

died april 11-

Resident of Leelanau Dies

Forest W. Elmer, 63, a resident of Leelanau county for the past 30 years, died at Osteopathic hospital here Sunday morning after a brief filness.

Mr. Elmer was born October 22, 1890, at Leroy, Mich. He moved to central Illinois and rsided there until 30 years ago, when he moved to Glen Arbor in Leelanau county to make his home. Mr. Elmer was a rural mail carrier for a number of years, served in the Coast Guard on South Manitou Island, and also farmed for several years.

He was a life member of the

Surviving are his widow, Ada, of Glen Arbor; eight daughters, Mrs. Elsie Rosia of Illinois, Mrs. William Lawrence of Whittier Cal., Mrs. Thomas Sedlacek of Flint, Mrs. Elnathan Hateway of Mansfield, O., Mrs. Gerald Dennis of Detroit, Jean, Mary Jane and Alice, all at home; three sons, Floyd William of Big Rapids, Forest M. of Detroit and James, at home; two sisters, Mrs. Bert Welsch and Mrs. Forest Lowe, both of Muskegon; one brother, Ford, also of Muskegon; 10 grandchildren, and several nieces, nephews and cousins.

Funeral services will be held Tuesday at 2:00 p.m. from the Martinson funeral home in this city with Rev. A. E. Krueger of Leland officiating. Burial will be made in Rosehill cemetery in Leelanau county. CLAUS WILLIAM BASCH

Claus William Basch, 558 West Boone, passed away yesterday afternoon at twelve o'clock at Clinton county hospital. Death was caused by heart trouble. He had been ill one week.

Claus W. Basch was born in

Claus W. Basch was born in Good Harbor, Michigan, on June 8, 1887, the son of Claus and Katherine (Seabrook) Basch, and was united in marriage on January 5, 1922, to Elabelle Campbell, who with one son, Franklin Basch, of Detroit, Michigan, survive.

Other surviving relatives are one sister, Mrs. Ralph Pybus, Detroit, Michigan; two brothers, John Basch of Muskegon, Mich.; August Basch of Detroit, Mich.; and one grand-daughter.

The deceased was a retired Detroit police officer, and had formerly lived in Traverse City, Michigan, having just moved here two weeks ago with his wife to make their home in Frankfort, where a nephew, Ed Campbell, and a niece, Mrs. Warren Messick reside.

Funeral services will be held on Wednesday afternoon at two o'clock from the Goodwin Funeral home. Rev. C. H. Wallace will officiate, with burial in Bunnell cemetery. Friends may call at the funeral home after 3 p. m. Tuesday.

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Port Oneida Woman Dies In Muskegon

Mrs. Margaret Brunson, 79, who left Port Oneida two weeks ago to live with her son, George, in Muskegon, died there Monday.

Her body was returned to the Martinson and Son funeral home here and funeral services will be held Friday afternoon at 1:30 at her home in Port Oneida and at 2:00 in the Glen Arbor community hall, with Dr. Howard R. Towne of Traverse City officiating

Except for the past two weeks, Mrs. Brunson had lived in Port Oneida all her live. Her husband, Joreph, died 16 years ago.

Surviving are five sons, Joseph and Archie of Maple City Route 2; George of Muskegon, and Leo and Quincy of Detroit; two brothers, Thomas and George Iderhouse of Traverse City.

Old Leelanau Resident Dies

Martin Werner, 79, a resident of Leelanau county most of his life, died at his residence, 810 Washington street, Thursday evening after a lingering illness.

Mr. Werner was born on February 13, 1873, at Port Oneida in Leelanau county, and resided with his parents on a farm near Port Oneida until 1901, when he moved to a farm in Bingham township. He farmed there until 1941, when he retired and moved to this city.

In 1905 he was married to Ann Poertner, who preceded him in death in 1935. He was married in November 19, 1941, to Pauline Poertner in this city, who survives.

Also surviving are two sons, John Werner of R. 2, Suttons Bay, and August Werner of Maple City; two daughters, Mrs. Robert Wilson of this city and Mrs. August Eitzen of R. 1, Cedar; eight grandchildren and several nieces, nephews and cousins.

The body was taken to the Martinson funeral home in this city and will remain there until 1:00 km. Saturday, when it will be taken to Trinity Lutheran church at a hirteenth and Maple streets, where services will be held at 2:30 p.m. Rev. Harry W. Krieger will officiate and burial will be made the family lot in the Bingham netery in Leelanau county.

Jan 15=1952

RECORD-EAGLE, TRAVERSE CITY

Old Leelanau Merchant Dies

Jack Hilton, 73, for many years a merchant in the Glen Arbor village, died at Munson hospital Tuesday following a long illness.

day following a long illness.

Born at Port Oneida, he spent his entire life in the Leelanau county community. His wife preceded him in death in 1945.

Surviving are two sisters, Mrs. Asher Atkinson, Maple City, and Mrs. Wesley Ruegsegger, Kalispell, Montana, and six brothers, Walter of Yakima, Washington; Robert of Darrington, Washington; West, of Cusick, Washington; Mark, of Los Angeles; Howard, of Traverse City,

Funeral services will be held from the Martinson funeral home in Suttons Bay Saturday at 1:00 p.m. and burial will be in the Lutheran cemetery in that village.

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ISLAND QUEEN MOVES TO BENZIE—Bertha Peth, affectionately known as "Queen of the Island" has taken up residence recently at the Hill Haven convalescent home in Benzie County. She was brought to the Paul Oliver Hospital in Frankfort recently by the U. S. Coast Guard after she hurt her eye in an accident on South Manitou Island where she has resided for almost all of her life. Following treatment at the hospital she was moved to the nursing home. Shown in the above picture taken a few years ago while she was talking to Charles and Thames Anderson of Frankfort. Bertha Peth was born 82 years ago in Germany, the daugghter of Ludwig and Christine Garb. She came to this country while still very young and has spent almost her entire life on South Manitou. At one time she was on the island for 22 years without once coming to the mainland.

East Leland Resident Dies

Philip Pertner, 87, died this morning at the Hensel Nursing Home following a long illness.

Mr. Pertner was born September 16, 1871, at the farm home in East Leland, son of Mr. and Mrs. Herman Pertner, and lived on that farm for 70 years, when he moved to this city and had resided at 1034 East Front street.

On August 13, 1895, he was married to Adeline Steffens, who preceded him in death 15 months ago. Surviving are four daughters, Mrs. Anna Knight of Detroit; Mrs. Edith Silverthorn of Greenville; Mrs. Esther Oberlin of this city; Mrs. Adeline Alpers of East Leland; six grandchildren and eight great grandchildren, also several nieces and nephews. One son, Herman and a daughter Caroline preceded him in death.

Mr. Pertner was a member of the Immanuel Lutheran church of Leland for many years and was a member of the Trinity Lutheran church of this city.

Funeral services will be held Tuesday afternoon at 2:00 at the Trinity Lutheran church with Rev. Eugene Krieger officiating. Interment will be in East Leland. The body will remain at the Martinson funeral home in this city until noon on Tuesday.

1959

Read Each Week
By 3,000 Families

The Ceelanau Errand Tribune

VOL. 82 - NO. 29

LELAND, MICHIGAN

THURSDAY,

New Mail Boat Goes Into Service on Islands Run



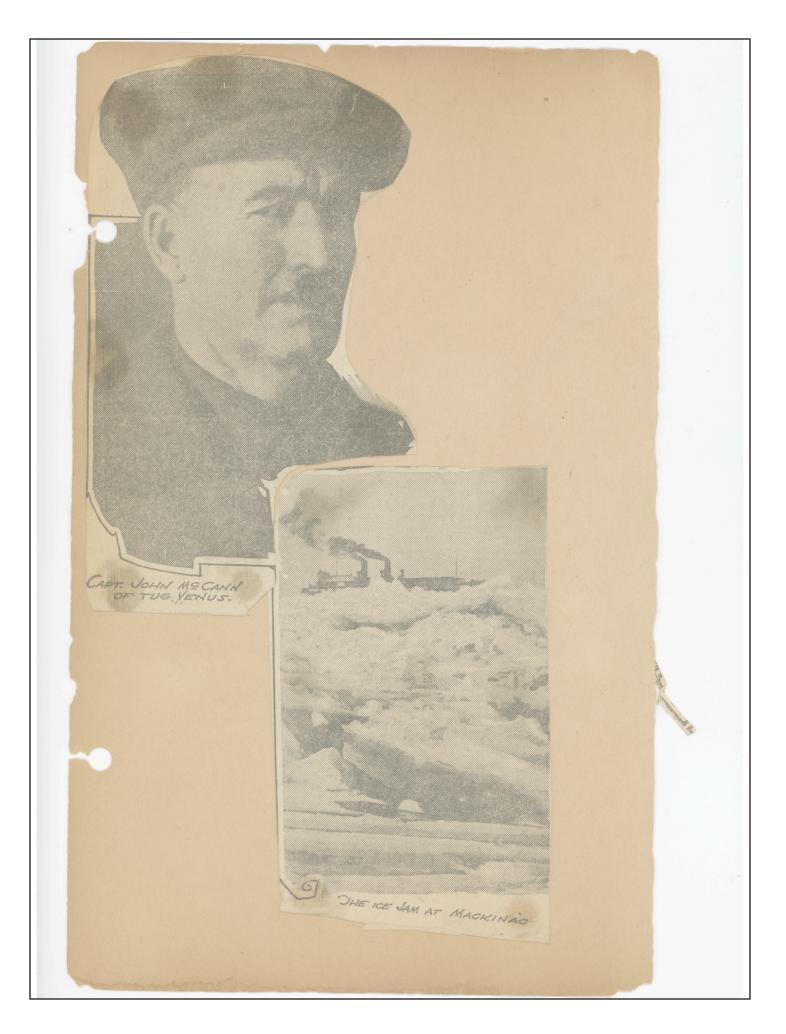
The 52 foot, all steel "Namaycush", shown here at her dock in Leland harbor, this week replaces the "Smiling Thru" on mail, passenger and freight service to North and South Manitou Islands and the Coast Guard Crib.

Beginning tomorrow, the mail run will be changed from winter's Tuesday-Friday schedule to summer's Monday-Wednesday-Friday and Captain George Grosvenor hopes during the summer to run daily passenger service, at least to South Manitou Island

Grosvenor bought the Namaycush (Indian name for trout) from Captain Milton Anderson and brought her here Saturday from Washington Island, 63 miles northwest of Leland. He will change her name to the "Manitou Isle".

Powered by a 200 horsepower diesel engine, she cruises at about 10 miles per hour, weighs about 30 tons, has a 14 foot beam, and draws about four feet of water. She is 13 years old.

The "Smiling Thru" will be sold.



wrath was wasted. The mailboat Warden Craw held a large leather won, and soon after eight o'clock bound Bible and kept one finger be-Captain Warner tied his craft securely in the slip at the South the New Testament. Manitou coast guard station. He didn't know that by morning the channel would be in such frenzy service; and the others joined him that he would not dare taunt it again, even to go back for a minister and an undertaker and a handful of mourning relatives.

Mrs. Beck's body was in the coast guard station that night and the coast guardsmen who watched all night for shipping in distress kept a death watch as well. Tho next morning the body was taken by sleigh to the Beck homestead three miles from the station, and the island began to prepare for a

Captain Warner waited by his mailboat all that day and all the son, and Mrs. Bertha Peth. next and the minister and the undertaker waited at Glen Haven. Mr. Beck and his neighbors also waited. At the end of the second day they decided they would have o have the funeral by themselves. Captain William Fisher of the coast guard agreed to take the matter in charge, and he sent one of his men by sleigh to announce the hour of the funeral from farm to farm. The third day brought no hope of the minister's coming, but the homespun funeral was ready. Captain Fisher was to preside, Warden Mark Craw of Traverse City, who was on the island to watch the commerical fishermen luring a closed season on whitesh, was rehearsed in the scripture leading; "Bent" Johnson, one of he fishermen, had recruited the allbearers, and Miss Minnie Carenter, the island school teacher, ear the foot of the casket. Captain Fisher and Warden Craw had organized the choir.

The storm that held sway on the lake had nothing on the blizzard that raged on the island, but nearverybody on South Manitou ame to the funeral. It was in ne parlor of the Beck home. The pen casket was across one corer of the room. The choir stood t the head. Captain Fisher eld a copy of The Lord's Prayer,

tween the pages to mark a place in

"Our Father who art in Heaven," read Captain Fisher in opening the on the next line and they spoke in unison, "Hallowed be Thy name, Thy Kingdom come, Thy will be done on earth as it is ... Some were a little hazy on a word here and there, but the copy with which Mrs. Fisher had thoughtfully provided her husband carried them through well enough.

After that the choir sang. In the choir were Miss Carpenter, Miss R. Deane Fisher (the captain's daughter), Mr. and Mrs. John Tobin (Mr. Tobin is the assistant light keeper), Mrs. Ralph Thomp.

Captain Fisher announced would read the biography of the deceased. He read:

"Mrs. Lizzie Beck, nee Hass, was born at Buffalo, N. Y., Sept. 15, 1855. She passed away Dec. 4. 1927, age 72 years, 2 months, and 19 days.

Mrs. Beck was a woman of sterling character and through her regard and admiration won the hearts of all who knew her. She always was a devoted wife loving mother. The bereaved family have the sympathy of their many friends.

"Surviving her are her husband, three daughters, Mary of Homestead, Alvina of Grand Rapids, Hattie of Charlevoix; two sons, Irwin of Empire, Harley of Mich igan City; two brothers, Henry and William Haas of South Manitou several grandchildren, some great grandchildren, and a host of friends."

The choir sang again.

"Now our friend Warden Craw will read the scripture," the cap-

The captain's wife had marked a chapter in the Gospel of John, chapter 14, and Warden Craw

"Let not your heart be troubled. . In my Father's house are many astily pencilled by his wife, and have told you. I go to prepare a for supper

place for you. And whither [go ye know and the way ye know I will not leave you comfort . Yet a little while and the world seeth me no more; but ye see me: because I live, ye shall live . But that the world may know that I love the Father; and as the Father gave the commandment even so I do. Arise, let us go hence.'

The choir gave a third selection and then the pallbearers stepped to the casket. They were Captain August Warner, John Tobin, George and Louis Hutzler, "Bent" Johnson, and William Beck.

Sleighs waited outside and the procession to the cemetery formed The casket was placed in the first sleigh and the pallbearers and Captain Fisher and Warden Craw climbed aboard. The mourners distributed themselves in the other sleighs and when all were ready the procession moved out into the blizzard. It was a winding road. In the driving snow it was no road at all but the horses had been over the trail to the cemetery many times before, even in the dead of winter, and they might have found their way alone.

At the grave the brief ceremony was none the less solemn for being performed quickly. The gale was whipping off Lake Michigan with biting force and the snow was drifting about the mourners as they stood with bared heads.

Together they sang "Nearer, My God, to Thee," and it didn't matter that in the cold they neglected to sing the last verse, and that some began on a different key than the others. In the service at the home the choir had the help of a piano, and there was no piano in the open cemetery. To be sure. they might have made use of the organ-like accompaniment of the blizzard that sang in a high pitch through the nearby cedars and the waves that beat on the island shore a few octaves lower.

The captain said, pray;" and that was all. A moment later the pepole were piling into the sleighs, and horses held their heads into the storm and headed mansions. If it were not so I would on a trot for home. It was time

YING just nine miles west of Glen Haven in Leelanau County of Michigan and within sight of one of the state's most popular playgrounds is South Manitou Island. Famous only through legend, the island is isolated from the mainland by the rolling waters of Lake Michigan and by the desire of its 70 residents to be apart from the world.

▲ Recently it has come to be known as the Isle of Peace. Here there are no courts of law, no lawyers, no churches, no quarrels, no welfare set-up and no desire on the part of the people to possess more than their lot of worldly goods.

Silhouetted against the skyline, the 7,000 acres of island presents a picture of quietness and solitude. It is dotted with shacks and dilapidated buildings, reminiscent of another and more prosperous day.

Of the early history of the island little is known. It is the smaller of two bodies of land. North Manitou, several times larger, is almost entirely uninhabited. There are no records available as to when the first white men came or who they might have been. It is known, however, that the Indians who lived on the mainland never settled on the island because of its difficult location and because of the lack of game.

It is reasonable to suppose, however, that the first white men arrived and settled long before the mainland was occupied by whites. Ancient graves, long ago overgrown and forgotten, are still marked in the dense woods which cover the area. Many of them are more than a century old.

▲ Replete in legend and lore, the island has been known since the early days of shipping as "the graveyard of the Great Lakes". This name was given rise, not because of any shipping hazard which the Manitous present, but because they are a halfway

mark on Lake Michigan and a haven for storm-crippled ships. Ships, battered and torn, often put in at the natural harbor which South Manitou offers and ofttimes sunk before they could be repaired.

More than a dozen ships lie on the bottom of the lake within hailing distance of the shore. One ship, the Westmoreland, was supposed to have sunk with a cargo of whiskey and gold. Several attempts have been made to locate the hulk, but to no avail. Another boat, torn by a violent squall, sank in the harbor about 75 years ago. It can be seen from the surface today, with its rigging mostly intact and with tools and wrenches lying about on the deck.

But the people who live on South Manitou are indeed different. They are kindly, self-supporting, independent and proud. During the century that there has been settlement on the island there is no record of a serious quarrel. In fact, there is no law-enforcement officer or justice on the place.

▲ They derive their livelihood from agricultural pursuits and from net fishing in the adjacent waters. Trout, whitefish and perch are taken in considerable quantities. Suckers are also an item of commercial importance to the fishermen.

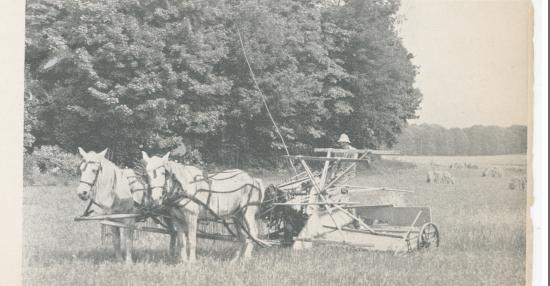
During the winter months there is a system of barter set up between the residents. Money isn't important. If a person runs out of potatoes, he merely goes to the man who has more than he can use and "borrows" some. When he harvests his crop he returns them.

On the whole island there are only nine dilapidated old automobiles. Not one of them is licensed because, as one native puts it: "The State won't do no improving our road." In fact, there are no highways. Access to the central portions of the island is over rough logging trails and cow paths.



