



The Burtons

The Original Manitou Passage Frontiersmen

"An error put into print, goes traveling down the ages as exact truth."
— Henry M. Burt 1893

William Burton is often cited as the first permanent resident on South Manitou Island, arriving from Vermont sometime in the mid-1830s. Writers often suggest that he and his hired men were uncouth squatters, living under the most primitive circumstances,¹ while thieving timber from government land.^{2, 3} He has also been credited as the island's first light keeper, but is criticized in that role also, as being undependable and neglectful of his duties.^{4, 5} There is not much truth in any of this.

Quite to the contrary, the Burtons were American blue-bloods, as it were, with family members, both before and after William Burton's generation, having remarkable stories of success and prominence.

It is not easy to come up with definitive information about the Burtons, or "proofs," as genealogists might say. Most of the Burtons in colonial America came from Great Britain, where the surname Burton was very common, and among America's early British settlers, William was a very common given name. Burtons in America's south prospered and acquired slaves, who were apt to take on the Burton name with English given names, eventually disbanding from south to north. Consequently, a large contingent of our country's African-American population now trace several generations of Burtons in their own lineage.

On the other hand, the origins of this particular William Burton family go back to the earliest times in America, when the population was scant, making it unlikely to find unrelated persons with identical names in the same locality, and making it safer to presume that names found in a location where they could reasonably be expected to be encountered, do indeed refer to the persons of interest, and especially when accompanied by other familiar names.

Some writers refer to the original William Burton on South Manitou as "William N. Burton," having probably discovered that middle initial in U.S. Lighthouse Establishment records. A "William N Burton" was indeed the first keeper of the South Manitou Island Light Station, serving from September 28, 1840 until he resigned on May 29, 1843.⁶ But it seems strange that the late middle-aged William Burton, prominent in Cuyahoga County, Ohio, and partner in Burton, Lord & Co., would take on a full-time job as the island's first light keeper. And, in fact, he didn't. William Burton had no middle name or initial. The light keeper was another Burton; his eldest son "William Nathaniel Burton."

And so, let us re-write history, trying to be more faithful to the facts, and giving the various Burtons the reputation to which they are rightfully entitled.

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The Burtons in America⁷

Solomon Burton, by family tradition, is said to have been the son of the "poores man"⁸ William Burton. William and his wife Mary were born in Westminster, England in the 1660's. William was a poor "cordwayner" (shoe maker.) At an early age, their son Solomon went to Barbados, a British crown possession with thriving sugar cane plantations. The plantations on that island were worked mainly by African slaves, but when labor shortages arose because of disputes with Dutch slave traders, poor boys willing to immigrate to this "Little England" could get an all-expense-paid trip to Barbados in exchange for serving a planter there for 5 to 7 years. While many volunteered for that sort of indentured servitude, becoming little better than white slaves, poor boys were also sometimes abducted on the streets of London, soon finding themselves aboard a ship sailing for Barbados.

Solomon eventually made his way from that small island in the eastern Caribbean to America. He landed at Stratford, Connecticut sometime before the first day of August of 1687, since on that day he married Mercy Judson, who was born in that town twenty-two years earlier. Stratford had been settled by Puritans only fifty years before. Perhaps coincidentally, their leader was Rev. Adam Blakeman (pronounced "Blackman,") a name that would figure in a future Burton generation. Like his father before him, Solomon was known as a "cordwayner," as well as a farmer.

Solomon and Mercy would produce five children, their second child and first-born son being Benjamin Burton, born on the 3rd of August in 1692. When Benjamin was twenty-two, he married Bethiah Curtis, who had also been born in Stratford and grew up there. Like his father and grandfather, Benjamin too was a shoemaker. Benjamin, however, received two grants of "the common land" under a colonial method of establishing land ownership implemented by the town of Stratford between 1680 and 1800. He probably received a total of about 340-acres, and was able to purchase even more during his lifetime. Benjamin and Bethiah had ten children, all born in Stratford. The youngest was their son, Josiah, born on the 6th of June in 1732.

Josiah married Sarah Howes in Stratford in January of 1756. She, by family tradition, was a descendant of *Mayflower* Pilgrim John Howland, who was a "servant" (i.e.; assistant) to John Carver, one of the expedition's organizers and leaders. Josiah inherited land from his father, and bought more over time from his brothers and others. In 1771, perhaps to escape the growing tensions that would eventually lead to the Revolutionary War, the family left Stratford and moved northwest. They spent the winter at New Milford, Connecticut, where Sarah gave birth to twins, naming them for their grandparents; the boy Benjamin and the girl Bethiah. In the spring they moved on to Manchester, in the beautiful Green Mountains of Vermont. Here they settled on a 77-acre farm, through which ran a pleasant little brook, which terminated in a beautiful water fall flowing into the Battenkill River.



Josiah was a participant in the Revolutionary War, receiving a head injury for his trouble, from which, according to family tradition, he never fully recovered. He did indeed enlist at Manchester in 1777, serving until his discharge in 1783, and being paid off in “rights to land” at Eden, Vermont. From that time on, Sarah was the business head of the family, she and the children also running the farm. Josiah died in 1793, with Sarah surviving another 40-years. They’d had thirteen children, all of whom attended their father’s burial at Manchester. His headstone carried the epitaph, “Solider of the Revolution.”

The most prominent of the thirteen children turned out to be his father’s namesake, their twelfth-born, a son named Josiah. He never married, and upon his death in 1853 he distributed \$25,650 in cash among his heirs and beneficiaries ... about \$3/4-million in today’s dollars. Among those bequests were generous amounts for the area’s common schools and for Manchester’s Burr Academy, a preparatory school for high-school age boys. The generous bequest offered by Josiah Burton Jr. was contingent, however, on the Academy’s being willing to admit young women. After two-years of reluctance, it eventually did, thus becoming the first institution of higher learning in Vermont to open its doors to young women. In his honor, the name of the school was, at that time, changed to *Burr & Burton Academy*. It became the school of choice for most Burton descendants in the next several generations, and is still in service today, with an enrollment of 650 students from Manchester and the surrounding area, plus over fifty students from overseas.

The fifth-born child of Josiah and Sarah was their son Nathaniel.⁹ He was the father of Hubbard Blackman Burton and William Burton, the brothers who came to South Manitou Island in the 1830’s, and who are considered to be the Island’s earliest settlers.

The descendants of Solomon Burton became numerous, spreading out into America over succeeding generations. They became prosperous and prominent as merchants and manufacturers; clergy and churchmen; politicians, public servants, lawyers and judges; educators and physicians; in mining, lumber, and oil; as farmers, carpenters, soldiers in the Revolutionary War, Civil War, and the War of 1812; as railroad men, bankers, ship’s captains and insurers. They were pioneers, daughters of Governors, and friends of Presidents.

None of the pioneer families associated with the Manitou Islands and the area that eventually became a national park, the Sleeping Bear Dunes National Lakeshore, goes back further in American history. And none can boast a history of prosperity, prominence and service to the nation equal to that of the descendants of Solomon Burton ... the boy baptized in London’s ancient and historic Westminster Abbey as the shabby son of a “poores man.”

From Manchester, to St. Albans and Ohio City

The Manchester farm became the home place for the Solomon Burtons. Their children all grew up there, and would remain connected to the place, even after moving on to make their fortunes elsewhere. It would also become the final resting place for Solomon and Sarah.

Nathaniel and his younger brothers Samuel and John Howes Burton, went north into Franklin County, near Lake Champlain, finally settling at St. Albans Bay.

It seems rather curious that there is not much mention of the Burtons in the annals of St. Albans. Nathaniel, father of Hubbard and William, married there in 1787. That was only two years after the resettlement of the town following the Revolutionary War. Although he came from the downstate town of Manchester, Nathaniel is presumed to have settled at St. Albans upon his marriage there, with Hubbard presumed to have been born there in 1789. So Nathaniel would have been among the original personalities associated with the origins of the settlement. The family is listed in the 1790 census for the nearby town of Fairfax, with two males over sixteen, one under, and one female – probably Nathaniel, his wife Martha, son Hubbard, and Nathaniel’s twenty-three year old younger brother Samuel (who does not appear elsewhere in the 1790 census. William is known to have been born in Fairfax in 1792 as was his sister Nancy Louisa Burton in 1794,¹⁰ so the family evidently had relocated and taken up residence there. Meanwhile, real estate transactions indicate that both Nathaniel and Solomon remained involved in Manchester, their home town, and the place where many of their kin still resided.

But they soon returned to St. Albans, and there they remained for many years. A second daughter, Hannah, was born in St. Albans in March of 1795, Martha died there in the spring of 1810, and Nathaniel remarried there the next year. Nathaniel’s brother Samuel married at Manchester in 1793, and had six children between 1795 and 1813. The last five of his children were born at St. Albans. The St. Albans “Grand List” of 1800, basically a property tax roll, lists Nathaniel Burton with an assessment of \$337.25, which suggests that he owned a home on forty acres of improved land. That placed him third, on a list of some 137 tax-payers. One of the others in the top three was his brother Samuel, with an assessment of \$402.50. Topping the list was the assessment of Halloway Taylor, at \$431.25. Thus, the families of Nathaniel and Samuel evidently moved back to St. Albans Bay between 1794 and ‘95, and by 1800 the two Burton brothers were among the three most prosperous men in the town, at least so far as real property was concerned.¹¹

Most of what is written about the early history of St. Albans and Franklin County, Vermont seems slanted by the religious and political preferences of the writers. St. Albans was the “shire town” (county seat) of Franklin County, so perhaps the writers were men who had been engaged in that aspect of the community. For the most part, biographical sketches feature men engaged in the legal profession – lawyers, judges, politicians and some clergy. The Burtons were mainly



farmers, mariners and tradesmen so, unfortunately, they seem to have warranted mention only in passing with respect of certain noteworthy events.

In fact, St. Albans was a frontier town which early in its history attracted a somewhat tarnished reputation as the home of persons of ambiguous loyalties and principles. That developed as a consequence of local economic realities that were not compatible with national politics at the turn of the century. St. Albans was highly dependent upon trade with its Canadian neighbors, especially in Montréal. In the 1790's the Federalists favored tariffs, which encumbered that trade, while the Republicans took a dim view of any sort of dealings with the British. The Republicans, who were predominantly southerners, swept the 1800 elections, and from that point relations with Great Britain began to steadily deteriorate. That eventually produced the Embargo Act of 1807, which forbade all trade with the British, including Canada.

