit Railroad Historical Society to preserve the car in Port Huron 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 to make adding the car to their facility a reality. As a very wet spring 2022 came to an end, "The Big Move" had finally happened. Altogether, it had taken eight months of planning, funding, building, and working to make it happen, but as May came to a close, the Sanilac County Historical Village and Museum had finally welcomed the arrival the classic troop kitchen car to the museum grounds.

To say that K102 needed some serious work was an understatement. After sitting exposed on a side track at the former Pere Marquette/ C&O Freight House in Flint for the better part of 20 years, her exterior was a

bit worse for wear. Her last paint job, a fairly standard combination of CSX Transportation's gray, blue, and yellow corporate scheme, had been applied sometime in the early 1990s. This coating had failed in several places in the intervening years, allowing the bare metal of her riveted side panels to be exposed, which caused a significant amount of surface rust to take hold. The paint that remained had faded greatly under 20 years of baking sun and freezing cold, and so it was clear to all involved that the first major portion of the restoration should be a full removal of the remaining paint, including a complete sanding of



K102, as it looked prior to restoration. From left to right are hired hands Ben and Darrell, who helped painter Jeff Conner and Troop Train project manager Utz Schmidt paint the exterior.



The exterior of the K102 gets primer applied by hired hand Ben.

the metal, application of a heavy-duty primer, and a final series of coats of the Pullman/military green paint scheme that car had worn originally. It was also clear that this was not the job for your local house painter, or even your best friend who owns an automotive body shop. It would need someone with a great deal of experience in painting historic rail equipment, and if possible, someone who understood the quirks of this particular type of rolling stock.

Once again, SCHV&M volunteer and project head Utz Schmidt contacted your author to see if I knew of such an individual. For those who have read this column over the last couple years, you'll know that indeed I did. Jeff Conner of Railroad and Military Painting of Greenville, Pennsylvania, specializes in painting historic rail and military equipment and has become one of the leading experts in the field. He grew up in the trade, having been a sign painter. This skill makes him uniquely suited to doing the very intricate and detailed work that is often needed in replicating historic paint schemes. I found this out firsthand while working on the restoration of Chessie System caboose 904151, now owned by the Plymouth Historical Museum in Plymouth, Michigan. This caboose's difficult and multi-colored paint scheme also required a good deal of hand-painted recreation of lettering that had originally been applied with stencils – something that involves a steady hand and a knowledge of how and why typical paints flow in particular ways. In short, he was the perfect man for the job.

Utz contacted Jeff while I began to do research on the history of the car's particular past uses and how they influenced how the car was painted. We found very quickly that the troop kitchen cars had been painted in

one of two different styles, depending on their specific uses. Both closely resembled the scheme used on the troop sleepers in that they had the same deep Pullman/military green color on the body, but while one used a slightly modified version of the gold-deluxe lettering designed to replicate gold leaf, the other used a more basic white lettering specific to the U.S. Army, along with a couple of emblems very similar to those used by the American Red Cross. We quickly realized that, given that the car was either the second or third built, it would have used the first scheme. This was further verified when Jeff began the



The exterior of the K102 after application of green basecoat.

prep work for paint by sanding the car, which brought out previous schemes in certain places. One particular stroke of luck was finding the original "K102" under one of these layers, not only verifying the number itself but the fact that it had been painted in gold. With this bit of information, we then used historical photos of sister cars to show the spacing and placement of the remainder of the lettering, which then allowed Jeff to properly apply it between things like rivets, handholds, and other objects that rose above the flat panels of the car body.

As we moved into the second week of June, work progressed quickly. Jeff and a crew of volunteers prepped the body of the car in a couple days, and then applied a couple layers of primer by the weekend. This proved to be a good time to take a break, as the village was hosting an event with several vendors who were parked nearby. Obviously, using a paint sprayer in these conditions isn't ideal, and the forecast of increased winds and the potential for rain meant that the paint job needed to be halted until

See **RAILS** on page 17

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DEER from page 1

transferring possession include taking the deer to a processor or taxidermist. Hunters still have to attach their paper kill tag to any harvested deer. If the head and body of the deer are separated then the kill tag should remain with the head. Anyone possessing a deer after the harvest reporting timeframe expires should be able to provide the confirmation number.