Erected in 1839, this light has been the watchdog of the channel through storm and calm, without interruption. The light shines due east

Farming is scattered all over the 7,000 acres. Pictured here is one of the leaders of the industry, George Hutzler, 72 years old, known as champion Russian rye grower of South Manitou



The island's area is still covered with giant white cedars such as those shown here



LEELANAU BOYS ST IN AFRICA

JOE SHIMEK TELLS
ROTARIANS OF EXPERIENCE

Leelanau county may lay claim to the fact that the first two men to land in Africa with the American expeditionary forces were Leelanau boys, so Joe Shimek of the local Coast Guard station told the Rotarians yesterday. Shimek, whose home is in Maple City, and Jack Conklin, of Empire, were members of the Coast Guard crew in charge of the landing barges which accompanied the first transport of American soldiers to Casablanca. The transport landed fifteen miles from the city.

Shimek holds a rating of Machinists mate, 1st class.

Shimek, guest speaker at the club's luncheon, was very modest in his statements and story, and only after being plied with questions did the facts come out.

The crew of which Shimek and Conklin were members stayed in Africa nine days.

One of the interesting points of Shimek's story, in view of the political situation which afterward develop ed, was that the commanding officer had been ordered to report at the general headquarters. Upon his appearance there Gen. Darlan refused to receive him.

To the question as to how the Americans were received by the French, Shimek stated that they were well used and the French seemed pleased at their arrival.



Sfc. Frederick Werner



Earl Poetner



Pfc. Willard Poetner

tion

GOES OVERSEAS—MM1/c Louzo Warner, whose family is now residing in this city, has left for overseas. He is a former South Manitou resident and coastguardsman.

FETE BRIDE AND GROOM 1943 OF FIFTY YEARS

Fifty years ago July 13th in Sogn, Norway, Mr. and Mrs. Ole Senseth were united in marriage. Last Saturday evening the happy couple were the guests of honor at a golden wedding held in the Lutheran church of which both have been loyal members. They came to America in 1898, residing for a time at Empire and later coming to Frankfort. For many years they lived on the river road, coming in to Frankfort when they sold their farm.

Their marriage was blessed with four daughters, Rena Gregerson of Flint, Laura Gilroy, Frankfort, Esther Norfleet and Hannah Klingman of Flint, all of whom were here for the anniversary. They have eleven grandchildren and three great grand

Favors bearing gold stamps marked the places of the one hundred guests seated at the seven long tables on which were vases of gold flowers. A beautifully decorated wedding cake flanked by white lighted candles marked the bride's table. Arrangements of madonna lilies, roses and delphinium were used throughout the rooms. The young ladies of the church served.

Talks were made by the pastor, Rev. Johnson, Mr. Theodore Leland, Mrs. Gilroy and Mrs. Gregerson read a poem she had written for the occasion, entitled "The Old River Road." The hymns, "Sweet Hour of Prayer" and "Jesus is Passing By" were sung by the four daughters and Miss Leola Gilroy sang "I Love You Truly." Mrs. Charles Fairchild was the accompanist. She also accompanied the ladies of the church who sang the national anthem of Norway in their native language.

The honored guests were presented with a purse and other gifts.

The bride wore flowered lavender crepe and a shoulder corsage of red and gold rosebuds interwoven with gold ribbons. Each of the daughters wore a corsage of garden flowers.

A family dinner was held Sunday at the Senseth home.

Attending the anniversary party from out of town were the three daughters and their husbands of Flint, Miss Leola Gilroy, Flint, Mr. and Mrs. Wm. Sinclair and three daughters and the Misses Olsen of Benzonia.

Guests this past week of Mr. and Mrs. August Warner were Mr. Warner's sister, Mrs. Mable Muller, of Chicago and his brother and sister-in-law, Mr. and Mrs. Herman Warner of Grand Rapids, who had come to attend the marriage of their sister, Mrs. Ella Young to Ralph Gray Paurs-

Other recent guests of the Warners were Mr. and Mrs. Fred Dustin of Calif. Mr. and Mrs. Harrison Haas of Frankfort, Fred Wendell of Manistee, and Charles Hodge of Empire.

Mr. and Mrs. Joe Luplow of Williamsburg were callers here

Mrs. Katherine Eckerdt was taken by ambulance Saturday to the home of her daughter, Mrs. Joseph Bartunek, in Grand Haven. Mrs. Eckerdt, who had been a patient at Munson hospital for some time, is much improved in health and would enjoy hearing from her friends. Her address is 106 North Second St., Grand Haven.

Saturday guests of Mr. and Mrs. August Warner were Mr. and Mrs. Jim Mikula of Detroit, Mrs. Gertrude Mikula of Traverse City and Mr. and Mrs. Moore of Portland, Oregon. Sunday their guests were Mr. Warner's father, Ben Holland of Traverse City, his brother-in-law and sister, Mr. and Mrs. Walter Wanous of Peace River, Alberta, Canada, and his brother and sister-in-law. Mr. and Mrs. Herman Warner of Grand Rapids.



Runway watching is always a popular method of deer hunting and in newly-opened Leelanau county, along the tawny, sandy slopes of Sleeping Bear dune, hunters this fall watched the runways in a strange, unorthodox fashion. Here, Jake Rivard, left, and Loren Wares, both of Traverse City, keep watch above a tangled swamp at the foot of the great dune.

Irish 'Royal Affair' Beaver Island 'Royalty' Fly Here for Fete

The celebration of St. Patrick's Twohey; secretary, Daniel Riley day will have a special flourish Saturday night with Mr. and Mrs. Lloyd McDonaugh, the "king and queen" of Beaver island as special queets of the Friendly Sars of St. guests of the Friendly Sons of St

Leaving the festivities of their Irish community, the McDonaughs arrived in Grand Rapids Friday morning, McDonaugh sporting a green tie and carrying a shillelagh. Both are natives of the island. McDonaugh is jokingly referred to as the island's "king" because of his position as mayor of St. James and the island airport manager. Leaving the festivities of their the island airport manager.

Thomas E. Walsh and Jerry Mooney, ambassadors to Beaver island, greeted the pair on their arrival and will escort them to the Friendy Sons Paddy day party at the Manger Rowe hotel.

New officers elected by the Friendly Sons Thursday night at a meeting at the Rowe are: President, Lawrence Donnelly; first vice president, Charles J. Mack; second vice president, Edward L.

PAGE EIGHT

RitesforProminent Seed Grower Here

Friday Afternoon

Funeral services for George C.

Hutzler, 78, who had been a resident of Baltimore township since July of 1950 and who formerly was sa well-known grower of celemeats seed on South Manitou Island in Lake Michigan, are to be held at 2 p.m. Friday at the Leonard Funeral home, Burial will be in the Dowling cemetery.

Mr. Hutzler, whose father, Conrad, was a sailor on the Great Lakes, was born on South Manitou Island Oct. 28, 1872, and resided on the Island all of his life until moving to Barry county last year with his son, Louis.

A farmer, for the past 30 years he had been engaged in raising certified seed including rye and beans, for Michigan State college and was prominent in that field.

Exhibits of his seed were prominent in many fairs and were used as part of the Michigan exhibit at the World's Fair in Chicago.

In addition to his son, he is survived by a sister, Mrs. Margaret Haas, of Frankfort.

SOUTH MANITOU

W. W. FAIRCHILD BACK FROM IN-TERESTING TRIP

Maggel from mary

Crossed the Water in Sail Boat, With Waves Dashing Over-Business Trip for B. J. Morgan.

W. W. Fairchild returned yesterday from a visit to South Manitou island in the interests of B. J. Morgan. Mr. Fairchild had a trip that was full of interest, with a dash of excitement that would have relieved a much longer trip of monotony.

Mr. Fairchild left Saturday for Glen Arbor, where he scaled some logs for Mr. Morgan. Saturday evening he attended the big Maccabee masquerade ball, which was planned and carried out by H. L. Nessen, and that she is as beautiful as a Cor which was a great success. Young goddess. Across from the camp people were present from Empire, Glen Haven and other points, and a fine time was enjoyed. Mrs. Wells carried off the first prize for fancy daughters. The school teacher,

Monday, Mr. Fairchild, with three companions, took the mail boat for South Manitou island. It took only an hour to run across, but there was more excitement in this single hour than in some whole years. Mr. Fairchild declares the waves were running 20 feet high, and they looked higher than that to him. One of the piggest combers dashed clear over the poat, a 24 foot yawl, sliding the bal spots that lie outdoors. last all into one end, and incidentally sliding Mr. Fairchild nearly the entime they had to let the boat run before the wind while they pumped her | boat. out. The four men were as wet when they reached the island as though they had swum across.

Mr. Fairchild was much impress! with the beauty of the South Mai tou island. Mr. Morgan has 400 acr of fine timber there, with a saw m which has just been started. Charlo Garland is in charge of the work the woods, and already 80 acres timber has been cut and 250,000 fev of logs are already at the mill rea to be cut. Many of the hardwo logs are three and four feet thick and the loads hauled average fro 2,000 to 3,000 feet, one drawn by M Garland's team scaling 3,700 feet

The lumbermen occupy the sumn resort for a boarding house, and fi it superior to the log shanties the lumbermen usually occupy in wint Mrs. Haas runs the boarding ho

Miss Pauline Fierst is known 'The Pride of the Camp." She weigh 180 pounds, and Mr. Fairchild declar Tom Foster, a brother of Hon. W Foster of this city, who has the se and postoffice, also three hands other handsome woman, boards the and with the other women among th 17 families that live on the island, li is anything but dull. A dance is g/ broke the rule for the regular d and gave a dance in the middle of the week for Mr. Fairchild while he was there.

Mr. Fairchild says that there are on the island some of the most beautiful

On the way back to Glen Arbor the wind died down, and the party had to tire length of the boat. Time after row almost the entire distance, with only two oars to propel the 24 foot

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first I, fol-

y Aronly a

Ford May Buy Navys First Iron Dreadnaught

ERIE, Pa., March 16 .-The rusty, rotted Wolverine, once the proud U. S. S. Michigan, first iron ship built by the United States Navy, may be purchased by Henry Ford for his museum in Dearborn, Mich.

Her ponderous might forever silenced, the 97-year-old ship which is considered the forerunner of every dreadnaught now in Uncle Sam's fleet, will be examined here in Misery Bay by a representative of Ford's museum with a view of acquiring it.

Navy officials recently announced the relic for sale and said it would cost \$100,000 to recondition it. At the same time Capt. R. B. Coffey, acting commandant of the Fourth Naval District, Philadelphia, declared it unsafe for visitors in its present condition. ent condition.

Ford Tells Plan To Purchase Ship

Ford communicated recently with W. L. Morrison of Erie, former state historical committee chairman, advising him that he intended purchasing the ship

if his representative approved it.
The Michigan in her first
years patrolled the international years patrolled the international boundary, occassionally intercepting smugglers. About this time, James Jesse Strang, a pretender to the power of Joseph Smight, Mormonism founder, took his followers to Beaver Island in Lake Michigan and set up an "independent kingdom."

In 1851 Strang, who had five wives and was continually at conflict with unbelieving neighbors, was seized by the warship and taken to Detroit for trial on charges of treason.

charges of treason.

charges of treason.

He was acquitted and returned to the island, soon to start the warfare again. In 1956 the old iron sidewheeler again dropped anchor just off the island.

Strang was murdered by two disloyal followers as he was going to the Michigan to lunch with her officers. Enemies from the mainland swooned down on he mainland swooped down on

the Strang colony and broke it up, burning the buildings.

The U. S. S. Michigan-Wolverine was built in Pittsburgh in September, 1843, by Stackhouse and Tomlinson, ship builders. Roman-lettered and knocked days.

ers. Roman-lettered and knocked down, it was transported to Erie and reassembled on the banks of the city. The ship was launched on Nov. 24, 1844.

Prior to the final launching the ship was expected to sink as it was the first and only iron and steel boat ever made. When everything was ready the lines were cut, and fastenings on her were cut and fastenings on her ways released, but the Michigan would not move and did not cut through the water until after midnight, when quietly and of its own accord she launched her-

Still Seaworthy, Can Be Moved

Ford was informed that her hull of Swedish steel is in excel-lent condition. The ship has a 24-foot, perfectly flat bottom, of five-eighths inch Swedish steel plates. Then from where the sides turn up she has one-half inch plates of steel to the water's edge where she tapers off.

It has eight seacocks and two overboard discharge valves in the hold of the ship. The Wolverine is perfectly seaworthy and could be moved easily from her watery berth in Misery Bay berg, authorities sold. here, authorities said.

In her later years, after a treaty with Great Britain stripped her of her armaments she was christened the Wolverine (1906). She then was used as a training ship and in 1927 she was pensioned and placed on

exhibition in Erie Harbor.

Records in the city clerk's office disclosed definitely that Erie does not own the Wolverine but merely loaned the ship for train-

while the Wolverine rusted, state and city officials stood silently by, refusing to appropriate enough funds to recondition it. However, it was indicated that city members of the Erie County Historical Society will oppose any move to haul it from Erie when it reaches the auction

Puts More Power Into Mail Boat on South Manitou Run

Glen Haven, July 18.—The Merlene of South Manitou, gasoline boat which runs the mail between South Manitou island and Glen Haven, has been overhauled and equipped with a new motor.

August Warner, owner and operator of the boat, says the improvements will make the 28-foot boat entirely competent to battle the heavy gales encountered in his work and for the ice duty necessary in winter.

work and for the ice duty necessary in winter.

The islanders depend on the Merlene for mail, freight and passenger service, the boat making the 18-mile round trip across the Lake Michigan channel three times weekly in the summer months and twice weekly all winter, with extra trips for passengers or freight whenever desired.

TO ADDRESS

COAST GUARDS 2 GROUNDED CH

Barge Scow on Whitehall Beach as Tug Exhausts Fuel

WHITEHALL, Oct. 1 - Coast

whitehall, Oct. 1—Coast guard crews from three Western Michigan stations were standing by tonight in an effort to float a barge and scow which went aground today, 4 miles north of the White Lake channel, when the tug Fred Gerling of the Ira J. Lyons Construction company ran out of coal. The White Lake coast guard, under Capt. Long, were on the beach beside the scow: Muskegon coast guards in a power lifeboat were endeavoring to pass a line to the scow and barge and the cutter Escanaba from Grand Haven was standing by.

When the tug ran out of coal in a heavy sea, Ira Lyons, owner of the tug, which was on the way from North Manitou Shoals with a scow and barge carrying equipment, and Richard Cook of Muskegon launched a small boat and came to Whitehall. They returned with coal, accompanied by the White Lake Coast guard and two fishermen, and succeeded in bringing the tug into Whitehall.

The sea was gradually subsiding and it was believed the four men

The sea was gradually subsiding and it was believed the four men aboard the scow were in no danger.

Marriage Announced

Loescher, daughter of Mr. and Mrs. Otto Loescher of Coral Gables, Fla. and Muskegon to Leo Mahan, son of Capt. Thomas Ma-han, has been announced. The marhan, has been announced. The marriage a quiet affair which took place in this city on Thursday, Oct. 23. Mr. Mahan is a former local man who has a wide circle of friends here. He has been engaged in diving at the Grand Rapids intake and recently at Pentwater on the Anna C. Minch which foundered in the storm on Nov. 11, 1940. The bride is a well known society girl in Muskegon.

KRAUSE.—Mrs. Arthur Krause, aged 28 years, died early this morning at the family residence, 2427 Florida avenue. Funeral services will be held at 3 o'clock tomotrow ofternoon, from the parlors of Mortician B. Marion Reed and interment made in Myrtle Hill cemetery. Slenn G. Smith, of the International Bible Students, will officiate. Besides her husband she is survived by her father, W. H. Mills of Tampa, and two brothers, Vernon H. and Bertham A. Mills, both of Somerville, N. J.

Death Takes Mrs. Mikula

Mrs. Gertrude Mikula, 72, a resident of East Bay township nearly all of her life, died at St. Mary's hospital in Grand Rapids early Sunday evening following a brief Illness.

Gertrude Foster was born July 10, 1884, on South Manitou Island where she lived during her early life. She was united in marriage there to Charles Mikula on December 28, 1905. In 1909 the couple purchased their farm in East Bay township. Mr. Mikula preceded his wife in death December 31, 1952. She was an active member of the East Bay Flower club up to the time of her death.

Left to mourn the loss are three daughters, Mrs. Zella West of Detroit; Mrs. Jessie Halstead, Detroit; and Mrs. Georgette Buller, Grand Rapids; two sons, Eugene and Thomas of East Bay township; 13 grandchildren and eight great grandchildren; two sisters, Mrs. Emma Moore of Portland, Oregon, and Mrs. Fannie Mikula of Detroit.

The body will be returned to this city where funeral services will be held Thursday at 2:00 p.m. from the Hibbard chapel. Dr. Howard Towne, pastor of the First Congregational church, will officiate and burial will be made in the family lot in Oakwood cemetery.

Died Tug. 30th nov21-52
Fire Destroys

Resident of Frankfort Dies

Mrs. Nels A. (Gusta) Nelson, 72, a former Northport resident, died Sunday afternoon at her home in Frankfort following a heart attack.

She is survived by her husband; three sons, Melvin of Ludington and Stanley and Floyd of Frankfort; three daughters, Wilma of Racine, Wisconsin, Elvesta of Arcadia, and Lorraine of Owosso; 13 grandchildren; two brothers, Siquald Johnson of California and George Johnson of Kalamazoo, and one step-brother, Theodore Thompson of Manistee; two sisters, Mrs. George Robertson of Big Rapids and Mrs. Jessie Pickering of Detroit.

Funeral services will be held Wednesday at 2:00 p.m. at the Lutheran church at Frankfort with the Rev. A. E. Towne officiating. Burial will be at the Frankfort cemetery.

Fire Destroys Art's Tavern at Glen Arbor

Six Fire Fighting Units Respond to Call for Help

Fire of undetermined origin totally destroyed Art's Tavern, Glen Arbor, early this morning causing a loss estimated at several thousand dollars.

Six fire fighting units responded to the call shortly after midnight but the flames were too far advanced to halt.

The blaze was first discovered by Leo Konieczka and Michael Barczak, who were returning from Traverse City where they are employed on a late factory shift. They reported that the smoke and flames seemed to be concentrated in an attic area at that time.

The men immediately summoned the Empire fire department and called for volunteers to man the fire cart which is stationed in the same block as the tavern in the Glen Arbor village.