St. Albans, with no good land routes to eastern American markets, and blocked from Lake Champlain's commerce by a chain of islands and shallows on its side of the lake, which were often entirely frozen over during the winter months, was dependant of trade with Canada as a source of necessities, such a salt, and as a market for its own goods, chief among which was potash. The necessary trade was therefore continued through wanton smuggling, and for that purpose the several islands and shallows became an asset, serving as a barrier to Revenue Service enforcement boats, and affording easy cover for those engaged in the illicit commerce with the Canadians. As that activity continued even during the War of 1812, the people of northwest Vermont gained a reputation as unpatriotic reprobates, or even traitors.

The end of the war brought some relief for that situation, but St. Albans then became a staging area for French and Irish separatists bent on attacking Montréal. The lawlessness continued well into the 1800's, with an epic 1864 multiple bank robbery in St. Albans by a gang of horsemen passing themselves off as Confederate soldiers ... a true story that would match the best "B-Western" plots ever dreamt up in Hollywood. Adding to the discomforts in the years immediately following the War of 1812, the weather turned bad for farmers. The 1817 season was the worst, bringing snow in June and killing cold during the rest of the summer, resulting in the total destruction of crops. The combination of these adverse situations resulted in a migration from northwest Vermont, mainly south and into Ohio.

The Burtons were not quick to join that movement, hanging on into the 1830's. But eventually the only Burtons left at St. Albans were Nathaniel's brother John, John's son Albert, and Sidney, a son of Samuel.¹²

Nathaniel died in Ohio in 1834, but is mentioned in some of the annals of Ohio City as being, in September of 1833, an early religious leader and founding member of the town's first Methodist Church.^{13, 14} William Burton and his family were living on Pearl Street in Ohio City in 1837,^{15, 16} and since he was already involved in local government by that time, it is

probably safe to presume that he and his father left St. Albans in 1833, since William was Captain of the steamboat MacDonough on Lake Champlain up to that time.¹⁷ As an early civic leader in Cuyahoga County, William served as a Council member, and Justice of the Peace.¹⁸

Tracking Nathaniel's other son through this moment in time is difficult, because Hubbard had not married. He therefore probably did not maintain a household of his own, and until 1850, census records named only the heads of households, and the numbers of others in the household. However, the Ohio City directory for August of 1837 reveals that Hubbard was living with his married cousin Byron, and his 18-year old second cousin, Henry Sanford Burton, in the home of Byron and Almira on Hannover Street.¹⁹

The Brothers Hubbard and William

It was the dawn of a new age. Red sails in the sunset – the idyllic silhouettes of barques, sloops and schooners – were quickly being replaced by the frenzied chugging and smoky billows of steamships; boats that no longer depended upon the winds, could run all night, and could keep a schedule (never mind that the career of one in every seven ended with a bang ... a sudden explosion and fire.)

In September of 1814, two young brothers, Hubbard Blackman Burton, then twenty-five, and his younger brother William, just twenty-two years old, would witness first hand the last great naval battle of the sailing ship era, the Battle of Plattsburg on the New York side of Lake Champlain, just across from their home at St. Albans, Vermont. It was also the last major engagement in the War of 1812.

Hubbard, born at St. Albans in 1789, was the first-born of Nathaniel Burton and Martha Blackman. William, born at Fairfax, Vermont in June of 1792, was their second.²⁰ The Burtons had been Americans for a century before the *Declaration of Independence* and the Revolutionary War. Hubbard and William, along with their two younger sisters, represented the fifth generation. Their parents, Nathaniel and Martha, were married at St. Albans in 1787, and that's where the couple originally settled. About three years later they moved to nearby Fairfax, then four years after that, back to St. Albans. Martha died at St. Albans in February of 1810, when William was just seventeen.

A year or so later, Nathaniel married the widow Lucy (Boyd) Rice, whose husband Elisha Rice had died some four years earlier. Accompanying Lucy was her thirteen-year old daughter, also named Lucy Boyd Rice, who had come into the world on August 5, 1798, at Marlborough, Middlesex County, Massachusetts. While still a child, her family had moved to St. Albans, Vermont. Her father died there when she was just a few weeks over eight years old. Lucy, her older sister Eunice, and younger brother Orrison Ellison Rice, represented the sixth generation of their family in America, their ancestral grandparents Samuel and Elizabeth arriving from England in



the mid-1650's, and originally settling in Sudbury, Massachusetts.²¹

The young Lucy Boyd Rice married when she was just seventeen. The wedding was in St. Albans, just after New Year's. It was January 3, 1816, a Wednesday. The groom was twenty-three year old William Burton, her step-brother.²² They would have six children. The first, William Nathaniel Burton, was born just over a year after their marriage, on February 13, 1817. Then came Ellison Elisha in May of 1819, Lucy Ann in April of 1822, Martha-Ann in January of 1825, Eunice Goodsell Burton in February of 1828 (who died just 18-months later), James Covell Burton in October of 1830, and finally Eunice Marion, in March of 1836.²³

William's older brother Hubbard remained a bachelor until the summer of 1834, when he married Abigail Wilder Ball in Cleveland, Ohio. He was then forty-five years old. She was eighteen. During their fifteen years of marriage, they would have eight children, two of whom were twins. Their first was George Ball Burton, who was born on November 10, of 1836. Clarence Hubbard came in September of 1838, then Eunice in 1840, who died shortly after her birth. After Eunice's death, the family moved from Cleveland, Ohio²⁴ to Milwaukee, Wisconsin, where Henry Clay Burton was born in 1843. After Henry came Josephine in 1845 (who also died in infancy) and then the twin daughters Frances Adelia Burton and Agnes Clark Burton in April of 1847. Their last was daughter Ellen, who died at birth in 1849.²⁵

Ohio City and Cleveland, separate entities in the 1830's, were maritime boom towns. They sat at the northern end of the Ohio Canal, which connected the Ohio River to Lake Erie. During the 1836 season the shared port saw the comings and goings of 911 sailing vessels, and 990 steamboats, 108 of these ships being of foreign origin. Westbound ships sailed to the Great Lakes ports of Detroit, Monroe, Mackinac, Milwaukee and Chicago. Eastbound traffic headed for Buffalo, and via the Welland Canal and St. Lawrence river to ports in Canada and the rest of the world.²⁶ By 1841 the numbers had increased to 1,365, with the Cleveland/Ohio City port ranking second in the Great Lakes only to Detroit with respect to tonnage.²⁷

In these exciting times, it is not surprising that both Hubbard and William became involved in maritime activities. Their careers probably started as boys at St. Albans Bay, which boasted a fine, if not very accessible, natural harbor on Lake Champlain. The Burton families were prominent in both the St. Albans and Ohio City communities, which probably explained how both soon became captains of their own boats.

The first mention of William's career as captain of a vessel dates back to a historic voyage in the fall of 1823. On the 8th of October in that year, the newly constructed Champlain Canal was opened for navigation, connecting the south end of Lake Champlain to the Hudson River. A special canal boat, the *Gleaner*, was built at St. Albans for that occasion. Making her way south as the first boat through the new canal, she sailed in the company of smaller, gaily decorated boats, being celebrated

at each port she touched. The *Gleaner*, on this historic voyage, was commanded by Captain William Burton.²⁸

Three years later, some prominent men in St. Albans, including William Burton's uncle John H. Burton, formed the "St. Albans Steamship Company" and built two steamboats, the *Franklin* in 1827, and the *MacDonough* in 1828. Captain William Burton was appointed Captain of the *MacDonough*, sailing her between the steamboat wharf built by his uncle at St. Albans Bay²⁹ and Plattsburgh, apparently from the time of her launch until the end of the 1833 season.^{30, 31}

Hubbard was eventually rated a "master mariner," and became a managing owner of sailing vessels registered at Ohio City.³² Some think he became a Captain of steamboats operating on the Great Lakes between Cleveland and Milwaukee, and there is some reason to think that could be true. The Burtons were evidently associated with the Lords of Cuyahoga County, and Richard Lord was part owner of the Cuyahoga Steam Furnace Company in Ohio City, which is known to have built steamboats.^{33, 34, 35}

On the other hand, sailing vessels of all types still far outnumbered steamboats in the mid-1800's. Sailing vessels carried the bulk of cargo tonnage, while steamboats were engaged mostly in passenger and express freight service. Hubbard, owned a 75-foot schooner called the *John Grant*, built at Brighton, New York in 1832, with a history of service on the lakes which ended in May of 1853 when she went ashore and was broken up in a Lake Michigan storm. Interestingly, the *John Grant* was the first top-masted schooner to enter the Milwaukee harbor, arriving in 1836.³⁶ Hubbard sold the boat to Martin B. Scott of Cleveland, in 1842.³⁷

The South Manitou Island Enterprise

Until the dawn of the nineteenth century, Michigan was a wilderness – a no-man's land; first by French tradition, then by English law.

It was about money, of course, and particularly the fortunes that could be made trading in fur, the principle material employed in the making of felt. French interests were, for the most part, limited to trapping and trading, so they were content to leave the wilderness to their Indian friends and colleagues. The British, however, were more civic minded and colonial. While seeking their fortunes, they were also into the building of forts and settlements which, in turn, created opportunities for farmers. Fearing that the clearing of large areas for these purposes was beginning to produce a scarcity of fur-bearing animals, the British, in the late 1700's, laid down laws forbidding homesteading in frontier areas, including the Michigan Territory.

