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SEPTEMBER 2022

WATCHING OVER SHORELINE INTERESTS

VOLUME 24 ISSUE 7

Sunken History & Maritime Treasures

In the Wake of the *Iron Chief* Part 1

By Robert McGreevy

On October 4, 1904, a cold, blustery fall day on Lake Huron, the 24-year-old steamer *Iron Chief* with her consort, the *Iron Cliff*, in tow had been pounding their way north into increasingly larger seas since leaving the St. Clair River that morning.

Both ships were heavily loaded with a cargo of coal, bound for Fort Williams, Ontario (now Thunder Bay), and it was not going well for the 228-foot-long steamer. Her engine was running well enough, but the engine room crew began to notice an unusual clanging sound and a vibration



The steamer Iron Chief with Iron Cliff in tow passing the Pointe aux Barques Lighthouse, not far from where she would disappear. Oil painting by Robert McGreevy.

that seemed to come from under her stern.

The chief engineer immediately decided to signal the wheelhouse and alert the captain that he was checking the engine down, so they could find the cause of the noise. At this time, there was no means of communication between the steamer and the *Iron Cliff* tow barge, except by whistle signals. The captain immediately blew four short blasts to warn the *Iron Cliff* that they were stopping, although the barge crew had probably noticed she had slowed and was taking the seas easier with the strain off the tow line.

Back on board the *Iron Chief*, the captain and chief engineer were trying to locate the source of the vibration when it became apparent that there was a large amount of water seeping into the engine room, and she was already beginning to notably settle at the stern.

See **IRON CHIEF** on page 10

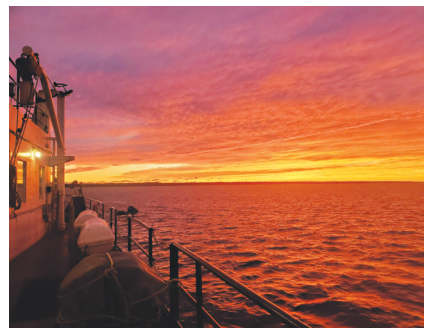
A Great Lakes Sailor

Catherine Schmuck Part 7

By Janis Stein

Join us in the continuation as Catherine compares how life and sailing changed between her first and second sailing stints.

Sailing has changed a great deal when comparing Catherine's first stint to her second, and much of it comes down to safety. Long gone is the carefree attitude of the '80s, when rules were lax when they did exist. Catherine can recall stepping over the lock wall at the Welland Canal and onto the ship without



Catherine captured this gorgeous sunset while aboard the Algoma Buffalo.

the comfort of a gangway in place; one misstep back then would have resulted in a catastrophe. Now there is a gangway, a small investment in safety and worth a great deal. Likewise, back then, there

were no hard hats, and if there did happen to be a hard hat, there was no safety gear, at least not like today.

In Catherine's opinion, there's much less crew turnover now in comparison to 30 years ago. Years ago, if a sailor didn't like a particular ship or the person he was working with, he simply left the ship and hopped on another. Like anything else, when there's not an abundance of available positions, nowadays, sailors who get on a ship tend to stay there although people take their vacations at different times, so there is always some change in crew.

Another marked difference is the level of socialization between crewmembers. During the 1980s, all the sailors gathered in the TV room, or those

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September 22**
**Harbor Beach
Harvest Festival**
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Bach Festival**
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Museum
Weekend**
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events

SEPTEMBER 2022

Deckerville:

24th – Indian Heritage Day – Reid Music Hall & Museum – 12 – 4 p.m. – Annual potluck, special displays, music – 810-404-4028

Emmett:

15th – 17th – 27th Annual Our Lady of Mt. Carmel Indoor/Outdoor Rummage Sale –

10828 Brandon Rd. – Thurs. 9 – 7, Fri. 9 – 6, Sat. 9 – Noon – Lunches, bake sale, farmers' market, 50/50 daily drawing – 810-434-2815

Harbor Beach:

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

17th – Chili Cook-Off – Downtown Harbor Beach – Pick up ballot at the Visitor's Center – Cost \$3 – 11 a.m. – 3 p.m. – 989-479-8210

17th – Pie & Dessert Contest – Visitor's Center – Drop off entries by 10:30 a.m. – 989-430-2817

17th – Craft & Veggie Expo – Murphy Museum Lawn – 10 a.m. – 4 p.m. – 989-553-3317

Lexington:

15th – 18th – 22nd Season of the Bach Festival – Ave Maria Parish (formerly St. Denis Catholic Church) – www.lexingtonbachfestival.org

Port Hope:

17th – Friends of the Port Hope Railroad Depot 10 Year Celebration – T. J. Gaffney, Guest Speaker – 2 – 4 P.M. – 989-670-6200

Sandusky:

8th – 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
22nd – 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.



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VOLUME 24 ~ ISSUE 7

“Never believe that a few caring people can't change the world. For, indeed, that's all who ever have.”

– Margaret Mead

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Beneficial Berries

By Ryan Walker

Last month, I was making conversation with an acquaintance I see every so often. As usual, the focal point of our discussion revolved around the outdoors. With September right around the corner, we both outlined the remaining tasks on our to-do lists. We both needed to work on tree stands and hunting shacks, and both of us still had to pay attention to our food plots. In addition, we felt we needed a day to inventory all our hunting supplies, and it wouldn't hurt to take an evening to lay out our fall calendars complete with key hunting dates. Our train of thoughts were headed down the same tracks until my acquaintance threw in a task I wasn't considering. He, almost as an afterthought, mentioned needing to cut out all of the wild blackberry bushes that had grown throughout his hunting property. I raised an eyebrow and asked him why he felt this would benefit his wildlife habitat. All the while, I was envisioning the almost two acres of wild berries that adorn our hunting property. After listening to his rationale for eliminating the prickly bushes, I offered my own take on the benefits of berry bushes.

The first, and probably most obvious, benefit for wild berries is as a food source. Nothing is better than grabbing a juicy wild blackberry or wild raspberry fresh from the stem and popping it in your mouth. However, a close second is the culinary uses wild berries have that enhance any dining experience. We've enjoyed several freshly baked blackberry pies and crisps throughout the summer months. Some berries found their way into pancakes, parfaits, and cheesecake toppings while others were sprinkled on top of vanilla ice cream for a refreshing treat. As I write this article, I am looking at a year's supply of homemade blackberry jam and jellies that are filling pint jars in our pantry.

Humans aren't the only species that use wild berries for consumption; various wildlife species thrive on the wild offerings. I have been amazed at the different animals I have witnessed utilizing our multiple berry patches. Each year, our patches are abuzz, literally, with activity as honeybees fly from miles around to visit the flowering berry plants. As the berries develop, wild turkeys will stroll through the paths in the patches to snatch some low-hanging fruit.



Wild Michigan red raspberries are an excellent food source, and the bushes offer cover while providing a natural boundary.

Raccoons and possums aren't opposed to making a meal of ripe berries that have fallen from their perch onto the ground. I couldn't attempt to give an accurate approximation as to the number of different songbirds species I have observed dining on both the berries and bugs that are drawn to the sweet treats. As the berries disappear and fall's cool nights begin to set in, I have witnessed on more than one occasion whitetail deer browsing on the berry bush leaves.

