

Photo Album

CLARENCE SELLMAN



Her proud pennant still flying, the M.V. SQUATTER, sits amidst the ruins of an old building, a quaint reminder of the past history of Mamainse.

MAMAINSE CONT.

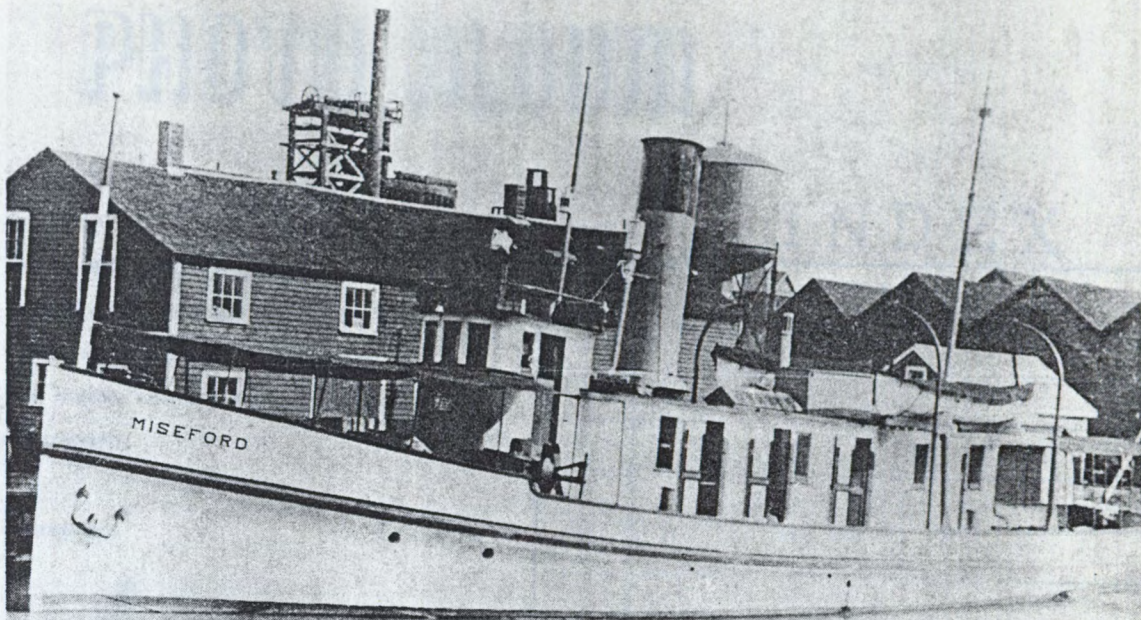
One can only express wonder at the navigational skills that allow the James D to be brought in the narrow harbour entrance lined on either side with outcroppings of grey granite. Requests have been made for the dredging of a larger channel and the installation of another one hundred feet of government dock, the latter now being almost assured. Other interests have been attached to Mamainse by all the activity and as many as six tugs now fish out of there. Among all the new developments stand the shanties and smoke houses that are remnants of former days. Their weather beaten exteriors add a picturesque touch to the majestic scenery. Augmenting this touch of yesterday is the rotting hull of an old gill net tug, the M.V. Squatter, which according to our information was seized in years gone by for poaching and hauled out on the bank after her owners failed to show up and claim her.

In spite of the modern buildings erected by Ferroclad, the stately James D tied up at the dock, the trucks and the modern machines, one cannot help but be struck by the pioneer atmosphere at Mamainse. Here, in the face of a frequently hostile climate and rugged terrain, far from many of the trappings of modern civilization that many of us in more settled communities take for granted, hardy spirits are wresting a living from nature. It is an accomplishment many men must only dream of, but in tiny Mamainse it is an ambition and a dream come true.

Squatter 35x10-1913

Frank F. Seidl Menominee Mich.

Bill Tesger was caught over the line at Caribou Id. fishing hooks. After war 2



PAGE

The MISEFORD's appealing lines are well illustrated by this picture of her taken while she was a government patrol boat.