A common question that seems to be swirling in most hunting circles revolves around how to report your harvest. According to the Michigan Department of Natural Resources, it should only take about three to five minutes to complete the report. There are essentially two ways to accomplish this task. The first method of reporting is online at Michigan.gov/DNRHarvestReport. First, enter your kill tag license number and date of birth to begin completing the report. Another online option is to log in to eLicense by using your driver's license and birthdate, or user ID and password, then clicking on the Harvest Report tab to see the tags available to report. If you don't already have an account, you can create a new one to enter your report. The second method of reporting is to use the new mobile app: Michigan DNR Hunt Fish available in the Google Play store (for Android devices) and the Apple App Store.

It's important to note that if you need help reporting your harvest, you are allowed to have your

deer reported online by a family member or friend. The family member or friend will need your kill tag license number, date of birth, and information about the hunter's harvest and hunting location. The harvest reporting will pick up as the different Michigan whitetail deer hunting seasons hit their strides. The archery season begins October 1 and runs to November 14; it picks back up December 1 and continues until January 1, 2023. Sandwiched between the archery season segments is the regular firearm deer season beginning November 15 and lasting until its traditional close on November 30. After the regular firearm season, muzzleloading season will span December 2 until December 11. In addition to the aforementioned traditional deer seasons, there will be a late antlerless firearm season again this year starting December 12 and ending January 1, 2023.

With plenty of opportunities to place your tag on a whitetail, this upcoming deer season in Michigan will be a banner time to be in the outdoors. Don't forget, new this year is the mandatory harvest reporting throughout the state. Best of luck to all hunters hitting the woods and fields this fall, and most importantly be safe and make memories. No doubt, neither Charlie nor Jim Hempton will ever forget the memory of Charlie dropping his wall hanger; great job Charlie making your mark on the hunting fraternity!

smile awhile

John Tate's Compass

This is the unfortunate story of the British entrepreneur John Tate and his compasses.

Sometime back in the mid-1800s a small-time British manufacturer named John Tate decided to go into the business of making compasses. He set up a factory, installed the machinery, hired some workers, and began turning out his first compasses. He had just completed his first batch of 500 compasses when someone finally pointed out that he had forgotten to mark which end of the compass was north. The compasses worked fine; you just didn't know which way was north and which was south. Needless to say poor Mr. Tate's compasses didn't sell; Tate went bankrupt, the factory closed, and the workers were laid off. But his memory lives on, since that time any compass where you're not sure which end is north and which is south has been known as a 'Tate's compass'.

The moral of the story, of course, is that he who has a Tate's is lost.



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Sunken History & Maritime Treasures

In the Wake of the Iron Chief Part 2

By Robert McGreevy

Join in the continuation to learn about additional mishaps the Iron Chief encountered as well as what this ship looks like today.

On April 5, 1882, the *Iron Chief* was ready to begin a new career as a steam powered vessel. Her new engine was more than adequate to handle two barges at a time and was powerful enough to tow even the lakes largest sailing ship, the notoriously hard-to-handle *David Dows*. The *Chief* now settled into a routine, but not uneventful, career as a steamship. She had her share of mishaps. Only two years were to pass when on May 8, 1884, she ran aground in dense fog near Geneva, Ohio.¹

When finally pulled free by the tug *Red Cloud*, it was found she had damaged her wheel propeller and some of the stern framing.²

On August 16, 1895, at 3 a.m., the *Iron Chief* with the *Iron Cliff* in tow attempted to pass the steamer *Lyon* in the St Mary's River. All three ships were upbound at Mud Lake, the *Lyon* with a load of coal. The *Chief* and her consort were light. As the *Chief* passed the *Lyon*, she sheered to starboard, dragging the *Iron Cliff* into her causing considerable damage to both vessels. As the damage was above the waterline, all three ships were allowed to continue on.