The Empire truck was the first unit to arrive and was closely followed by the Cedar truck. A truck from Suttons Bay, one from Lake Leelanau and two from Grand Traverse county, Grawn and Number One stationed at the local jail, responded. Sheriff Richard Weiler and Fire Chief Jack Cooper accompanied the units.

While the tavern was a total loss, firemen saved adjacent buildings and gasoline pumping equipment which were threatened.

The property was owned by Arthur Sheridan who resides only a few doors from his place of business.

Old Leelanau Pioneer Dies

Mrs. Vena Olsen, 80, resident of Maple City, R. 2, died Wednesday morning at the Leelanau county infirmary. She was born June 17th, 1873, in East Leland.

Surviving are two sons, Alfred and Howard Olsen of Maple City, R. 2; one daughter, Mrs. Arthur Basch of Maple City, R. 2; two brothers, John and Dick Peters; one sister, Mrs. Anna Wakulat, all of Leland; eight grandchildren and two great grandchildren.

She was preceded in death by her husband, four daughters and two sons.

Funeral services will be held Friday afternoon at 2:00 o'clock at St. Paul's Lutheran church in Good Harbor. The body will lie in state at the church from 12:30 o'clock until time of services. The Rev. Mr. Meyers of Glen Arbor will officiate and burial will be made in Cleveland township cemetery.

Roy Myers Dies at Glen Arbor

Roy Myers, 50, resident of Fisher Lake, Glen Arbor, died Tuesday at the Paul Oliver hospital in Frankfort. He was born May 14th, 1903 and on August 25th, 1923, he was married to Rose Kelderhouse in Grand Rapids.

On March 12, 1925, he joined the coastguard at Charlevoix from which he was retired November 1, 1947, due to a physical disability. Mr. Myers served overseas in World War II. He was a member of the Masonic lodge No. 283, F. & A. M., Cheboygan, member of the Leelanau County American Legion, No. 199, and a member of New London, Conn., No. 360, B. P. O. E.

He is survived by his widow, Rose, his mother, Mrs. Clarence Richards of Detroit; one brother, Chester of St. Clair; his grandmother, Mrs. Myra Ryan of Detroit.

Funeral services will be held Friday afternoon at 4:00 o'clock at the Glen Arbor Community hall with Dr. Howard R. Towne officiating. Burial will be made in Port Oneida cemetery.

South Manitou Station Will Be Abandoned

lighthouse and life boat station was made some time after a public will flick a switch, extinguishing forever the long sweeping arm of light that has guided untold thous-

be replaced by a lighted bell bouy. Manitou island with the clanging The duties of the life boat rescue bell of the new bouy. station will be taken over, for the most part, by the coast guard air station in Traverse City.

Warrant Officer Daniel J. Call, commanding officer of the Ludington lighthouse and life boat station group, of which South Manitou is a part, said today the abandonment will begin within a week.

The abandonment will be completed by Dec. 1, according to plans. On Nov. 28, the cutter Woodbine will arrive at the island to take off the huge mirror and lens, which will be installed at another

The lighthouse station and the life boat station were first established shortly after 1900. At the time the light was the responsibility of the department of commerce, and the life saving station was manned by the coast guard. The two stations were combined into one unit of responsibility and the coast guard given jurisdiction

The original deeds for the land on which the buildings were erected were recorded in the records of Manitou county, which no longer

WO Call said he was not at lib- 16

Within the next few days a erty to disclose the reason for the crewman of the South Manitou closing of the station. The decision

ter. When the shipping lanes are Established some time after the activated again in the spring, turn of the century, the light will they will be greeted at South

Mar. 15-1958

Page 15

Death Claims Mrs. Pertner

at 2:30 p.m. Saturday at her home Trinity Lutheran church. She was following a short illness.

She was born at Whitestone, N. Y., on June 24, 1871, a daughter of Mr. and Mrs. George Steffens. She moved with her parents to East Leland at the age of 10 and Krieger and Eugene Krieger will lived there until 1941. In that year she moved to Traverse City. On Aug. 13, 1895, she was married to Phillip Pertner, who survives her. until noon Tuesday.

Mrs. Pertner is survived by four daughters, Mrs. Anna Knight of Detroit, Mrs. Edith Silverthorn of Greenville, Mrs. Esther Oberlin of Traverse City, and Mrs. Adeline Alpers of East Leland; a sister, Mrs, Carolyn Esch of Detroit; two brothers, Theodore Steffens of Sault Ste. Marie, and Henry Steffens of Leland; six grandchildren and eight great grandchildren. She was preceded in death by a son Herman, and a daughter, Caroline.

Before coming to Traverse City, Mrs. Pertner was a member of I

Mrs. Adeline Steffens Pertner, manuel Lutheran church at Le 86, of 1034 East Eighth street, died land. Here, she was a member of active in the Ladies Aid society

> Funeral services will be held at 2 p.m. Tuesday at Trinity Lutheran church. The Revs. W. Harry officiate. Interment will be in East Leland cemetery. The body remain at Martinson funeral home

DIES TODAY

Matilda Brammer, 89, a resident of Glen Arbor for 55 years, died this morning at her home following a brief illness.

She is survived by two daughters, Mrs. Charles Olson of Maple City, R. 2, and Mrs. Bertha Kelderhouse of Detroit; five sons, Martin of Cedar, Bernard of New Boston, Mich., August and Herman Maple City, and Amil of Detroit; sixteen grandchildren, and sixteen great grandchildren.

The body was taken Martinson funeral home at Suttons Bay pending completion of funeral arrangements, to be announced later.

LAKE CAPTAIN DIES - Capt. Frank Blacklock, Great Lakes captain for 52 years, died in the Filer City postoffice this week as the result of a heart ailment. He is the half-brother of John Schmidt of Maple City and step-brother of Albert Schmidt of Cleveland, George of Flint and Oscar Smith of Charlevoix. The body will be taken to Maple City where graveside services will be conducted Thursday at Cleveland township cemetery

... Notes

Closing Of Coast Guard Station Marks End Of 119 Year Service

Abandonment of the South Manitou Island Coast Guard Station, scheduled for completion within the next few days, will extinguish forever the light that has served Great Lakes sailors for 119 years.

The huge mirror and lens, to be removed by the cutter Woodbine, will be installed at another station. The crew will be re-assigned.

When the navigation season reopens next spring, the light will be replaced by a lighted gong buoy of 450 candlepower, equipped with a radar reflector. This device, in 39 feet of water, will mark a shoal southwest of the island. The Sleeping Bear lighted bell buoy will be changed to flashing green.

No change is anticipated in the manned North Manitou Shoal Light Station (crib) which marks a turning point in the Manitou Passage some 6.5 miles east of the present South Manitou station. This Light Station, open only during the navigation season, is equipped with radiobeacon, fog signal, telephone and radio telephone.

An underwater cable, connecting telephones on South Manitou, North Manitou and the crib with the mainland, will be kept in operation as long as it lasts, but the Coast Guard has served notice that it will not make repairs. At present, no satisfactory method has been devised to continue telephone serious was established acres acquired before the public tion dwelling was island's lifeboat size with lished in 1902. In station was disested to continue telephone serious was established acres acquired before the public tion dwelling was island's lifeboat size with light station.

vice on South Manitou since the switchboard, now in operation there, will close with the station in which it is located.

Closing of the South Manitou station means that closest Coast Guard rescue craft to the Leelanau area will be at Frankfort, 30 miles to the south, and Charlevoix, 50 miles to the northeast, Duties of the Manitou rescue station will be taken over, for the most part, by the Coast Guard air station at Traverse City.

Orders directing disestablishment of the South Manitou station were based on recommendations of a board of survey of coast guard facilities, which met in Leland April 25, 1956. Similar closing orders have been issued for hundreds of stations throughout the nation. According to records, the Manitou station had provided assistance in only 35 calls in the six fiscal years from 1950 through 1955. Cost of operation had averaged about \$24,000 annually.

Coast Guard records show that the South Manitou light station was established in 1839 on 12.63 acres acquired by executive order from the public domain. The station dwelling was built in 1872. The island's lifeboat station was established in 1902. In 1945 the lifeboat station was disestablished and its rescue responsibilities assumed by the light station.



Buried Dec

Mr. Biddleman Rites Tuesday

Funeral services for Miller Bidleman, 81, former Leelanau county road commissioner and veteran county highway superintendent who died Saturday in St. Joseph hospital at Flint, will be held Tuesday afternoon at 2:00 o'clock from the Martinson and Son funeral home in Suttons Bay.

Dr. Howard Towne, pastor of First Congregational church of this city, will officiate and burial will be made in Maple Grove cemetery at Empire. Services will be in charge of Northport Lodge No. 265, F. & A. M.

Mr. Bidleman, who had been residing with his son-in-law and daughter, Mr. and Mrs. Julius Richter of Clio, was born in Lapeer on September 5, 1870, and had been a resident of Leelanau county for many years. He was superintendent of the T. Wilce Lumber Co. for 33 years and from 1921-1922 was a member of the Leelanau county road commission, resigning that post to accept appointment as superintendent of the road commission, a post he held for 16 years until his retirement in 1938.

He was a member of Northport Lodge No. 265, F. & A. M., the Consistory and the Shrine, and was a 32nd Degree Mason.

Surviving are two daughters, Mrs. Albert Frey of Suttons Bay and Mrs. Julius Richter of Clio; one brother, John Bidleman of Empire; and one grandson.



The late Bertha Peth, lifelong resident of South Manitou Island, who died five years ago. During a period of 22 years, she never left the island. She was sometimes called the "Queen of South Manitou"."

Mrs. Sheridan. Leelanau, Dies

Mrs. Violet Sheridan, Glen Arbor, died this morning at Munson hospital following a long illness.

Mrs. Sheridan was born in Kent county in 1890, the daughter of Mr. and Mrs. Edwin Meredith and, since her childhood, has lived in the Glen Arbor area. Her husband, Charles, preceded her in death.

Surviving are a son, Arnold Sheridan, at home; one daughter, Bertha, of Traverse City; two sisters, Mrs. Herman Fryling of Grand Rapids and Mrs. Iver Johnson of Muskegon; two brothers, William of Muskegon and Charles of Glen Arbor; two grandsons and many other relatives.

The body was taken to the Martinson-Sampson funeral home in this city and will be returned to the Glen Arbor community hall Wednesday afternoon for services. Rev. Howard Towne will officiate.



Mrs. August VanderWagon

Ferrysburg Couple Says Vows Friday

Mrs. Janet Paige of Ferrysburg became the bride of Agust Vander-Wagen of Ferrysburg Friday, 7 p.m. at the First Presbyterian Church in Spring Lake with the Rev. Roy Marshall officiating.

She is the daughter of Mr. and Mrs. Robert Hughey of Rothbury and he is the son of Jacob Van-derWagen and the late Mrs. Van-

Prelude music was played by wore a corsage of pink sweetheart Mrs. Guy Buitenwert before the roses and carnations. candle-lighted ceremony in front of the altar banked with palms and baskets of white gladioli, snap-dragons and pink peonies. White satin, bows marked the family pews.

Toses and carnations.

William Inman was the best man and ushers were Willard Hughey of Shelby and Robert Boomgaard of Ferrysburg.

Reception

satin, bows marked the family pews.

Wears Rose Gown
The bride wore a rose gown of silk and pima cotton which was adorned by a pearl and rhinestone necklace, and corsage of pale green cymbidium orchids with lily of the valley.

Mrs. William Inman of Both-

Mrs. William Inman, of Rothbury attended her sister as matron colored linen suit against which she nually.

About two million persons visit of honor and chose a cinnamon the Great Smoky National park anSend the to ang. 19-186

Pour y journant Dixie Cox, Mr. VanderWagen Exchange Vows



MR., MRS. ROGER VANDER WAGEN

PORT ONEIDA PIONEER DIES IN ROYAL OAK

Port Oneida residents have learned of the death in Royal Oak last week of Alfred Millington, pieneer resident of Leelanau County. He had been spending the winter there with his daughter-in-law, Mrs. Alfred Millington Jr., and family.

DEATH OF PIONEER RESI-DENT— Word has been received of the death of Alfred Mellington which occurred in Detroit January 13. Alfred Mellington was born in Liverpool, England, in 1865 and came to America at the age of 12 and to Michigan at the age of 21. After marrying Adelaide Daniels he settled on a farm near Port Oneida where he made his home until a few years -ago when he went to Detroit each winter to live with his granddaughter, Mrs. Melvin Prause. He is survived by a daughter-in-law, Mrs. Alvin Mellington of Royal Oak; a niece, Beatrice Wells of Dundas, Ontario; two granddaughters, Kathryn Bright of

Red roses topped the white Bible carried by Miss Dixie Cox for her wedding on Aug. 17 in Mc-Graft Congregational church. Miss Cox, daughter of Mr. and Mrs. William Cox of Fruitport was given in marriage by her father to Roger VanderWagen, son of August VanderWagen of Ferrysburg in 2730 p.m. corporate Roy. burg in a 7:30 p.m. ceremony. Rev. Maynard Mills officiated at the rites for which Mrs. O. P. Hutchinson was organist and Mrs. Mill the soloist.

Candles lighted the chur where the altar was graced y white gladioli and white ribb marked the family pews. Miss Cox chose a swiss organdy over satin gown for the double-ring ceremony. The gown featured a fitted bodice and square neckline and she wore a fingertip veil. Her only jewelry was a white necklace, gift of the bridegroom.

Pattianne Cooper, the maid of honor, JoAnn Brand, the brides-maid and Leslie Dykema, the junior bridesmaid, were gowned in crystalette styled similarly to the bridal gown. Miss Cooper wore pink and carried pink carnations and completed her costume with a matching headpiece. Miss Brand was gowned in yellow with yellow carriations and headpiece and Leslie wore ice blue with blue carnations and headpiece. Gail Richardson, the flower girl, was gowned in Nile green and carried a basket of white carnations and green streamers.

Orville Richardson served the bridegroom as best man and Skip Warner was the groomsman. Howwarner was the groomsman. How-ard DeWitt and Robert Snock were the ushers. Mrs. Cox chose a beige and pink ensemble with a corsage of baby pink roses for her daughter's wedding. Following the s ceremony, an evening receiption d took place at the Houston House. Assisting about the rooms were Carol, Linda and Judy Werley, s, Doris Pfeiffer, Gloria Cox, Connie i, Tindall, JoAnn Crider, Rose Bry-d ant and Barbara Yemc.

For her wedding trip to South Dakota, the bride changed to a of beige suit with white accssories.
She is a graduate of Muskegon Romeo and Mrs. Melvin Franse of Detroit; four grandsons, Alfred p, Mellington of Berkley, Wayne Mellington of Royal Oak, Stewart and Dale Wells of Detroit; and nine d Dale Wells of Detroit; and Detroit Detroit Detroit Detroit Detroit Detroit De High School and is a receptionist burg. The couple will live at 306 Orchard street in Grand Haven.

Plans South Manitou Island Developments

Detroit Man To Build Marina, Lunch Room; Other Facilities For Summer Guests

Immediate and long-range plans for developing South Manitou Island as a tourist and resort center were announced this week by Joseph W. Harrold of Detroit.

Harrold, president of the Lee Island Company formed several years ago by J. Lee Barratt of Detroit to develop the island, has leased for three years from the Company its lodge and 243 acres of land which includes access both to Lake Michigan and to the inland lake.

He plans immediately to begin construction of a marina, lunch room, golf driving range and putting green. The marina will include a 90 foot "L" shaped dock, pilings for which already are being cut. George Grosvenor of Leland, operator of the 52 foot island mailboat Manitou Isle, expects to make daily passenger runs to the island. The new development will be on the south end of the island.

The present lodge will accommodate 12 to 15 guests. Harrold expects later to expand the marina and build guest cottages.

Now in the heating and air conditioning business in Detroit, Harrold hopes eventually to devote full time to the South Manitou development.

LELAND, MICHIGAN

THURSDAY, JU



DON'T RUSH ME - Three burros, bound for South Manitou Island, displayed a natural reluctance to "walking the plank" Thursday as they were urged aboard the mailboat "Smiling Thru" for their 18 mile Lake Michigan ride. The Burros, owned by Mr. and Mrs. Fred Burdick of South Manitou and Lansing, will be used in sulky or saddle to provide rides for island visitors. Jeep transportation also is provided for the hundreds of persons expected to go to the island by

excursion boat during the summer.



SOO LOCKS OPEN AGAIN TO VISITORS—Visitors are being permitted a close approach to the locks at Sault Ste. Marie for the first time in more than two years. Sightseers watch a freighter move downbound out of the MacArthur lock.

Was here at this time

Mr. and Mrs. August Warner returned Saturday from a tour of the upper peninsula where they had gone with Mr. and Mrs. Ralph Gray. On their tour, they stopped at the Soo locks which had been opened to visitors for the first time since 1950, just 15 minutes before they arrived.

From list. 25 to

Oct 3 - 1963

THURSDAY, OCTOBER 1

GLEN LAKE
By Mrs. Clara Bumgardner

Mr .and Mrs. Ralph Gray accompanied by Mr. and Mrs. August Warner left Friday for a few days' tour of the Upper Peninsula.

WEDDING RECEPTION. 1943

A wedding reception was held at the George Gray home in Williamsburg Thursday evening for friends and relatives of Ella Young and Ralph Gray, whose marriage took place Thursday morning in the Lutheran church in Suttons Bay. Nieces of the groom, Jeanette Eva Gaw and Anna Lou Gray, served. Out-of-town guests were from San Antonio, Texas; Chicago, Ill.; Detroit, Grand Rapids, Glen Haven, Traverse City and Glen Arbor.

Wedding Dinner Given In Honor of Jeff 17 Mr. & Mrs. Ralph Gray

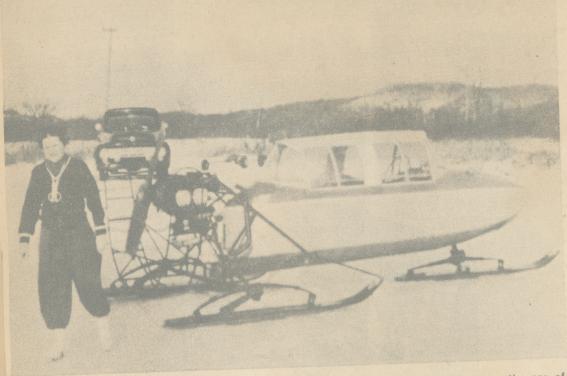
Mr. and Mrs. Ralph Gray were the honor guests at a wedding dinner given by Mr. and Mrs. George Willmarth at their home last Thursday, September 17 with Mrs. Kate Cornett assisting.