HISTORIC BOAT

When the Port Burwell firm of Misner and Tedford ordered a new tug built for them in Welland in 1915, they didn't fool around. The 80 foot boat they commissioned that year for the booming Lake Erie herring industry was one of the most attractive and durable boats ever to sail the lakes. Even in a port noted for such classic old steam tugs as the Earl Bess, the Brown Brothers and the Winner, the MISEFORD's fine lines were the object of much admiration. With a registered length of 80 feet and a beam of 20 feet, the mammoth tug drew 9' 5" and had a gross tonnage of 113.

It was not long before the Canadian Government, conscious of the protests of commercial fishermen over the poaching activities of American boats, began to negotiate for the purchase of the MISEFORD with the idea of converting her to a patrol boat. In that role she served the Federal Department of Fisheries for decades with

CONT. PAGE 22

*Patrolled east end of L. Superior
on Canadian side. 1930s*

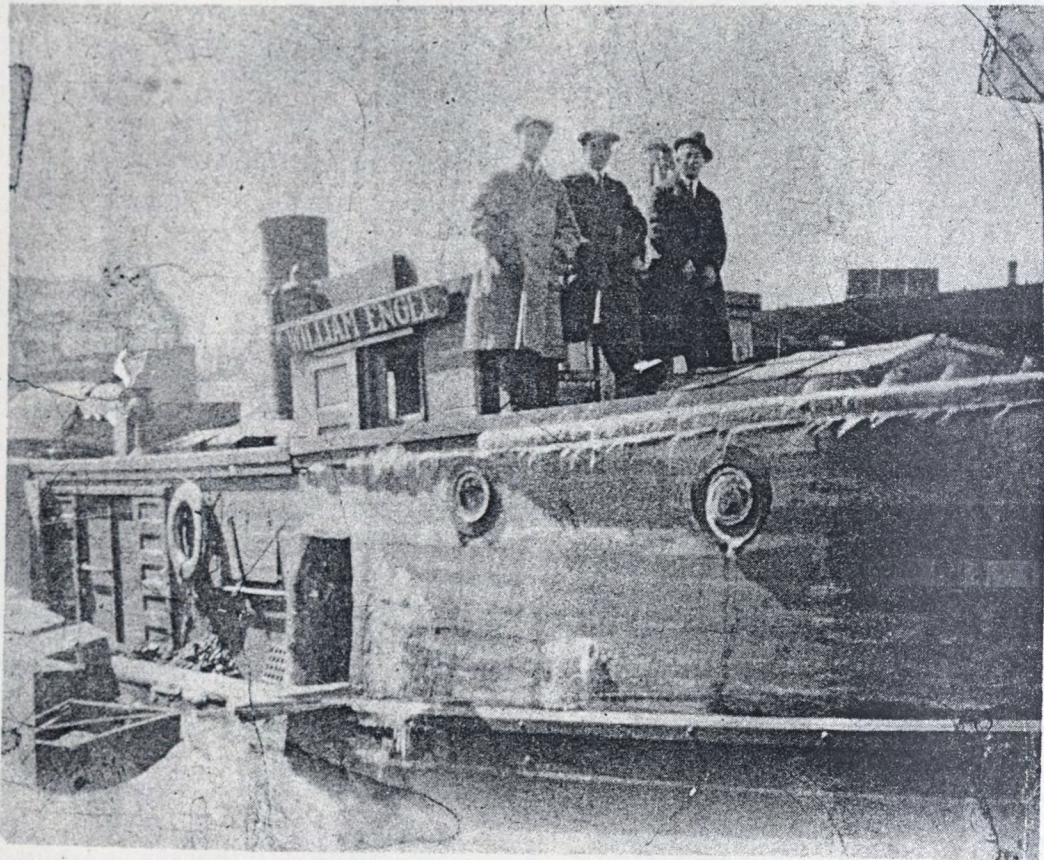
forward some information on these boats of days gone by. If you see a boat pictured here about which you have some knowledge we would appreciate you jotting down a few lines and forwarding it to us at your convenience. Such information could fill some gaps in our history of the industry on the Great Lakes.

