

PROGRAM MEETING
Saturday Evening, Mar 30th
7:30 p. m. in the Museum

Volume 7, No. 2
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THE LIGHTSHIP

Office Address:
1115 6th St.,
Port Huron, Mi. 48060



Membership & Dues:
Edith Hoyer, Treasurer,
6533 S. Riverside Dr.,
Marine City, Mi. 48039

Editor: F. R. CREVIER, 365 Dixie Blvd., Algonac, Mi., 48001

313-794-3466

A Tribute To A Great Lakes Fleet 130 Years of Cleveland Cliffs Iron

BRIGANTINE "COLUMBIA" TAKES THE FIRST COMMERCIAL LOAD OF IRON ORE THROUGH THE SOO LOCKS FROM THE CLEVELAND IRON MINE ENROUTE TO SHARON, PA. IN THE FALL OF 1855... STARTING THE INDUSTRIAL REVOLUTION

"A Salute to Spring" will be the theme of the next program of Lake Huron Lore and it is to be presented on the evening of March 30th at our home in the Museum of Arts and History. Each year we see our beloved Great Lakes in a changing form. This program takes us to the uppermost of the lakes, SUPERIOR, and more specifically to the Marquette Range. First, it was all quiet forest, the fur bearing animals and a few Indians living in peace and harmony.....Along come the French, trapping the animals and spreading religion... fire-water and European trinkets and European disease....they flourished for a few years....then our British ancestors came along with better trinkets.... better Hudson Bay blankets and better scalping equipment... they held on in our vicinity until just a few years ago when they closed their trading post at Sarnia. Our story for the program for that evening will begin at the spot in Negaunee, just southwest of Marquette, where ore was discovered in the fall of 1844 by the surveying party of Dr. Douglass Houghton.

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LAKE HURON LORE CALENDAR.....
(a new column) If you have something coming in the fall... send it to the editor by Sept. 1.

Lake Huron Lore Dinner Meeting, 30 Mar
M/V Paterson Launch, Coll'wd, April 18
Great Lakes Live Steam Whistle Blast!!!!
Detroit Edison, Marysville, June 22.

Annual Marine Dinner, Detroit Marine Society, aboard Lansdown in Detroit, Apr. 20
Details Bill Luke, 20255 Wellesley, Birmingham, MI 48010.

If your interest runs toward PESHHA the late marine photographer call LHL Pres. Walt Smith. 765-8016.

THIS WILL BE THE ANNUAL SPRING DINNER MEETING

OF THE MEMBERS OF LAKE HURON LORE MARINE SOCIETY, A FAMILY STYLE DINNER SERVED BY MEMBERS OF THE MUSEUM GUILD IN THE MAIN GALLERY OF THE MUSEUM AT SIX--THIRTY O'CLOCK... THE MUSEUM WILL BE OPEN AT FIVE O'CLOCK WITH A SOCIAL HOUR TO PRECEDE DINNER. A RESERVATION BLANK IS INCLUDED AND SHOULD BE MAILED PROMPTLY TO THE ADDRESS INCLUDED.

IN ORDER TO ELIMINATE OVERCROWDING THIS WILL BE LIMITED TO 60 RESERVATIONS. Those members who cannot secure dinner seats are asked to gather in the marine room.

100 Years of Yachting

MARINE SHOW WILL OPEN
THURSDAY EVENING BEFORE
PORT-HURON-MACKINAC RACE

Yachts and yachting from the "ETHEL" of Marine City, Official No. 135141, 14.01 GT, 13.31 NT built at Jersey City, N. J. in 1875 to the sleek yachts of the 1984 Port Huron-Mackinac Race will be on display this summer in the main gallery of the Museum of Arts and History. She was owned on the upper lakes and St. Clair River by W. B. Morley, shipbuilder of Marine City. We do not know what eventually became of her... but the home of her owner still stands and is occupied on South Main Street in the river town. Yachting and yacht racing was a prominent sport of over a hundred years ago... as it is today. The sailing yachts... racing machines of 1985 have gained a lot of speed and to the writer have sacrificed a lot of beauty. When one looks at the billowing spinnaker and the colorful sails that probably becomes a debatable point. From the collection of the Museum of Arts and History and the collection of Lake Huron Lore Marine Society we have some memorabilia about the turn of the century. Also on display will be the delineation by Frank Crevier of "PERMILIA" owned by the Hopkins family of St. Clair. This was a steam day commuter that was used to daily make the run from their home in St. Clair. The original painting which the delineation was taken was destroyed by fire when the home of Richard Joy of St. Clair Township was destroyed by fire. We have quite a few years of blank era that leads up to the modern yachts of Karen Carter. Karen was artist to the Mackinac Race in 1984... bringing the show up to date. We would like to fill in between with some of the local yachts. Models will be included in the show including Harry Carle's model of the steam yacht of C. Harold Wills, "MAROLD" and Capt. Ted Richardson's actual racing sloop.