The wedding party consisted of Mr. and Mrs. Herman Werner, of Grand Rapids; Mrs. Gray's sister, Mabel from Chicago, Ill.; Mr. and Mrs. August Werner of near Glenn Arbor and Mrs. Holland of Traverse City, father of the bride.

Gladioli given by Mrs. N. N. Rogers decorated the table.

After a very sumptuous dinner of chicken and rabbit with all the fixings, the newly weds left for their home in Glenn Arbor, stopping enroute at the home of George Gray near Williamsburg.

155 Ice Boats Back-In New Form



It is strictly your imagination if you think the days of ice boating are gone. Of course the era of billowing sails and screaming, unprotected speed are past, but the ice boat is coming into its own in a new form. This picture, taken on Glen Lake, shows a new craft belonging to Louis Warnes, Glen Haven resort operator and owner of the famous dunes rides. Mrs. Warnes is shown in the photo. The craft, one of a small fleet which will operate on the lake this winter, is powered by a Continental 65 craft, one of a small fleet which will operate on the lake this winter, is powered by a Continental 65 motor and the propellor is a Banks-Maxwell, especially manufactured for ice boats. Duard Peck, motor and the propellor is a Banks-Maxwell, especially manufactured for ice boats. Duard Peck, motor and the propellor is a Banks-Maxwell, especially manufactured for ice boats. Duard Peck, motor and the propellor is a Banks-Maxwell, especially manufactured for ice boats. Duard Peck, motor and the propellor is a Banks-Maxwell, especially manufactured for ice boats. Duard Peck, motor and the propellor is a Banks-Maxwell, especially manufactured for ice boats. Duard Peck, motor and the propellor is a Banks-Maxwell, especially manufactured for ice boats. Duard Peck, motor and the propellor is a Banks-Maxwell, especially manufactured for ice boats. Duard Peck, motor and the propellor is a Banks-Maxwell, especially manufactured for ice boats. Duard Peck, motor and the propellor is a Banks-Maxwell, especially manufactured for ice boats.

TAKEN BY DEATH-Mrs. Katherine A. Holland, 78, a resident of Port Oneida, died Tuesday afternoon at the Hanna home at Bates following a long illness. Surviving, are her husband Ben; three daughters, Mrs. Ella Young of this city; Mrs. Walter Wanous of Alberta, Canada, and Mrs. Fred Mueller of Chicago; two sons, August Werner of South Manitou Island and Herman Werner of Grand Rapids; one brother, Philip Pertner of this city; six grandchildren, several nieces and one nephew. Funeral services will be held Friday afternoon at two o'clock at her home and at 2:30 from the Community hall at Glen Arbor, Rev. Howard R. Towne, pastor of the First Congregational church, officiating, and burial will be made at Port Oneida. The body will remain at the Martinson funeral home at Suttons Bay until Thursday noon.

Mr. and Mrs. Charles Mikula and son spent Memorial Day at Maple Grove cemetery, Empire, where they joined the former's aunt, Mrs. Florence Haas, whom they had not seen for more than twenty years. Mrs. Haas, 81 years old, was unable to come for the funeral of her son, Lawrence Haas, last December, and made the trip alone from Galena Park, Texas, at this time, for Memorial Day. She was a former resident of the region, carried the mail years ago from South Manitou to Glen Haven by sail boat and later took out captain's papers, reportedly being the first woman at that time to have captain's papers for a motor boat. Since the death of her husband she has spent most of her time in Texas, and plans to leave Green Bay, Wis., later this month or in July, to return home. 19 H 3

Die BaMAY 11

Mrs. VanderWagen Dies Suddenly

Mrs. August VanderWagen, 520 Pine St., Ferrysburg, died at Municipal Hospital shortly after noon today. She was 48 and had suffered a stroke this morning.

The body was removed to Barbier Funeral Home where funeral arrangements are being completed.

Mrs. VanderWagen Rites Are Thursday

Funeral services for Mrs. The nore VanderWagen, 48, wife of August VanderWagen, Ferrysburg who died Monday will be Thursday, 2 p.m. at the Barbier Funeral Home, with the Rev. Roy Marshall of the Spring Lake Presbyterian Church officiating. Interment will be in Lake Forest Cemetery. Pallbearers will be Albert Bush

Pallbearers will be Albert Bushman, Jack Robinson, Walter Robinson, Rudolph Ottenstraer, George McCarthy and Joseph Szymas Sr.

Rites Delayed for Mrs. VanderWagen

Funeral rites for Mrs. Lenore L. VanderWagen, 520 Pine St., Ferrysburg, are pending word from two daughters living in New Mexico.

Mrs. VanderWagen, wife of August VanderWagen, died at Municipal Hospital Monday noon after a three-year illness. Her condition became serious three weeks ago and she was admitted to the hospital yesterday morning.

She was born Lenore L. Warner, Feb. 1, 1907 in Glen Harbor, daughter of Mr. and Mrs. August Warner, and was married May 29, 1928 in Coopersville.

A member of the Spring Lake Presbyterian Church, she also belonged to the Spring Lake Eastern Star and the White Shrine of Muskegon. Mrs. VanderWagen was a member of the Ferrysburg Home Extension Group, formerly the County Home Economic Extension Executive Board and had served in all offices of the Ferrysburg P.T.A.

She is survived by the husband, August, three daughters, Mrs. O.J. Richardson of Grand Haven, Mrs. D.D. Romero Jr. of Los Lunas, New Mexico, Mrs. Edwin Griego of Beten, New Mexico; a son, Roger, at home; her parents, Mr. and Mrs. August Warner of Glen Haven, four grandchildren, two brothers, Lonzo Warner of this city and Leon Warner of Ferrysburg.

The body reposes at Baroier Funeral name where funeral arrangements are being completed.

Services Today For Clinton B. Fisher, 93

Funeral services for Clinton B. Fisher, 72, will be held this afternon (Thursday) at 2 p. m. in the chapel at the Old Settler's Picnic Grounds near Burdickville. Burial will be made in Maple Grove cemetery at Empire.

Mr. Fisher, a native and for many years a prominent resident of the Glen Lake area, died unexpectedly Tuesday morning at his home in Montague. The body was returned Wednesday to the Martinson and Son Funeral home in Suttons Bay.

Mr. Fisher at one time operated a saw mill near Glen Arbor and was long connected with the lumber business. He also was for a number of years a member of the Leelanau County Road Commission. Fisher Lake, adjacent to Glen Lake was named for his family. He had lived in Montague for the past 10 years.

He is survived by three sons, Forrest of Traverse City, Bud of Charlevoix, and Lee of Grand Rapids; one daughter, Mrs. Richard Schall of Traverse City; one brother, Eugene of Empire, and two sisters, Mrs. Earl Grant of Lansing and Mrs. Herman Warner of Grand Rapids.

Du ... At Warthnort

Deep in the heart of the island is the lone school, a one-room affair that dispenses higher education to an enrollment expected to increase to 25. Pupils insist that teacher be native of island



Taxi service on South Manitou Island is not the de luxe sort of transportation one would expect in a big city. Tommy Humphries, 14-year-old cabby, admits he has been driving for six years

Back in the days when this island was a bustling lumbering community there was an up-to-date boarding house. Here it is today, but choked by the encroaching forest. Natives are rapidly demolishing it, however, using its lumber for repairs to homes

MICHIGAN'S ISLE OF PEACE

By Al Barnes

Just a few miles out in Lake Michigan a quiet people live an almost legendary, peaceful life



Here is the old home of an early settler, with its fenced-in graves alongside. No one ever desecrates these ancient burial places by removing markings or picket fences. They remain in their original state, passing on from one owner to another



There was once a community cemetery, which is now overgrown with





4. One of the first settlers on South Manitou Island, Michigan, August Beck, built this cedar cabin from the island's forests. Still in good condition, the building is now used as a barn by the present owners of the property.

Prominent Citizen a Sa of Gr fri A 65)(19 ONS OF WESTINGHOUS wing Experts Will Show NA OVEN əsnou EREE

WIN FERRYSBURG SCHOOL HONORS

Highest scholastic honor in the eighth grade graduating class at Ferrysburg school has been won by Donna Kay Vander Wagen who has maintained an average of \$25.6. Robert Wayne Ruiter was a close second with 93.7.

Graduation exercises in conjunction with other eighth grades in this part of the county will be held June 3 at 8 p.m. at the High school auditorium. The class includes Beverly Brytz, Betty Dornbusch, Frank Lynn Morrison, Robert Wayne Ruiter, Maxine Taylor, Elsie Van Vleet, Alonna Vander Wagen, Merlene Vander Wagen, Lois Vander Zwaag, Leonard Wildey, George Witkoski, Fred Turner.

School will close May 21 with the annual school picnic on May 22.

The following pupils have main-

the annual school picnic on May 22.

The following pupils have maintained perfect attendance records during the school year: Grade 8, Robert Ruiter; grade 7, Lois Belle Van Oordt, June Barnes, Mary Ann Bramer, Ruth Rosema, Eugene Yonker; grade 6, Della Van Oordt, Rose Vander Wagen; grade 4, Dick Van Doorne, Nancy Vander Wagen; grade 5, Melvin Ernst. These students will be presented with honorary certificates and gold mouw.

A gold certificate of attendance

Mouw.

A gold certificate of attendance will be given to Rose Vander Wagen for maintaining a perfect attendance record for three years. June Carol Barnes will receive a blue seal certificate for two years perfect attendance.



TOP—A sandsucker operated by the Lyons Construction Co., digs into a high sand dune on the shore of Lake Michigan at the end of M-50 extended. Pipe is to be laid 6,000 feet out into the lake at a depth of 50 feet. A well will be built at the edge of the lake into which the water will flow. CENTER—The 46-inch pipe through which the water will flow. Grand Rapids officials were inspecting the pipe when this picture was taken. LOWER—This view gives an idea of the depth of the trench in which the pipe will be laid along M-50. This photo was taken about eight miles east of US-31.

-Photo Mats Courtesy of Grand Rapids Press.

TRAGEDY ON LAKE Wreckage, Anyway

LELAND, Sept. 12.—Gaily da
ed sticks of wood floating in
t wash along the wind-bitten co
of Leelanau county, both north a
south of this vilage, these past if
days—ever since that swift a
violent storm of last week—ha
indicated to fishermen and la
staying tourists that a tragedy pr
ably occurred somewhere in
region of the Manitou chans
They watched the newspapers
stories of missing vessels but
craft apparently made port

Then one of the surfmen Sleeping Bear coast guard stat: 25 miles south of here, discover a wooden case floating off shand salvaged it—and with it probable explanation of the wreage. The case contained eight of gallon tins of grain alcohol, was unmarked

So tragedy probably did hide the dark skirts of the stormliquor boat, it is likely, would main unreported

In The wreckage consists of the per workings of some vessel, property and ably a rather small craft, pair a garish orange. There are brown posts and sticks, pieces of a call wall, a single window—all same gay orange. And with the same colored paint, was four all bobbing in the surf near Gills property.

When the surfman discover in the alcohol he carried it to coast guard station where a so of workmen are engaged in hbuilding the quarters. Capt. Marsh, keeper of the station, nried the eight tins down to wash, with a hatchet bashed in d. top of each and poured the pr ous contents into the unappre tive lake The workmen and eral dozen neighbors watched ceremony with tear-dimmed ey

ON BENEFIT PROGRAM



Above are "Ramblin" Red Foley and Lulu Belle, soloist and entertainer, from WLS, the Prairie Farmer station, who will appear on the Firemen's Relief Fund association benefit show next Friday afternoon and evening at Marsh Field.

Tickets were placed on sale today at all fire stations and they are obtainable from all firemen in the city. The proceeds of the show are to be used in clothing school children next winter.

Several other stars from WLS, including the Three Little Malds, will come to Muskegon for this show.

Vogelheim Lbr. Co. Suffers Big Loss In Blaze

PLANING MILL, NET HOUSES AND GARAGE CONSUMED IN STUBBORN FIRE: TRAN-SCIENT SUSPECT HELD.

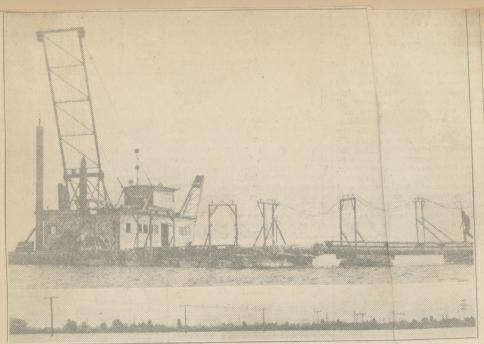
The Vogelheim Fish and Lbr. Company, located at the foot of Huron Avenue, suffered a heavy loss in a fire which broke out about 11:45 p. m. Tuesday evening and raged badly for three hours before being brought un-der control, and at 8:30 the next morning firemen were still fight-ing flames. The fire started in the mill and had soon spread to the adjoining combination garage and sawdust hopper and other small buildings near by:
Included in the heavy loss,

which is tentatively estimated at between eight and ten thousand dollars, were the mill, which housed inventory stock and valuable machinery, the combination garage and sawdust hopper, a truck which is a total loss, and two buildings which housed fish

The cause of the fire has not been determined. A transcient, Joe Lapinski, who gives his home address as Racine, Wisconsin, and who has been in and around the city for several days, was lodged in the county jail after being found asleep in one of the small buildings during the fire.

According to Karl Vogelheim, manager of the company, the

heaviest losses will be in inventory, stock, machinery, and fish nets. The loss is partially covered by insurance



Two of the three dredges working on the Two of the three dredges working on the Green Bay harbor project are shown in the picturs above. At the top, the "Progress," of the Lyons Construction company, is working on the inner harbor opposite the Cleveland-Cliffs Iron company's coal dock. In the foreground is the discharge line, which is carrying excavated matter of the project of the company's coal dock. terial to fill in behind a revetment along the east

Below is shown the electric dredge of the Edward Gillen company, which is deepening and straightening the channel between the river mouth, where the Lyons contract ends, and the Grassy Island light. This is a unique job here, in that the dredge operates on central station power, carried over a pole-line from the Bayside plant of the Wisconsin Public Service corporation. The pole line, extending over the water is shown at the bottom

poration. The pole line, extending over the water, is shown at the bottom.

Out and the Grassy Island light, the big Diesel dredge of Price Brothers & Emerick is busy widening and deepening the outer channel. When completed, the new passage will extend more than a mile beyond Long Tril light.

Mystery Land

State Vainly Hunts for an Owner

Something is to be done at last about "the mystery of the missing owner."

Years of searching by the lands division of the conservation department has failed to disclose who owns 29 acres of dunes land on the Lake Michigan coast of Leelanau

Lake Michigan coast of Leelanau county, just below Sleeping Bear point and entirely surrounded by state-owned property.

The state needs the acreage to complete the area set aside as Sleeping Bear park.

Charles E. Millar, chief of the lands division, this week recommended to the conservation commission that condemnation proceedings be instituted.

He said the land in question has not been on the tax rolls since 1865 and that the last owner of record of this government-patented lot was Sarah J. Warner, who died in 1902 at the age of 94.

In not more than two or three other cases has the state ever resorted to condemnation proceedings to obtain land.

"In this case." Millar told the commission, "there just isn't any other way."

other way."

Glen Haven Tar Would Raise Sunken Wine Ship

Frank E. Fisher Buys Coast Guard Craft and Now Seriously Ponders Salvaging 2,000 Barrels Of Vintage. Intage. 1929

GLEN ARBOR, Dec. 14 - Two thousand barrels of high class wines in the ship's hold and \$10,000 in specie in the ship's safe—that's the story that is told about the "Westmoreland," a steamer which plied between Chicago and Buffalo and which sank on Nov. 5, 1854, in the bay of the Platte river near here.

The story is vividly brought to mind by 78-year-old Frank E. Fisher of Glen Haven, who was only three years old at the time of the shipwreck. Even at that early age he gained definite impressions of the tragedy, and many times Frank has heard his father, John Fisher, when he was still living, tell the story of the wreck on that cold November day, He remembered, too, that 34 people were aboard and that 17 of these were saved and that other 17 drowned. He recalls that workmen dragged for three weeks trying to locate the ship and how his father pointed out time and again the exact spot where the "Westmoreland" is to sail it is boat "Sleeping Bear Point." Fisher made a modest bid, and he was much surprised when he was found to be the highest bid-der, and the boat was his. The boat was his. The boat the hoat was his. The boat the boat was his. The boat the hoat was his. The boat the boat was his. The boat the short of the lake, and the watch three-quarter century of drifting sand. He does not know for sure, but for the past couple of years he has had a hunch that this must be 80. "There are 2,000 barrels of wine aboard," he says, "and \$10.000 in specie—a good enough find for any man." Fisher has pondered over the wines are still intact, and that the "Westmoreland."

WAS REGION PIONEER—Fu



Coast Guards Sub As Mail Carriers

As Mail Carriers

Glen Haven, March 21.—Coast guards from South Manitou island will carry the mail to that isolated community until Capt, August Warner, regular mail carrier, makes necessary repairs to his mail boat. The boat was damaged last Friday night on the edge of the ice floe a mile off this village. Warner and several volunteers had moored the boat to the edge of the floe and walked across the ice to te mainland, carrying the mail. A rough sea disloged a piece in the keel, causing the boat to become submerged except for the tip of the bow. Sleeping Bear coastguards, men, seeing that the boat was in trouble, crossed the floe afoot and aided Warner in floating it. The South Manitou guardsmen then towed it to the island for repairs.

WAS REGION PIONEER-Funeral services for William Haas, 78, who died Wednesday at the home of his nephew, Lawrence Haas of Frankfort, were held Friday at South Manitou Island. Mr. Haas was born on South Manitou and had been engaged in agriculture there.

ALL HANDS SAFE AFTER A BATTLE WITH LAKE FLOE

1930— CAR FERRY TO RESCUE

Ann Arbor R. R. Ship Crashes Through To Release Mail Boat and Coast Guard.