As if being an excellent food source wasn't enough of a reason for my acquaintance to spare his wild blackberry plants, providing cover for wildlife is another plus for berry bushes. Many insect species seek the prickly plants for long-term protection. Mammals and birds of many species seek rest in short spurts among the low-hanging berry branches; one mammal in particular thrives in the thorny habitat. The berry bushes on our hunting property are always loaded with cottontail rabbits. Each winter, we successfully bag several rabbits for our pot and our freezer without putting a dent in their ever-expanding population. A leisurely stroll after a fresh snowfall will result in vast rabbit runways covered in fresh rabbit droppings that remind us rabbits love berry bushes.

Berry bushes also serve as natural boundaries that help set edge habitat. Edges are areas where two cover types come together. Wildlife instinctively follows edges to travel; that's why whitetail deer are often observed on the edge where an agricultural field meets a woodline. Berry bushes that form an edge with a field or woodline can help funnel deer and wild turkeys to a hunter's stand. Deer and turkeys will avoid traveling through the middle of thick, picky berry bushes if there is an easier access route to get to where they want to go. Not only do these briars work as edge habitat to funnel wild game, they can also serve as barriers to keep human trespassers from accessing property where they are not welcome.

When our conversation was winding down, my acquaintance commented that maybe, armed with new information, he would reconsider cutting down all his wild berry bushes. He added that it would be a lot of work, and he didn't relish the idea of getting scratched up by all the thorns. As the wheels continued to turn, he began to talk me through the hanging of a new tree stand at the end of his berry patch. If you are fortunate to have wild blackberry or wild raspberry patches thriving on your property, you can reap the benefits of food, cover, and natural boundaries they provide.



A close-up of a wild Michigan blackberry bush that has two ripened berries.

Schools of Yesteryear

By Janis Stein

Huron No. 5 - Lawitzke School Part 2

Join us in the continuation as Lawitzke's students settle into their brand-new schoolhouse.

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.

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



Kathleen and Pauline Lawitzke, going to school in 1918. Photo courtesy of Kathleen (Lawitzke) Hass.

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.



The Lawitzke School, with Marlene Lawitzke in the foreground. Marlene's grandmother (Kathleen's mother), Mattie Lawitzke, was the first teacher in the newly built school in 1904. Photo courtesy of Kathleen (Lawitzke) Hass.

The Annual Statistical Report for the year ending July 9, 1906, showed enrollment at 74 students. Of the 128 children between the ages of five and 20 living within the district, 32 were between the ages of 14 and 18; of those 32, 13 were part of the 74 enrolled, and none were studying above the eighth grade. Overall, the students had a 73 percent attendance rate. The district did not yet have a library. Teacher Mattie B. Kennedy earned \$360 for the nine months of school she taught. The indebtedness of the district for which bonds had been issued totaled \$450, and \$477 was the total indebtedness for all purposes as of July 9, 1906. The school board remained the same.

The Annual Reports of the School Districts for the year ending July 8, 1907, listed enrollment at 67 students, who had a 56 percent attendance rate over the course of the nine months that school was in session. By 1909, enrollment increased to 78 students – 39 boys and 39 girls. Wesley B. Beadle taught 10 months of school and earned \$750. No students graduated from the eighth grade, nor did any pursue studies above the eighth grade. Expenditures included

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SCHOOLS from page 4

\$12.58 for “repairs on buildings,” \$200 was paid on the principal of the loan, and \$1.50, for insurance. Additionally, the district invested \$55 in “furniture and apparatus,” which may have included desks, a stove, a bookcase, or an organ, etc., and the officers earned a total of \$30 for their salaries. The district spent \$25.70 on fuel; \$21.50 for loan interest; \$5 for the janitor’s salary; \$6.05 for supplies that could have included brooms, chalk, pails, towels, shovel, soap, census, etc.; \$32.48 for appendages, such as a globe, maps, charts, dictionary, etc.; and \$28.67 for free textbooks. Albert Philipp and August Finkel continued with their roles on the school board; however, Gustav Marquardt replaced Otto Burzlaff as director.

The Annual Statistical Report for the 1909–1910 school year showed Mr. A. E. Ayotte taught 67 students for nine months, and he earned \$630 for the year, or \$70 per month. Subjects taught included Arithmetic, Civil Government, Geography, Grammar, Physiology, Reading, and Agriculture.

Teacher W. B. Beadle signed the teacher’s contract for the 1910–1911 school year; he taught 10 months of school and earned \$760 for his tutelage. For the first time, the students enjoyed checking out the titles – 70 books in all – in the school’s library. No eighth-graders graduated during the year. However, one pupil pursued studies above the eighth grade in subjects such as School Law and Theory & Art of Teaching. Expenditures included \$44.70 for buildings and \$26.07 for repairs on buildings. In addition, the district paid \$163.98 for general purposes from the general fund. The “general purposes” category included transportation of pupils; insurance; indemnity bonds; furniture and apparatus; officers’ salaries; interest on loans; unusual expenses, such as law suits; rent; fuel; janitor; cleaning of schoolhouse; incidentals, such as brooms, chalk, towels, soap; census; appendages, such as globe, maps, dictionary, free textbooks; water supply or well; record and account books; care and grading of grounds; building of fences, and outhouses. The three-man board remained the same, with Gustav Marquardt serving as director and Albert Philipp and August Finkel serving as moderator and treasurer, respectively.

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

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The Doctor’s Corner

Iodine...

By Dr. Timothy Grondin



...is so important that I’m mentioning it again! A 2006 Breast Cancer Patient-Iodine Study by Dr. David Brownstein was a small study but an important one. He used the iodine-loading test to determine the iodine, bromine,

and fluoride levels in eight breast cancer patients and 10 non-breast-cancer patients. The results showed that iodine levels were low in all patients. The levels of the toxin bromide trended higher in the breast cancer patients in another study called the Eskin study. The bromide levels in Dr. Brownstein’s patients were also significantly elevated in the breast cancer patients as opposed to the non-breast-cancer patients. Also, the levels of the toxin fluoride were higher in the breast cancer patients.

Supplementing with iodine will rectify the iodine deficiency and importantly help the body detox these toxins. All of Dr. Brownstein’s patients were low in iodine because he practices in Michigan, and we are in the goiter belt. The entire Midwest region has no iodine in the soil, so there’s minimal iodine in the diet here. Bromine you get from baked goods like bread and muffins, etc. They used to put iodine in bread, but now they use bromine. If you have breast cancer, get all breads and grains out of your diet. Fluoride you get from toothpaste and municipal water supplies. Drink bottled water instead and use

non-fluoridated toothpaste.

Yours in health,
Dr. Grondin

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

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

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The Way It Was ...The Orphan Train in Michigan

By Al Eicher

Did you know 12,500 orphans were placed in Michigan from 1854 to 1927? In the year 2000, while my son and I were doing research for a documentary on the video history of Oxford, Michigan, we came across an orphan train rider, who became a doctor in Oxford. A week later we discovered another named "Tommy," who years later was a farmer. A year later we had gathered enough information to confirm Michigan families in 44 towns took in orphans brought here on the Michigan Central Railroad.

Orphans by train tracks. Courtesy of University of Kansas.

New York City, in the 1840s and '50s, was receiving thousands of immigrants from Europe monthly. They came seeking new opportunities, freedom, and justice in our new land. Due to language barriers and for many not being able to read and write, they ended up in dangerous and low-

paying jobs in foundries, or on the waterfront docks. In a poor family, when the husband or wife died, the children many times took to the streets to help feed the family survivors. Many of these poor children became beggars, delinquents, and "street urchins."