Due to the fact that we have greater access to Canadian records and there has been a less substantial decline in the size of the fishery here, the majority of the vessels in this collection are Lake Michigan boats.

Some of the tugs pictured here are of recent vintage and may still be in use to this day although

we have tried to eliminate any that fall into that category. A great many boats were constructed after the Second World War in a spirit of optimism that prevailed at that time. The steady decline of the fishery in the last two decades meant that many of these boats fell by the wayside. Many others in the collection are of an earlier era when both crews and catches were larger. They were some of the most splendid boats ever to sail the Great Lakes and they had a character all their own. The lakes will never see the likes of them again and before their story is lost to posterity forever we would like to seize this opportunity to gather all the information we can relating to them.

BOATS OF BY GONE DAYS



Joe Disyachin tug

THE WM. ENGEL

1939



LIGHTHOUSE POINT

GRAND MARAIS, MICH.

D-1143

1946



N-1867

VIEW FROM OSTRANDER'S

GRAND MARAIS, MICH.

Lost on Lake

May 22-1945-

Capt. James McDonald, 53, and Tony Tornovich, 45, commercial fishermen of Grand Marais, Mich., were drowned when the fishtug, *Eddie S*, capsized in a 50-mile gale at the Grand Marais

harbor entrance Tuesday afternoon, May 22. Their bodies were found washed ashore. Beverley Bugg, Grand Marais, other member of the crew, was rescued by the Coast Guard patrol boat of Grand Marais, which found him floating nearby in a lifejacket. McDonald and Eddie Bechway of Grand Marais were co-owners.

THE GRAND MARAIS ADVERTIZER

Number

GRAND MARAIS, MICHIGAN, FRIDAY, SEPTEMBER 12, 1952

Twenty-Two

FAST BECOMING FISHLESS LAKE

FISHERMAN ALONG LAKE SUPERIOR GETTING
RIDICULOUSLY SMALL CATCHES THIS
SEASON.

LAKE BECOMING DEPLETED

MARQUETTE MINING JOURNAL SAYS ONLY
REMEDY IS RE-STOCKING BY STATE AND
GOVERNMENT HATCHERIES.

What has become of the trout and white fish in Lake Superior?

That is the question fisherman on the south shore of the lake are now asking. Catches have never been so light as during the past month.

The result of an all day trip with one of the fish tugs is often not more than 300 pounds of fish, which is not enough to pay operating expenses and labor required on the boat.

Whitefish and lake trout are so scarce in Lake Superior that many fisherman predict that the time is not far distant when the business will be dropped as unprofitable.

What is the matter? Have the fish forsaken their familiar haunts or are

there no longer any to speak of in the lake? The latter is the explanation most frequently offered. That Lake Superior, known as the abode of the finest whitefish in the world, is fast becoming a fishless sea is a startling statement, but that is just what the local fisherman are claiming.

The reason given for the lake's condition, is that the government was not replanting fast enough to take the place of those fished out each year. Until the states and government began planting by the millions and billions, there was the same scarcity of fish in the lower lakes. By liberal propagation, Lake Erie and Lake Ontario have become restocked until the fishing interests there report that this has been a good season.

This year the government has planted in the vicinity of Marquette about 7,000,000 fish. The total number of fry planted this year on the south shore of Lake Superior is probably not far from 25,000,000. Sounds like a lot, but at one Lake Erie port, 1,000,000,000 fry were planted yearly by Pennsylvania and that was added to by the Federal Government.

The general feeling here is that there will be no more good fishing until some wholesale planting has been done. -From the Grand Marais Herald, September 3, 1910

SATURDAY, SEPT. 27, 1952

Views Aired On Fish Problem

GRAND MARAIS—The interim sub-committee of the fish and fisheries division of the State Legislature met Thursday evening with the fisherman of Grand Marais and surrounding towns at the VFW Hall. The purpose of the committee was to obtain the views and opinions of the fisherman, commercial and sport troller alike in order to introduce concurrent legislation providing for a special joint legislative committee to study the fishing resources of the Great Lakes and to report the need of a sound policy with respect to fisheries of the Great Lakes.