Another gripping chapter in the record of Captain Tracy Grosvenor's North Manitou island mail boat had been written when Grosvenor and three companions went ashore on South Manitou island this afternoon after more than 24 hours in the ice of Lake Michigan. Captain Andrew Fisher and a

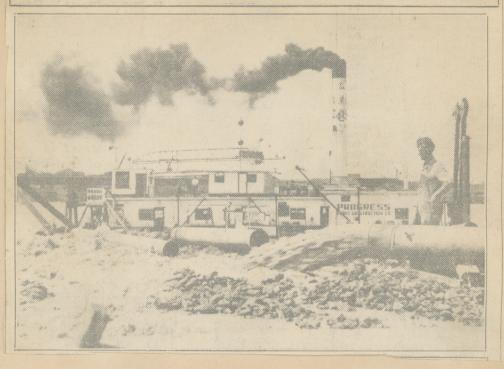
(Continued from Page Cze) crew of three men in a coast guard boat, themselves held prisoners by the ice for a night and a half a day after going to the mail boat's aid yesterday noon, towed Grosvenor's disabled craft into the South Manitou harbor at one o'clock this afternoon. Both boats were released from the ice about nine o'clock this morning by the Ann Arbor carferry Wabash, steaming 50 miles out of her course on her Manitowoc-to-Frankfort run.

Grosvenor, accompanied by Chris Neilson of Gills Pier, Eli Firestone of Leland and John Peterson of Ludington, left the North Manitou dock for Leland during the morning yesterday. Four miles out from the island they were caught in a huge ice field and the coast guardsmen on North Manitou watched with glasses as the mail boat came to a stop, disabled when a shaft was broken in the ice. A telephone call to South Manitou brought Captain Fisher and his crew of three, surfmen Norman Furst and F. H. Storman and motorman Alonzo Warner, but within 500 feet of the disabled craft the coast guard boat became fast in the ice.

There both boats remained during the night while from North Manitou aid was sought of the Ann Arbor carferry line. An attempt by Henry Steffens of Leland to take his boat, the Helen S., to their rescue failed when Steffens was forced to turn back after making his way 400 feet within the ice field.

The carferry Wabash arrived at seven o'clock this morning and two hours later had freed the small

WORKING ON HARBOR IMPROVEMENT PROJECT



Mrs. Alonzo Warner is moving here from Grand Haven for the duration of the war. Mr. Warner has been transferred from Baltimore, Md., to Miami, Fla. 1943

Load of Logs Reaches Mill

Montague, Aug. 28.—(Special)—
The Lyons Construction company unloaded its first consignment of logs brought in from South Manitou Island, Wednesday.
The cargo, which consisted of hemlock, beech and maple, approximately 85,000 logs, was brought in on a barge towed by the tug I. J. Lyons. Considerable difficulty was experienced because of weather and machinery trouble.
The logs will be sawed at the new mill recently built by Lyons and Eilers on White Lake and will be used in defense work.
Another trip will be made soon.

JULIUS KRAUSE, 52, CIGAR MAKER, DIES

Julius Krause, 52, of 624 Elizabeth street, formerly employed at the Vander Weele eigar store, North Westnedge avenue, died at Bronson hospital, Thursday afternoon, after a lingering illness, He was a member of the International Bible Students' association.

Mr. Krause, a cigar maker by trade, was born in this city and had always resided here.

Surviving are four brothers, Arthur, Frank, William, and Wiley Krause, all of Kalamazoo; a sister, Mrs. Elizabeth Orbeck, also, of this city; two nieces, Dorcas Ann and Pauline Orbeck; and a nephew, Joseph Orbeck, all of Kalamazoo.

Avis Haas Wed To Harry Hanson Dec. 3, Parents Announce

By Statt Correspondent
Grand Haven, Dec. 26—The
marriage Dec. 3 of their daughter,
Avis, to Harry Hanson, son of Mr.
and Mrs. Warner Hanson of Grand
Haven, was announced Christmas
eve by Boatswain and Mrs. H. S.
Hack of A Christmas are party eve by Boatswain and Mrs. H. S. Maas at a Christmas eve party and buffet luncheon at their home 406 Legatt street. About 14 members of the two families were present and enjoyed a buffet luncheon at midnight. Mr. and Mrs. Hanson are making their home with Mrs. Hanson's parents for a short time. The marriage was a civil ceremony, performed in Allegan.

Mrs. Hanson was graduated from Grand Haven high school in 1934 and from Argubright Business col-

Grand Haven high school in 1934 and from Argubright Business college in Battle Creek. She is now employed in the administration offices of the Ottawa county ERA in Battle Creek. Her father is officer in charge of the Grand Haven coest guard station.

Mr. Hanson, a well known high school athlete, was a member of the Grand Haven high Class B championship basketball team in 1934, played football and business and was graduated in 1934. He also attended Argubright and for some time has been associated with his father in the contracting business in Grand Haven. ness in Grand Haven.

PAGE TWO

DEATH TAKES A LOVED PIONEER

Mrs. Vena Poertner, a pioneer resident of the Grand Traverse region, passed away suddenly this morning at her home, 421 West Ninth street. She was 75 years old.

Mrs. Poertner, formerly Miss. Vena Kahrs, was born Sept. 4, 1859, in Leelanau county, and had spent her entire life in this region. She was united in marriage to Chris Poertner in 1884 and the couple located on a farm at East Leland where they resided for many years. They retired 11 years ago and had since made their home in this city. Mrs. Poertner was a valued member of the Trinity Lutheran church and was highly regarded throughout the community.

Left to mourn their loss are five daughters, Mrs. John Alpers and Mrs. John Birkman of this city, Mrs. Bernard Westjohn of Cadilisc, Mrs. Buellah Culver of Cadillac, Mrs. Buellah Culver of Cadhilac, and Mrs. Arthur Knudsen of Mast Leland, a son, Walter Poertner of Schomberg. 29 grandchilden, two sisters, Mrs. Ellen Spinniken of this city and Mrs. Jacob Isch of East Leland, and a brother, Henry Kahrs of East Leland.

Mr. Poertner died nine years ago.
The body was taken to the Hibbard chapel. Funeral arrangements will be announced tomorrow.

The blizzard produced several c tress calls from points further nor August Warner, marine postman (South Manitou Island, who carrie the mail between this i land and Glenn Haven, and his son were re-ported lost in the storm somewhere south of the island. H. S. Haas, in charge of the United States Coasi Guard station at South Manitou Island, and a crew of three men were attempting to rescue them.

Gerrysburg Activities

(Telephone 1449-R)

(Telephone 1449-R)

Attend 4-H Achievement
The 4-H girls who attended Achievement day in Holland last Wednesday were Margaret Westerhouse, Enid Johnson, Marion Fletcher, Donna Kay VanderWagon, Golfte en Avery, Elsie VanVleet, Dorothy Laning and the 4-H leaders Mrs. George VanDoorne and Mrs. Frank Carskadon. The girls who received gold seals for the fine work that they had done on the articles that they made were Margaret Westerhouse, Dorothy Laning and Merlene VanderWagon. In the morning members of the 4-H clubs from all parts of the county marched from the high school to the theatre where free motion pictures were shown. In the afternoon a style show was held showing the best dresses in cotton and all best wool dresses in cotton and all best wool dresses. Dorothy Laning from our 4-H group took part in this style show and all girls who had complete costumes also took part in the style show. Several groups gave musical numbers and community singing was led by John VanderSluis, This was one of the largest meetings the 4-H organization has ever had with its hundreds of girls and boys present. The work exhibited was very interesting and should encourage the girls to try just a little harder another year. The girls will have a style show at the next Parent-Teacher association meeting which will be held Thursday evening, April 13, and they will also have interesting moving pictures shown by E. Ross Farra, manager of the Grand RapderZwaag, Mabel Risher adn Mabel were unable to attend the 4-H

ness and some in quarantine with scarlet fever were Lois Ann Van-derZwaag, Mable Risher and Mable Ann Bolthouse.

Department of Commerce Chief Compliments Retired Local Keeper of Lights on Years of Service

"The records show that your service has been very creditable and this should be a source of great comfort to you in the days to come," wrote Secretary of Commerce Daniel C. Roper in a



JAMES P. BURDICK

letter to James P. Burdick, keeper of Muskegon harbor lights, who retired June 30, after nearly 37 years of continuous service.
"My good wishes go to you for long life, health and happiness," concluded the secretary's letter, already one of the former keeper's prized souvenire of his years in the prized souvenirs of his years in the government bureau of lighthouses, of which the last nine were spent as keeper of the Muskegon sta-

Mr. Burdick, retired on disability pension, joined the lighthouse service at Point Betsy, Aug. 18, 1900, and served at South Manitou and Grassey Island before being appointed keeper of the South Manitou station in 1905. He was made keeper of the Muskegon lights, Feb. 4, 1928, remaining on active duty until his retirement which was hastened by a stroke suffered last February.

Mr. Burdick now resides at 2083 Addison street, Muskegon. He has five children, Mrs. Francis Kelly, of St. Ignace; Mrs. Francis Bronson, and Grace, James and Fred Burdick, all of Muskegon. 1900, and served at South Manitou

Mrs. J. P. Burdick Wife of Retired Lightkeeper, Dies

Mrs. Lillian V. Burdick of 2083 Mrs. Lillian V. Burdick of 2083
Addison street, wife of James P.
Burdick, retired keeper of Muskegon harbor lights, died at her
home this morning following a
prolonged illness. She was 52
years old. Although in failing
health for several months, her
death was unexpected.

years old. Although in falling health for several months, her death was unexpected.

Mrs. Burdick had been a resident of Muskegon since 1928, when her husband was transferred here from South Manitou. She was born in Chicago, Aug. 19, 1884, and was married there in the church of Our Lady of Sorrows, Nov. 3, 1909. The couple made their home at South Manitou island until coming to Muskegon.

She leaves her husband and three daughters, Mrs. Frances P. Kelly, of St. Ignace; Mrs. Frances Brunson and Miss Grace Burdick, of Muskegon, and two sons, James and Fred, both of this city. Also surviving are two brothers, Fred and William Vent, and a sister, Mrs. Joseph P. McCarthy, all of Chicago, and three grandchildren.

Mrs. Burdick was a member and devout communicant of St. Mary's Women's Benevolent society.

1955

ENINE

Wed 60 Years



* (Record-Eagle Photo)

celebrated their 60th wedding anniversary Sunday in their home, 1034 East Eighth street. They are the parents of four children, Mrs. George Knight of Detroit; Mrs. Roy Silverthorn of Greenville; Mrs. Wilbert Oberlin of Traverse City and Mrs. Harold Alpers of Suttons the couple resided on the farm at Bay, who with their families were East Leland, where Mr. Pertner all present for the occasion. They have six grandchildren and four great grandchildren. Two children, Mrs. Pertner, 84.

Mr. and Mrs. Philip H. Pertner, Herman and Caroline, died at the ages of 25 and 27, respectively.

Mr. and Mrs. Pertner were mar ried August 13th, 1895, by Pastor Brietzke in the Lutheran church at Leland. Mrs. Pertner was the former Adeline Steffens of East Leland. Following their marriage was born, for 49 years.

Mr. Pertner is 83 years old and

TAKEN BY DEATH-Lawrence Haas of Frankfort died Wednesday morning at Munson hospital where he had been ill for the past few weeks. The body was taken to

Woman Skipper Dies

HOUSTON, Tex.-(A)-Mrs. Flor-ence Haas, 83, reputedly the first woman ever granted a captain's license on the Great Lakes, died here Thursday. She also held premier honors for her sex as a water mail car-

rier, having ferried the mail across Lake Michigan from Manitou island to Glen Arbor, Mich. She was licensed also as a pilot.

TAKEN BY DEATH-Mrs. Cella M. Hutzler, 58, wife of Ernest E. Hutzler, lighthouse keeper at Cat Head Point, Northport, died suddenly Sunday at her home. Surviving, are her husband; six children, Mrs. Ethel Stormer of Detroit; Glen Furst of the U. S. Coast Guard; Norman Furst of this city; George Hutzler of the U.S. Navy; Leota and Dale Hutzler, at home; one sister, Mrs. Alward Harwood of Atwood and seven grandchildren. The body will remain at the Martinson funeral home, Suttons Bay, until Tuesday when it will be taken to the See funeral home at Charlevoix where services will be held Wednesday afternoon at two o'clock, with burial in Brookside cemetery. Rev. G. Russell Parker will officiate.

Died Oct. 24-43

Captain Harrison S. Haas Takes Charge at Bois Blanc Island

After many years of Lake Michigan service, Harrison S. Haas, new captain of the Bois Blanc Island coast guard station, is now adjusting himself to conditions of the Straits of Mackin-ac. He is busy at present famil-iarizing himself with his new post, its facilities, and the large island on which the station is lo-

His wife is with him, but their 15 year old daughter, remained in Grand Haven, where she is a sophomore in high school.

He came to the island on Dec. son, who has reflect and taken his residence at Holland, rich., He was transferred to Cheboygan from Pentwater, where he was also station keeper. Pierson left the island and retired on October 1, and until Haas arrived, the station was in charge of No. Surfman Ackley.

Captain Haas has been in the coast guard service for 16 years. Part of the time was served at a Lake Eric station. He was for 8 years at the South Mariton sta-tion, 41/2 years at South Haven, and a year and a hali at Pent-

ber of hazarlous rescues. He says he thinks the most difficult occurred while he was at South Manitou. In a severe "blow," the 200 foot steamer P. J. Ralph, loaded with pulp wood became waterlogged. Much of the cargo had to be thrown out, and the boat was run into the harbor in a sinking condition. The coast guard went out in the high waves, with the wood rolling around them, and took off the crew. The steamer was beached.

UP FOR REPAIRS

Mail from South Manitou Island to the mainland will be handled by the Coast Guard crew until August Warner, regular mail carrier, can repair damage to his boat inflicted when the craft pounded against the shore ice field Friday

with two volunteer Warner, coast guardsmen, came across from the south island to the edge of the ice field off Glen Haven Friday af-ternoon. The men made the boat fast to the edge of the field and carried the mail over a mile of ice to the mainland. When they returned to their boat they found it had pounded against the edge of the ice and only the bow was sticking out of water. Several holes had been opened.

Coast guardsmen from the Sleeping Bear station came to their assistance and later a crew from South Manitou came across. The boat was taken out on the ice with the Sleeping Bear tackle and emptied It was then towed back to the south island by the crew from that

Match Legion
Match tou, meaning
My God.

Gods Land Indian must
not go there

Commercial Anglers Reap Illicit Whitefish Harvest

Take Advantage of Difference in Wisconsin, Michigan Seasons; Meet Little Trouble From Patrol Boat—Single Catch Worth \$3,000

gallor's Note: The following article by an apper penianuls, writes who is personally acquaint with the part of the fisher-region and will be personally acquaint with the part of the fisher-region and will be personally acquaint with the part of the fisher-region and will be personally acquaint with the part of the part of the fisher-region and will be personally acquaint with the part of the fisher-region and the part of the fisher-region and the part of the part of the vision passage and the part of the vision passage and the part of the vision passage and billing and the part of the season on whitefish this passage and through the vision passage and the part of the season of whitefish the passage and the part of the season of whitefish the passage and the part of the season of the season of the season of the season of the part of the season of the season of the season of the part of the season of the part of the season of the seas

For a long while he was in hiding from officers of the law, and until his recent apprehension, it was rumored that he might be concealed on the island.

Ever since Strang's reign, it has been the custom of the islanders to refer jokingly to any man of prominence on any of the islands on "King" It seems peculiar that

Arthur W. Stace visited it in the summer of 1926 and gives some particulars of its present state. "The little school on High Island is attended by Indian and House of David children. It is taught by an Irish American girl from Beaver Island A white church steeple guides the way to the settlement. This church is a Cathelic Indians Mission attended by a Franciscan missionary priest f.om Harbor Springs. A dock just out into the lake, behind it is a sawmill. A large rambling boarding house has several dozen one story cabins scattered about it. The cabins are mostly frame structures with shingled sides All the men from Patriarch to boy in his teens wear the typical House of David cap, baggy because it must contain a lifetime growth of heir. One of the tenets of the House of David is to go unshaved and unshorn. Within the cabin yards, each closed in with a high feace of poles, are splashes of summer beauty-blooming flowers. timber has been fairly well cleared away from the island so the sawmill is not running regularly: the main occupation now is farming. Their belief is that they are a chosen people who will live when all others have perished. (Taken from the Grand Rapids Press, August 19, 1926.)

One of the women members of the colony, convinced that the reigion was not for her, escaped rom the island by strategy, realling some of the escapes from Seaver Island, as told of the reiniscences of the Morman days, the is now living on the mainland with her sister.

At one time the island was ofered for sale by the organization, he loss of the schooner "Rosaelle" having discouraged them in heir efforts to improve it. The Rising Sun," their first vessel, ad been wrecked in 1918, but lithout loss of life. The wreck of the "Rosabelle" was attended with

been the custom of the islandersto refer jokingly to any man of prominence on any of the islands sas "King." It seems peculiar that another sect, whose spiritual head thas been acclaimed as a king, should actually have settled on lone of this group of islands. In August, 1902, High Island was purchased by a religious organization of Benton Harbor, Michigan. known as the House of David, and has been held by them ever since. An industrious colony of adherents who are sometimes styled Israelites and sometimes Holy Rollers, are located on the island; a larger colony in summer usually, for then they garden as well as run a saw-In winter they cut timber. Their leader, called by the Beaver Islanders, "Kinug Benpamin," was said to have formerly been a frequent visitor to the island colony.

more tragis circumstances. Setting otu from High Island in the last week of October, 1921, laden with lumber, the hull of "Rosabelle" was discovered a week later by a Grand Trunk car ferry, floating bottom up with her sail and rigging dragging alongside. The stern of the ship was gone, indicating a collision. Lumber and wreckage were afterward washed ashore a-Muskegon, but no bodies were recovered. The Milwaukee Life Saving Station toward the hull to Racine, Wisconsin, and a thorough investigation was made, but nothing definite determined, and the wreck remained a mystery of the Lakes. There were ten men aboard, besides the captain, Erhart Gliece. It was for a time hoped that they had had time to transfer to their launch, but no word was ever heard from any of them, so such a hope was abandoned.

'Twas in the late October days
When bitter winds do blow,
And fog, and smoke and sudden
storm.

6

Those inland seas will know.

The schooner Rosabelle set sail With lumber loaded down, Out from High Island's lonely dock For Benton Harbor town.

Patient but sad the colony
That watched their going forth,
They will not see their friends
again
Till Spring comes to the North.

A week passed ere a ferry boat Out in the lake, spied The foundered hull of the Rosabell, Her rigging dragged 'longside.

They found not any floating form Of all that goodly band, Nor ever trace of one of them Was washed upon the strand.

Long may the Benton Harbor folk Gaze to the westward way, Never again with the Rosabelle Jome sailing into the bay.

ong may the islanders look out from lone High Island pier, hey will not see their friends again hough they watch for many a year. ANNOUNCES MARRIAGE.