In 1889, on August 2, she had another incident when her low pressure cylinder blew while off Port Sanilac, Michigan, and she had to be towed for repairs. There were several other mostly minor mishaps, but she continued to make revenue for her owners and well justified her conversion to steam. Her owners, the Corrigan Fleet, were one of the earliest organizations in the iron ore trade, dating back to 1880.

According to the *MHSD Historian*, "The *Iron Chief* was only one of the 34 ships that sailed for them, [which included] 17 wooden bulk freight steamers, 12 schooners and barges and four steel barges. The Corrigan Fleet was a transition fleet, utilizing sailing vessels, wooden steamers, steel barges and steel freighters. The Corrigan ships, like those of many other vanished fleets, though they sail the Lakes no more, contributed not only to the history, but the development of the great ships that sail our Lakes today."

The Iron Chief Today

The *Iron Chief* lay undisturbed for almost 75 years, but that was about to change. She was found in the mid-1970s by sport divers searching for unexplored wrecks off the Thumb of Michigan. Laying 135 feet deep some five miles off the Pointe aux Barques Lighthouse, time



The dock at Forestville with Martens Fish Company's net house in foreground; this dock would be completely destroyed by the Great Storm of 1913. Courtesy of the Sanilac County Historical Society Archives.



A close-up of Martens Fish Company's net house with name board of Iron Chief mounted on wall sometime after 1904. Courtesy of the Sanilac County Historical Society Archives.

and currents had taken a toll on her. The ship's massive wooden sides, possibly held intact by her inside iron strapping, have split apart and lie almost perfectly aligned with each other. The port anchor is in place tucked under the split bow while the anchor chain itself is across both sides. The deck cross beams still attached to her sides stand upright in rows, while the heavy main deck supports run the length of the hull with some decking still attached by the stern. Most evident is the damage to the stern, possibly a result of the water-filled stern, striking bottom first as she sank. The amount of damage also hints at a possible boiler explosion as she was sinking.

See **IRON CHIEF** on page 17



The Iron Chief's recovered anchor is displayed on the grounds of the Grice House Museum in Harbor Beach. Photo credit: Robert McGreevy.



The restored whistle from the Iron Chief prior to the 1983 whistle blow in Marysville, Michigan. Courtesy of the Robert McGreevy collection.

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TALL TALE OR TRUTH? YOU DECIDE!

The Rise & Fall of the Osage Part 3

By Janis Stein

Join us in the continuation as the “Reign of Terror” continues and the Osage Tribal Council goes against everything they taught and believed in. By unanimous vote, it was decided to seek help from the U.S. government...

I was born in Canada in 1923, five months after my parents received a letter from my great-grandparents telling about the death of Henry Roan, who’d been shot. Roan was Mollie Burkhardt’s first husband though that little-known union passed as quickly as it had come, and Mollie’s husband Ernest didn’t even know about it. Mollie was shaken by his death. He was a good man, and the Osage lost another full-blooded member of their tribe.

Tongues began to wag a bit harder when word got out that William Hale, Ernest’s uncle, inherited Roan’s

\$25,000 life insurance policy. What was the connection between the pair, people wondered? Apparently, Roan owed Hale some money, and when he couldn’t come up with the repayment of the loan, Roan named Hale as his beneficiary. It had been Roan’s idea as a way to make good on his debt, or so said Hale. Of course, no one could ask Roan, now, could they?

Within six weeks’ time, my mother’s grandparents back in Oklahoma wrote my parents another letter, this one reporting a house explosion, the home owned by Bill and Rita Smith. Bill was a white man, and Rita, a full-blooded Osage; Rita was the last of Mollie Burkhardt’s sisters. Rita died instantly, as did her maid. Badly burned, Bill fought a good fight but succumbed to his injuries four days after the blast. Had it not been for Bill’s tenacity and desire to live long enough to tell someone of his suspicions – and had Bill and Rita died simultaneously – Mollie would have inherited another headright. Of course, Mollie, still feeling poorly because her sugar was acting up, was only concerned with the tragic loss of her sister. Money was the last thing on her mind. Because Rita died before Bill, he inherited her headright, and as soon as Bill died, his legal heirs – his white brothers – suddenly gained a windfall.