In 1853, Charles Loring Brace, a Methodist minister, seeing the masses of poor destitute children in the New York

City streets, decided to do something about the problem. He formed the New York Children's Aid Society, and by September of 1854, he put 14 boys on the train for the trip westward. At Detroit, the children transferred to the Michigan Central Railroad and traveled across the state to Dowagiac.



A nicely dressed group of orphans. Courtesy of New York Children's Aid Society.



Children on the street. Courtesy of New York Children's Aid Society.

This was the first placement of orphans in Michigan. Orphan train riders were cared for by agents, usually two adults, of the New York Children's Aid Society. During the peak periods, 200 children monthly left New York City for the trip to the Northwest Territory. The Children's Aid Society set up a network of Christian church groups in Michigan, Ohio, Illinois, and other frontier states. By 1929, 46 states would take part in receiving orphans. Some orphan train riders are still around to tell their story. In several states, such as Kansas and Nebraska, there are annual reunions. Here, in Michigan, we do not have an organized

group of orphan train riders.

The major orphan placements along the Michigan Central Railroad line were in towns such as Ypsilanti, Ann Arbor, Chelsea, Jackson, Marengo, Marshall, Battle Creek, and Kalamazoo. The orphans also traveled on the Pere Marquette, Grand Trunk, and Southern Line. Residents at Bay City, Saginaw, Fenton, Romeo, Adrian, Pontiac, Flint, and Midland welcomed the "little wanderers."

Orphan children also came to Michigan from the Boston area. The organization was called the New England Home for Little Wanderers. This home was formed by a few wealthy Boston businessmen, just after the end of the Civil War. At the time, the North Atlantic states were mourning the tens of thousands of Union soldiers killed in battle. Orphanages were at full capacity with children of widows who couldn't provide for the children. Some women resorted to prostitution to feed the children. Law enforcement officials stepped in and took the children.

Orphans, three to 16 years of age, came to Michigan from 1854 to 1927. Thirty-nine percent of the orphans were girls. Many of the boys were indentured servants until age 21; most were never adopted. There are many stories we could relate about the selection process, what they saw riding the rails, and the hardships they endured.

The life and times of the orphan train rider in Michigan is well documented in our video, *The Orphan Train in Michigan*. If you would like specific information about the Michigan placement, call Al or David Eicher at 248-333-2010, or check out our website, www.program-source.com. 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.



Boys on the train, looking out windows. Courtesy of New York Children's Aid Society.



Children on display. Courtesy of New York Children's Aid Society.

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Captain Ron's Chronicles

BY CAPTAIN RON BURKHARD



Captain Morgan's Mutiny Part 4

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

The Pointe aux Barques U.S. Life-Saving Station was designed by an architect for the Service named J. L. Parkinson. He designed many of the early Great Lakes stations. Within the next decade, an architect working under the general superintendent of the Service was also designing stations and station modifications. His name was A. B. Bibb, and under the "Bibb" style of design, 15 stations were built in the Great Lakes between 1886 and 1891. I only note this because of a story Bibb wrote concerning Keeper Morgan while he was stationed at Sucker Creek, Lake Superior (Station No. 12.) Bibb's account described a visit to the station and Keeper Morgan as an eccentric and interesting character in his story, which was published in *Frank Leslie's Popular Monthly* in April 1882.

"A fish supper having been duly dispatched, we sat in the door, smoking the captain's cigars and chatting.

Gently the night came down as we sat and watched the wonderful tone of gray stealing over the sea and sky. The old captain was spinning a long yarn about life at No. 12, his wife helping him now and then with a leaf out of her experience. He told us how he passed winter here when the snow lay six feet on the level, and reached almost to the top of the house, blowing in off the ice-bound lake and lodging in a big drift under the hill. He had pitched his wigwam upon Muskallonge Lake and sat within many long days, fishing through the ice, the cat, dog and cow his only companions. When he could he worked in the woods, felling trees in this clearing which we saw. Now and then he heard from the outer world, when Fechette passes up the shore with his dog-train to Grand Marais and down again for the Sault. The cow, the dog, and the cat marched about with him everywhere. When the spring opened and the crew came back to the station, these animals, for a long time, would go on tramp with the patrol at night: the cow especially, was slow to give up the habit. [Author's note: as a farm boy I know that the cows are not the brightest bulb in the barn, but they are stubborn.]

"Mrs. Morgan had not been within here in the winters; he was entirely alone. His crews had been drawn from rough material—the lumbering camps back in the woods, in the early fall. There was one camp of 80 men now 13 miles up the Sucker River. They would soon be out when he anticipated trouble with his men, already discontented. One of his first crews had

jumped him on the beach at night and intended to hang him, but he got 'the drop' on the crowd, and drove them up the beach to duty at the muzzle of their own revolver. Chartier (the Keeper of the Two-heart River Station) was with him, having known of the row, and came up to back him. Thus he told his story, not in such words, but mostly in figurative nautical lingo, plentifully enriched with expletives. We slept in the captain's room, on the upper floor of the station, that night, and certainly no more comfortable quarter could be desired. Such a home in the wilderness seemed doubly enjoyable. In the morning a great din arose under the window. Looking out, there was the captain blowing on a tin fog horn, and the great dogs seated on their haunches about him, baying in deep and dismal tones. These animals are worked in the sleds during the winter. They are large, sinewy brutes, of great strength and endurance. Fechette makes the run with them from Grand Marais to Sault Ste. Marie in two days. He goes himself on snowshoes, sometimes riding on the sled, and stopping at intervals to rest and eat. Captain Morgan has trained them to travel the beach on foggy nights, baying in their deep voices. The sound carries far to sea, he says.

"Our visit to Captain Morgan's station was accompanied by the unpleasant feature of a sort of mutiny among the crew. They were at loggerheads with their keeper. The trouble seemed to have arisen out of the keeper's insistence on discipline and a strict

See **MUTINY** on page 11

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Harbor Beach Harvest Festival

Chili Cook-Off - Pie & Dessert Contest - Craft & Veggie Expo

The Harbor Beach Chamber of Commerce, the city of Harbor Beach, and area merchants invite one and all to join in the bounty of the harvest at the **Annual Harvest Festival!** Additional activities in Harbor Beach include the Farmers' Market every Friday from 12 p.m. to 5 p.m., so stock up on autumn's bounty, and see what's new! Harbor Beach is the place to be in September!

Mark your calendar for Saturday, September 17, for the Annual Harvest Festival and Chili Cook-Off from 11 a.m. – 3 p.m. in downtown Harbor Beach! Participating merchants will be concocting their favorite

chili recipes in hopes to secure the traveling trophy. Everyone is welcome to join in this tasty event. Pick up your ballot at the Visitor's Center, visit participating downtown businesses for chili tasting, and vote for your favorite! Cost is \$3. Maps will be handed out to chili samplers, and while shopping from store to store, tasters will enjoy many varieties as merchants and community groups compete for bragging rights for the best-tasting chili!

As part of the Harvest Festival, don't miss the Murphy Museum Craft & Veggie Expo, which runs from 10 a.m. to 4 p.m. Stroll along the Museum grounds, and check out all the booths with handmade items from local artisans, as well as baked goods and local produce. In addition, be sure to check out the fall family fun activities, including an 11 a.m. hayride, a scarecrow walk, crafts, and games. Interested volunteers or those seeking additional details may call Michelle at 801-641-5885 for more information.

The Harvest Festival

Pie & Dessert Contest is open to all who are interested in whipping up their secret recipe. Drop your sweet treat off at the Visitor's Center by 10:30 a.m.; after the judging, pieces of desserts will be available for sale.