Mrs. Charlotte Kelderhouse of Port Oneida announces the marriage of her daughter, Myrtle Ruth, to Lonzo H. Warner, son of Mr. and Mrs. August Warner of South Manitou Island. The ceremony was performed at the parsonage of the Lutheran church, Traverse City; by the Rev. Lorenz L. Grueber at four-thirty Sunday afternoon, Nov. 29th. They were attended by Mr.

and Mrs. Louis Warner of Glen Haven. The bride and her attendant wore black transparent velvet afternoon gowns with white accessories and corsages of white carnations and baby mums. Mrs. Warner has been a teacher in Leelanau county schools the past few years and Mr. Warner is a member of the U. S. Coast Guard crew at Sleeping Bear, They will reside in Gren Haven, Nov. 29-936

Emmet Car Victim Dies

Mrs. A. E. Dorsey Hit by Auto Sept. 4

Petoskey—Mrs. Alberta E. Dorsey, 67, of Petoskey died in Little

Traverse hospital Sunday night swhere she had been a patient since Sept. 4 when she was struck down by an auto while attempting to cross an intersection on the city's who was side.

west side.

Mrs. Dorsey was walking across ext Mrs. Dorsey was walking across the highway with two friends when a car driven by Louis Robinson of Detroit hit her. She suffered fractures of both legs, a dislocated shoulder and internal injuries.

Mrs. Dorsey was born March 27, 1887, on the South Manitou islands and had resided in this area the last 40 years.

last 40 years.

She is survived by two daughters, and Mrs. Albert Osborn of Petoskey and Mrs. Alta Sanders of Detroit; a son, Harrison Dorsey of Petoskey and a brother, Charles Kitchen of

Services will be held at 2 Wednes- tl day at First Christian church. d Burial in Greenwood cemetery.

Movin

Charles Kropp Taken by Death

Charles Kropp, 93, a Leelanau county pioneer, died Friday afternoon following a brief illness at the home of his daughter, Mrs. Marie Gassman of 210 South Division, with whom he had made his home the past several years.

Mr. Kropp was born at Good Harbor in Leelanau county on March 29, 1861, and owned and operated a blacksmith shop there for many yearfs prior to retiring and coming to this city.

On May 29, 1890, he was united in marriage to Mary Kahrs, who preceded him in death in 1917. He was a life member of St.

Paul's Lutheran church of Good

Besides his daughter, he is survived by two sons, Otto of this city and Emil of Detroit; 12 grand-children and 20 great grandchildren; four sisters, Anna West and Millie Kropp of Tonopah, Nev., and Carolyn Buchanan and Emma Kropp of California; and three brothers, August of Wenden, Ariz., and William and Herman of Lee-lanau county. One son, Clouse, died in 1918 and two daughters died in infancy

The body was taken to the Martinson funeral home in this city where a short service will be held Monday at 12:45 p.m., with Rev. J. Edward Nelson officiating. Services will be held at 2:30 Monday at St. Paul's Lutheran church at Good Harbor, with Pastor A. E. Krueger officiating, with burial in Good Harbor cemetery.

Taken by Death

Ralph Gray, 61, of Maple City R. 2, a former resident of the Bates community, died Monday night at Munson hospital.

The body was taken to the Martinson funeral home in this city. Funeral arrangements will be announced Wednesday.

BLAZE DESTROYS VIEW' BURNS

Richly Furnished Summer ce Owned By Fred Miler Represented An Investment of \$35.000

Fire early this morning removed a summer hotel from the bluffs overlooking Lake Michigan and

The hotel was the Manitou View Inn at Port Oneida, a 16-room building erected about two years ago and furnished throughout with modern equipment. It was owned by Fred Miller, an old resident of Port Oneida, who quickly built up a large patronage and appeared to have made a profitable investment in his unusually costly place. He told friends today that he believed his loss would reach \$35,000, about half of which would be covered by insurance. The building burned to the ground.

Fumes, evidently from the coal bin, repulsed the owner and others they tried to enter the burning building to rescue what furnishings they might, and nothing was saved but a screen door that someone ripped from its hinges. There was no one in the hotel, Mr. and Mrs. Miller occupying a nearby cot-tage for the winter. They returned only yesterday from a visit at

EFFORT FUTILE

LITTLE FRANCIS CARON SUC-CUMBS TO EFFECT OF IN-HALING BEAN

In spite of heroic efforts of the South Manitou coast guardsmen in rushing the baby to the mainland through a welter of winter Francis, 16 months old son of Mr. and Mrs. Francis Caron of the south island, died in University hospital, Ann Arbor, Friday night from the effects of a bean the child

The accident happened early this week and the coast guardsmen launched their surf boat for the 12 mile trip to the mainland, reaching Glen Arbor Wednesday. The baby was taken to Munson hospital in this city where an a ray picture showed the bean lodged at the entrance to the left lung.

The baby was hurried to Ann Arbor by ambulance where the bean was removed by operation but the child was unable to recov er from the shock.

The body was returned to this city this noon and was taken to the Hibbard Funeral Chapel where it will remain until Sunday when funeral services will be held at one o'clock from the Bohemian Catholic church in Cleveland town ship, Leelanau county, Rev. Fr. Kosnick of Frankfort officiating.

FUNERAL TODAY

Funeral services for Peter Burfiend, a prominent life long resident of Leelanau county, who passed away Sunday evening at his home at Port Oneida, were held this morning at the family residence. Rev. Howard R. Towne, pastor of the First Congregational church officiated and the body was placed in the mausoleum at Oakwood cemetery until spring, when burial will be made here.

Mr. Burfiend was born seventythree years ago at the Port Oneida homestead where his death oc-

Left to mourn their loss are the widow, four children, Mrs. Laura Barrett of Kingsley, Mrs. Marie Esch of Grand Rapids and Howard Burfiend of Port Oneida and Mrs. Lila Mol of Grand Rapids, three sisters, Mrs. George Lawr of Port Oneida, Mrs. Ferdinand Kapnik and Mrs. Charles Kelderhouse, both of Traverse City, and one brother, John Burfiend, also of this city, besides nine grandchildren. One daughter preceded him in death in infancy.

PIONEER BUKIED AT EAST LELAND

PHILIP PERTNER CAME FRO GERMANY AT AGE OF 15

Funeral services were held Friday for Philip Pertner of Traverse City, a region pioneer, and for more than 50 years a resident of East Leland.

He was born in Westphalia, Germany, April 5, 1846, one of a family of four brothers. Their father died when Philip was young. The oldest brother, Herman, came America and was shortly followed by his mother and three brothers, when Philip was fifteen years old.

All settled in Leelanau county, Herman, Philip and Chris in East Leland, and August in Good Harbor. All of his brothers preceded Philip in

He was twice married. His first wife, who was Emma Otto, died twenty-three years ago, and he married, two years later, Johanna Wetzka of Detroit. He moved to Traverse City seventeen years ago, and had since lived there.

Surviving are the widow, three sons, Otto of Traverse City, Herman of Ashley, Ernest of Washington, D. C., and seven grandchildren. A daugther, Julia, passed away seven teen years ago.

Mr. Pertner died at the home of his son Otto, on Monday, Jan. 29.

Rev. Jackson of the Baptist church Traverse City officiated at the neral.

TRAVERSE CITY, July 16-King David of the North Country"-that's what they call David Henry Day, the man who has grown a forest in northern Michigan, along the Lake Michigan ore of Leelanau county. He has use for it now, as was recently announced in the million-dollar summer resort project of "Day Forest Estates," promoted by Western Michigan capital. The story behind it all, however, is interesting. There was the vision of the man who saw before other men man who saw before other men

alized.
Twenty years ahead of the first Twenty years ahead of the first reforestation movement in Michigan, he conceived the idea of raising a growth of timber on cutover land, in order that posterity mightreap the harvest so ruthlessly athered in the pioneer clearing ays. He has accomplished that purpose in far greater degree than anyone else in Michigan—because he launched his project years ahead

yone else in Michigan—because launched his project years ahead

of the rest.
And that is only one of his numcomplishments.

tion, and which has done more than any other thing to make Leelanau county the wast producer it is today. Mr. Day, throughout 50 years of his life spent in Glen Haven, has been associated with every forward movement in the region, in addition to a large amount of outside work that includes development in timber, agricultural and good road interests.

1,400-Acre Forest

1,400-Acre Forest

Perhaps the forest he grew is the most interesting of his achievements in the light of subsequent developments in the progress of reforestration. Day's forest proper comprises 1,400 acres. There is some pine and hemlock in the piece, but the greater part is oak, ash, cherry, linden, birch and maple. There are second growth trees, more than two feet in diameter in the Day forest.

Mr. Day has let nature take her course, for the most part, in growing the new forest. He has kept the trees thinned properly and protected them from fire and every other destructive influence. Government experts use the Day forest for research work, for it is probably one of the best timber stands remaining in the middle west.

Mr. Day acquired some 8,000 acres of lord in Leelsnay, county

Went North in '78

David Henry Day, called "king," and rightfully, because he is the one man most responsible for the development of the region in which he took his abode, came to Northern Michigan in 1878. He then was in the employ of the Northern Transportation company, operating 24 steamers from Ogdenburg, N. Y., to points east along the great lakes.

The vessels were owned by Phild Chamberlain of Detroit, and David the business out of northern Michigan, the Haven being a fuel stat. Day came to Glen Haven to handle the business out of northern Michigan, as well as a natural outlet of the roughest and most danger-for lumber and other produce in ous bits of coast along the east lond was business in the interests cable from Sleeping Bear point, one every dollar of his sparse earnines munication between two life saveto buy cut-over lands in the vicinity ing stations and giving the proof Glen Haven. Already he had the ductive island its first real contact bis idea! Tiring of the grind at one with the mainland.

But the big idea obsessed him miles long and three-quarters of a metal wide with the mainland.

Proud of Mill
There is a savmill with a capacity of about 3,000 feet a season. It

isn't the biggest mill in Michigan, but the owner takes pride in the fact that through all the years of its operation, no mill turned out a better product. To ship lumber, Mr. Day built several miles of narrow gauge railroad connecting the mill with Day's dock, and an old-fashioned wood-burning locomotive, one of the few in operation, hauled lumber and other produce to the lake vessels that land often during the open Michigan season. The Day landing affords an outlet for a large part of Leelanau county's produce.

The D. H. Day general store at Glen Haven supplies the region with many of its necessities, and is headquarters for thousands of summer resorters who call each season, on their way to the beautiful summer havens along Glen lake, or further north. A tugboat, the "Alice," named after one of his daughters, transports supplies to resorters.

In good roads work, Mr. Day has

resorters.

In good roads work, Mr. Day has done some practical things in his immediate neighborhood, in addition to state projects, including the West Michigan pike, Dixie highway and Mackinaw trail. The road leading to Glen Haven from Empire, for years in miserable condition, is an excellent highway, because he planned the work, supervised it, and paid for the actual construction himself.

As president of the old Western Michigan Development bureau and chairman of the state park commission, Mr. Day ways has been a tireless worket the first state par when the movem started. The piece Mr. Day we comprises several acres at one of the most beautiful points along the Michigan shore. A rustic hotel, the building of which he superintended, looks out over Lake Michigan from a height of several hundred feet.

In lumbering circles, Mr. Day has always been prominent. For years he was vice president of the National Hardwood Lumber association and head of that organization's inspection committee. He was instrumental in founding the Michigan Hardwood Lumber association in the 30%, and was the first president.

president.

Through all his activities, probably no aspect of David Henry Day's career has been more of a lesson to his fellow men than his family life. Seven accomplished children are his family, and his son David, Jr., has been manager of his Glen Haven business for several years. Not that the senior is "through"—far from it. The Herald correspondent asked him his age, and he replied that for years he had never figured it out—that it would require perusal of the old family re-

cords, and might make him feel old.

From another source, however, it was learned that he was born in Ogdensburg, N. Y., July 10, 1854, which would make him 73.

Someone once said: "Fortunate is the man whose nature is such that he is ambitious of no greater fame than that of a good, thorough-paced citizen in the neighborhood where his lot is cast. If a man be famous above the common citizenship, fortunate is he who acquires that distinction through notable and good works, in some quiet, rural locality or small urban center, where fame must rest on substantial character, the faculty of doing things with a masterful hand, a reputation for honesty of purpose and the uninterrupted exercise of a helpful public spirit."

That applies to King David of Leelarau country

hat applies to King David of Leelanau county





Test June 2 - 1941

Called to Coast Duty



Photographed as they climbed aboard the train here Monday afternoon for duty on the east coast are coast guardsmen from Lake Michigan stations in this region. Only information they could give was that they had been ordered east for an indefinite period. Left to right they are, front row, William Woods, commanding officer at Sleeping Bear station, Fred Dustin, South Manitou, Harold Tobin, Beaver Island, back row, Lonzo Warner, South Manitou, Fred Hardy, Charlevoix.—(Record-Eagle photo).

the rating of corporal

AT SUBMARINE SCHOOL-Lonzo Warner, who has been on coastal war duty for more than two years, is now at Miami, Fla., studying at a submarine school. He was a former coastguardsman at Sleeping
Bear and South Manitou.

Sept. 1943

SISTER DIES-Funeral services for Mrs. Alvina R. Wiest, 64, of Grand Rapids, sister of Irwin Beck of Empire, who died Wednesday at her home, were conducted there Friday afternoon at St. John's Evangelical church, with interment in Rosedale Park cemetery

Oct. 7-42

FORMER ISLAND RESIDENT-Word has been received of the death of James P. Burdick, 65, keeper of the Muskegon lighthouse from 1928 until his retirement June 30, 1937, after 37 years' service in government employ, which occurred Friday at his home in Muskegon. Born on South Manitou island, Mr. Burdick served there and on the Grassey Islands before being named keeper at Muskegon. Two sons; four daughters; a sister and seven grandchildren survive Oct. 1942

Locate Fisherman's Body



These two coast guardsmen, assisted by volunteers, discovered the body of William Carlson, Leland commercial fisherman, who died after spending several hours in Lake Michigan off North Manitou island, following the burning



The Wolverine, once the U. S. S. Michigan, first iron ship built by the United States Navy, which may be pur-

chased by Henry Ford for his Greenfield Village museum. Navy officials said it wo d cost \$100,000 to recondition it.

Around the Town
to seems that the coast guards are
led on frequently to give aid along varis lines. There is no job too big or too
hall for them. Recently, up at South
inition Island the coast guards received
unusuel call, but they aid not fail.
Abram Wessel, chief baskswain made
following report in regard to the call
belied by the coast guards at South
anitou station:
essel assisted: Horse, owned by Mr.
enry Haas.

esselved by interest earlier station station:
essel assisted: Horse, owned by Mr.
lenry Haas.

Date: 21 February, 1933.
At 8:00 a. m., Mr. Henry Haas. a rest lent of South Manitou Island came to he station and requested the assistance of the station and requested the assistance of the station and requested the assistance of the station and requested the tripe.

By the station of the station as a rest length of the station and the surfman No. 4. and Lloyd H. Hulett, surfman No. 4. and Lloyd H. Hulett, surfman No. 5, who had had considerable experience with horses, left station at 8:15 a. m., to assist horses, left station at 8:15 a. m., to assist mr. Haas. On arrival at scene and examing the horse it was found to have a south in the lower jaw which prevened it from eating. After a special tool was made the tooth was cut off and filed down to prover length. Surfmen Hulett and Southwell returned to station at 13:30 a. m.

GEORGE L. BURRILL,

GEORGE L. BURRILL,
Officer in charge.

SOUTH MANITOU MAILBOAT ESCAPED SWAMPING FRIDAY

Timely work by the Sleeping Bear coast guard crew prevented August Warner's mailboat from swamping at Glen Haven Friday. Mr. Warner had come from South Manitou, accompanied by his sons, Leon and Alonzo, and found the drift ice too heavy off Glen Haven to get through.

The ice was solid enough to walk on, so he ran the bow of the boat up on the ice, and walked ashore, less than a hundred yards away. While he was getting the mail and supplies for South Manitou Island, the watercock on his boat opened and the craft began filling with water. It sank at the stern, since the bow was resting on the ice, and the stern was nearly under water by the time the coast guards reached the boat and bailed it out.

Water had damaged the motor to some extent, and the South Manitou coast guard crew was called to tow Warner's boat back to the Island.

sout.

AUGUST BECK FUNERAL HELD AT GLEN ARBOR

The funeral of August Beck was held Tuesday, May 6, 1941 at the Lutheran church at Glen Arbor at 10:00 o'clock with Rev. R. R. Lather officiating. The service was held on the mainland and then the body was taken to the South Manitou Island. The body was accompanied by Mr. Irwin Beck, Harley Beck, and Mr. Bardhart, the sons and son-in-law; C. Bennett and Rev. Lather. A short service was held at the coast guard station and then the body was taken to the cemetery where the commitment service was read.

August Beck was born December 1, 1853, in Berlin, Germany. He came to the United States in 1868. He, with his parents, two brothers and one sister, left Germany in the month of May. They were six months on the ocean, arriving in New York the latter part of September. They arrived at the South Manitou Island in the month of The family stayed with Mr. Beck's uncle. In the spring of the year they settled in the wilderness on a 160 acre homestead. He stayed with his father, mother, and two brothers for a number of years, then he desolved partnership and bought a 160-acre homestead and this is where he carved his home out of the wilderness. He married Lizzie Haas in 1872. On his homestead he built a log house which stands today, and as the years went by he started building new farm houses and outer buildings which still stand today, and here is where he reared his family of nine children. He was many friends in Leelanau county. He died May 4, 1941 at his son's home in Empire, Michigan.

He leaves in his passing, three daughters, Mrs. Mary Morse of Homestead, Mich.; Mrs. Alvina West of Grand Rapids, and Mrs. Hattie Bardhart of Grand Haven; two sons, Harley Beck of Michigan City, Ind. and Irwin Beck of Empire. Also 25 grandchildren, 17 great grandchild-

Father, whate'er of earthly bliss Thy sovereign will denies, Accepted at thy throne of grace, Let this petition rise: Give me a calm, a thankful heart From every murmur free, The blessings of thy grace impart,

Let the sweet hope that thou art

PARENTS OF A SON-Mr. and itou Island announce the birth of a son on Monday at Munson hospital.

FORMER SOUTH MANITOU ID. COAST GUARD MAN RETIRES

Captain Andrew Fisher, not much past 50 years of age, since Oct. 4 serving in the coast guard service at Holland, Mich., retired from that service Nov. 1, 1939. He had served at Frankfort station as captain prior to his transfer to Holland and in 1928 to 1932 was officer in charge of the South Manitou island station.