LAKE HURON LORE MEMBERS
INVITED TO ATTEND MARINERS
SERVICE AT GRACE CHURCH,

Rev. Canon D. Roy Lees, Rector of Grace Episcopal Church, 1213 Sixth Street, in Port Huron announces that the 11th Annual Mariners Service will be held on Sunday, March 24th at 11:00 a. m.

The members of Lake Huron Lore are especially invited to attend this historic service, originally established in the days when the river towns were largely populated with sailors. On this occasion each spring the blessings of God were asked for a season free from tempest and a safe return to a snug harbor at the end of the season. The custom is an ancient one... dating to the beginnings of the Christian church in Eastern Europe and spread to the British Isles. Evidence of this manifested in the ship models, some primitive and some masterpieces that decorated the churches. These were built by the sailors as their expression of thanks to God for deliverance from the tempest. Some marine historical organizations float a wreath on the waterway in memory of those who have lost their lives at sea. It might be a thoughtful custom for Lake Huron Lore to consider adopting.

Launch Trip to Collingwood

M/V PATERSON SCHEDULED
FOR LAUNCH APRIL 18TH.

MUSEUM OF ARTS & HISTORY
HAS MADE ARRANGEMENTS FOR
BUS TRIP TO COLLINGWOOD IN
THE SPRING!!!

For Complete Details on This
Package deal call
Museum of Arts & History
1115 6th St. Port Huron.
982-0891

THIS IS THE ONLY COMMERCIAL
VESSEL YARD HAS AT THIS TIME

STEAMBOAT CONFERENCE
MEETS FOR LAST TIME IN
DAVE GLICK HOME IN DEARBORN

On Saturday, March 5, the Great Lakes Steamboat Conference marked the end of an era by cutting what we think was a 16th birthday cake. The cake was brought to the occasion by the President of the Detroit Marine Historical Society Wayne Garret, and dutifully hovered over and cut by the host, Dave Glick. But to go back to the beginning and the opening remarks were.... what did you bring this year? Each conferee is poured a drink from the handy bar and is allowed to start the exhibition of his accomplishments photographically supposedly of his adventures during that year. (your reporter, has noticed over the years the bar tender does not have the responsibility that one time rested upon his shoulders. In fact there were times past when it was necessary to have two bartenders... guess that the kids are growing up!) If the slide that you show is not worth a thousand words.... you are allowed to describe it. The balance of the conferees are at liberty to critique either the picture or the description at any time. This adds considerably to the spirit of the conference. The conferees represented quite a wide expanse of Great Lakes area. Jay Bascom and Bill Wilson represented the Toronto Marine Historical Society. Due to the great beer shortage in the province of Ontario... they came by VIA rail... the train had an

extra express car to carry beer for that long and arid crossing of Ontario.. the train, beer and all is made up in Montreal where no strike is in progress. Among the other out of town conferees were Gordon Wendt, Sandusky, Ohio, trustee of the Great Lakes Historical Society and Don Nath, steamboat constructor extraordinary also of Sandusky, the principal Friend of the.... what is that double ender called that will again steam to Cedar Point? Lake Huron Lore was represented by president Walter Smith, Alan Mann, of Wallaceburg and Tom Moran of Corunna. Harry Wolf represented Springwells and Dr. Karl Schroder representing down river Gros-

se Isle.