An additional influx of visitors will be making their way to Harbor Beach during the Harvest Festival because WLEW will be announcing the winner of the 1988 Camaro IROC-Z! Come early for a chili lunch, tour the downtown businesses with merchants decked out in autumn finery, and find out the lucky winner of this classic car!

Stay the day in Harbor Beach, and enjoy the 7 p.m. performance of a Tom Petty Tribute Band at the theatre; tickets are available at www.lakelightentertainment.com.

Be sure to mark September 24 and 25 on your calendar, and visit Harbor Beach's museums, including the Frank Murphy House and the Grice House; both museums will be open for tours from noon until 4 p.m. as part of Huron County's Museum Weekend event, and the Grice Museum will also feature the debut of their girl scouting exhibit in the pavilion. (The Harbor Beach Lighthouse will be closed for the season.) Look for additional details about the Countywide Museum Weekend article in this issue.

Be sure to visit www.harborbeach.com for more great things to see and do in Harbor Beach!

For more information about these and other upcoming events, please visit www.harborbeachchamber.com. For more information about the Chili Cook-Off, please call 989-479-8210, and to learn more about the dessert contest, call 989-430-2817. Interested in being a vendor? Call 989-553-3317 for details.

The Lakeshore Guardian would like to thank the Harbor Beach area businesses who made these pages possible. While you're in Harbor Beach, please be sure to let these businesses know you saw their ads in The Lakeshore Guardian!

HARBOR BEACH
Harvest Festival
Saturday, September 17th
Chili Cook-Off
11 a.m. - 3 p.m. | Downtown Harbor Beach

Cost: \$3
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Pie & Dessert Contest
Drop off pies & desserts at Visitor Center by 10:30
Pieces for Sale after Judging! Call 989-430-2817 for details

Murphy Museum Craft & Veggie Expo
10 a.m. - 4 p.m. | Murphy Museum Lawn
Contact Barb at 989-553-3317 for details.
harborbeachchamber.com

Family Fun Activities: 11 a.m. Hayride, Scarecrow Walk, Crafts & Games
Contact Michelle at (801) 641-5885 for details or to Volunteer

Tom Petty Tribute Band: 7 p.m. at the Theatre, Tickets available at LakeLightEntertainment.com

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IRON CHIEF from page 1

The cause was obvious; her propeller shaft was leaking, and the noise was from the blown-out stuffing that kept it watertight. Now, with the engine stopped, water was flooding in even faster. Realizing that it was only a matter of minutes before the water reached the hot boilers and extinguished the fires, or worse yet caused an explosion, the captain had no other choice but to order the ship abandoned. Running back to the wheelhouse and using what little steam they had left, the captain grabbed the whistle pull and blew two long and three short blasts, the signal to let go the tow line. There was real danger that if the *Chief* sank quickly, she could pull the *Iron Cliff* under with her.

The *Iron Cliff* instantly replied with her own whistle repeating the two long and three short blast signal; then, the barge captain and crew prepared to raise her sails and come alongside the sinking steamer to take off the crew. As fortune would have it, that wasn't needed. The big 400-foot steel steamer, *Andrew Carnegie*, had been steadily overtaking the pair all afternoon. Alarmed by the emergency signals from the *Chief*, her captain deftly placed the *Carnegie* alongside the *Chief*. It isn't clear if lifeboats were launched, but the *Carnegie* was able to get the entire crew of 17 aboard safely, avoiding tragedy by minutes.

On board the *Iron Cliff*, the sails had been raised, and without the need to stop for the *Chief's* crew, she continued on to the only close harbor, Alpena, arriving at night on October 5. As for the *Iron Chief*, her crew, safely on board the *Carnegie*, could only watch as their ship slowly disappeared stern first into the depths of Lake

Huron. Almost three-quarters of a century would pass before she would be seen again.

The Ship

The *Iron Chief* was a wooden steam barge used in the iron ore and bulk freight trade, one of many built by the Detroit Dry Dock Company of Wyandotte, Michigan. She was an average size vessel for her day at 228 feet overall and 35 feet wide with a depth of 17 feet. Her hull was white oak with the added strength of iron strapping inside her framing. She was launched in May of 1881 as a sailing ship, double-decked with four masts and schooner-rigged sails. Changing needs in the iron ore trade soon proved to her owners that she would be better utilized as a steamer, so after operating her first year under sail, she was converted to steam during the 1881-1882 winter.

Her engine was a steeple compound built by Frontier Iron Works of Detroit; the cylinder was 26 x 36 x 48 with a 36-inch stoke. The engine was intended to be powerful enough to drive her while also towing a barge. Her owners, James and John Corrigan, of Cleveland, needed a more flexible approach to the volatile iron ore trade. They doubled her usefulness. Her capacity could be greater with a barge in tow, yet if required, the steamer could carry smaller loads herself, especially to restricted ports with dockage for only one vessel. At this time, the need for tonnage varied from season to season.

Please watch for the continuation in the October issue.

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.

smile awhile

Chinese Medicine

A Chinese doctor can't find a job in a hospital in America, so he opens a clinic and puts a sign outside that reads "GET TREATMENT FOR \$20 – IF NOT CURED, GET BACK \$100." An American lawyer thinks this is a great opportunity to earn \$100 and goes to the clinic.

Lawyer: "I have lost my sense of taste." Chinese: "Nurse, bring medicine from box no. 14 and put three drops in patient's mouth." Lawyer: "Ugh. this is kerosene." Chinese: "Congrats, your sense of taste is restored. Give me my \$20."

The annoyed lawyer goes back after a few days to try to recover his money. Lawyer: "I have lost my memory. I can't remember anything." Chinese: "Nurse, bring medicine from box no. 14 and put three drops in his mouth." Lawyer (annoyed): "This is kerosene. You gave this to me last time for restoring my taste." Chinese: "Congrats. You got your memory back. Give me \$20."

The fuming lawyer pays him, then comes back a week later determined to get back \$100. Lawyer: "My eyesight has become very weak; I cannot see at all." Chinese: "Well, I don't have any medicine for that, so take this \$100." Lawyer (staring at the note): "But this is \$20, not \$100!" Chinese: "Congrats, your eyesight is restored. Give me \$20."

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MUTINY from page 7

performance of duty. This was irksome to these wild, free spirits of the forest, and they were making things very uncomfortable for the keeper. Some nasty threats had been muttered. They refused at first to get into the surfboat when Captain Morgan ordered it for our departure. When we did get off, the old captain carried a pistol in his shirt, and a hatchet in the stern beside him. He told us he feared their attacking him after we had gone. It was a specimen of the kind of life he has always led at this place."

What an insightful account of Morgan's life as a keeper at a remote station. Although somewhat eccentric, he tried to maintain the high standards of the Life-Saving Service for his crew. Also, somewhat ironically, Bibb's account used the word "mutiny" concerning Morgan's crew. This was before he experienced an actual mutiny. This is a priceless account because keepers rarely wrote of their personal hardships; most of the details we have of keepers' adventures occur only in logbooks and official reports to the Service. I have visited and stayed in lighthouses located in this remote area. I also have taken my boat up to this area to dive on shipwrecks. It is remote even today and must have been much more so in the 1800s. Station No. 12 of the 10th District would have been visited by Superintendent Kiah when he lived in Sand Beach (Harbor Beach). Station No. 12 Muskallonge Lake, later Deer Park, was located abreast of Muskallonge Lake, 16 1/2 miles east of Grand Marais and 18 1/4 miles west-southwest of Crisp Point with Whitefish Point further east. Sucker River runs between Grand Marais and Muskallonge Lake. A trip from Grand Marais to Sault Ste. Marie by Fechette, in two days, seems incredible even today – about 90 miles almost straight-line distance – considering the lack of roads and heavy snow depth.