Capt. Fisher was a stern disciplinarian but, at the same time was loved by all his men. He served 30 years and applied for retirement at the time of his transfer from Frankfort.

H. H. Haas is the captain of Frankfort station succeeding Fisher.

MONDAY, MAY 1, 1939.

World War Vet Dies at Custer

William Krause Ill for Last Two Years.

William Krause, 50, of 624 Elizabeth street, and a veteran of the World war, died Sunday in U. S. Government Hospital No. 100, Camp Custer, where he had been a patient for two years. Bebeen a patient for two years. Be-fore having been brought to the Camp Custer hospital, he had been a patient in the Hines Gov-ernment hospital at Chicago for three weeks.

During the war he had served in Co. A, 40th Machine Gun Battalion, 14th division. He was born Sept. 26, 1888, in Kalamazoo, the son of Julius and Mary Krause. He entered the service June 24, 1918, and was mustered out Jan. 28, 1919, at Camp Custer.

Before he was taken ill he was employed as a machinist at the Kalamazoo Tank and Silo Company's plant. He is survived by three brothers, Arthur, Frank, and Wiley, and a sister, Mrs. Elizabeth Orbeck. all of Kalamazoo. During the war he had served

SOUTH MANITOU PAIR IS RESCUED AFTER NIGHT OUT

August Warner and son, Julius of South Manitou island were unable to land with their mail boat Saturday due to ice conditions. Their boat was in danger of being crushed by the ice so they anchored it out in open water to await coast guardsmen, who struggled all night to reach them about 5:30 o'clock Sunday morning. The party returned safely to the island but suffered some from exposure.

AND ADDOUGHT FO

MRS. JENNIE BURFIEND TAKEN BY DEATH AT 74

Mrs. Jennie Burfiend of Port Oneida passed away suddenly at her Port Oneida home Saturday afternoon, Oct. 21, 1939. She had lived her entire life in the immediate community, having been born Dec. 24, 1865, near Glen Haven where her grandfather was an early settler. Her father, Alexis Goffar, wa of the early officials of Clev township and Leelanau county and this active interest in local affairs remained with her through her life.

She was married in 1886 to Peter Burfiend, who preceded her in death Feb. 2, 1935. Besides a daughter, who died in infancy, four children were born: Laura E. (Barrett) who died May 3, 1935, Marie L. (Esch) of Belmont, Howard L., who lives on the home farm ,and Lila C. (Mol) of Grand Rapids, a brother, A. B. Goffar, resides in Lansing. Ten grandchildren also

Funeral services were held from her home at 10:00 A. M., Tuesday, Oct. 24, with the Rev. Howard Lavine officiating. Interment was made in Oakwood cemetery.

LAKE VICTIM'S **BODY IS FOUND**

Grand Haven, Sept. 14 (Special)

—The body of Ernest F. Parker,
53, 2321 Everest St., Grand Rapids, who was drowned Sept. 4 in Lake Michigan at the end of M-50, was recovered on last Friday by William Clark, Peter Boss and Leon Warner, all employed by the

The body was noticed about 200 feet from shore and about one-third of a mile south from the scene of the drowning. The Grand Haven coast guard picket boat arrived on the scene about 8:15 a.m. after the body had bee brought ashore.

The 40-mile gale from the east of last Thursday night, caused considerable damage at So. Manitou Id., washing out seventy feet of the boat launching incline at the coast guard station, also the dock at the Station, and blowing August Warner's fishtug, "Lenor" ashore in the harbor there. An easterly wind is the only wind that can strike into the island harbor, and years ago, the sailing vessels and small steamers plying the Lakes often took shelter there from the Lake gales, deep water right up to the beach affording anchorage for large numbers of vessels. The two boats came into dock at South Manitou almost together. A thorough inspection revealed nothing to the patrol boat's officer and he remarked, passing his hand over the newly varnished and painted surfaces of the fish tug: "Not even a fish scale! Pretty slick!"

But the inspection caused the

"Not even a fish scale! Pretty slick!"

But the inspection caused the members of the tug's crew no little concern. The wet nets jammed into the after-hold kept dislodging the close fitting plank cover until finally one of the crew put a net box over it and lay down in the box, apparently to nap but really to hold the cover down solidly.

Scized Abandoned Nets

The patrol boat, equipped with grappling hooks and a net lifter, put out soon after and picked up for confiscation the forsaken nets.

The incident is the only one cited wherein illicit fishing operations of the northern bay fishermen on the Manitou shoals this year were interrupted by a Michigan patrol boat. Many are the tales brought back from that rich grounds to tell how well the violators "got away with it."

The greatest haul of the closed season taken off the Manitous fell to an experienced fisherman who organized a crew of seven other

The greatest haul of the closed season taken off the Manitous fell to an experienced fisherman who organized a crew of seven other experienced men on a share basis, allowing each a box of nets of his own to the on to the gang.

Whatever fish were brought up in the nets furnished by crew members would belong to the man owning the nets. The boat owner, in charge of the expedition, took seven boxes of his own which would give him half of the haul and his crew the other half.

These men were afraid of none of the dangers of heavy seas, the fury of storms or the cold which pervaded everything, relieved only by the feeble glow of a tiny "shipmate" stove. They were not afraid to work in total darkness at the edge of the treacherous iceglazed fantail, which curved to the very mangin of the heaving combers.

They put off from their home wharf as soon as darkness fell on a particularly foul night and ran directly southeast to the fishing grounds. They lost no time paying out their nets and hauled them in over the lifter with scarcely a pause between operations.

The temperatures fell nearly to zero on the upper lake the night they started operating. Cold stiffened fingers fought the tangled meshes of the nets to free the heavy lift. Nothing to compare with this catch, this writer was told, has been taken from any ground at the northern end of Lake Michigan in nearly a generation.

But the terrific seas were a handicap that caused the fisherment to lose perhaps half of each lift. Still the tug's owner netted \$5,000 out of his share of the take in five days' continuous operation. Not once during that period was the patrol boat sighted, either at the fishing grounds or on the way to the ports in Wisconsin to which the haul was taken for transshipment in boxes to the Chicago and New York markets.

The fishing of this group was all done at night, dawn finding them in a Wisconsin port to refit with dry nets. At dusk they put out for the Manitous.

These operations and the disposition of the fish were made possible because the fishermen in charge held a Wisconsin as well as a Michigan license and could legitimately carry fish into a Wisconsin port. The only precaution takeen was to ship fish under a resident Wisconsin fisherman's name.

Fishermen Outwitted Her Last Season



Pa of No. 1, the pride of Michigan's "navy" and the boat on which the state conservation department dies to guard the fisheries of the Great Lakes, after a late season run on the Lake 'Michigan grounds. Heavy gales, coupled with near-zero weather which mantled the patrol boat in a heavy cloak of ice, handicapped conservation officers and aided commercial fishermen in running the closed season blockade off the Manitou islands in northern Lake Michigan this fall.



As president of the Michigan Development Bureau and the state park commission, Mr. Day was always a tireless worker. In lumbering circles, Mr. Day was always prominent. For years he was vice president of the Na-tional Hardwood Lumber association and head of the association's inspection committee. He was instrumental in founding the Mich! gan Hardwood Lumber association in the 80's, and was its first pres-

But throughout all of his activity probably no aspect of David Day's career was a greater example to his fellowmen than his fample to his fellowmen than his family life. Seven children and Mrs. Day now survive him. The children are Mrs. Alice Rohns of Grand Rapids, Mrs. Eva Leber of LaGrange, Ill., Mrs. Fred H. Travis of Grand Rapids, and David, Jr. Estelle, Marion, and Robert, who live at home.

BURY VICTIM CF **EMPIRE GAVE-IN** WHEN FOUNDATION OF OLD

Funeral services will be held in the Methodist church at Empire Friday afternoon at one o'clock for the 10-year-old victim of Empire's first tragic accident in many

BUILDING FALLS

months.

The victim is little Wesley Werner, who was playing near his aunt and uncle as they were digging out the concrete blocks of an old foundation just out of the village on Lake Michigan Tuesday after-noon. The foundation caved in, killing Wesley instantly and severely injuring his aunt and uncle, Mr. and Mrs. Henry Manning. It was several minutes before their screams attracted help.

The Mannings were taking down the foundation to use the blocks on their place in the village. It was the foundation of a storage building that had been dismantled for some time.

Mr. Manning, whose leg is badly injured, and Mrs. Manning, whose back is injured, were in bed today and probably neither will be able to attend the funeral services. Wesley was living with them.



Mr. and Mrs. Eugene Ott

Mr., Mrs. Ott to Make Home in Grand Haven

Mr. and Mrs. Eugene Ott are now making their home at 427 Columbus St., following their marriage on Tuesday, Oct. 22, in St. John's Lutheran Church by the Rev. Edward Hilst. The bride is the former Julia Warner, daughter of Mr. and Mrs. Lonzo Warner, Elliott St., and he is the son of Mr. and Mrs. Julius Ott, Rte. 1. Attendants for the double ring ceremony were Douglas Bethke, cousin of the bridegroom and Miss Maxine Crowder.

Baskets of pink, yellow and bronze mums decorated the altar of the church for the candlelighted

of the church for the candlelighted 5 p.m. ceremony. The bride donned a pink street length dress of silk moire for the occasion. The dress was styled with a high neckline and featured a jacket effect. She wore pink accessories and carried a Bible topped with tea roses. Affendam a wown is Blue

The maid of honor appeared in an identical dress of blue and carried a bouquet of dark sweetheart roses. The bride's mother wore a navy blue dress and was presented with a pink carnation corsage while Mrs. Ott chose a brown dress and accented it with a corsage of

and accented it with a corsulty yellow and white carnations.
Ott's Hall was the scene of a reception with the following relatives and friends assisting: Mrs. Leon Warner, cutting cake; Misses Joan Mosher and Patty Klukos, gifts; Janet Warner, guest book and Mrs. Larry Mitchell, pouring.

Four pre-nuptial parties honored the bride. They are: a miscellaneous shower given by Mrs. William Ott, Mrs. Ralph Ott and Mrs. Ervin Ott; a personal shower given by Miss Crowder; a miscellaneous shower given by Mrs. Loen Warner and a grocery shower given by Mrs. Joe Bartunek and Mrs. Clavion Cluchy. Clayton Cluchy.

11 1 +0

Game Warden Scripture-Reader in Island Rites

Burial Services Held at Storm Keeps Away Minister and Undertaker.

Without benefit of clergy, but while the neighbors stood in the snow drift and sang staunchly into the blizzard her favorite hymn "Nearer, My God, to Thee," the body of Mrs. August Beck was lowered into the soil of South Manitou Island, her home for most of her 72 years.

The storm that wracked the Lakes for two weeks is over now and the channel that separates South Manitou by nine miles from the mainland at Glen Haven has quieted and the mailboat can go

back and forth and could bring all the ministers in Michigan to the island now. But one minister-Lake Outpost When and with him an undertaker—waited on the shore of the mainland within sight of the island for the stown to calm so he could go over and pronounce a Christian burial for Mrs. Beck, and the storm didn't calm. The islanders waited, too-they waited for two days and the minister hadn't come and the the mainland since the storm have take them over. just brought word of it.

(Continued on Page Six)

Game Warden Scripture-Reader In Island Rites

(Continued from Page One) available. South Manitou Island, with its 55 inhabitants, has a doctor no more than it has a minister. The daughter is Mrs. Samuel Morris of Homestead, near Beulah. She gave her aging mother every care but the ill health persisted and on Sunday, Dec. 4, her mother died.

Two days later plans for the funeral at the family home on So. Manitou were completed and the dead woman's husband and daughter and several other relatives went to Glen Haven with the body lake was still in a fury, and then to cross to the island. They reach they gave her a Christian buriai ed the little port shortly after themselves. That was on Decem. dark and Captain August Warner ber 9. The first persons to reach was ready with his mailboat to

But Lake Michigan was already Mrs. Beck was in ill health last in the throes of the storm. The summer and she went to the home waves loomed in great white foam of her daughter on the mainland as far out as the eye could see, where medical treatment was and the mailboat was a mere toy as it stood ready to put out into all of that. The storm struck fear into the funeral party. Captain Warner was ready to turn his boat for the island, storm or no storm; Mr. Beck was anxious to be back on the island. Hadn't they crossed in storms before. But the relatives from the mainland counselled among themselves and decided to wait-they could go over with the minister and the undertaker in the morning. So Captain Warner and Mr. Beck placed the body in the boat and set out alone into the storm. For nearly two hours the little mailboat fought with Lake Michigan, nosing its way doggedly crosswise of the channel that takes the brunt of every storm on the lake. The winds from the north and the winds from the south have a clean sweep through the narrow passageway between the Manitous and the eastern shore of the lake, and the forces of a storm are mo, bilized there so efficiently that the United States go vernment main tains two lighthouses, one light ship, and the three life-saving stations on the channel. But the night of December 6 the channel's Died Mar. 13-56

Died Oct. 4-1956

PAGE 8

S. Manitou Recluse Dies At Rest Home

Mrs. Bertha Peth, 82, South Manitou Island recluse, died Tuesday afternoon at the Hill Haven Convalescent home near Benzonia, where she had been a patient since last November.

Funeral services will be held at 3:30 Saturday afternoon at the Bennett funeral home in Beulah, with the Rev. T. Orlin Torgeson officiating. Her body will be placed in the mausoleum until spring, when it will be transferred to South Manitou for burial in the cemetery there.

Born in Germany, Mrs. Peth had lived on the island most of her life. She had been off only once, and then briefly, in the past 20 years prior to her removal by the Coast Guard last November when she was suffering from a severe eye infection.

Her only known survivor is a nephew in Chicago.

Services Monday For Benjamin Holland, 88

Services for Benjamin Holland, 88, early resident of Leelanau County who died Thursday night at a Traverse City hospital after a long illness, were held Monday afternoon at the Martinson funeral home in Traverse City. The Rev Dr. Howard Towne officiated and burial was in Port Oneida cemetery.

Mr. Holland, born June 2, 1868, at London, Ontario, Canada, came with his parents to Acme and lived in that community until 1897, when he moved to a farm near Port Oneida in Leelanau County. He remained here until 1936, when he retired, moving to Traverse City.

He is survived by three daughters, Mrs. Ella Gray of Maple City, route 2, Mrs. Walter Wamous of Peace River, Canada, and Mrs. Fred Mueller of Chicago; two step-sons, August Warner of Gle-Haven and Herman Warner Grand Rapids; two brothers, Jol Holland of Flint and Stanley H land of Boyne City; a sister, M Laura Cronk of Grand Rapid three grandchildren, 13 grandchildren and five great-grandchildren.

RITES AT FUNERAL HOME -

Funeral services for Benjamin Holland, 88, formerly of Port Oneida, Leelanau county, whose death occurred Thursday at a local hospital following a lingering illness, were held Monday afternoon from the Martinson funeral home. Officiating was Dr. Howard R. Towneak pastor of First Congregational church, and interment was made in ort Oneida cemetery.

CARD OF THANKS

We wish to thank our friends for the many cards and gifts we received, and our Glen Haven friends for serenading us, in celebration of our golden wedding anniversary on the 21st of December.

Mr. and Mrs. August Warner Star Route Cedar. Mrs. Art Beck Died Suddenly

Death came suddenly to a young Frankfort wife and mother Saturday morning. Helen R. Beck, wife of Arthur Beck, passed away at her home on Bellows Avenue.

She was born in Traverse City January 21, 1916, to Perry and Isabel Burgess. For the past 22 years she has recided in Frankfort where she had made many friends.

Besides the husband she is survived by 2 sons: Donald of Grand Rapids and David at home; 3 daughters, Mrs. Everett Cribbs, Grand Rapids; Sharon, at home and Mrs. Robert Van Dishoven, East Lansing; her father; eight grandchildren; 7 sisters, Mrs. Carl Cavitch and Mrs. Lorraine Watson, Traverse City; Mrs. Basil Meadows, Grand Rapids; Mrs. Jerry Micksell, Old Mission; Mrs. Stanley Ball, Leland; Mrs. Frances Connor, Pittsburgh; Mrs. Barbara Liss, Spain; and a brother, Clifford Burgess, Ypsilanti.

A son preceded her in death a little more than a year ago. Officiating at the funeral serv-

Officiating at the funeral services which were held Monday afternoon at Bennett's was the Rev. ELeon Shaffer. Burial was made in the Lutheran cemetery.

wholes has a sixter Ellen Holland (Showdan) at Elen arbeit

Jest 14-1958

Glen Arbor Man Dies Unexpectedly

Louis Sheridan, 54, well known Glen Arbor fisherman, died unexpectedly Tuesday afternoon at his home of an acute heart attack, suffered soon after his return from a fishing trip.

A native and lifelong resident of Glen Arbor, except for a brief period spent in the U. S. Coast Guard, Mr. Sheridan had been a commercial fisherman and was well known to hundreds of Leelanau summer residents who visited his Lake Michigan establishment.

He had not been ill prior to the fatal attack Tuesday.

He is survived by his wife, Mary; two daughters, Mrs. Eugene Richardson of Glen Arbor and Miss Joyce Sheridan of Empire; three sons, Theodore of Elyria, Ohio, Louis Jr. of Birch Run and John of Traverse City; eleven grandchildren; a cousin, Arthur Sheridan of Glen Arbor and an uncle, John Holland of Flint.

He was a member of the Eagles organization.

A requiem high mass will be celebrated Friday at 9 a. m. at St. Philip's church in Empire by the Rev. Fr. David Drinan. Burial will be in St. Philip's cemetery. The rosary will be recited at 8 p. m. Thursday at the Martinson and Son Funeral home in Suttons Bay.

Letter to the Editor.

In reference to an editorial which was entitled: "Juvenile Delinquency Is Serious Problem" (Friday,

Feb. 21, 1958).
1. The most recent figures as to the per cent of juvenile delin-quency in the United States-- "2 per cent of the nation's children" (Parents Magazine, Jan. 1). Therefore it can be easily seen that the a-mount of juvenile delinquency has been decreasing due to new legislation and improved law enforcement. It can also be seen from this statement that juvenile delinquency does not involve such a large number of children as most people have been led to believe. When we speak of the seriousness of this subject, I think it should be made clear that the problem in itself is quite serious, but the number of people it involves is not too seri-

2. Laws are made for all people. Why do we send our adult delinquents to jail and send our juvenile delinquents off with just a probation term? Is it because we feel that children should not be taken from the home? Or is it because we don't feel that we want to spend the money to provide proper detention facilities? If the latter question can be answered in the affirmative — should we stretch the meaning of the law, or dispense with the law so that it will please

our pocketbook?