The War of 1812 finally put an end to that restriction. With the U.S. Government placing all of the former British holdings in the public domain, humanity began to disburse from Detroit and Monroe, going west and north into the Lower Peninsula's interior, and ultimately to the eastern shores of Lake Michigan. They went more west than north. Even thirty-five years later, in



the late 1840's, the white man's presence on the mainland ended at Manistee. Beyond that point, a trader, Joseph Oliver, lived in a cabin at the mouth of the Betsie River, the location of present-day Frankfort, with his Indian wife, and then there was nobody else until arriving at Mackinac.³⁸

The scenery visible to ships passing north of Manistee would not have suggested that this northern territory might be a prime spot for settlement.³⁹ The terrain became increasingly hilly and rolling, with the shoreline guarded by precipitous sandy bluffs, and no safe harbors anywhere along the way, sand bars at river outlets blocking entrance to anything larger than a canoe. Indeed, in the Leelanau peninsula there were only a few Indians scattered about the country. Perhaps thinking it mostly worthless, the government set aside most of the Leelanau peninsula for the Indians, creating a reservation that extended south from what would eventually become Northport to what is today the bottom of the county, and west as far as Glen Lake. That discouraged white settlement in Leelanau for another twenty-five years, until the reservation expired in 1866.⁴⁰

This was the foreboding, unforgiving wilderness that the Burtons entered in 1836, when they came to South Manitou Island to establish a wooding wharf.⁴¹ Contrary to the imagery usually suggested in notes about the Burtons, they came not as pioneers seeking their fortune, but as astute entrepreneurs organized as Burton, Lord & Co. of Ohio, and evidently with a well planned venture.

They came on the leading edge of the steamboat boom. It was a time when the technology was rapidly improving, with bigger, speedier and more reliable boats being built everywhere. To meet the competition for passengers in all classes, new boats offered increasingly luxurious and comfortable accommodations. Most of the lake boats were side-wheelers, and all were fueled by cord wood.

A need for strategically located "wooding stations" arose from the fact that it wasn't economically feasible for steamers to carry as much wood as would be needed for longer voyages. In the early days, a steamboat's next port of call after leaving Mackinac was Green Bay, Wisconsin. An attempt to make Milwaukee or Chicago was always considered risky because of Lake Michigan's unpredictable weather over such a long haul and the lack of ports of refuge. But such runs were also impractical for most boats, because the volume of cordwood they'd need to carry would displace space intended for revenue-producing passengers and cargo.

This was the situation that Burton, Lord and Co. recognized as an excellent opportunity for a new business venture. South Manitou Island was an ideal location in every way. The island had a large, sheltered natural harbor with deep water and a bold shore. It was conveniently located on the Manitou Passage shipping lane, and had abundant and easily accessible stands of hardwoods. Moreover, the island was perfectly situated between Mackinac and the rapidly developing Lake Michigan ports of Milwaukee and Chicago. As a practical matter, any business that enabled steamers to refuel for a straight run to either of these two ports from South

Manitou Island, the last port of refuge for downbound boats, would enjoy a captive market in the maritime commerce of the time, and would be in a position to get top dollar for its wood.⁴²

Not much is known about the organization of Burton, Lord & Co. Hubbard Burton, being a Captain of vessels visiting Lake Michigan ports, would certainly have been aware of the developments in the maritime business. As a regular Manitou Passage sailor, he was probably also the partner who was able to knowledgeably recommend the South Manitou Island location. His brother William had connections at Ohio City, which included Richard Lord, a major share-holder in the newly established and rapidly growing Cuyahoga Steam Furnace Company, the city's first and largest manufacturing enterprise. The Lord family was wealthy, originally owning most of the land in Cuyahoga County west of the river.⁴³ Richard Lord served with William as a Councilman in the county government, and also as President of the County Council. Beginning with the manufacture of gears for mills, his company would eventually become a major manufacturer of steam engines, railroad locomotives and steamboats, its first being the *Empire*. Launched 1844, it was the largest, fastest and most luxurious steamer on the Great Lakes up to that time.⁴⁴ Thus, Lord's connection with maritime interests seems clear and he would certainly have had the financial wherewithal needed to launch the South Manitou Island venture.

These men, Hubbard Burton, William Burton and Richard Lord were established adults; 47, 45 and 55 years of age, respectively. Hubbard was involved in sailing as a ship owner and Captain. Richard was no doubt involved with business interests in Ohio City and Cleveland. William, having given up sailing to become a family man, was then apparently dealing in real estate in Cuyahoga County, sometimes being locally referred to as "Squire Burton,"⁴⁵ so was available to direct operations on the island. He also had three up-coming young sons.

The Burton, Lord & Co. wood yard on South Manitou Island developed into the largest and most successful wooding station on the Great Lakes. Other than being one of the original founders, Hubbard had little to do with the operations on the Island, still actively sailing out of Milwaukee and Cleveland. After the business had become firmly established, the day to day operations on the island were taken over by William Burton's eldest son, William Nathaniel Burton, with the father spending the better part of his time back in Ohio City, but visiting the island regularly.⁴⁶

William N. Burton was nineteen years old when the Burtons first set foot on South Manitou in 1836, so was probably a part of the business since its inception. William Burton, successfully established and civically engaged in Cuyahoga County, was probably actively engaged on the island no longer than needed to successfully launch the new enterprise, then withdrew to an oversight role, leaving the physical operation of the business in the hands of his eldest



son. Hence, there has always been much confusion about who “William Burton” actually was.

South Manitou’s First Lightkeeper

The William Burton who was the island’s first lightkeeper was the son, William N. Burton. Reports of his having been negligent and incompetent in that capacity are uninformed.

The building of the lighthouse on South Manitou Island was completed in 1840, and it was put into service late that year with 23-year old William N. Burton having been appointed “Keeper.” Quite obviously, anyone familiar with what was going on at South Manitou would have known that young Burton wasn’t in need of a job. On the contrary, it made a lot of sense for the Burton operation to take charge of the new lighthouse. The new navigation aide would clearly prove an asset to their business, while also serving its intended purpose for maritime traffic in general. Meanwhile, Burton, Lord & Co. had ample manpower under employment year-around, which could be called upon for lighthouse duty as needed, while the tight-fisted Lighthouse Establishment⁴⁷ was only willing to pay for a single keeper (in later years, the Service would authorize three paid personnel; a keeper and two assistant keepers.)

Complaints from mariners about the facility soon began to accrue, but they arose from its own shortcomings. The light station had been built on the cheap, with a scant \$5,000 allocation. The result was marginal, to say the least, and a far cry in every way from the \$34,000 facility that finally replaced it some 30-years later. When U.S.L.H.E. Regional Inspector William Wilson, came with a lighthouse tender in the spring of 1842 to evaluate and re-supply the facility, he wrote a rather critical report directly to Stephen Pleasonton, head of the U.S.L.H.E. at the Treasury Department, informing him that the facility had a variety of deficiencies, which he attributed mostly to its design and to unanticipated problems with the site. His report was only lightly critical of the keeper, mentioning that he was not actually residing at the site, and had been delegating much of the work to subordinates.⁴⁸

Pleasanton responded by writing a directive to the Collector of Customs at Mackinac, blaming the Keeper for the complaints the South Manitou Light was eliciting from mariners, and instructing him to admonish Burton by threatening to remove him as Keeper unless he began “keeping a better light.” He was also instructed to order Burton to move his place of residence to the lighthouse, to see to the tending the light himself, and not delegate the work to others.⁴⁹

The fact was that most of the facility’s deficiencies were Pleasanton’s own fault, the result of his having no technical knowledge or field experience whatsoever, and his obsession with frugality.

To his credit, Stephen Pleasonton is honored for having saved the original copies of the Articles of Confederation, the Declaration of Independence, the U.S. Constitution and a

collection of other historic documents from destruction by the British when they attacked the capital during the War of 1812. He was also the father of two sons who distinguished themselves as Union Generals during the Civil War.

But Pleasonton, originally trained as an accountant, had become a career bureaucrat in Washington. He had no maritime credentials whatsoever. Moreover, since overseeing the Lighthouse Establishment was not his only concern, he delegated much of those responsibilities to “Collectors of Customs,” appointed officials in regional offices. They became district superintendents, responsible for everything from the original selection of sites, to the routine maintenance of established stations, which included the supervision of Keepers. Pleasonton’s only knowledge about specific light stations came from obligatory annual reports submitted to his office by these regional authorities.

The new South Manitou Island light had been equipped with “Lewis Lanterns,” which were known to be much inferior to the French Fresnel system, which had been available for over sixteen years. In time it would come to light that Stephen Pleasonton and Winslow Lewis had been involved in a very cozy relationship over a span of three decades, which had not worked to the benefit of the Service. Pleasonton had, over those years, masked his lack of technical knowledge by depending upon the “expertise” of Lewis, while Lewis depended upon Pleasonton to manipulate the Service’s bidding process as necessary to assure that he would be awarded lucrative contracts for the building of new lighthouses and for the delivery of proprietary maintenance parts and materials thereafter.⁵⁰

Perhaps Pleasonton’s assault on Burton was an attempt at scapegoating, but at that early point in his relationship with Lewis, it more likely reflected his ignorance of what was really going on in the field. Whatever the case, it was most certainly unwarranted. The result was that Burton resigned, probably on the advice of his father and brothers, ridding themselves of what had become a costly burden.⁵¹ The light had proven a failure, both as a navigation aid and as a promotional idea for what had already become a well frequented stop for maritime traffic on Lake Michigan, “Burton’s Wharf.”

Ohio City’s “Squire” Burton?

The often-published assertions that the Burtons were thieving timber from land they didn’t own are also uninformed. Equally incorrect is a tradition in the Burton family history that Hubbard and William jointly owned half of South Manitou Island.

Land law had been a messy business right up to the time that the Burtons landed on South Manitou. Michigan was part of territory that variously changed hands between France, England and the United States until after the War of 1812. Confusing matters even further, under U.S. possession, land in parts of Michigan was claimed by five of the original thirteen colonies. Those conflicting claims were finally dealt with by an



agreement associated with the Articles of Confederation, whereby the colonies gave up such claims, ceding all lands outside their original borders to the federal government, Connecticut being the last to do so in 1786. But with none of the colonies having any ability to enforce their claims to this far off territory, the *authority of possession* had always prevailed. That strategy had been previously invented by the British to settle conflicting claims with the French and Spanish. Simply put, the land belonged to whoever occupied it, and was able to hold on to it.