The above story was published shortly after Morgan came to the Pointe aux Barques station. It verified the records I have that he had previously been a keeper elsewhere, but provided little other new information on Morgan. It does state that he was married at the time, but does not name his wife. It also says he was an old captain while keeper at Sucker River, even though I see that he was 46 years old when he came to Pointe aux Barques during 1881. Perhaps old was a relative term Bibb used because there were instances of keepers being as young as 23 years old. More importantly, it tells of his negative experiences with surfmen in this crew at different times. Perhaps this affected his attitude toward his crew at Pointe aux Barques, and the crew sensed this and rebelled against him.

After looking through the cemetery and landowner records, I can find no other biographical information on keeper Quinton Morgan in that area. However, one of the many interesting things I came across while at the National Archives was a record of lifesaving boats. Besides the well-known lifeboats and surfboats, the stations also used what were called supply boats or work boats, which were just regular rowboats. They were often built by the crews at the stations where they were needed. Although keeper Quinton Morgan may have had his share of problems with his crews, he apparently was judged talented enough to build a supply boat for the Two-Hearted station. Prior to September 1881, he built this boat out of Norway pine while he was captain at the nearby Deer Park station, of which he was the first keeper.

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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TALL TALE OR TRUTH? YOU DECIDE!

The Rise & Fall of the Osage Part 2

By Janis Stein

Join us in the continuation as members of the Osage Nation begin to drop like flies. Something fishy is going on in Oklahoma...

Ernest Burkhardt made his way to Oklahoma to work for his Uncle Bill, and it wasn't long before Ernest ran into Mollie, quite literally, at a nearby trading post. The Big Hill Trading Company, located in Fairfax, was a large general store with an attached undertaking business; the establishment was a mecca for handshake deals and those with a desire to trade the latest gossip. Ernest and Mollie's accidental meeting (or was it?) had both hearts beating faster than the Osage Nation's drums, and Mollie was suddenly a believer in love at first sight. Perhaps her sisters had the right idea after all. Was there really any harm in taking up with a white man? As long as Mollie held fast to her traditions and culture, what would it matter if her children someday were only half-blooded Osage.

Ernest, too, seemed quite smitten, and it wasn't long before the two became one. In 1917, they tied the knot under the shade of a blackjack tree.

The U.S. government, purportedly ever concerned about the Osage – and their growing wealth – wondered if these Indians could appropriately handle their newfound riches. Perhaps, it would be in the best interest of the Osage if the government stepped in and assisted. Congress authorized and instructed the Office of Indian Affairs to determine which tribal members had the wherewithal to

See YARNS on page 12

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YARNS from page 11

manage their royalties. The Osage tribe, of course, objected vehemently, but those objections fell on deaf ears. Tribal members considered incapable of making sound financial decisions – and they comprised the majority – were deemed incompetent, and “guardians” were promptly court-appointed to handle the Osage’s influx of money. Of course, the guardians were white men of authority, mostly local businessmen or prominent professionals in town, who now had their hands in the Osage Nation’s pockets. It was the responsibility of these government-appointed guardians to approve their wards’ spending for purchases big and small, right down to the penny candy found in glass jars at the general store’s candy counter.

The Osage couldn’t have been more insulted. Meanwhile, many of the guardians were licking their chops. Corruption ran rampant.

And then tragedy struck.

On May 27, 1921, local hunters discovered the body of Anna Brown, Mollie Burkhart’s sister. Brown’s body, partially covered with leaves, was found at the bottom of a ravine. Mollie was beside

herself with grief; at 36 years of age, Anna should have had years of life ahead of her. When the local sheriff, couldn’t come up with who might have done Anna in, he ruled her death as accidental. Alcohol poisoning seemed the most likely. Anna had been keeping company with all sorts of scallywags; served her right, some said. Others wondered if Anna’s pistol was still inside the alligator purse her hand was still clutching.

Meanwhile, on the day Anna’s body was discovered, so, too, was the body of her cousin, Charles Whitehorn. While people in town speculated whether Anna may have accidentally imbibed on a little too much rotgut whiskey, there was no question that Whitehorn’s death was intentional; the victim of a gunshot wound, his body was found near Pawhuska, the county seat in Osage County.

Within two months’ time, Mollie’s mother, Lizzie, died under somewhat mysterious conditions – or could it simply have been old age? So many Indians were suddenly dying, it was hard to keep it all straight. One thing was certain, Lizzie’s heirs were in for a windfall. Not only had

See **YARNS** on page 13



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YARNS from page 12

Lizzie owned her own headright, she inherited her late husband's, as well as two of her daughters, one who sadly passed away in childhood well before they found Anna at the bottom of that ravine.

Mollie and her last surviving sister, Rita, were worth a fortune.

In 1922, my half-blooded Osage mother married my white father, and after a few short months, upon the insistence and pleas of my mother's parents, the decision was made that the four of them would leave Osage County and make their home in Saskatchewan, Canada, where several other Osage lived in peace. My father, a businessman, immediately became the guardian of my mother's headright when they married; likewise, my maternal grandfather, a white man, was the guardian of my grandmother.

My paternal grandparents, who were born and raised in Oklahoma, made the difficult decision to pull up their stakes, too, with the thought they would find a place near the Osage tribe in Saskatchewan. My father was an only child, and when he told his parents of their plan to move northward, they did not dally in their decision to follow suit. My white paternal grandparents cared little about skin color; they had grown up with the Osage as neighbors and treated them as such. In fact, they easily trusted the word of an Osage over a white man.

Something fishy was going on in Oklahoma. People were dropping like flies.

As soon as my parents arrived in Canada, they sent their address to the powers that be so that they could get their royalty checks forwarded. Wealth removed much anxiety at the thought of relocating. Whatever was going on in Oklahoma would hopefully stay there.

My maternal great-grandparents, however, refused to move. They were elderly and had been forced to move to one reservation after another during their lifetimes. They would take their chances in Oklahoma, even if it meant dying where they lived. Plus, they worried about their neighbor Mollie, whose grief was all-consuming. Mollie had lost more than most in a short amount of time. Gone were Mollie's sister, her cousin, and her mother; her losses were significant, almost more than a person could bear. Of course, Mollie's husband, Ernest, looked after her, too, but he was gone a great deal, what with helping his uncle William Hale and all. Mollie, they hoped, would soon get better. She was under the care of the local white doctor, who, after diagnosing her with diabetes, promptly put her on insulin. Mollie had been doctoring for some time, and perhaps her dose needed some tweaking because at the time my parents moved, she seemed to be growing weaker by the day.

But then grief can have that effect on a body, now can't it?

Be sure to look for the continuation next month 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...

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Legally Speaking

Electronic Property and Access



By Amanda Roggenbuck, Attorney at Law

If you create virtual or electronic material or property, it can lead to issues down the road. When you become incapacitated or die, your estate planning documents need to incorporate the ability for your advocate and representative to access, manage, and monetize your electronic property if necessary. Sometimes something as simple as accessing your social media or email can result in extended court appearances and costs, which could be avoided if your estate planning documents provide those powers and access.

