

THE LIGHTSHIP



EDITOR: Frank R. Crevier, 365 Dixie Blvd., Algonac, Mi. 794-3466

CONCLUDED FROM "LIGHTSHIP" Lake Huron on Nov. 9, 1913

The storm began on this part of the lake about 6 a. m. of the 9th, when the wind became brisk northwest. The first verifying velocity (36 Miles) occurred at 9:50 a. m., and from that time until 1:30 p. m. the wind increased very little but fluctuated between 20 and 42 miles per hour. At about 1:30 p. m. it shifted to the north, and increased steadily until it attained an extreme velocity of 62 miles per hour at 9:02 p. m. A comparison with the wind record from Harbor Beach, shows that the wind was nearly the same in that part of the lake also. The highest and steadiest winds occurred between 6 and 10 p. m., and that was the time when most of the accidents occurred. Even the watches that were found on the dead bodies were stopped between 8 and 11:30, and probably indicated the time when the boats went to pieces and the sailors went to their watery graves.

The station barometer began to fall about 2 a. m. of the 9th when it stood at 29.70 inches sea level, and reached the lowest point, 28.95 sea level at 8 p. m. During its fall the wind was strong from the northwest and north, indicating the storm was increasing in energy, as its center was already east of the station.

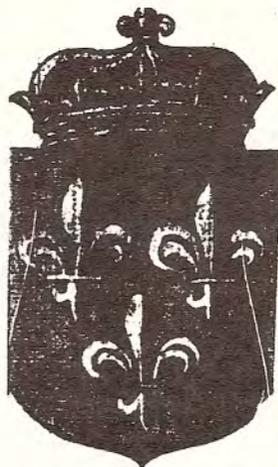
The damage on land and along the shore, although considerable and will probably total over \$100,000 in Port Huron alone, appears insignificant when compared with losses on the open lake. Telegraph and telephone communication was crippled for several days. Trains and electric cars were stalled, by blinding snow, which piled up drifts 4 and 5 feet high. A few store windows were smashed in, and several houses were unroofed. The water rose 4 to 4 feet above normal at the foot of the lake and in St. Clair River, and caused considerable damage to shops and dock property along the waterfront. Fort Gratiot Lighthouse at the foot of the lake was badly undermined by the action of the waves, and the lightship about two miles further up in the lake was dragged from her anchorage to the Canadian shore. --A. Wiesner, Port Huron.

MICHIGAN LIGHTHOUSES
BY MARYSVILLE PHOTO-
GRAPHER ON NOVEMBER 9

A photogenic trip around the state of Michigan produced a collection of lighthouse portraits of note. Terry Ernest, Marysville professional photographer has some outstanding views of these old structures. These old light house structures are not alike for obvious reasons, that they were used by sailors before radar as daytime identification as well as their distinctive flashes in darkness. A trio of the same structures were built in the 1870's being Eagle Harbor, Upper St. Clair Flats Canal light and Lower St. Clair Flats Canal Light . These are the only ones that come to mind at the present time, there may be others. The modern light, a white culvert tube with a red band around the top completes the architecture.

We are happy to present Terry and his pictures for the evening of Nov. 9. They will be on exhibit before and after the program. Terry is the new proprietor of the former D&I CameraShop, Erie St. which he operates under his own name.

Another pro photographer who is a member is George Booth of Sarnia. He is a wedding photographer and has not been able to make a Saturday program.



Some of the Events

Exhibition:

Publication: Fort St. Joseph
at Port Huron.

Museum Events:

Feast of the St. Claire,
Pioneer Day

Schools: Video Programs

Folk Arts in the Schools

International Symphony

Port Huron Little Theatre

Co-Operative Extension Day:

Cotillion.

A Community Project
Sponsored by The

Museum of Arts & History

1115 Sixth Street Port Huron, Michigan 48060

EMERGENCY STORM LANTERNS FROM PORT HURON WEATHER STATION WILL BE PRESENTED TO MUSEUM NOVEMBER 9. Through the co-operative efforts of three of the trustees of Lake Huron Lore, the kerosene emergency lanterns that were used when there was a power failure on top of the federal building have returned to the Cooper Marine Gallery. They had been a home in Grosse Pointe for many years. Frank Crevier purchased them from an estate. Robert R. Lesterfashioned the bracket to display them and Capt. Ted Richardson furnished the material for display. The oil fonts are in them but the castle, wick holder and chimney are missing, due to an earlier electrification. They are rewired without destroying the artifact's value. They will be lighted for severe or dangerous storm.

Capt. Steve Lyons was a resident of Clay Township, St. Clair Co., and was brought up on tug boats and at one time was master of the Nelson Bloom, schooner. This is perhaps the reason to come through without heavy damage to the J. S. Sheadle.