The Osage cemetery was filling fast.

If it wasn’t one thing, it was another. On June

28, 1923, William Hale and Mollie’s husband, Ernest Burkhardt, were growing concerned about another Osage, George Bigheart. After much discussion, the pair paid the fare and put Bigheart on the next outbound train heading to Oklahoma City, where he could seek proper care at the hospital. The physician in charge of his care suspected poisoning and promptly told his patient he’d best get his affairs in order; his time was almost up.

Bigheart, trying to get comfortable and alternately doubling over in pain and lying down to embrace the fetal position, sent word to an attorney, William Watkins Vaughan, who promptly arrived at the hospital to record Bigheart’s last will and testimony. Bigheart, in between painful gasps, explained that it wasn’t a will he was in need of; his affairs in that regard were already in order. Bigheart, aptly named, explained that someone had been methodically killing off his tribe – and not only did he know who was behind it all, he also had the documents squirreled away to prove it. He was finally confident enough to go to the authorities when he started feeling poorly. It would be up to Vaughan now to travel back to Bigheart’s home in Pawhuska, locate the documents he’d stashed under a loose floorboard in his pantry, and stop this Osage killing spree once and for all.

Vaughan made haste to the train station with plans to travel to Bigheart’s home to secure the documents and entrust them to the proper authorities. Vaughan instinctively knew this was the case of a lifetime – a case that would make his career.

Unfortunately, Vaughan’s bloodied body was discovered alongside the tracks, about five miles shy of his destination. The coroner estimated the time of death at approximately 5:15 a.m. Back in Oklahoma City, Bigheart’s doctor pulled the sheet over the Osage Indian’s head at about the same time.

The Osage Nation knew its people were being systematically picked off – and the white man’s greed had to be responsible – but who was the culprit? And how many culprits were there? The death toll was climbing, and while Mollie Burkhardt’s family had been hit the hardest, plenty of other Osages met their maker, too. There just seemed to be no rhyme nor reason to it all – and no pattern. Serial killers historically left a calling card of sorts or developed a pattern over time, but not so when it came to this “Reign of Terror.” Although it went against everything the Osage Tribal Council taught and believed in, when they held a special meeting, by unanimous vote, it was decided to seek help from the

See YARNS on page 17



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MEAT



The Way It Was

...Being Born Between 1930 & 1945

By Al Eicher

If you were born between 1930 and 1945, you are in the 1 percent of the American population. Doing a little math, you range in age from 77 to 92, and I am proud and blessed to be alive at age 87. We old-timers have much to share in memories of major events in our lives. We are the last generation with parents who experienced the Great Depression.



A World War II recruiting poster.

As children, we experienced the beginning of World War II in December of 1941. We saw friends and relatives go off to serve their country. I remember seniors in high school, following graduation, join the Army or Navy. Back then, our daily living was geared to the “war effort.” We had rationing booklets for gasoline and shoes. We stood in line at the grocery stores for various foods containing sugar, as it was in short supply. My grandparents raised chickens, so we very often had chicken for Sunday dinner. Tires for cars were hard to find, and you would see cars up on blocks. I do not remember any shortage of milk, but I do remember the milkman delivering milk in glass bottles, with cream in the neck of the bottle.

In my hometown of Pigeon, you would see blue and gold star military service banners hanging in windows of a home where a father or son or maybe a daughter went off to war. We received the local and national



A military service banner.

news from newspapers. By the way, we had one telephone per household. As I remember, we played outside a lot with the neighborhood kids and read a variety of comic books. We did not have electric typewriters; we pressed hard on the keys and pushed the carriage at the end of the margin. I remember gasoline selling for 12 cents a gallon and a bottle of pop for a nickel. We experienced the jazz age and rock and roll.