3. As I am a juvenile, I think that I can adequately represent "the other 98 per cent" when I say that all teen-agers are not juvenile delinquents. I think that misrepresentation from many sources has led many people to think that the youth of today are findeed a very poor lot. On behalf of the children of this area, I would like to thank the Grand Haven Daily Tribune for their coverage of our constructive activities as well as the destructive actions of a selfish few.

Yours truly, Gene L. Warner

1958

ELMER BILLMAN

GLEN LAKE

REAL ESTATE -:- COTTAGES -:- LAKE FRONTAGE

INSURANCE -:- COUNTRY ESTATES

R. 3 MAPLE CITY, MICHIGAN

WHEN I WENT TO THE ISLAND

When I went to the Island across from Sleeping bear, I learned there were real people for whom I learned to care.

Now as I drive on the mainland, and follow close the shore, the light on South Manitou means more than ere before.

I think of Captain Warner and jolly Robinette, all the boys at the station and others there I met.

There's Lloys , Lonz, Frank , and Bud, There's Bill whos anumber one tion and the Captain at the station, who misses most the fun.

There's John Tobin full of stories, He's assistant at the light, oft goes up in the country and comes home late at night.

There's Becks, Johnsons, Hutzlers, all friendly as can be, with warm and friendly handshake, all new-comers glad to see.

Except they be stock selsmen, with a get-rich-quick scheme, they'r no more welcome there, then a kickin donkey team.

I think of friend Bill Haas, whos friendship I would seek, and when I come agan Bill, I'll stay with you a week.

Altho I got quite sea-sick and fed a lot of fishes If I can wome next spring folks it will satisfy my wishes. Dec. 15-31







SOMBARDED WITH FOOD.

Hardly any newspaper reader vill forget the pow-wow caused when word circulated some time ago that the people on South Fox Island were starving. Actually the men had grown restless over the delay in the arrival of spring, and the people on South Fox Island were starving to death. It happens that ultimately they were found to be well supplied with provisions but for a time they had to stand around looking skywards while an airplane hurled hams and bread and store unneeded provisions at them. And for the one plane which reached its destination three others were wrecked.

It is estimated that at least \$100,-000 damage was done to airplanes by the story told by three men who limped to Northport after many hours on the ice. They said they had made the hazard journey to

The coast guard station at Sleep ing Bear Point was notified, but the boats guid not go cut, since the vessel kept steam up and displayed not go cut, since the vessel kept steam up and displayed not go the point go the boat passed Sleeping Bear, steaming out to the open lake. A few days late a life buoy, marked "Hyacinthe, owhich went down the state of t

WHAT HAPPENS WHEN THE ICE HAS ITS WILL

The most thrilling mystery of the west coast, however, concerns the whereabout of the \$20,000 in gold which went down when the steamer Westmoreland foundered off Sleep ing Bear with 17 lumberjacki aboard. Seventeen sailors and fish-ermen saved themselves. The lum-



TEROISM, hardihood, skill and mail service to Michigan islands.

A glance at a map of the State and its surrounding waters will indicate what a tremendous task the Government undertakes. Thirty-two miles of shifting, and therefore-treacherous, ice stretches between the postoffice at Charlevoix to Beaver Island and its surrounding

beyond the end of the railroad line running through the center of Lee-lanau County, Elmer Dalton, the postmaster, sends letters and packages across 12 miles of water.

Bois Blanc island, where one life has been that it.

has been lost in delivering the mail mail from Gien Flaven. Dogs hitched to sleds are Uncle Sam's messengers from the Mackinac postoffice to Mackinac Island. If the people of South Fox Island want their mail they go to Northport, in Leelanau County, for it. North Fox Island is uninhabited.

THE most difficult situation faced by the Government is that in connection with the delivery of the mall to the more than 1,000 winter Inhabitants of Beaver Island, famous in state history as the stronghold of King Strang, last of the lake pirates, and his Mormon colony. How close we of this generation are to our background is illustrated by the fact that in Charlevoix today lives the son of the man who shot the Mormon king as the latter was being taken to the boat for trial on treason and piracy charges in Detroit.

Beaver Island lies 32 miles northwest of Charlevoix. During the summer, daily boat service is maintained between it and the mainland. When the season of navigation closes, about the middle of December, a special contract must be made by Capt. George W. Weaver, the postmaster, with a sailor of resource and courses to carry the connection with the delivery of the

the postmaster, with a sailor of re-source and courage to carry the mail in an ice-crushing vessel through floating bergs and fields of AFRAID OF NOTHING.

Such a man has been found during the last few years in Capt. John McCann, an Irisiman said to be afraid of nothing on the lakes, a native of Beaver Island and once the captain of the City of Boyne, running from Charlevoix to Bay City. Capt. McCann's son, Roland who accompanies him on the hazardous journey, served five years in the American navy during the World War. The engineer, George La Blance, who also is a Beaver Islander, is nephew of one of the unsung heroes of Michigan's postal epics—Joseph La Blance, who lost his life carrying the mail from Cheboygan to Bois Blane Island. The Venus, though named for the goddess of beauty, is no goddess for looks. But on the last trip of the season (made before the ice closed to make boat passage to Beaver impossible) she smashed five miles of almost solid ice at the entrance to the harbor at St. James.

entrance to the harbor at St. James.

James.

January usually sees the abandonment of boat service and the opening of the sled service to Beaver via Cross Village, in Emmett County. The mail is routed from Charlevoix to this point because the distance here is only 26 miles across the ice, which means six fewer miles of peril than if the passage were attempted from Charpassage were attempted from Char-

LOST IN BLIZZARD.

LOST IN BLIZZARD.

Carl Left and William J. Boyle, both Beaver Islanders, in making the dangerous journey last winter, lost their way in a blizzard, arrived at Hat Island (far off their course), crowded themselves and their two half-frozen horses into a 10 by 10 shanty, and waited there till the next day saw the end of the heavy snowfall.

Carl Left and another partner, Joseph Floyd, were crossing the ice in March, 1925, with the mail on a sled drawn by a team of horses. Suddenly they came upon a crevice in the ice several feet across. No way to go around it, except over almost insurmountable hummocks of piled up ice, was found.

They therefore decided to swing a rack, carried on the sled for this purpose, across the stretch of open water. It was supported with planks, blocks and lines to form a bridge. Thereupon the horses were unhitched and each was led safely across the chasm. Floyd started back to get the whifile tree when an ominous crack sounded. At the same time Carl Left shouted a warning to him. Floyd retreated ust in time to save his own life. The two ran with the horses as the udden shift in the wind tore open he gap over which they had just assed and piled the broken mass

into heaps 30 and 40 feet high. But they lost the mail, the sled, compass, coats, blocks and lines, axes and shovels—in fact everything except their own and their horses'

IN spite of this experience Carl Left, who is only 22 years old, is making the same journey once or twice every week this winter. And sometimes waits until midsummer before he gets his pay

summer before he gets his pay check from Washington.
George La Blance, engineer on the boat that cuts her way through the ice till winter locks every possible passage, has an ancestral right to be in the dangerous but exhilarating service.

Both his father and his maternal grandfather, Joseph Smith, have carried the mail over the frozen wastes. Once the two were lost on the ice for 11 days and nights, When they finally reached shore it was found that they had walked so much they had worn the wooden runners from the sled.

CORPSE VANISHES.

CORPSE VANISHES.

It was George La Blance's uncle, Joseph La Blance, who, one Christmas Eve, was so anxious to get back to his family on Bois Blanc Island that he disregarded the warnings of Cheyboygan friends and started over on the ice with the mail, He and his partner lost their bearings in the storm which suddenly arose. La Blance dropped in his tracks as the result of the cold and weariness.

His companion placed him, dead, on the sled with the mail, finally found shelter on a small island and, himself near collapse from exposure, went within a shanty to build a fire and get warm by it. When he got back the apparently solid ice had broken. Sled, mail and dead man were carried away. No trace of them was ever found.

The steamer Violet several years ago carried the mail from Charlevoix to the Beaver group in the period between the closing of regular navigation and the time—usually in January—when the ice is solid enough for sleds drawn by dogs or horses. The boat was caught in the iron grip of two huge bergs and drifted in a disabled condition near lie aux Galets. From this point the ice was solid into the mainland. So Edward Martin, her master, took the mail from her and walked to shore over the ice. He and his party had been out more than a week and had been given up for lost. The bandoned vessel drifted toward Charlevoix and, though half full of water, was recovered. Two years later she floundered.

lost. The bandoned vessel drifted toward Charlevoix and, though half full of water, was recovered. Two years later she floundered, with no loss of life resulting, at approximately the same point.

At Leland the mail is carried to North Manitou Island by Tracy Grosvenor, who has been on the job for 10 years. When weather permits he uses his 25-foot gas boat, Shirley, equipped with a cabin for the protection of the letters and packages.

packages.

REAL SEAMANSHIP.

With Lake Michigan tossing huge chunks of ice high up in the air, real seamanship is required to make the narrow entrance to the small river at Leland where the boats find refuge. Mr. Grosvenor, whether on his boat or making the journey on foot or by sled across the lee, usually is accompanied by John Kinnucan, resident manager of the North Manitou Island Association.

Last winter Mr. Grosvenor and Mr. Kinnucan started from the island about 6 a. m. with the outgoing mail on a slde drawn by a pony.— At the same time Martin Hoeft and John Maleski, with the incoming mail on their backs, left the mainland. They were to meet half-way on the 12-mile journey The snow started to fall, Grosve-

troit alderman, who has his summer home in Leland. Ultimately a bullet sent the animal to his death among the rose bushes.

One of the first questions the stranger who steps into the winter world of any of the islands asks is, "Have you a doctor here?" On Beaver the answer is, "Yes." But the answer was not always yes. Of recent years the state has guaranteed a certain sum per annum to the resident physician. If the people are abnormally healthy—and few are sick on these rugged outposts of Michigan's none too gentle winter climate—then the state makes up the difference in the doctor's income.

DOCTORED BY TELEPHONE.

North Manitou has no resident North Manitou has no resident doctor. Recently Mrs. Oscar Grant, wife of a coast guardsman, was taken sick. Dr. Fred E. Murphy, of Cedar, in Leelenau County, whose practice extends some 40 miles up and down the snowswept coast, diagnosed the case over the telephone as acute appendicitis, and ordered the patient brought to the mainland. She came, accompanied by her husband and another coast guardsman, in John Kinnucan's boat. Dr. Murphy met her in his special snow motor car and drove her to the hospital in Traverse City, where she is reported recovering from the operation.

Dr. Murphy's car is equipped in front with eight-inch runners. In the rear are six wheels, three on each side, over which runs a caterpillar belt.

One of the most dramatic incidents enlivening news about Beaver Island came, in the days before a doctor was resident there, when Dr. Robert Bruce Armstrong, of Charlevoix, went over in an airplane to attend Jesse Cole, whose head had been crushed by a falling tree and who had been unconscious many hours. In fact, it is the Cole case and its attending publicity that is responsible for the presence on the island of Dr. Russell Palmer, the resident physician. doctor. Recently Mrs. Oscar Grant,

THE breaking last winter of the telephone cable connecting Beaver Island with the mainland is responsible also for the three airplanes anchored on the Beaver Island Beach—with no one to run any of them. The islanders clubbed together and bought the planes to maintain emergency communication with the outer world. All last winter the innumerable radios on the island brought them news of the worry they were causing the mainland. But lack of a sending station prevented them from telling their friends on the mainland that they were all right. ver Island with the mainland is re-

nor and Kinnucan reached Leland without meeting the other pair or seeing their tracks. They telephoned across and found that Heeft and Maleski had not reached the island. Fires were lighted for them on the beach and, after being out 18 hours, they staggered in from a journey that ordinarily takes from four to five hours. They had lost their way in the bilzzard.

Phoning from Leland to North

their way in the blizzard.

Phoning from Leland to North Manitou, a distance of 12 miles, means that the voice me. be carried some 80 miles. The wire rung from North Manitou Island to South Manitou Island to Seeping Bear Point, from Sleeping Bear Point to Traverse City, and from Traverse City to Leland. The Government laid the cable, connecting the islands with each other and with the mainland at a cost of about \$195,000. The work was done by the coast guard force and the cable was laid

by the Lighthouse Tender Hyacinthe. North Manitou, which cast 21 votes in the last state election, has five telephones; South Manitou has two and the cost guard station at Sleeping Bear station has one.

THE Indian legend of the naming of Sleeping Bear Point is this: Once a mother bear started to swim from the Wisconsin to the Michigan shore with her two cubs. They became exhausted, drowned, and were made by the Great Spirit

(Manitou) into North and South Manitou Islands. The mother just managed to reach shore, then died from weariness—her head on her paws. She is Sleeping Bear Point, which keeps eternal vigilance on

which keeps eternal vigitatios on the two cubs.

North Manitou was a sacred island to the early Indians. Even today Indians find excuses for not visiting it. It is about eight miles long by five wide.

The North Manitou Association, an organization of Chicago capital-its, not long ago placed several hundred head of cattle on the island.

But the snow was too deep. Many died from hunger and exposure. The survivors reverted to a wild state. To catch them the fishermen and coast guard men of the coast had to play cowboys. Most of the runaways were captured in an improvised roundup, and taken to the mainland. One group of about 30 were loaded on a scow belonging to John Kinnucan, but escaped when they reached the mainland. The fishermen and townsmen joined in hunting them with ropes and guns. One splendid buil rampaged about the formal garden designed by David E. Helneman, the former De-

Photographed with Parents, Grand Parents and Great Grand Parents



The little lady in the front row is Nancy Lu Lewis, four year old daughter of Mr. and Mrs. Floyd W. Lewis, Jr. of Midland. Nancy Lu not only has both parents living, but four grand parents and all (eight) greatgrand parents are in the picture.

Front row: Mr. and Mrs. Curtis Lambkin of Saginaw; Mrs. John E. Lambkin, of Empire, Michigan; Mrs. Floyd W. Lewis of Midland, mother; Mrs. Floyd Lewis, Sr., Midland; Mrs. William Steckert, Saginaw; Mrs. Watson Lewis, of Freeland, Michigan.

Top row: Mr. and Mrs. Anton Johnson of Empire, Michigan; John E. Lambkin of Empire; Floyd W. Lewis, Jr., father of Nancy Lu; William Steckert of Saginaw; Floyd Lewis, Sr., of Midland; Watson Lewis of Free

Mr. and Mrs. John Lambkin of Empire are the parents of Mrs. Floyd Lewis, Jr.; Mr. and Mrs. Floyd Lewis, Sr., are parents of Nancy Lu's father. The rest in the group are great-grand-parents of Nancy Lu. Curtis Lambkin has died since the picture was taken.



Point Betsie lighthouse.

Frankfort, July 15.—Hundreds of ews in charge, Capt. A. J. Wessel tourists and resorters are calling is in command at present.

north of Frankfort. Here visitors marvel at the sand dune and in the evening many cars are parked at the point to view the wonderful sunsets.

Many visit Point Betsie for the historic tales that can be told, which can be obtained from the records of the lighthouse, established in 1850 with Capt. Slyheld as the first keeper. Since then several kepers have been in charge. Capt. S. M. Danielson now holds sway with two assistants.

Many changes have occured since the lighthouse and fog signal have been established, the first being oil burning with a steam whistle for a fog signal; now everything is electrical with a large diaphone fog signal. This station is the only lighthouse that has a radio beacon on the east shore of Lake Michigan. South of the lighthouse is a United States coast guard station, at present in an inactive status owing to the fact the government has a station at Frankfort, manned by a crew of 10 men, and whenever any wrecks occur at Point Betsie, the Frankfort crew is notified.

The coast guard station was established in 1875 with Capt. Math-

at Point Betsie, about five miles north of Frankfort. Here visitors marvel at the sand dune and in the evening many cars are parked at the point to view the wonderful sunsets.

Many visit Point Betsie for the historic tales that can be told, which can be obtained from the records of the lighthouse, established in 1850 with Capt. Slyfield as the first keeper. Since then several keepers have been in charge. Capt. S. M. Danielson now holds

the coast guard.

For many years the only way possible to reach these stations was over the sand dunes but since 1923 the crews of the coast guard station and the lighthouse have built a road from M22 to the stations. This meant many months of hard work. Had it not been for the cooperation and financial assistance from the Frankfort business men it could not have been undertaken by the five men stationed at Point Betsie.

ounding Apart After

Coast Guard Heroically Saved 18: Dead Sailor in Boat Started Search in Lake Superior Storm.

SAULT STE. MARIE, MICH., Dec. 2.—(U. P.)—The battered hulk of the grain steamer Kiowa, pounding on the rocks off Sable graphically of a winter tragedy of the inland seas in which six sail-ors perished Saturday night in one of the most furious blizzards ever

known on the Great Lakes.
Heroism of coast guardsmen,
who battled mountainous waves
and treacherous rocks to get a line

across the Kiowa's bow, saved the other 18 aboard. The survivors, almost dead from exposure and exhaustion, were transferred from the wave-lashed wreck to the bob-

bing boats of the rescuers by breeches buoy.

Captain Alex T. Young, son-in-law of O. W. Blodgett, president of the O. W. Blodgett company, owner of the Kiowa, was among

He and four sailors were drowned when a lifeboat they had launched capsized, according to survivors. With him, they said, were the

ors. With him, they said, were the ship's cook, the wheelsman, watchman and porter. The sixth sailor was found dead in a lifeboat.

The cargo of flax seed in the steel ship shifted as the storm tossed the craft about like a bit of driftwood and made her unman-

The Kiowa left Duluth, Minn. three days ago and was due here yesterday. When a tug picked up a lifeboat stamped with the ship's name and bearing the body of a dead sailor, coast guardsmen put out in the storm to search.

They came upon the half submerged craft at dusk. Breakers were driving her against the rocks like a battering ram.

The coast guardsmen fought for hours before the last sailor was brought off safely. Darkness fell soon after rescue efforts began and hampered the men.

Capt. H. G. Fisher of the coast, guard here said the blizzard that had raged over the lake for 48 hours was terrific.

"Snow came down in sheets and howling gale sent it so thick it blotted out everything," he said.

The Kiowa built in 1920, is 251 feet long and has a tonnage of 2, 309. It had not been determined whether the ship could be salved.

Started to cut logs May - 25 - 1942 First load left aug. 24- 42 Thank To announce the arrival of a son Joseph a. fr. m. Fibruary 25, 1925 Meight 10 lbs. Mr. and Mrs. a. arteck. Best wisher

The family of angie Vander Wagen will always remember your kindness and sympathy