In an attempt to deal with all the questions involved with newly acquired lands, the federal government passed its first land law in 1785. In general, that act provided for the sale of public lands. However, it also established a survey system, and required surveys to be completed before the land could be offered for sale. In the case of the Islands, that didn't happen for 72-years; until the summer of 1847. So until that survey was audited and officially accepted, it wasn't possible for anyone to own land there. Meanwhile, over all those intervening years, the land law was modified some twenty-seven times in various attempts to settle disputes and correct unexpected consequences of previous acts.

The last of these tweaks was the Preemption Laws of 1830 and 1841, which authorized people to settle on and work public land before it became available for sale. Settlers who occupied and improved the land would have a right of first refusal at the government's minimum price on 160-acre parcels, when the land eventually went on the market and a bid was filed by a prospective buyer. Under the conventions of the times, clearing land (clear-cutting timber) was considered "improvement." While those wishing to avail themselves of this protection were supposed to file preemption claims, there were no land offices in the northern Lower Peninsula of Michigan until the 1850's, so that was not practically possible. Until reasonably near-by offices were established at Duncan, Mackinac and finally Traverse City,⁵² and such filings became possible, the old "authority of possession" principle was apparently understood and mutually respected by the few interested in settling in the area.

Quite obviously, government officials were well aware of the existence of – and necessity of – wooding stations on public domain lands along Great Lakes maritime routes, as well as the nation's other waterways, including its great rivers. There was nothing unique about the Burton operation on South Manitou Island, and its very success is proof enough that it was no secret.

The immediate success of their enterprise is attested to by a take-over attempt, surreptitiously launched by Thomas Richmond, of Lake County, Ohio. The would-be founder of the failed town of Richmond (now Grand River, Ohio), and one of the original founders of the Ohio Railroad, filed a rather disingenuous petition with Congress in 1840 as recorded in the "House Journal:"

"Mr. Giddings presented a petition of Thomas Richmond, representing the danger incident to steam navigation on Lake Michigan, between Mackinaw and Chicago, owing to the difficulty of obtaining wood, and praying the exclusive right of cutting wood and building docks on the Manitou islands, in Lake Michigan, for the space of ten years." (House Journal - THURSDAY, February 6, 1840)⁵³

Mr Richmond, himself, also had a small fleet of schooners and steamboats, so obviously would have been quite aware of what was going on in the trade, and also of the Burton operation. His insidious attempt to appropriate the Burton, Lord & Co. success to himself was foiled when the House members laid his petition on the table and adjourned, letting it die through that Parliamentary method.⁵⁴ Perhaps that resulted from their understanding that his petition was dishonest. On the other hand, both he and his Representative, Mr. Giddings, were vocal abolitionists, whereas the *Committee on the Public Lands*, to which the matter was referred for consideration, was composed of nine members, six of whom were from the confederated states, with only three from northern and eastern states.⁵⁵

There is, of course, no record of whatever debate or discussion might have occurred in the Committee, but it is quite reasonable to presume that there was some; that those Members of the U.S. Congress were quite aware that Burton, Lord & Co. was not only operating a wood yard at the bay on South Manitou Island, but were also keeping the light, and they evidently found no reason to question the legality of their activities.

Following the Orange Risdon survey of 1847, land on the Island technically became available for sale. The first buyer was William Burton. In November of 1849, he entered four filings at the Sault Ste. Marie land office for a total of 298-acres. Patents for all four cash-entry sales were granted in December of the next year, making him the owner of all the land along the west shore of the bay, from the southern point to the northern shores. In October of 1853, he filed again at Sault Ste. Marie for plots including 219-acres along the Island's southern Lake Michigan shore. Of these, one 40-acre parcel was a cash-entry purchase which was approved and patented the following February. The other 179-acres were in four adjacent lots obtained through his purchase of a military bounty land warrant, that patent being issued in May of 1855. The land patents were written to William Burton of Cuyahoga County, Ohio.⁵⁶

Since South Manitou has some 5,260-acres, the Burtons only officially ever owned only about a tenth of the Island. The Risdon survey of 1847, however, indicated that large areas had been logged, possibly as much as half of the Island.⁵⁷ It would be more than ten years before anyone else filed on Island land (Putnam Burdick in 1862) so up to that time control of these areas were probably attributed to the Burtons. This probably accounts for the family's presumption of having at one time owned half of the Island.



First South Manitou Farmers – and a Historic Home

The Burton operation continued to prosper, as evidenced by an entry in the diary of Mungo Patterson Sr., who, with his family, was traveling from Buffalo to Chicago aboard the steamboat *Chesapeake*. On Sunday, March 28, 1844, the boat stopped at South Manitou Island to take on twenty-five cords of wood from an operation having about twenty men who had worked there stockpiling wood through the winter; he providing a somewhat more positive view than that published by Sarah Fuller, later that same year.⁵⁸

During the summer of 1847, Orange Risdon and his survey crew found that the Burton's operations had grown extensively. At "Burton's Wharf" (as Risdon identified it in his field notes) there was a fine dock, with a grocery and barn on its south side. On the north side was the Burton house, a blacksmith shop, and several other buildings. A little less than a mile northwest of the dock, approximately where the island's cemetery is today, Risdon found a fifteen to twenty acre area of "improved" land, which was probably being used to provide pasturage and grow feed for livestock. The 1850 Agricultural Census indicated that the Burtons had various farm implements and machinery, three horses, five milch cows, eight working oxen, and six other cattle.⁵⁹ From this evidence, it is probably reasonable to presume that the Burtons established the first farming operation in the area. Horses and oxen might have been useful for lumbering operations, but probably not the milch cows and "other cattle."

In fact, the Burtons might have also established another farm; the second being on the south side of the Island. In her 1850 letter, William Burton's mother Lucy (Boyd-Rice) Burton, tells her grandson Edgar about his uncle William's recent misfortune; a fire having destroyed most of his house. She mentions that William immediately contracted with a man to have the "farm house" rebuilt, while in the meantime a shanty had been put up for "the family that carries on the farm" until the new house was done. Descendants of William and Lucy Burton's daughter Eunice, have provided a photograph labeled "Manitou Is. house where Grandfather Burton lived, and Mother spent some time there." From what can be seen of the house in the photo, it appears to be an exact match for the north wing of the house pictured on page 128 of the National Park Service's *Coming Through With Rye* report, now usually referred to as "the Lodge."⁶⁰

This house overlooks Lake Michigan, from the approximate center of the second package of land that William Burton bought from the government in 1854. The writers of *Coming Through With Rye* describe it saying ...

Upon reaching the residence, a breathtaking view is provided of Lake Michigan and Sleeping Bear Point on the mainland. The house is sited at the edge of a bluff; a thirty-foot vertical drop from the bluff ends at a white sand beach. The house has many windows that provide views of the lake and the mainland dunes. The beautiful setting makes it easy to understand why the residence was chosen for conversion into a tourist lodge. (viz: by the failed "Lee Island Association" in 1947).

National Park Service historic architects estimate that the original part of the house dates to 1870, or earlier.⁶¹ The farm was eventually taken over by the Theodore Beck family who, having never acquired any land from the government either by cash-entry or homesteading, presumably bought the place. Theodore Beck and his brothers Albert and August were originally farming his father's 160-acre homestead some two miles north. Theodore is thought to have come here with his mother and brother Albert after their father died in 1900, leaving everything to his younger brother August. In a taped interview made in 1972, George Johnson remembered that the Becks lived here in log cabins for "many years" until "they got the big house."⁶²

Over the years, Burton family members came to the Island from Cincinnati, Milwaukee, and Chicago as visitors, vacationers and seasonal residents. It seems quite likely that this large home, with its beautiful setting and wonderful views, was built with that purpose in mind, rather than merely as a farm house. If so, it was probably the birthplace and first home of Burton daughters who would become noteworthy American women.

The Succeeding Years – The Two Brothers

Hubbard Blackman Burton died in Milwaukee in August of 1850. He was sixty-one years old. One week later, on the first day of September, his wife Abigail also passed away, leaving her five young children as orphans.⁶³ The three boys, then age 13, 11 and 7, evidently went to live with their Uncle William and cousins at Cleveland in the winter, and at South Manitou Island during the sailing season. Henry, the youngest, drowned at the Island a year later; South Manitou's first recorded drowning victim. He was just eight years old. The three-year old twins were adopted by Augustus Edwin Foote and his wife Aurelia (Post) Foote. They were prominent in Cleveland, and perhaps former friends of Hubbard and Abigail. Augustus was the youngest son of Connecticut Governor Samuel A. Foote, and was also distantly related to the Lord family. He was a banker, active in local government, and a State Representative.⁶⁴ Aurelia was active in charity work. The twins eventually took their name, becoming Frances and Agnes Foote.⁶⁵

William Burton and his wife Lucy spent their declining years at home in Ohio City, which by then had become a part of Cleveland. William passed away there in May of 1872.⁶⁶ He was 80-years old at the time of his death. After her husband's death, Lucy went to live with her daughter Lucy Ann and her husband Alfred Cozzens at the Cooke's Hotel on Washington Street in Green Bay, Wisconsin. Operated by her grandson Myron Ellison Cousins, the Cooke's was rated "first class" and billed as "magnificent" at the time.^{67, 68} She eventually passed on there at age 83, in June of 1881.