The committee consisted of Chairman John W. Wood, state representative from Manistique, Rep. Hugh Nelson, Indian River and Sen. William Ellsworth, St. Ignace. Also attending the meeting was James Scully, Conservation Dept., Fish Division from Marquette, George Marolf, journal clerk, House of Representatives and Lloyd Lemmon, legislative technician from Lansing.

Seek Earlier Closing

The first of the Grand Marais fisherman to express his views on the subject was Alfred Lundquist Sr., better known in the community as "Captain Grump". Mr. Lundquist who fished commercially for many years and has been a sport troller for the last 13 years, was spokesman for the sport-trollers of Grand Marais. The main point stressed was for a longer and earlier "closed season" to allow the fish to spawn properly. The second main point was for the replenishing of the fish by the conservation department. The third point brought out by the trollers was the setting out of separate ground for the trollers and the possibility of the big commercial fish companies being stopped from fishing too many gangs and too big mesh nets; this last point to be settled mainly by the commercial fisherman and the sport trollers themselves.

Speaking for the commercial fisherman, Parmer Masse, who has fished commercially for 35 years out of this harbor, also stressed the need for an earlier closed season. Mr. Masse explained to the committee what took place during the spawning season, and why it is necessary for an earlier date on the closed season. He recommended the season to close as of October 1, and to remain closed until November 15. He also stressed the need for the replenishing of fish by the conservation department and cited from experience the results of such a replenishing years ago. He stated how the fingerlings planted then resulted in the best years fishing, he ever had, four years later. Capt. Masse and Capt. Lundquist disagreed on the question of whether or not it should be necessary for sport trollers to obtain a separate fishing license. Capt. Lundquist maintained that since 95% of the sport trollers hold anglers license that should be all right.

del. check in needed

Lamprey Not Serious

Craig Olson from Shelter Bay, representing the Lake Superior Sport Trollers Association, a newly organized group whose aim is to coordinate the conservation efforts of trollers of the Upper Peninsula, Ontario and Wisconsin to conserve the remaining supply of lake trout also agreed on the unified closing of the season in order for the fish to spawn properly, fingerling planting and the setting aside of designated areas for the sport trolling and commercial fishermen. Another point brought up by all of the men was the lamprey problem, though they were all agreed that it has not been too serious or the lamprey too plentiful in Lake Superior up to date.

Out of town fisherman attending the meeting were A. P. Wilson, Nick Parvi, George Weingertner, Matt Wartti, Isaac Takala, Eino Erickson, Arthur Jacobson, Craig Olson, Alfred Kimar, Sonny Kimar, Victor Ruusi, and Toivel Partanen from Shelter Bay, Ray Adair, Arnold Steinhoff and Edward Severson from Munising, Arvi Puro from Eben Junction, Ray Lee Jr., from Negaunee, Charles M. Maher from Flint and Leo Cherrette, Thomas Brown from Whitefish.

In The Mailbag

9-8-55

"Save The Trout"

Editor, The News—

While the U.S. Fish & Wildlife Service and the government of Canada are making a vallant effort to exterminate the Atlantic Sea Lamprey from Lake Superior, it is my opinion that every effort must be made by the State of Michigan to conserve and preserve the existing supply of Lake Trout.

Upon close observation and study of the present practises of many commercial fishermen, the only conclusion is that the vast waste of this wonderful natural resource is appalling and disgusting.

As an example of this waste, let's consider this method of many Michigan Commercial Netters: One tug can lift, reset and clean the fish from one gang of nets in one day. This means that one tug can handle a maximum of 7 gangs a week. Each net should be lifted every 5 days to prevent the trout from rotting in the net. However, many outfits have as many as 22 gangs of nets in the lake at the same time, and can be lifted about every 3 weeks. This means that any fish caught in these nets the first 10 days to 2 weeks after they are set are spoiled. The netter follows this practice because he feels he can gain a slight net profit. However, your natural resource is being wasted from 33% to 50%.