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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Lexington Bach Festival

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From sophisticated to family-friendly, Lexington offers something for everyone, so be sure to include the first resort north in your travel plans! This year marks the 22nd season of Bach in Lexington!

This year's **Bach Festival** brings world-class musicians into Lexington, with the return of the festival orchestra! The festival continues to bring classical music by composer J.S. Bach and composers influenced by Bach, along with other performances, to the charming and quaint village of Lexington. The series of concerts features gifted musicians performing the works of classical and contemporary

composers. Most performances will be held at the Ave Maria Parish of Lexington (formerly St. Denis Catholic Church) at 5366 Main Street in Lexington, Michigan.

On Thursday, September 15, a concert, featuring the Lexington Bach Festival String Quartet, will be offered at St. Clair County Community College at noon and 7 p.m., and on Friday, September 16, the Bach Festival's performance at St. Denis Catholic Church at 7 p.m. features Duo Silvio, comprised of lutenists Richard Stone and Cameron Welke.

Visit St. Denis Catholic Church of Ave Maria Parish in Lexington on Saturday, September 17, at 7 p.m. and Sunday, September 18,

at 4:30 p.m. to enjoy the amazing talent scheduled. Saturday's pre-concert talk begins at 6:15 p.m., and at 7 p.m., enjoy soprano Josefian Stoppelenburg with her program, "Rejoice." Stoppelenburg has earned numerous accolades for her clarity of pitch and articulation and is touted as a superb musician with a compelling presence. According to her site, www.josefianstoppelenburg.com, she has performed several times for Dutch Royal Family and is currently performing all over the United States as a specialist of baroque music and as a concert singer. Sunday's pre-concert talk begins at 3:45 p.m., and at 4:30 p.m., soprano Josefian Stoppelenburg returns with her "Vocal Fireworks."

The Bach Festival is produced by the Lexington Arts Council, with budget support from many patrons, along with local businesses. Information about tickets for the 2022 Bach Festival and the season's social events and fundraisers are available at www.lexingtonarts.org. Additional information can be found at www.lexingtonbachfestival.org.

From the culture of the Bach Festival to its small-town charm, make the little village of Lexington on the shores of beautiful Lake Huron your next destination!

For more information about things to see and do in Lexington, please visit www.lexingtonmichigan.org.

The Lakeshore Guardian would like to thank the Lexington-area businesses who made these pages possible. While you're in Lexington, please be sure to let these businesses know you saw their ads in The Lakeshore Guardian!



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Guardians of Freedom

Saluting Those Who Served

The Ullmann Brothers, Remembered Karl and Ralph Ullmann in World War II Part 3

By Janis Stein

Join in the conclusion to learn about 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.

In November of 2019, a woman named Susan Linton made contact with me via the Huron County Historical Society. She was looking for pictures of servicemen who were killed overseas during World War II and buried in the American Cemetery in Margraten, Netherlands. When the Dutch girl looking after Ralph Ullmann's grave contacted Mrs. Ullmann, she stated there were 30,000 American boys buried at Margraten. While there could have been, others believe that number may have been closer to 20,000. Regardless, the families of those soldiers then had to decide whether they wanted to have their soldier's body brought back to the U.S. or remain at the Margraten cemetery. According to the U.S. Embassy, there are currently 10,023 soldiers honored at Margraten. However, the Dutch offer figures that vary just a little. The Dutch state that 8,289 American soldiers remain buried at Margraten while an additional 1,722 soldiers have their

names listed on the Walls of the Missing, which brings the Dutch's total to 10,011. Each grave has been adopted by a Dutch family.

In appreciation of American soldiers' contributions to the war effort, the Dutch began a project called "The Faces of Margraten" in which they place photos of fallen soldiers on placards on their graves during a period of time each May. Susan Linton stated she and her husband had the privilege of visiting the cemetery, as two of her father's crewmembers from his B-17 that was shot down were buried there. Earlier in the fall of 2019, the Dutch organization contacted Linton, and she volunteered to help. At that time, there were 38 servicemen from Michigan without a photo. Linton shared with me the information she had



Rita and Karl Ullmann, on their wedding day, May 12, 1945. The attendants, from left to right include Karl's cousins, Marjorie Kramer and best man Joseph Kramer, and on the far right, the bride's sister, Mary Jane O'Neil, served as maid of honor. Photo courtesy of Pat (O'Neil) Roggenbuck.

available for three servicemen from the Thumb area who were in need of a photo. One of the three was Ralph G. Ullmann.

I immediately recognized the Ullmann surname, and I soon confirmed what I believed to be true. Ralph and Karl grew up roughly a mile down the road from where I live, and in May of 1945, Karl married my husband's great-aunt. That same day, I started making phone calls to extended family members to find out where I could obtain a photo. One of the Ullmann relatives recalled once seeing a picture of Ralph and Karl together in uniform, but the exact location of that particular photo was unknown.

Ralph's life was cut short at approximately 20 years of age before he had a chance to get married or have children. And that thought of children made me realize that perhaps I was searching

See **FREEDOM** on page 17

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SAILOR from page 1

off-duty would gather to play cards. Now, it's a rare day when sailors socialize, at least at the level of yesteryear's sailors. Nowadays, when sailors aren't working, they're often in their rooms, and everybody has a phone. Back in the day, often one of the first things a sailor did when leaving the ship was find a payphone. If a sailor wanted to go to shore, she'd need a taxi; in her room, Catherine had stacks of taxi business cards from every port she'd visited. She'd have to select the taxi card for the port she was in and hope they would agree to come to the ship. When the dock was located in a less desirable part of town and the taxi didn't want to come to the ship because of it, sometimes a few calls had to be made until she found one that was agreeable. And Catherine wasn't afraid to turn on the charm and beg – especially if she wanted to visit the mall and do a little shopping!

Today, step in Uber. Gone is the day when Catherine had to identify her location. When she's on a ship, she doesn't have to know or explain exactly where on the water she is. Uber will follow the GPS location of the ship and pick her up. In the old days, sailors used to be able to get off the ship and back on again at the canal. There was a phone number for sailors to call to find out the location of their ship. Now, Catherine can pull out

her phone and see for herself where the ship is at. Back then, sailors didn't know what their trips would be, and now the trips are posted, so there is a great deal more sharing of information. Personally, for Catherine, sailing is so much better now than before; technology and the times have made it easier.

After spending the first three months of 2021 on land, Catherine joined the new *Baie St. Paul* in April for a 30-day relief position as chief cook. Before taking the job aboard this tanker, Catherine realized that when she was on the *Dartmouth* at the end of November 2020, even though the tanker rolled a lot, she hadn't been seasick. That recollection had her thinking she could handle the rolls of the *Baie St. Paul*, too.

During the month of August in 2021, Catherine sailed aboard the *Rt. Hon. Paul J. Martin* before picking up the *Algoma Buffalo* in September. The *Algoma Buffalo* had the most amazing windows in the galley –



Catherine is well-equipped to take care of hungry sailors, as evidenced by this large cast-iron frying pan found in the galley of the Paul Martin.

they were so wonderful that the view was almost distracting! Catherine judges her joy in the galley based on windows and equipment. Having a mixer aboard would have made Catherine's job easier, and its absence made food prep more time-consuming and challenging – but at least she had a spectacular view!