News from radio stations came from WJR in Detroit and other stations in Bay City and Saginaw. The Gem Theater in Pigeon showed the MovieTone news of American efforts on the warfront. We could see three movies a week, plus the westerns and cartoons before the main feature. A movie ticket was 10 cents for children and 40 cents for adults. After four years of war, which ended in August of 1945, our veterans came home, and the baby boom began. Home building boomed across America!



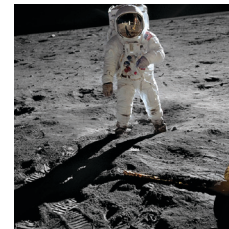
Period comic books.

We are the generation that grew up without television! It was around 1948 that television was getting established, and we now had a window on what was going on in America...We soon had three TV networks and all kinds of situation comedy shows.

Our country, by 1949, was experiencing tremendous growth. The government was now offering the G.I. Bill, and our veterans took advantage of the program; colleges across America had full enrollments. G.I. loans created a housing boom! By the 1950s, women were

entering the workplace, and many were going to college to study fields other than teaching and nursing. We enjoyed a higher standard of living, feeling secure with lots of opportunities in this new electronic and industrial age.

Good times soon were dashed with threats resulting in the Cold War and terrorism. We took part in the Korean and Vietnam Wars, which created division among many young Americans. We continued to send troops around the world for the next 45 years to fight for our allies. These actions and homeland issues also stirred division and unrest within the political parties. The pandemic during the 2020 and 2021 period also added to the unrest. We seem to have come full circle, from bad times...to a long period of good times and now a time of great unrest in our country where public safety and inflation are main issues.



The U.S.A sends man to the moon.

This year, possibly 90 percent of our age group are retired...but some of us just can't stop working! One thing is for sure...We have witnessed the birth of the television, sending a man to the moon, computers, video games, the Betamax and VHS machines, home video, cable television, DVD's, artificial joints for our bodies, the internet, Google, iPhones, and Zoom! I feel privileged to have lived in the best of Times in America! And that's the way it was....

All photos courtesy of the Library of Congress.

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

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FAMILY from page 7

charge a fee. Some of the websites available are:

- **Alexander Street Press-The American Civil War Research Data**—indexed and searchable information on more than 4 million soldiers, 15,000 photographs, thousands of battles, 100,000 indexed pages of diaries, letters and memoirs, history of the American Civil War, including 1,400 images, personal accounts of historical figures, and an organized history of women in social movements in the United States from 1600 to 2000.
- **Ancestry.com**—includes the world explorer subscription with access to all international and U.S. records, including census, immigration, voter, military and vital records, periodicals and newspapers, family trees, images and photos, maps, court records, land records, directories, wills, financial records, memories, stories, histories, marriage records, births, deaths, land ownership, and more.
- **Historical Map Works Library Edition**—more than 470,000 high resolution, full color historic and antique maps, including property

and land ownership maps, illustrations, and city directories. You can track the residential genealogy of your ancestors.

- **ProQuest Obituary Listings**—search obituaries and death notices from prominent newspapers. Both famous and lesser-known people can be searched by name or keywords.
- **World Vital Records**—access to marriage, birth, and death records, social security death index, family trees, immigration records, census records, land and probate records, military records, newspapers, family histories, biographies, wills, gravestone photos, ship manifests, map collections, and yearbook collections.
- **19th Century British Library Newspaper Digital Archive**—British newspapers including 48 national and regional Victorian British newspapers from 1800 to 1900.
- **Newspapers.com**—the largest online newspaper archive, used for genealogy and family history, historical research, journalism, entertainment, crime investigations, marriage announcements, birth announcements, obituaries, social pages, sports, local and national news, advertising, entertainment, lifestyle, fashion, and comics.
- **Kinpoint Premium**—review your family history work and find what information is missing in your family tree.
- **Legacy Stories**—upload family stories, photos, and recorded narration, which can be linked as source records on FamilySearch Family Tree.
- **ArkivDigital Online**—Swedish church and historical records online, contains photographed color images of original documents.