The Succeeding Years – William Burton's Sons

William Nathaniel Burton, by 1850, had become involved in interests of his own, leaving the operation on the Island in the hands of his younger brothers, "Ellie" (Ellison E. Burton) and "Covel" (James Covel Burton.)⁶⁹ William went into the marine insurance and salvage business, operating primarily out of Chicago⁷⁰ and Milwaukee, but also occasionally residing in Kenosha, Wisconsin, Grand Haven on the Michigan side and, of course, the Island. Being agent for marine insurers, he was also an insurance inspector and adjuster who was bound to be soon on the scene following disasters on the lakes. He eventually found himself involved in the marine salvage business; the owner tugs and salvage barges operating out of Chicago and Milwaukee that were familiar sights in Lake Michigan ports.⁷¹

Meanwhile, he remained connected to South Manitou Island, residing there frequently and doing a little business now and then. There was a big dock on the south side of the Island, located just east of the house mentioned above and probably just about in line with what today is referred to as Ohio Road. In his recorded interview, George Johnson describes it as being about two blocks long, and wide enough for four or five piles of "four-foot wood" which was produced by various Island farmers. The dock had actually been built in 1885 by "Burton & Gordon," an early gravel mining venture of partners William N. Burton and William W. Gordon.^{72, 73, 74} That venture probably proved disappointing, since nothing was ever written about it. However, the dock remained as an asset. During the 1880's ships loaded up there, taking wood to markets in Chicago and Milwaukee. The shipments were evidently brokered for the farmers by William N. Burton.⁷⁵

In the spring of 1882, Charlotte, the wife he shared his life with for over 41-years, passed away while she and William were visiting their daughter Clara Mae in Grand Haven.⁷⁶ She was 61, and William was then 65. After Charlotte's funeral and burial in Milwaukee, William began spending more time on South Manitou Island, honored by his neighbors who elected him a Justice of the Peace in April of 1885.⁷⁷

Ailing towards the end of his life, William left the Island for good, living his last two years in the care of his daughter, who was then living at Detroit. His failing heart finally gave out in January of 1895, at 78-years of age.⁷⁸ He was laid to rest in Milwaukee, next to Charlotte.⁷⁹

By the time of his death, "Captain" Burton had become a noted personality on the western Great Lakes, and a permanent part of its maritime history.⁸⁰

As previously mentioned, Ellison and James "Covel" took over the family businesses on South Manitou Island after William became involved in business elsewhere. James soon left also, moving down to Detroit, leaving "Ellie" and his family as the only Burtons remaining on the Island.

Ellison Elisha Burton married well, wedding Anne Hendrick Burt in Sackets's Harbor, New York in December of 1845. The Burts came from Harburton in Devonshire, England,

tracing their history in America back to the arrival of Henry Burt at Roxbury aboard the ship *James* in 1635.⁸¹ From there he moved on with other Puritans to establish a settlement called "Awagam," which became Springfield, Massachusetts. As one of the founders of Springfield, he served that community as a civil officer and court clerk, and occasionally as worship leader. Through Anne's grandfather Ithamar Burt, a young private in the Massachusetts militia who rose to the rank of Captain in the war of independence, Anne's daughters would eventually be found in the listings of lineage books published by the "Daughters of the American Revolution."⁸²

Ellison and Anne evidently made their first permanent home at South Manitou Island, since their first child, daughter Katherine, was born there ten months later. Over the next fifteen years they would have five more children, Mary, Francis, John, Alfred and Jessie, all born on the Island in mid-winter or the spring. Their last child, Caroline, was born in October of 1868 at Chicago.⁸³

The Ellison Burtons eventually took up residence in Chicago during the winters, living on the Island during the summer months. Since their children grew up as educated, cultured and well-connected adults, it seems safe to presume that their education was the reason for their taking up residence in Chicago during the winter months sometime after 1856.⁸⁴ After most of the children had grown up, Ellison and Anne moved from Chicago's 18th Street to the newly developing Hyde Park Township, and became full time residents of Chicago. Ellison then returned to the Island alone each season, to handle what remained of the family enterprises.^{85, 86, 87}

With all of their children now into their adult years, Ellison and Anne left the Chicago area, probably around 1889, moving to Oakland, California presumably at the invitation of their daughter Katherine. Ellison died there as he approached his 80th year, in January of 1899.⁸⁸ After her husband's funeral, Anne, then 76, went back to Ely, Minnesota with her daughter Jessie's family.⁸⁹ She was still with the family when the Shipmans moved to Ocean Park, California in 1908. She died in Ocean Park that same year. Her remains were taken up to Oakland, and laid to rest next to those of her husband.⁹⁰

James Covel Burton, went into the marine insurance and salvage business at Buffalo and Detroit, becoming to the eastern Great Lakes what his brother William N. Burton was to the western lakes. Like his brother, he was also often called "Captain Burton."

At age 28, James returned to Cuyahoga County to marry Mary Gunning, a young English born woman from Cleveland, who was his same age.^{91, 92} They came back to the island and remained there until moving back briefly to Cuyahoga County, then on to Buffalo, New York in 1861. James and Mary had three children during the next eight years; Louis, who was born in Cuyahoga County, William who lived less than a year, and daughter Blanche in Buffalo.⁹³ In the early 1870's they moved to Detroit. Mary died there in June of 1878, leaving James with Lewis, then 16, and Blanche, who was just about nine.



Field work and unplanned travel were essential requirements for marine insurance men at that time. When vessels collided in busy harbors or shipping lanes, or became stranded or wrecked in stormy weather, the insurance man needed to be on the scene as soon as possible, either to ensure the boat got back in service without delay, or to avoid it being considered legally abandoned, and therefore fair game for salvagers. Mary's widowed older sister, Elizabeth Smith, came from Cleveland to help out, bringing along her widowed daughter Mary Conklin and her two-year old son Daniel.⁹⁴ So James was able to continue with his responsibilities on the eastern side of the state during these years when maritime activity on the Great Lakes was in its hay days.⁹⁵

Four years later he married again, the bride being Bell Freeman of Detroit.⁹⁶ He was 51, Bell was 27. In the years that followed, James and Bell had two children together, a boy and a girl; Russell in 1885 and Helen six years later.⁹⁷ By the 1890's the best days of the marine insurance business on the Great Lakes were rapidly coming to an end. More and more ships were idled as railroads were freed up to compete with marine transportation for both passenger and freight service, and offering much faster service. What was left of the fleet were bigger, more reliable vessels; mostly "propellers," the days of the smaller, more vulnerable sailing ships having come nearly to their end. By 1907, James would lament that there were too many sellers left over from the old days, and not enough business to support even one.⁹⁸ He maintained his office in Detroit and went to work every day, even as his fortunes continued to dwindle. He was still "Captain Burton," but times had changed and he was an old man. What else could he do as he approached his seventieth year?

His son Russell, twenty-five years later, would write ...

"My knowledge of father is that of a man who at one time was in comfortable enough circumstances and who late in life, through business reverses, lost all that he had."

In 1913, James was 83, and still going through the motions, then working as a solicitor for others.⁹⁹ Russell, living in Spokane, Washington when he decided it was time for his father to retire, traveled to Detroit and brought James, his mother Belle, and his younger sister Helen back home with him. Like a fish out of water, James seemed to begin going downhill from the moment they left Detroit. His mind rapidly failed, yet he lived on until the summer of 1915, and then passed away.¹⁰⁰

Eunice Marion Burton was the youngest of William and Lucy's children, and was evidently the only one of their three daughters who spent a significant amount of time at the Island. Born at Ohio City in the spring of 1836, her older sisters and brothers were adults by the time she reached her teenage years. So she found herself living alone with her parents at that point, an "only child" for all practical purposes. As their last child, Eunice might have enjoyed a more companionate relationship with her parents than had her older siblings. For example, at age fourteen she and her parents were on the island together at the time of the April 1850 house fire mentioned above.¹⁰¹

Eunice married Charles Marsden when she was just nineteen years old.¹⁰² Charles was probably about thirty-five. He was a successful mariner at the time, having Captained the schooners *Leland* and *Amazon*, and having more recently taken command of the newly built steamer *Milwaukee*, in which he was part owner. The *Milwaukee* was built in Cleveland, as a state-of-the-art vessel and was described in the newspapers as "splendid ... a large, and beautiful propeller." She was built to provide regularly scheduled service between Buffalo and Chicago. A year after their marriage, the *Racine* was launched at Cleveland, another "first class" steamer in which Charles also owned part interest.^{103, 104}

Not much is known about Charles Marsden. By default, he is presumed to have been the son of William Marsden, a boat builder living at on Lake Ontario at Oswego, New York. In the 1840 census, William's household included himself and another male between twenty and thirty years old, besides what appears to probably be his wife and daughter.¹⁰⁵ The 1850 city directory for Cleveland indicates that Charles Marsden, Captain of the schooner *Amazon*, maintained a residence as a boarder at 89 St. Clare Street, which was only about five city blocks from the harbor.¹⁰⁶ An 1883 death record for Charles Marsden of Cleveland indicates that he was born in 1820.¹⁰⁷ The marriage record for Charles Marsden and Eunice identifies Charles on as "of Cleveland, Cuyahoga, Ohio" and gives his birth data as "About 1835," which was probably someone's guess based upon the bride's age. They were married in Chicago on the 5th of September in 1855. Since Charles was running the *Milwaukee* then, with a little imagination, one can conjure up a wedding cruise from Cleveland to Chicago, picking up relatives along the way for a gala wedding celebration at Chicago.

If that's the way the wedding was accomplished, it would apparently have been the high point of the marriage. During the next five years, Charles and Eunice had two children, Eunice Emily Marsden in August of 1857 (sometimes called "Naomi") and Nellie Burton Marsden in April of 1859. Charles' luck took a turn for the worse on Tuesday, November 29, 1859. At half-past midnight, the *Milwaukee* struck the schooner *Tiffany* in the Straits of Mackinac, with both boats going to the bottom in 100-feet of water. All aboard the *Milwaukee* were rescued; five crewmembers of the *Tiffany* perished. According to newspaper reports, the *Milwaukee's* cargo of rail cars loaded with wheat was fully insured; the boat itself apparently was not fully covered.¹⁰⁸ From the time of her launch, the *Racine* was involved in a series of mishaps, most minor, but some quite costly.¹⁰⁹ In the fall of 1864, she caught fire in Lake Erie and was lost off Rondeau, Ontario with eight crewmembers dead.¹¹⁰

Sometime between these catastrophes, Charles and Eunice parted company. According to a letter written by William Burton, Eunice's father,¹¹¹ the Burton side of the story was that having suffered severe financial reversals as a result of his bad luck and being over his head in debt, Captain Marsden had turned to drink and became neglectful of his family. According



to that same letter, Charles and Eunice were divorced in the spring of 1863.

Upon separating from Charles, Eunice and her children moved in with her parents, living with them for the next several years. In the summer of 1867 she remarried, wedding James Carr, a farmer in Batavia, Illinois. In Batavia she would have a second family, with three children: Harris Foster Carr born in July of 1868, Lucy LeBaron Carr in December of 1869, and ten years later William Jarvis Carr in September of 1879.