After her time was up on the *Algoma Buffalo*, she decided she wanted to finish her book before going back out, but a call from the union hall requesting just two weeks aboard the *Algoma Guardian* had her acquiescing. Because it was a fit-out, they picked two other sailors up from the airport, and as they were en route, one of the guys asked her if she realized the fridge and the freezer were on the floor below the galley,

akin to a basement. Catherine had never experienced that arrangement before and didn't really like the sound of it, but she put her standard positive spin on it. Who needed a StairMaster with all those trips up and down!

When Catherine stepped foot on the *Algoma Guardian*, her first thought was that the ship was ancient, as in, there's old, and then there's ancient. The second cook was present, and when Catherine commented how wonderfully big the stove was, the second cook informed her that three of the eight elements didn't actually work. But that was alright, Catherine figured, because there was an additional stove – and then the second cook let her know that stove didn't work either! Fortunately, parts to repair the oven were ordered, and it was scheduled to be fixed as soon as the parts arrived. Well, at least there

See SAILOR on page 17

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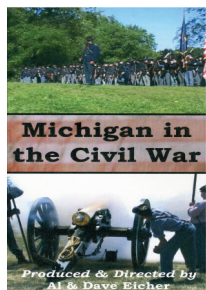


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SAILOR from page 16



Delicious desserts, such as Catherine's puff pastry with homemade jam and whipped cream, make happy sailors.

were windows, or so Catherine thought when she went in and looked – but she first stopped in at night. The light of day revealed the only view those beautiful windows afforded was a black wall, likely the smokestack.

Why, wondered Catherine, would have they designed the ship with windows there – they were totally misplaced!

Be sure to look for the continuation next month as Catherine shares some of her favorite dishes to make and a few tricks of her trade.

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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FREEDOM from page 15

from the wrong end of the spectrum. I was looking for a photo from Ralph's last years, when maybe starting with his childhood and working forward would yield better results. Ralph attended White Rock School, and I had a grade school group photo of the schoolchildren already in my collection. I would have liked to find a military photo to offer the Dutch, but at least something was going to be better than nothing. It was a start, anyway, and I continued the search.

At first, I hadn't even considered that the Ullmann brothers had attended high school. Without bussing available, it was a real challenge – and often an impossibility – for rural children to attend high school. I knew the Ullmanns belonged to Sts. Peter and Paul Church in Ruth, but in the 1940s, although the parish had a grade school, they did not yet have a Catholic high school. From another relative and a friend, I learned that both Ullmann brothers attended Harbor Beach High School, where almost all of the graduating class photos are displayed in the hallways of the school – and that's where I discovered what Ralph looked like in 1942, the year before he entered the service and two years before he died when his plane was shot down over Germany in World War II.

The "Faces of Margraten Tribute" was cancelled in 2020 and postponed in 2021. The Tribute is usually held during the first week of May during the Dutch "Remembrance Week" when they honor lives lost in

wars their country has fought in. In 2021, they read each of the 10,023 names honored there, and if they had a photo of the World War II soldier buried at Margraten, they showed a picture. In 2021, Ralph Ullmann's senior picture was shown as they read off his name, one of the many "Faces of Margraten."

I'm still in search of a photograph of Ralph Ullmann in uniform to send to the Dutch. If you have one and are willing to share, please contact me at 989-864-5528, or email me at janis@steinexpressions.com. I'd like to thank Susan Linton for her continued work on the Margraten project and for providing information regarding same as well as information regarding the Nazi target near Merseberg that the Eighth Air Force was bombing when Ralph's plane was hit. To learn more about the Margraten project, please visit www.facesofmargraten.com.

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Huron County Celebrates Countywide Museum Weekend

By Janis Stein

The Huron County Historical Society kindly invites one and all to Huron County's Countywide Museum Weekend on the last weekend in September. Most museums in Huron County will be open on Saturday, September 24, and on Sunday, September 25, from noon until 4 p.m.; please call ahead to confirm.

The Huron County Historical Society is made up

of 19 member organizations, and all work diligently to preserve the history of the county while celebrating the people who made it. According to the Society, "The main focus for this event is to not only promote local history, but also to celebrate our collective history as a county...Countywide Museum Weekend is just one more way to open the door to our past." Several of the member organizations offer special attractions and demonstrations for Museum Weekend, and they are constantly adding historic pieces and knowledge to their growing and ever-changing collections.

Museums throughout the county that will be open the last *full* weekend in September include: the Ten Cent Horse Barn Museum in Ubyly; the Grice House Museum and the Frank Murphy Museum in Harbor Beach; the Pointe aux Barques Lighthouse Museum inside Lighthouse County Park (tower climbs both days), the Port Hope Depot Heritage Center, the Historic Brinker Lumber Museum, all in Port Hope; the Pioneer Log Village and the Bad Axe Museum of Local History, both in Bad Axe; the Historical Society of Caseville Museum; the Elkton Heritage Center Museum; Charles W. Liken House, Carriage/Barn, and The Old Sebewaing Township Hall, all in Sebewaing; the Bay Port Historical Museum; The History Center in Port Austin, and

the Pigeon Depot Museum & Woelke Research Center, along with the Berne Junction Store. Please note the White Rock School Museum in White Rock and the Harbor Beach Lighthouse are closed for the season. For those interested, Thumb Area Transit will have buses available on Saturday, September 24. Call TAT at 800-322-1125 for ride availability.

Huron County officially formed as a county in 1859, and the county's history, from lighthouses to lumbering and from railroads to farming, is significant. In celebration of Countywide Museum Weekend, following are just a few of the weekend's special attractions!

New this year, be sure to visit the debut of the girl scouting exhibit at the Grice House Museum in Harbor Beach, and swing by the Elkton Heritage Center Museum to enjoy the horseshoe tournament on Saturday followed by the gentlemen's 1860's ball game on Sunday. Sebewaing's society will be featuring vintage wedding gowns, and stop by Sebewaing's Old Town Hall to view the restored 1918 Sebewaing Fire Dept. #1 water pumper! Please note the Bay Port society's new address of 1004 Kuhl Road; their museum will be open both days, and visitors will have the opportunity to interact with llamas and sheep, taste and make homemade ice cream, learn how to mend fish nets, and more! Check out the Lionel and American Flyer model trains at Ubyly's Ten Cent Horse Barn, and the buildings at the Pioneer Log Village & Bad Axe Museum of Local History will be open for viewing; the Pioneer Log Village will also have a blacksmith on hand demonstrating his tools of the trade, and there will be numerous kids' activities from yesteryear to enjoy! These are just some of the special events going on, but there is much more great Huron County history at all the locations just waiting to be discovered!

The success of local historical society chapters depends largely on the many and willing people in their communities interested in preserving their area's history. Reserve the last *full* weekend in September for the Countywide Museum Weekend; museums will be open on Saturday, September 24, from noon till 4 p.m. and again on Sunday, September 25, from noon till 4 p.m. Almost all of the museums will be offering free admission, making this a fun family event!

Look for the Museum brochure, which features a map and additional details for the Countywide Museum Weekend. Brochures are available through the Huron County historical organizations, or visit www.thehchs.org.

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Huron County Historical Society presents

MUSEUM WEEKEND SEPTEMBER 24 & 25

Museum Weekend Hours: Saturday and Sunday Noon - 4.
Call ahead for more information and to confirm that the museum is open.