Capt. John Leonard was the sole delegate from the Welland Canal area and he brought some slides that needed considerable describing.... Capt John gave a very able description of the venerable Charles Dick, remembered in the Blue Water area as the odd looking ship that took sand from the lower end of Lake Huron for many years but saw her last years on Lake Erie and Lake Ontario. This picture showed her careened about like the ancient saltwater sailors careened a ship to remove barnacles. Capt. John explained that was not the purpose but to attach some blind flanges to the sucker intakes on each side so the crew could work in the pumps that carried sand into her hold. Your editor reminded John that the experience that Ginger, that lab that slept in a half barrel dog house behind the pilot house go us into. When about 100 feet from shore Ginger jumped out of the outboard and started at a bird on the beach. Pretty soon there were thousands of birds taking early morning flight.... right behind them the members of the Audubon Society hoping to watch one bird at a time take to flight that morning. John related another experience with those people... some time before he had read

people poaching song birds for sale and for eating purposes. John was coming ashore early one morning when he saw a set of nets, something similar to badminton nets set up on the point.... he thought it to be a good time to get rid of poachers and took down the nets and released the birds and reported the same to the game authorities in Kingsville, who informed him that was the Audubon Society banding birds under a permit to study their migration habits. One learns many things at one of these conferences.

A delightful two course main meal was served under the auspices of Bill Luke and Dave Glick. First a delightful medley of spring fresh vegetables and beef in a beef broth was served with a fork... first eating the meat and vegetables and then drinking the broth. They both admitted it was supposed to be stew... and something

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STEAMBOAT CONFERENCE
MEETS FOR LAST TIME IN
DAVE GLICK HOME IN DEARBORN

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had happened. . . . our youngest conferee to the rescue. . . . Tom went up to the kitchen and returned with a flour and water mixture which turned the whole cooker full of meat and potatoes into a delightful stew. About that time the upriver crew went off watch and the new watch was met in the driveway. . . . and that is the end of my story. . . . FRC

IT WOULD HELP US ALL
A LOT IF YOU WERE A MEMBER OF
THE MUSEUM OF ARTS AND HISTORY
\$7.50 a year and up/ Your Editor.

MARQUETTE NEW SITE FOR
WINTER OLYMPIC TRAINING
. . . AND YEAR ROUND VACATION!

All is not gloom and doom in the Marquette region of the U. P. however. Through the efforts of Northern Michigan State College and the state of Michigan, the area has been selected by the United States Winter Olympics Committee as the midwest training area that will pump a year around resort business into these picturesque and historic old mining towns when it is so greatly needed with our obsession to turn our steel industry over to nations beyond the seas. Another step to make the Great Lakes the playgrounds of America before the rest of the country decides to drain them.

We understand from recent reports that plans are coming out to restore the historic old Mather Inn at Ishpeming and other historic buildings in the area to accommodate visitors from all over the mid United States as far away as the Gulf Coast. Those people seem to have some pride in their history. . . and build anew where needed, they also realize that there is a past to be preserved. Congratulations to them!



PUT SOME REAL
LIVE STEAM IN
YOUR GIRL FRIEND
WITH THE
"GAY 90'S GARTER"
FROM THE DAYS
. . . THESE WHISTLES
WERE MADE!!!!!!!
ON
JUNE 22
AT MARYSVILLE
EDISON PLANT

"A TRIBUTE TO THE CLEVELAND-
CLIFFS FLEET AND A LOOK TOWARD
THE FUTURE OF THE GREAT LAKES
(cont'd from p. 1)

The Cleveland Iron Mining Company filed articles of Association, March 29, 1853; capital stock \$500, 000 in 20, 000 shares. The incorporators were John Outhwaite, Morgan L. Hewitt, S. Chamberlain, Samuel L. Mather, Isaac L. Hewitt, Henry F. Brayton and E. M. Clark with office in Cleveland, Ohio. They operated several forges unsuccessfully in Marquette. They were the first to send out ore to the lower lakes. The first cargo of iron ore locked through St. Mary's Falls Canal aboard the Brigantine COLUMBIA on Aug. 14, 1851; loaded at Marquette for the Cleveland Iron Mining Co. (There starts the great argument as to who was first!) Perhaps someday we can produce a program along that line. Another would be the story of E. B. Ward and his production of the iron to build his steamer OCEAN. Today the great fuss goes out when the government prints more money in time of need. Eber Brock printed his own with his iron works on its face and he signed it and it was currency throughout the upper peninsula! The big red Con the black stack of many cargo ships on the Great Lakes will probably never be seen again. We are collecting as great a number as possible for the showing on the 30th of March. Bill Luke will make the presentation in his customarily delightful manner and will conclude with a bright side of the lake marine picture.