Eunice lived to be 73, passing away at Aurora, Illinois in mid-November of 1909.

The Succeeding Years – The Children of the Island

The children of Ellison and Anne were the only Burton's who were born at, and grew up on, South Manitou Island. In spite of their rugged island breeding ... or perhaps because of it ... they had unusually interesting adult lives. Little is known about their two sons.¹¹² Their five daughters, however, grew up to become women whose lives were quite remarkable.

Katherine Lucy Burton married George L. Dougherty of Keokuk, Iowa in 1868, and the couple went west to Stockton, California, where George and his brother operated a livery stable.¹¹³ Unfortunately, George died young. He lived to be only 28-years of age, succumbing to tuberculosis in August of 1871, leaving Kate with their only child, daughter Anna, who was two. She next married Robert Luther Myrick, who was a local agent and telegraph operator for the Central Pacific Railroad.¹¹⁴

Having started at the bottom as a rail station clerk at Jackson, Michigan at age nineteen, Robert steadily worked his way up in the business, moving westward with it. After twelve years, he was serving as Division Superintendent for the Central Pacific Road at Carlin, Nevada. By 1886 he had worked his way up to Assistant Superintendent of the Southern Pacific Railroad at Oakland Pier, and a year later, then just 37-years old, he became the Assistant Superintendent for the whole Oakland, California area. In 1885, the Central Pacific was leased to the Southern Pacific Railroad, which acquired the Stockton and Copperopolis Railroad three years later. Robert was then made full Superintendent of that system. This was in the heydays of the railroad era, and as the wife of an important railroad executive, "Mrs. R.L. Myrick" was an item, as it were, in Alameda County.¹¹⁵

"R. L. Myrick," as he came to be known, lived just a few more years, passing away in 1907 at age fifty-eight. He and Kate had never had any children together. Not long thereafter, Kate moved down to the Venice – Santa Monica area, living with her youngest sister Jessie, also then a widow, until the end of her life.¹¹⁶ Katherine passed away at Ocean Park in September of 1924.¹¹⁷ She evidently enjoyed good health right up to the end of her life. Having been a frequent traveler to the Caribbean, Mexico and Hawaii, her last trip to Hawaii, at age 76, was only a few months before her death.¹¹⁸

Mary Elizabeth Burton had a June wedding in Stockton, California, marrying William Giddings Curtis in 1875.¹¹⁹ William Curtis was, no doubt, a friend and colleague of her older sister's husband, both working for the Central Pacific Railroad. William, then twenty-five, self-educated, and Assistant Engineer for the Central Pacific at Stockton,¹²⁰ had already been with the road for nine years, starting at San Diego as a rodman (surveyor's helper) when just sixteen years of age. Over the next twenty-five years, he would continue to work his way up through the ranks to become General Manager of the Southern Pacific Company, then to be known as "the Colonel."¹²¹ During his career, William laid tracks spanning prairies, over swamps, across deserts, through mountains, and over rivers. He was eventually recognized nationally and internationally as an authority on railroad engineering and maintenance, having devised construction, preservation and maintenance techniques, many of which are still in use today. He and Mary would have the good life, as socially prominent people on the West Coast, with a VIP train of their own to travel the thousands of miles of rail that was William's domain.¹²²

William and Mary were married for exactly twenty-five years. William died on their twenty-fifth anniversary, June 15, 1900. Having never had children, Mary moved to Santa Monica, where she lived by herself for over thirty years before passing on.

Francis Munger Burton, strangely enough, became a Roman Catholic nun. "Strangely enough" because both sides of her family were staunchly protestant in the Calvin and Wesley traditions, the Burton side including several notable Presbyterian and Methodist preachers. Nevertheless, in 1879, at age 27, she became a member of "Religious of the Sacred Heart," a Roman Catholic order established in France by women dedicated to education.¹²³ For the remainder of her short life, she served as a teacher, known by her ordained name, Sister Franceska, at the newly established (1872) Convent of the Sacred Heart in Maryville (South St. Louis), Missouri. One of the oldest private institutions in Greater St. Louis, Maryville was originally an academy for young women before becoming a four-year college in 1923, and a university in 1991 (now known as Maryville University).

Francis succumbed to *phthisis pulmonalis*,¹²⁴ more commonly known as pulmonary tuberculosis, a common occupational health hazard for nuns of that day, because of their never being permitted to leave the convent life, neither when ill or for any other reason, and because the infectious nature of the disease was not yet understood. She died on Monday, Feb 13, 1882 at the Convent of the Sacred Heart, St. Louis, and was buried on Wednesday the 14th in St. Louis' Calvary Catholic Cemetery.¹²⁵

Jessie Ann Burton, the last of the Burton children born on the Island, rose to prominence through her marriage to Charles Goodrich Shipman, the eminent physician, pharmacist, and hospital founder in the Michigan-Minnesota iron mining regions. Dr. Shipman was the eldest son of Colonel William



Vaughn Shipman, a Wisconsin Civil War hero who was reputed to have had three horses shot out from under him before suffering a permanently disabling injury himself, but then having gone on to become a renowned architect who designed, among other notable public buildings, the dome of the Wisconsin capital building. Like the Burtons, Charles' ancestry in America went back to its earliest colonial days.

Dr. Shipman received his medical training at Rush Medical College in Chicago, graduating with the class of 1881. Sometime during his years as a college student in Chicago he met Jessie Burton. The mining boom in the northern Marquette Iron District had opened attractive new opportunities to the north, and following their marriage in 1882, the Shipmans moved to Ishpeming, Michigan, where Charles took a position as assistant to Dr. B.S. Bigelow in a hospital organized ten years earlier by him and several of the mining companies for mine workers and their families. Charles worked in the Bigelow Hospital, which was often known as "the Mining Hospital," for four years. From there, they moved to Bessemer, Michigan, where Charles had entire charge of the mining hospital from 1886 to 1888. He was then recruited by the U.S. Steel Company to move on to its Vermillion Range in Northern Minnesota, where he built a hospital in Ely, Minnesota which is still known as the "Shipman Hospital." A year after their arrival in Ely, Dr. Shipman, the town's first resident physician, was elected village president. They remained in the Ely area for over twenty years, gaining prominence as the owners and operators of hospitals and pharmacies all across the Michigan-Minnesota Lake Superior mining area.

In 1908, because of his failing health, they sold their interests in Michigan and Minnesota and moved to Ocean Park, California. There Dr. Shipman resumed his medical practice with offices in the First National Bank building at 153 Marine Avenue, only a few hundred yards from today's famous Venice Beach Walk and the beautiful Pacific Ocean. At the time, the Ocean Park-Venice area was also home to many of Hollywood's notable personalities and stars. Charles died suddenly on April 9, 1918, at age sixty-one. His remains were cremated and taken home to Madison, Wisconsin for burial. In the ten years before his death, he distinguished himself in the Los Angeles area as a physician, surgeon and public health official. He was also involved in the development of the amusement pier in Ocean Park, which came to be known as "Coney Island of the Pacific."^{126, 127}

Jessie and her only child, adopted daughter Angela, continued on in Los Angeles, Jessie living privately at 147 Fraser Avenue in Ocean Park, just a few steps from the boardwalk, beach and the beautiful ocean. To pass the time, she sometimes traveled, sailing to Europe in the fall of 1920, probably to visit her sister Caroline Honnold. In February of 1925, she took a cruise from San Francisco to Honolulu with old friends from the Iron Range in Minnesota, Dr Dana Rood and his wife Elizabeth. Her declining years were spent still living independently, with her servant Jean DeVore. Her life ended on April 20, 1942. She had lived eighty-one years, the

last twenty-four of them as a widow faithful to the memory of her first and only husband, Charles. She was returned to Wisconsin, and laid to rest beside him in Madison's Cemetery.^{128, 129, 130}

Caroline Eliza Burton, the youngest of the Burton children, had the most illustrious life of all. Caroline married William Lincoln Honnold, who became a prominent mining engineer, quite wealthy as a result of interests in gold, copper and diamond mines in southern Africa, a colleague and friend of Herbert Hoover, later serving the Hoover administration in various capacities, and finally a patron of education.

William Honnold's father, the Rev Robert Honnold, died at age thirty-six, when his only son was about ten years old. William grew up in Camp Point, Illinois with his mother, three sisters; Mary, Maggie and Nellie, his Aunt Ella Honnold, his father's unmarried sister, a school-teacher. He first attended Knox College in 1886-1887,¹³¹ then the University of Michigan, and the Michigan College of Mines, from which he graduated as an engineer in 1895.¹³² He and Caroline were married in November of that year.

For a couple of years William worked at mines in Michigan's Upper Peninsula and in Minnesota. He then became involved with British mining companies in southern Africa. He and Caroline went to Johannesburg in 1902, their home for the next thirteen years.¹³³ There, in 1904, he became acquainted with Herbert Hoover, who was also a mining engineer employed by London-based Bewick, Moreing & Co., as was William, and the two became life-long colleagues and friends. When the outbreak of World War I in Europe threatened the security of thousands of traveling Americans, Mr. Hoover helped organize a rescue mission called the *Committee of American Residents in London for Assistance of American Travelers* and was appointed its Chairman. After Belgium was overrun by Germany in August of 1914 and the country faced certain starvation he, with the support of Walter Hines Page, the American Ambassador in London, leveraged his previous experience to organize a relief effort called the *Commission for Relief in Belgium (CRB)*, which coordinated American humanitarian support for that country from 1914 through 1917. Mr. Hoover recruited his trusted friend William Honnold as Commissioner for the CRB in New York.¹³⁴

In London, William also became involved with Ernest Oppenheimer, and with the financial help of J.P. Morgan, they organized the Anglo-American Corporation of South Africa, a holding company which eventually built an economic pyramid of more than 200 companies worth more than \$2.5 billion, involved in the mining of gold, coal, copper, the production of explosives, and a bewildering hodgepodge of enterprises ranging from breakfast foods to railways.¹³⁵ Through Oppenheimer, he also became involved with De Beers Consolidated Mines, Ltd., a syndicate of seven companies which controlled 95% of the world's supply of diamonds.¹³⁶

After leaving Johannesburg in 1915, Caroline and William spent two years in London, then returned to America, living in New York City. In the early 1920's,¹³⁷ they moved to the west



coast, settling in Los Angeles, their final permanent place of residence. By that time they had accumulated considerable influence and wealth. They continued to travel extensively, but also took an interest in philanthropy, and towards education in particular. They were especially interested in Claremont colleges, particularly Scripps College and Pomona College, both of which have landmarks commemorating their generosity, the Honnold Library on the Claremont Colleges complex at Pomona being the premier example.^{138, 139} The *William Lincoln Honnold Fellowship* is available yet today to all Pomona College graduates wishing to continue their education at other institutions of higher learning. They also established the Endowed Honnold Lectureship and Fellowships for Knox College in Galesburg, Illinois, for which William received an Honorary Degree in 1927.