- ▶ **Pioneer Log Village & Bad Axe Museum of Local History – 989-550-2733**
Old time kids activities and blacksmith demonstrations, buildings will be open.
- ▶ **Bay Port Area Historical – 989-553-7789**
1004 Kuhl Rd. - Museum open both days. Saturday - Interact with Llamas and sheep, make and taste homemade ice cream, and learn how to mend fish nets. Plus yummy goodies from Bay Port Fish Company
- ▶ **Historical Society of Caseville Museum 989-856-9090**
Museum open Saturday and Sunday. Enjoy the museum and try out the "Historic Caseville Walking Tour."
- ▶ **Elkton Heritage Center Museum, Log Cabin and Barn – 989-550-2603**
Saturday – Gentlemen's 1860's ball game, Horseshoe tournament. Buildings open both days.
- ▶ **Harbor Beach Lighthouse – 989-479-9707**
Closed for the season
- ▶ **Frank Murphy Museum, Harbor Beach – 989-428-3418** *Open for tours*
- ▶ **Grice House Museum, Harbor Beach – 989-479-3363**
Open for tours, Debut of the new Girl Scouting exhibit in the Pavilion
- ▶ **Woelke Research Center, Depot Museum & Berne Junction, Pigeon – 989-453-3242**
Open noon until 4 p.m. Saturday and Sunday
- ▶ **Pointe aux Barques Lighthouse Museum – 586-243-1838**
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- ▶ **Port Austin History Center – 989-551-5532**
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- ▶ **Port Hope Depot Heritage Center & Historic Brinker Lumber Museum— 989-670-6200**
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- ▶ **Charles W. Liken House Museum, Carriage/Barn & Old Sebewaing Township Hall – 989-883-2391**
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- ▶ **Ten Cent Horse Barn Museum, Ubyly – 989-551-0532**
Lionel and American Flyer model trains. Ubyly's famous Alabama Jubilee history and costumes, cast and crew names index! Located west along Longuski Lane at the south edge of the village.
- ▶ **White Rock School Museum – 989-864-3817**
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Thumb Rails

A Kitchen on Wheels for the Troops

Part 7

By T.J. Gaffney

This month's topic, and the topic for the last six issues, has been the history, transfer of ownership, move, and eventual restoration of a former Maintenance of Way Kitchen Car of the Chessie System. In the process of being acquired via donation from CSX Transportation by the Sanilac County Historical Museum of Port Sanilac, Michigan, this car was originally built to feed soldiers headed to the warfront. It and its sisters operated throughout Michigan, including the Thumb Region, and helped feed thousands of G.I.'s who helped win World War II. After it and its sisters helped feed thousands more GI's returning home, the car gained a new 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 that era.

Welcome back to our readers! Those who have followed this column for the majority of this year know that we have been covering the restoration and preservation of Troop Kitchen Car K102, built by American Car and Foundry in 1944. A piece of railroad equipment with a significant relevance to the history of the Thumb region, it also has a place in our nation's past as a

rare surviving example of the cars that fed thousands of troops heading to and from the warfront during World War II. As is often the case, these pieces of "rolling stock," as they are known in the railroad industry, often have a variety of use across their operational history, and this car is no exception, later being used to feed Maintenance of Way employees on the Chesapeake & Ohio, Chessie System, and finally CSX, before being retired and given a third life as a military exhibit at the Sanilac County Historical Museum and Village in Port Sanilac, Michigan.

As we finished our last column, project supervisor Utz Schmidt and his crew of volunteers and subcontractors had finally reached the day of the "Big Move" of the Troop Kitchen Car from Flint to Port Sanilac, Michigan. The date of this move was May 31, 2022, a date which was much later than all involved wanted, but due to heavy rains and other setbacks had now become the day of reckoning. Your author was there to both help with the loading and unloading and to document the historic occasion, as well as keep Dawn Malek and the crew waiting in Port Sanilac apprised of the situation.

As previously noted, two sets of convoys moved out after 1 p.m. with two different loads. One of these loads carried the body of the kitchen car itself, with Utz following behind for safety; the second carried the wheelsets for the car, hauled by Mark Kalis, a name recognized by our long-time readers of the column, having been involved in several similar moves we've documented here. The two small convoys followed roughly 45 minutes behind each other, following a route north from Flint through the towns of Vassar, Richville, and Sandusky, before finally taking the turn onto M-25 in downtown Port Sanilac for their respective final trips to the museum. If this sounds like a roundabout way to go, one must understand that moves such as these involving heavy and unusual equipment have to take predetermined routings, often due to the weight of the object being moved. In addition, due to the later than intended start in the season, we also had to contend with reroutings due to construction taking place on M-46 and other locations. All in all, the trip went uneventfully, however, and the carbody arrived at the village around 3 p.m., with the wheelsets about 40 minutes behind that.

Now came a very delicate and orchestrated set of moves to get the car into its new and hopefully permanent location. Mark Kalis backed his truck perpendicular to the railbed and the depot, and under a waiting crane. As we noted in the previous article, Mark's flatbed carried two sets of wheelsets: the two sets that had been under the car in Flint and another more period-appropriate set that had been given in exchange to the display. It was this set that was unloaded by the crane, one at a time, and then rolled into place to await the carbody. Mark then pulled his semi out from under that crane, and the lowboy truck that carried the body of the kitchen car was moved into position. I should note that all of this was witnessed by a rather large group of individuals in lawn chairs observing the whole process with much interest and trepidation. All held their breath as the body of the classic World War II US Troop Kitchen car rose in the air, made a

90-degree turn, and was gently set down on its wheels on its new display track. All let out a cheer as the car, now sitting at its destination, finally came to rest behind the historic Deckerville train depot, on the grounds of the Sanilac County Historic Village & Museum.

What had been a nearly eight-month odyssey for the Sanilac County Historical Society, starting with the donation by the Port Huron & Detroit Railroad Historical Society upon its dissolution, to then securing the \$100,000 needed to build a railbed, lay tracks, and make transportation arrangements for the car's journey from Flint, was finally completed. The friends and supporters of the museum that were on hand to watch the arrival kitchen car could finally breathe a sigh of relief...for the moment.

Next up was beginning the extensive restoration of the car's exterior, with the end result being a historic car fully restored to the way it looked when it was built in 1944. This included much prep work on the body of the car, as well as the replacement of the car's windows. Ah, but that's for next month's column.

The SCHS continues to fundraise for the project and those interested can drop by or call the Museum office at 810-622-9946 to make a donation.

How much work will it take to bring the car back to its former glory? How long will it take to do so? Stay tuned to next month's article in The Lakeshore Guardian!

Gaffney is owner of Streamline Historic Services, and the author of Port Huron, 1880-1960. Images of Rail: Rails

Around the Thumb, published by Arcadia Publishing, is also receiving accolades. Learn about the important contributions railroads made to the Thumb area; copies of Rails Around the Thumb are available through the author at 2747 Military Street, Port Huron, Michigan, 48060. Books are also available through Arcadia Publishing at www.arcadiapublishing.com.



The car is lowered into its new home on its new display track by the former Deckerville depot in the village.



Aaron Farmer (left) and T.J. Gaffney (right, in yellow vest) maneuver the wheelsets of the car into place on the new display track.



The kitchen rests on its new display track awaiting restoration.

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New Listing! This one won't last long - call today! 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' steel sea wall 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.

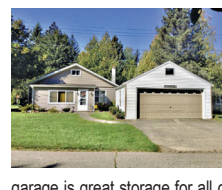
018-21-0018 - **\$399,900**



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**



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**



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**



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 18' x 8' front deck. The bedrooms are 12' x 8.5' 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**



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

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



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

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



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**



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 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**



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**