- **My Heritage-Library Edition**—conduct family research, build a family tree, historical records, photos, and more.
- **Paper Trail**—access to nineteenth century westward migration documents in America.
- **Fold3.com**—previously Footnote.com, contains millions of historical documents and photos, military stories, and records.
- **Findmypast**—Research UK ancestry and create a family tree, includes census records, births, marriages, and deaths.

A trip to the history center to access their online research may provide you with information to break a brick wall, or just expand on the information you have.

Grand Rapids Michigan Family History Center, 2780 Leonard N.E., Grand Rapids, Michigan 48525-5825; 616-334-0249; website: https://www.familysearch.org/en/wiki/Grand_Rapids_Michigan_Family_History_Center.

There are 23 MICHIGAN GENEALOGY AND LDS FAMILY HISTORY CENTERS located throughout the state of Michigan. The facilities provide access to resources through the Family History Library in Salt Lake City. Centers are run through the Michigan LDS churches and are open to the public at no charge. For a complete listing with addresses visit the website at <https://www.archives.com/genealogy/records-michigan.html>.

Another excellent resource is to search your local area for a family history group. They may have collections available for purchase, people who can assist in conducting research, or even publish a newsletter that can provide you with information regarding the area your ancestors lived in. Plenty of resources exist, so start researching today!

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

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RAILS from page 11

the following week. This was a minor setback, and by the middle of the week the deep green body color had been applied; after a couple of days of baking in the hot sun, it was finally ready for its historic lettering....but that's for next month's article.

How will the process of restoring the K102's exterior progress? Would there be any other issues to find during this process? 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



The end of the K102 after primer coat and paint.

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.

IRON CHIEF from page 13

Scattered around the boiler are the remains of the heavy iron sheeting used to fireproof the boiler house; the boiler itself lies almost on its side, showing the tremendous impact upon striking the bottom. On one of the large sections of intact decking, a cargo and docking winch is still mounted in place. With all the visible and accessible construction details, the *Iron Chief* is a case study of 1880s wooden shipbuilding as practiced by the Detroit Dry Dock Company yard.

Footnotes:

¹ Her consort at the time, *Iron State*, unable to stop, collided with the *Iron Chief* but did little

damage.

² On May 9, 1887, the *Iron Chief* ran aground seven miles from Ashtabula, Ohio, and was towed to Cleveland to install a new propeller that had been sent from Detroit. It may be a pattern of damage to her propeller and stern could have factored in her eventual 1904 sinking.

Join in the continuation to learn about additional mishaps the Iron Chief encountered as well as what this ship looks like today.

Marine artist Robert McGreevy is the author of Lost Legends of the Lakes, which is now available in paperback in select stores for \$19.95, or you may contact the artist for more information through his website at www.mcgreevy.com.



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YARNS from page 14

U.S. government. Local and state authorities had been stymied. It was time to go higher up the chain even if they had to fund the government's investigation – their very lives depended on it.

In 1908, President Theodore Roosevelt saw the need for an agency to assist with federal law enforcement and thus created the Bureau of Investigation, the precursor of today's FBI. J. Edgar Hoover stood at the helm of the Bureau in 1923, and despite their best efforts to investigate the Osage murders, the toll climbing to almost 30 – and counting – the killer(s) remained elusive. No matter how much the Bureau probed, no one was talking, especially not the Osage, who were looking over their shoulders and around every corner as another fresh grave was dug in the Osage cemetery.

Hoover could not afford the Bureau to fail, nor did he want the public embarrassment. After two years of fruitless labor, it was time to try another tactic.

Be sure to look for the continuation next month when Bureau agents put their puzzle together piece by piece – but will they be too late? Mollie Burkhart isn't feeling too well...