William and Caroline lived until the 1950's. They'd had no children. William passed away in May of 1950 at the age of 74, Carolyn in July of 1954, at 76 years.¹⁴⁰ Their graves are well kept in a special memorial plot at Claremont's Oak Park Cemetery.¹⁴¹

Historical Revisionism?

So this is the real story of the Burtons of South Manitou Island lore.

Islands become especially interesting places when their geological isolation engenders a unique "islander" culture with a special history of its own. Such is the case with Michigan's Manitous, and especially South Manitou Island.

Today the islands are deserted, but few can look across the Manitou Passage from the mainland shore, and not wonder what went on out there. Because they are now a part of a National Park, they will be forever preserved in their present state, where their human history stopped over a half-century ago. For today's island visitors, there is actually little remaining evidence of that human history, so the answer to that question might seem to be, 'Not much.'

But that is most certainly not the case. For a particular snapshot in time the islands were historically important hubs of activity. People lived there, some briefly, and others for the entire span of their lives. To tell the stories of these people is to tell the story of the islands and, in part, the story of the developing nation. That is the purpose of these essays.

In this particular case, my research has discovered that the stories which have traditionally been told about this particular family are not supported by the evidence available today. I suspect that most of what has previously been written arose from the preservation and interpretation of historical information through memories of hearsay. Presenting *oral history* as authoritative is never good practice, because it is always likely to be tainted by personal experiences and opinions. It is also always in jeopardy of factual information which later comes to light.

That appears to be what has happened in the case of the Burton story.

Editors Note: This essay is a compilation of information from a variety of historic texts and Internet resources. While information from these sources is not always in agreement, the information contained in this work represents an earnest attempt to remain faithful to the facts, or what was probable given the times and the circumstances of the events.

Copies of the items referenced below are available at www.manitousislandarchives.org

References

- ¹ *Summer On the Lakes in 1843*, S. M Fuller ("Margaret Fuller"), pg 27
- ² *Coming Through With Rye*, Brenda Wheeler Williams, 1996, pg 27
- ³ *The Manitou Islands - Sleeping Bear Dunes National Lakeshore*, Kerry Kelly, Friends of Sleeping Bear Dunes, 2008, pg 6
- ⁴ *The Manitou Islands - Sleeping Bear Dunes National Lakeshore*, Kerry Kelly, Friends of Sleeping Bear Dunes, 2008, pg 25
- ⁵ *Lighthouse - Sleeping Bear Dunes National Lakeshore*, Kerry Kelly, Friends of Sleeping Bear Dunes, 2008, pg 6
- ⁶ *Per Seeing the Light - Keepers of the South Manitou Island Light*, Terry Pepper, based on information provided in *The Lighthouse Keepers of Lake Michigan*, Phyllis L. Tag, published by the Great Lakes Lighthouse Research, 6262 Blossom Park Drive, Dayton Ohio 45449, www.terrypepper.com
- ⁷ *Descendants of Josiah Burton of Manchester, VT*, W. L. Holman, 1926
- ⁸ A reference to charity in 17th Century England, when churches maintained a "Poores Account" from which relief funds were provided for the poor among their parish families. (*The Account Books of the Parish of St. Bartholomew Exchange in the City of London 1596-1698*, pg 24, etc.)
- ⁹ *Descendants of Josiah Burton of Manchester, VT*, W. L. Holman, 1926, pgs 23-26
- ¹⁰ *Twenty Generations of the Burley Johnson Family*, Marie Buch
- ¹¹ *History of Franklin and Grand Isle Counties*, Vermont, pg 319
- ¹² 1820, 1830, 1840 U.S. Census - St. Albans, Vermont
- ¹³ *The Encyclopedia of Cleveland History*, pg 1038
- ¹⁴ *1986 Cities - Cleveland's West Side*, Stella T. Hatch
- ¹⁵ *Directory of Cleveland and Ohio City, 1837-1838*, Sandford & Lott, 1837, pg 127
- ¹⁶ *1986 Cities - Cleveland's West Side*, Stella T. Hatch

Note: This essay is obviously written as "oral tradition" rather than a report of research, and the author is confused regarding the names of Nathaniel Burton's children and second wife. This could have understandably arisen from parents and siblings sharing similar or identical names. Nathaniel's second wife was "Lucy (Boyd) Rice," widow of Elisha Rice, who brought her daughter "Lucy Boyd Rice" along into the Burton household. "Louise" is actually "Nancy Louise Burton," daughter of Nathaniel's first wife, Martha Blackman. "Sarah B. Rice" was the sister-in-law of Lucy (Boyd) Rice, born in November of 1771 to Elisha Rice and his first wife, Eunice Williams, both of whom died in August of 1776, and the sister of their son Elisha Rice born in June of 1773. This is, however, the William Burton who was married to Lucy Boyd Rice, and who was connected with South Manitou Island. Interestingly, the title "Squire" was usually used as a friendly title for someone who owned a significant amount of property. It hasn't come to light that the Burtons were major land-owners in Cuyahoga County, but were reputed to own "half of Manitou Island in Lake Michigan" (from ref 7, pg 64.)

¹⁷ *Directory of Cleveland and Ohio City, 1837-1838*, Sandford & Lott, 1837, pg 125

¹⁸ *History of Cuyahoga County and the City of Cleveland*, Vol 1-pg 76-77.pdf

¹⁹ *Directory of Cleveland and Ohio City, 1837-1838*, Sandford & Lott, 1837, pg 127

²⁰ *Ibid* 7, pg 23

Note: Martha Blackman might have been the daughter of Andrew Blackman (perhaps originally "Blakeman") and Deliverance (Hill)



Blackman, born in Woodbury, Connecticut on May 15, 1766. ^[10a] ^[10b] Andrew Blackman had moved to Vermont by 1788. ^[10c]

²¹ *A Genealogical History of the Rice Family*, A.H. Ward, 1858, pg 227

²² *Descendants of Josiah Burton of Manchester, VT*, W. L. Holman, 1926, pg 64

²³ *Descendants of Josiah Burton of Manchester, VT*, W. L. Holman, 1926, pg 65

²⁴ 1840 U.S. Census – Cuyahoga County, Ohio, Hubbard Burton Family

²⁵ 1850 U.S. Census – Milwaukee, Wisconsin, Hubbard Burton Family

²⁶ *Directory of Cleveland and Ohio City, 1837-1839*, Sandford & Lott, 1837, pg 36-60

²⁷ *The Progress of America from Columbus to 1846*, John MacGregor, London, 1847, pgs 782-783

²⁸ *A history of lake Champlain: the record of three centuries, 1609-1909*, pg 299

²⁹ *Records of the Governor and Council of the State of Vermont*, Vol. II, 1879, pg 272

³⁰ *A history of lake Champlain: the record of three centuries, 1609-1909*, pg 303

³¹ *History of Franklin and Grand Isle Counties*, Vermont, pg 352

³² *First Directory of Cleveland and Ohio City, 1837-1839*, Sandford & Lott, 1837, pg 118

³³ *1986 Cities – Cleveland's West Side*, Stella T. Hatch

³⁴ "Steamer Empire" (News Release) *Buffalo Commercial Advertiser*, August 10, 1844 (See also [14] and [43])

³⁵ *American Steam Vessels*, Stanton, Samuel Ward, New York: Smith & Stanton, 1895, page 75.

³⁶ *The Chronicles Of Milwaukee: Being A Narrative History Of The Town From Its Earliest Period To The Present*, A.C. Wheeler, 1861, pg 293

³⁷ *Cleveland, Past And Present; Its Representative Men.*, 1869, Pg 57

³⁸ *The Traverse Region, Historical and Descriptive, with Illustrations and Scenery and Portraits and Biographical Sketches of Some of Its Prominent Men and Pioneers*, Chicago, H. R. Page & Co., 1884, First Settlement, pg 223.

³⁹ *Society In America*, Harriet Martineau, New York; Sounders & Otley, 1837. Vol I, pg 276

⁴⁰ *The Traverse Region, Historical and Descriptive*, 1884, pg 229

⁴¹ From *Annual Report of the Secretary of the State Horticultural Society*, Lansing, MI, 1887, pg 395

⁴² *Great Lakes Passenger Steamboats*, pgs-26-27

⁴³ *Early History Of Cleveland Ohio*, pgs 475-476, 478 (See also [14])

⁴⁴ Empire Steamboat Articles - *Buffalo Commercial Advertiser*, August 10, 1844 and *Cleveland Herald*, March 17, 1846 (See also [14] and [34])

⁴⁵ *Ibid*. [14]

⁴⁶ *Descendants of Josiah Burton of Manchester, VT*, W. L. Holman, 1926, pgs 24-25; Letter: Lucy (Mrs. William) Burton to grandson Edgar, June 4, 1850.

⁴⁷ The "United States Light House Establishment" (USLHE) was created by an Act of Congress on August 7, 1789. A subsequent act, passed in 1910, changed the name to the "United States Light House Service" (USLHS).

⁴⁸ 1842 Light House Inspection Report (email per Terry Pepper, President GLLKA)

⁴⁹ 1842 Pleasonton memo, from *South Manitou Island, from Pioneer Community to National Park*, Myron H. Vent, pgs 46-47.