Another practise is to set large Gill Nets while and where the fish are spawning. This is permissible because our present season closes only on trout Oct. 5 to Nov. 4 and more often the fish spawn later than this. Also, the tugs are allowed on the lake during the closed season and enforcement is therefore very difficult. The nets are illegally set before-hand and lifted on the opening day.

By allowing this, the very large fish are caught when they are most vulnerable. This is very bad if the species is to survive.

If the catching of the Spawners is to be allowed, we then must take that spawn and hatch it as was done by the Federal Government in the past. However, the value of this procedure is questionable. History will repeat itself, and we must look to history for guidance. In 1905 the trout were very plentiful, so Commercial Tugs moved in with mile-long seines and by 1910 had depleted the lake of trout. The Federal government then stepped in and hatched from 60 to 70 million fingerlings a year. In time, trout were again abundant. Today, we think it's "headlines" if 1½ million is planted. The seines were outlawed, but today's nylon gill

nets are putting the seines to shame.

To look at this problem from all aspects, we must consider the Atlantic Lamprey. He is taking his toll. It is believed by many that one Lamprey on a fish will get his fill and drop off before the fish is dead. However, if we so deplete the supply of fish to where several lampreys can gang up on one fish, then we have lost our fight.

Due to the life cycle of the lamprey, the present method of control will take from 5 to 10 years. Also, a better method might result from the intensified battle against them.

In the meantime, Michigan must follow the path of Wisconsin who limits the nets to 7 gangs per tug, and must follow Canada who limits the nets and the total tonnage.

You might say, "So What?" "I don't like to fish. It means nothing to me." However, your son or daughter or their son or daughter might like to someday; So please study this problem carefully and give it your support. We must get Michigan's laws up to date.

Seeing is believing. Come on up.

Sincerely yours,
Grand Marais Citizens
Committee

Munising News

Overfishing Rated Major Factor In Lake Superior Trout Decline

1956

Overfishing is the leading cause for the decline in lake trout and whitefish catches in Lake Superior.

That is one of the conclusions reached by Dr. Lynn H. Halverson, head of the department of geography and earth science at Northern Michigan College of Education, in an article on "Lake Superior Commercial Fisheries" in the current issue of Michigan History magazine.

Lamprey 'Unknown Factor'

"The problem of insuring a fishing industry on Lake Superior for the future is one of the reproduction of white fish and lake trout on the one hand and the pressure of fishing on the other, with the unknown factor of the lamprey in the background," Dr. Halverson writes.

He takes a skeptical view of the claim by some authorities that the sea lamprey poses a major threat to the lake trout population in Lake Superior. "The part the sea lamprey may play in relation to the trout fishery of Lake Superior is still uncertain," Dr. Halverson states. "A study which is in progress by the United States Fish and Wildlife Service at the Chocolay River near Marquette indicates that the first large crop of young lampreys entered the lake in 1952. That there will be an explosive development of the lamprey comparable to that in Lakes Huron and Michigan is a question. It is possible that natural conditions on Lake Superior may be less favorable than those of the other lakes, but such a contention at present cannot be based upon sufficient data to be significant."

Cause For Concern

Yet there is cause for concern about the future of the industry. "The inclination of some to point to the statistics of the catch and take the position there is nothing much to worry about, since the catch has held up surprisingly, is not in harmony with the conditions as they exist," the professor asserts. "Large lake trout spawners have definitely decreased in numbers, and the migration of fishermen and gear from other lakes has increased the pressure. If the catch holds up temporarily, with the present number of fishermen equipped as they are, the only result possible is the depletion of the breeding stock. There is no question in the minds of intelligent and thoughtful fishermen as to the ultimate result, with or without the sea lamprey, unless prompt action to conserve the industry is taken by the proper authorities. With increasing demands upon the food supply of the nation in prospect, the problem takes on added significance."

Elsewhere in his article, Dr. Halverson points out: "There is little question but that overfishing, in its several aspects, is the major problem confronting the industry . . . The wonder is that the more desired species of the lake, lake trout and whitefish, have not been

fished out; particularly since the efficiency of the fishermen has been increased by the application of power to operate boats and net lifters, the installation of the fathometer to survey the bottom, the introduction of special nets and the use of nylon twine in gill netting."