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CAPTAIN RON from page 2

condition, were taken from it, together with the dead body of the captain's son. Under the circumstances, assistance could not have been rendered earlier to this unfortunate wreck..."

Charles E. McDonald was the second keeper at the Pointe aux Barques U.S. Life-Saving Station. He took over from J. H. Crouch in the spring of 1877 and left on July 5, 1878, according to the Pointe aux Barques Lighthouse keeper's logbook. According to the 1890 landowner records for Huron Township, Charles owned 80 acres in section 14 on Stoddard Road near the corner of Parisville Road. The dereliction of duty charges made against McDonald and the surfmen by devious local citizens were proven totally false and ungrounded; in fact, when investigated by the U.S. Revenue Cutter Service, not one person interviewed said a negative word about the heroic actions of the lifesavers.

The following is an accounting of the investigation and the result, conducted by Lieutenant Walker. His report was taken from the U.S. Life-Saving Service's Annual Report for 1877, as follows: "REPORT OF LIEUTENANT WALKER, ASSISTANT INSPECTOR OF THE LIFE-SAVING STATIONS, UPON THE WRECK OF THE SCHOONER BERLIN—OFFICE OF INSPECTOR OF LIFE-SAVING STATIONS, NO. 1 BROADWAY, NEW YORK, JANUARY 2, 1878.

"SIR, respectfully referring to department letter of November 23, 1877, directing me to proceed at once to Life-Saving Station No. 1 Pointe aux Barques, District No. 9, for the purpose, of investigating all the circumstances connected with the late wreck of the schooner Berlin, which occurred on November 8, I have the honor to report that I reached Detroit on November 23, and was there joined by Superintendent Joseph Sawyer, who handed me a communication addressed to himself, under date of November 12, 1877, with the names of R. Cooley, C. H. Cooley, F. Dhyse, and Frank Wilson appended as signatures thereto, said letter charging that on November 8 at 5 am, a telegraphic dispatch was transmitted from the vicinity of the wreck of the schooner Berlin to the keeper of Life-Saving Station No.1 at Pointe aux Barques, informing him of the disaster; that said keeper, together with his crew, failed to arrive in response to the summons until sundown; that although the distance required to be traveled was but five miles and the weather calm enough to launch and manage a common yawl-boat, the surf-boat was brought on a wagon; and that by such tardy action three men were permitted to perish. The following names are also mentioned as those persons cognizant of the alleged facts recited in the letter: Captain Peer, Captain Walters, Captain White, Oliver Bosely, James Hamilton, James Calhan, and Eugene Foote.

"Leaving Detroit on the 27th, we proceeded to Port

Hope, Michigan, by steamer, and as it was deemed necessary, in order to obtain all the information possible, to visit Port Austin, Grindstone City, Huron (a point some three miles inland from the latter place), the light-house at Pointe aux Barques and also the life-saving station, a team was hired to convey us thither. Of the persons whose names appear as signer to the letter containing the charges, but two could be found, viz: C. H. Cooley and R. Cooley, the latter, father of C. H. Cooley, denying that he signed the letter; although admitting that he had previously authorized the use of his name at such times as a letter might be sent—comparison of dates thus clearly indicating that a pretext for such letter had been anxiously sought by the parties above named. Frederick Dhyse and Frank Wilson were absent at a lumber-camp, several miles distant. Of those, named in the body of the letter; Captain White, James Hamilton, James Calhan, and Eugene Foote could not be found, although a messenger, acquainted with their usual abiding-places, was dispatched in search of them.