⁵⁰ *Lighthouses of the Great Lakes: Your Guide to the Region's Historic Lighthouses*, Todd R. Berger, 2002, pgs 34-35

⁵¹ *Ibid* [6] and *Ibid* [48] pg 47

Note: An obscure reference in Vent's text and a comment following it (viz.: "vice Mr. Burton, removed" and "Apparently Mr Burton, without disappointment on his part ...") has been taken by some as suggesting that William N. Burton was involuntarily terminated by Pleasonton upon the appointment of the second Keeper "Bael Ward." According to Researcher/Author Phyllis L. Tag, (*Lighthouse Keepers of Lake Michigan*, Great Lakes Lighthouse Research, 1998), Burton resigned, being replaced by Zakariah Ward.

⁵² *The Public Domain. Its History, with Statistics* (1881), pg 174

⁵³ *Journal of the House of Representatives of the United States*, Volume 34, pg 333

⁵⁴ *Journal of the House of Representatives of the United States*, Volume 34, pg 819

⁵⁵ *History of the Western Reserve*, Volume I, 1910, pgs 294-295

⁵⁶ Cash-Entry and Scrip/Warrant Land Patents issued to William Burton for parcels on South Manitou Island.

⁵⁷ 1847 Risdon Survey map of South Manitou Island

⁵⁸ Excerpt from the Diary of Mungo Patterson Sr, March 1844

⁵⁹ 1850 Agricultural Census-Michilimckinac County

⁶⁰ Comparison images of the William Burton House and "the Lodge" on South Manitou Island

⁶¹ *Coming Through With Rye*, Brenda Wheeler Williams, 1996, pg 126

⁶² Transcript of a taped interview with George Johnson, August 1972

⁶³ Death and Family Group Record – Hubbard Blackman Burton

⁶⁴ *Twinsburg, Ohio : 1817 – 1917*, Bissell Memorial Library Assn, 1917, pg 300

⁶⁵ *Ibid*. 22

⁶⁶ Death Record for William Burton – June 3, 1872

Note: Family records indicate that William died on May 31, 1872. June 3, 1872 is probably actually a burial date.

⁶⁷ *The American Sketchbook, Vol III, History of Brown County, Wisconsin*, pgs 242-243, 292 and 313

⁶⁸ 1880 U.S. Census – Green Bay, Wisconsin, Lucy Burton w/Alfred & Lucy Ann Cozzens

⁶⁹ 1850 U.S. Census – Mackinac County, Michigan – pg 3

⁷⁰ *Chicago City Directory, 1855* – pg 20

⁷¹ William N. Burton – Transcripts of Newspaper Articles and Notices

⁷² *The Marine Record* – Dec 1884

⁷³ *Grand Traverse Herald* – April 1885

⁷⁴ *Grand Traverse Herald* – April 1886

⁷⁵ *Grand Traverse Herald* – July 1886

⁷⁶ Death Record for Charlotte V. Burton – April 8, 1882

⁷⁷ *Grand Traverse Herald* – May 1885

⁷⁸ Death Record for William Nathaniel Burton – January 16, 1895

⁷⁹ *The Marine Record*, January 24, 895-pg10 – William N. Burton Obituary

⁸⁰ *The Marine Record*, February 14, 1895-pg4

⁸¹ *Early Days in New England, Life and Times of Henry Burt of Springfield*, H.M.Burt, 1893, pgs 34-36

⁸² "Ancestry of Anne Hendrick Burt" – Researched by Paul W. Allred

⁸³ *Descendants of Josiah Burton of Manchester, VT*, W. L. Holman, 1926, pg 160

⁸⁴ *Lakeside (Chicago) City Directory, 1875-1876* – pg 222

⁸⁵ 1880 U.S. Census – Chicago, IL – pg 51

⁸⁶ 1880 U.S. Census – South Manitou Island, MI – pg 2

⁸⁷ *Hyde Park City Directory, 1888* – pg 27

⁸⁸ Death Records – Alameda County, California 1895-1901 (parital)

⁸⁹ 1900 U.S. Census – Ely, Minnesota – pg16

⁹⁰ Burial Records, Mountain View Cemetery, Oakland, California

⁹¹ Marriage Record, "Jas. Covill Burton and Mary H. Gunning"

⁹² *Descendants of Josiah Burton of Manchester, VT*, W. L. Holman, 1926, pgs 162-164

Note: The 1860 U.S. Census for South Manitou Island lists "Covel" age 27 with "Laura" age 22. Unfortunately, the original data is found to be highly erroneous when compared to known facts about those enumerated. William is listed as a farmer, while "Ellie" and "Covel" are listed at day laborers. The original documents appear to be transcriptions, probably from notes taken in the field, and either a lot of error was introduced in the transcription process, else the data was obtained from second-hand sources.

⁹³ 1870 U.S. Census – Buffalo, New York – pg82

⁹⁴ 1880 U.S. Census – Detroit, Michigan – pg 31

⁹⁵ Assorted newspaper clipping – J.C. Burton marine insurance activities

⁹⁶ Marriage Record – James C Burton and Belle C Freeman

⁹⁷ 1900 U.S. Census – Detroit, Michigan – pg 11

⁹⁸ *Marine Record* (Cleveland, Ohio), 8 Apr 1897, page 2

⁹⁹ J.C. Burton listings in *Detroit City Directories* for 1894 (pg 334) and 1899 (pg 365)

¹⁰⁰ *Ibid*. 92

¹⁰¹ *Ibid*. 9

¹⁰² "Family Group Record" showing marriage of Charles Marsden to Eunice Burton, September 5, 1855, www.familysearch.org

¹⁰³ *Annals of Cleveland*, Vol 1: Abstracts of the Records of Court Cases in Cuyahoga, Abstract 195, pg 263.

¹⁰⁴ Transcripts of selected newspaper articles about "Captain Marsden" of Cuyahoga County, Ohio.

¹⁰⁵ 1840-1860 U.S. Census Records – Oswego, New York

¹⁰⁶ Transcripts of 1945-1850 Cleveland Directory pages

¹⁰⁷ Death Record – Charles Marsden, August 10, 1833, Cleveland, Ohio

¹⁰⁸ Transcripts of 1859 *Buffalo Daily Courier* articles – Milwaukee-Tiffany Wreck

¹⁰⁹ *Buffalo Commercial Advertiser*, November 17 1863 – Racine stranding at Forty Mile Point in Lake Huron



¹¹⁰ *A Disaster On Lake Erie – Burning of the Propeller Racine*, New York Times, August 14, 1864

¹¹¹ Ibid 23

¹¹² Ibid. 83

Note According to the family genealogy study, "The Descendants of Josiah Burton ...", John William Burton, never married and died in Chicago. Alfred Francis Burton might have been a railroad clerk at Oakdale, California in 1880. Oakdale is just east of Stockton, where his two older sisters lived around that time. In April of 1892 he married Florence Philbrick in Butte, Montana. He was 34, she 30. He is thought to have died in Bakersfield, California. (Other available references are "1880 U.S. Census for Oakdale, CA, pg 6" and "1892 Marriage Record for Alfred Burton and Florence Philbrick.")

¹¹³ 1870 U.S. Census – Stockton, CA – pgs 18-19

¹¹⁴ 1880 U.S. Census – Stockton, CA – pg 32

¹¹⁵ *Who's Who In American Railroads*, 1885 - pg229

¹¹⁶ 1910 and 1920 U.S. Census items – Los Angeles, CA

¹¹⁷ Ibid. 83

¹¹⁸ 1921 Passport Application; 1922, 1923 Passenger Manifests – Katherine Myrick

¹¹⁹ Ibid. 83

¹²⁰ 1880 U.S. Census – Stockton, CA – pg 11

¹²¹ *Transactions of the American Society of Civil Engineers*, Volume 45, pgs 624-626

¹²² *Recollections and Reflections*, Wharton J. Green, 1906, pgs 209-214

¹²³ 1880 U.S. Census – Convent of the Sacred Heart – pg 38

¹²⁴ 1882 Death Certificate – Francis Burton

¹²⁵ Burial Record – Franceska Burton

¹²⁶ U.S. Census Records for Ely, MN and Santa Monica, CA – 1895-1830

¹²⁷ *Memorials of Companions of the Commandery of the State of Illinois Military Order of the Loyal Legion of the United States, January 1912 to December 1922, 1923*, - pg 477

¹²⁸ *Santa Monica City Directory*, 1940, pg 307

¹²⁹ Death Record, Jessie A Shipman, 1942

¹³⁰ Shipman Family Burial Records, Forest Hill Cemetery, Madison, Wisconsin

¹³¹ Knox College – "History of the Honnold Lecture"; also "Honorary Degrees for 1927"

¹³² *Michigan College of Mining and Technology Yearbook - 1898*, "Graduates of the Michigan College of Mines and Their Past and Present Occupations", pg 30

¹³³ Passport Application – Caroline (Burton) Honnold, 1918

¹³⁴ The Belgium-American Education Foundation, web article, *Commission for Relief in Belgium C.R.B)(1914)* See also: *Commission for Relief in Belgium, Balance Sheet and Accounts, 1914-1920*, pg 13

¹³⁵ *The Last Empire: De Beers, Diamonds, and the World*, Stefan Kanfer, 1993, pgs 178-196

¹³⁶ *Who's Who In Engineering*, 1922-1923, John William Leonard, pg 619

¹³⁷ 1930 U.S. Census – Los Angeles, California, pg 5

Note: According to a November 2010 Listing: "This is a Single-Family Home located at 356 St Pierre Road, Los Angeles CA. 356 St Pierre Rd has 11 beds, 5 baths, and approximately 6,310 square feet. The property was built in 1924. The average list price for similar homes for sale is \$13,582,808 and the average sales price for similar recently sold homes is \$2,301,149. 356 St Pierre Rd is in the Bel Air neighborhood in Los Angeles, CA. The average list price for Bel Air is \$7,270,454."

¹³⁸ *Guide to the Scripps College Campus – Area Between Clark Hall and Library*, Scripps College, web article

¹³⁹ "Caroline Burton Honnold: Leading Lady of the Library," Honnold Library Record, Vol 15, No. 2, Fall 1974

¹⁴⁰ Death records: William Lincoln Honnold and Carolyn Eliza (Burton)

Honnold

¹⁴¹ Burial records for William and Carolyn Honnold, Oak Park Cemetery, Claremont, California