"The direct evidence obtained during the investigation is embodied in the sworn statements of D. H. Cooley, R. Cooley, Frank Walters, A. G. Peer, Oliver Bosely, George Robertson, James Green, Charles E. Thompson, Andrew Shaw, Keeper C. E. McDonald, and Surfman Henry Martin. Referring

See CAPTAIN RON on page 19

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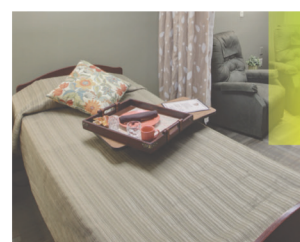
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CAPTAIN RON from page 18

to the evidence of Keeper McDonald and Surfman Martin, I would respectfully state, in view of the fact that the affidavits of Messrs. Robertson, Green, Thompson, Shaw, and Bosely were so emphatic, in contradiction of the charges against McDonald, that upon reaching the station on November 30, and reducing to writing the statements of McDonald and Martin, and after making a preliminary examination of the other men composing the crew, under oath, the testimony was found to agree so closely that I deemed it unnecessary to reduce each to writing, but caused them to affix their signatures to the statement of the latter, to which they unhesitatingly consented. This fact is submitted as a sufficient reason for the omission of the testimony in full. Letters addressed to Superintendent Sawyer by County Prosecuting Attorney Winsor, of Port Austin, James Green, Ira West, and George Robertson, of Grindstone City, and Andrew Shaw, principal keeper of Pointe aux Barques light-house, are also enclosed, and in transmitting these and the sworn evidence to the department for its consideration, I desire to state that during the course of the investigation, and in conversations with

Mr. Winsor above named, Mr. George Worthington, proprietor of extensive lands in the States of Ohio and Michigan, and other persons in the vicinity of the scene of the wreck, it was clearly demonstrated that public sentiment completely exonerated the crew of the station from blame in the matter; in fact, not one word of reproach was uttered by those who witnessed the affair and were conversant with all the circumstances surrounding it, the unanimous opinion being that the charges emanated from a few irresponsible persons of questionable character residing some miles back in the interior, who were not present at the time the boat went off to the rescue, and who probably preferred the

charges at the instigation of the man named Frank Walters. In this connection it will be perceived that the latter individual shrewdly declined to sign his name to the document, although he states that it was written at his house.

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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"Take A Bus..."

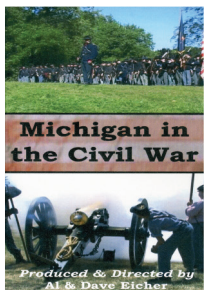



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BIG REDUCTION! Secluded 1.3 acre waterfront property with 2-story home and guest cottage. The 3-bedroom, 2-bath home features a partial basement, large living room, and year-round sunroom with lake views. The 1-bedroom guest cottage also has unbelievable lake views. There is 1 1/2-car detached garage, pole barn with loft, 100-foot steel seawall and a peaceful private setting with fruit trees and pines. The water assessment is paid in full and located only 1 1/2 hours from the greater Detroit area.

018-21-0018 - **\$374,900**

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**



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 - **\$98,400**



PENDING! Hunters paradise! 10 acres of prime hunting land with a 24' x 30' garage/cottage with electric and water, kitchen, dining area, family room, upstairs loft for sleeping, and a 1-car attached garage for storage. There are several cleared paths and tree stands throughout the property. Turkeys and deer galore and only

90 minutes from the Metro Detroit area. There are cameras on the property; please do not walk without permission!

018-22-0017 - **\$110,000**



Cute 2-bedroom, 1-bath cottage in family oriented Marilyn Manor Subdivision. This cedar home has been well-kept and sits on a double lot. There is a 18' x 14' back deck and a 8' x 8' front deck. The bedrooms are 12' x 8' and 12' x 9'. This is the perfect beach getaway and only 1 1/2

hours from the Metro Detroit area. You are just steps away from one of the sandiest walking beaches on Lake Huron. There is also a 10.5' x 8.5' storage shed for all of your beach toys.

018-22-0016 - **\$109,000**

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



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

018-21-0009 - **\$124,900**



Just 4 steps to 100' of sandy beach on Lake Street in the village of Port Sanilac on a private drive. Large traditional home with open concept floor. The main living area features a fireplace, dining room/custom kitchen, Andersen windows/doors, hardwood floors, 2-car detached garage, generator, and breathtaking 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**