Traces Fishing History

Dr. Halverson presents a sketch of the history of commercial fishing on Lake Superior:

"How early the commercial taking of fishing . . . began is difficult to say. Lucius Lyon wrote in 1822 of a take of 1,600 barrels of fish near Sault Ste. Marie in the early fall fisheries. In the late 1830's the American Fur Company began an ambitious program of exploitation of the fisheries of Lake Superior, but marketing difficulties and the depression years following 1837 hindered its chances of success . . .

Six Cents A Pound

"At Marquette in 1885 the catch of white fish averaged two and

one-half pounds each and brought the fishermen four to six cents per pound. Trout and siscowet averaged about three pounds each and sold for three to five cents per pound. Marquette was the only locality where siscowet were extensively sought by fishermen, and this is true today . . .

"The take of whitefish reached its peak in 1891 with 3,847,900 pounds, while the peak for trout was reached in 1904, with 4,300,500 pounds."

Sports Troller Raps Commercial Fishing

GRAND MARAIS — A high school football coach who operates a sports fishing boat out of this port in the summer has leveled a host of charges at Michigan's commercial fishing set-up.

According to Michigan Out-Of-Doors, Frank Parker told the Conservation Commission that, from his own observations, the depredations on Lake Superior lake trout by sea lampreys was not as great as that done by some commercial fishermen.

Challenged By Westerman

Fred Westerman, Lansing, fisheries division chief for the Conservation Department, said he was surprised at Parker's charge and challenged several statements made by the Newaygo football coach.

"As an example of this waste," Parker said, "let's consider this method of many Michigan commercial netters. One tug can lift, reset and clean the fish from one gang of nets in one day. This means that one tug can handle a maximum of seven gangs a week. Each net should be lifted every five days to prevent the trout from rotting in the net. However, many outfits have as many as 15 gangs of nets in the lake at the same time, and can be lifted about every three weeks.

Gill Netting Practice

"This means that any fish caught in these nets the first 10 days to two weeks after they are set are spoiled. The netter follows this practice because he feels he can gain a slight net profit. However, your natural resource is being wasted from 33 per cent to 50 per cent.

"Another practice is to set large gill nets where the fish are spawning. This is permissible because our present season closes only on trout from Oct. 5 to Nov. 4 and more often the fish spawn later than this. Also, the tugs are allowed on the lake during the closed season and enforcement is therefore very difficult. The nets are illegally set before - hand and lifted on the opening day.

Favors Longer Closing

"By allowing this, the very large fish are caught when they are most vulnerable. This is very

bad if the species is to survive." Parker said that a citizens committee urged that Michigan follow the example of Wisconsin, which limits nets to seven per tug, and that of Canada, which limits nets and tonnage of the catches. He asked that the closed season start Sept. 15 and remain closed until the first of the year.

SNAGGING SALMON

This noon on television I heard some comments against the State Conservation Department arresting fishermen for snagging salmon near the mouth of the Thompson River. I do not see why there should be any law against the snagging of salmon under certain conditions.

In Montana there is an open season for the taking of salmon by snagging. This is done in certain streams when the salmon are making their spawning run. A fisherman is allowed a certain number of salmon, either by hook and line with bait or by snagging. There are certain rules controlling the snagging.

Montana does not sell the salmon commercially. They belong to the sport fishermen. I do not see where the Department of Conservation has the right lawfully to take the salmon and sell them on the commercial market. They are doing this strictly as a business.

★ ★ ★

The salmon was brought into Michigan as a sport fish and the bulk of the money spent on this program was sportsmen's money. If there are any surplus salmon in our waters the sport fishermen should have the right to take this surplus. The state should have the right to take what salmon are necessary to produce the spawn for propagation and that is all. There is no reason why Michigan should go into the commercial fish market. It is going to continue to be the sport fishermen's money that will carry on this fish program.

I understand there has been a commercial fish buyer's market located in Grand Rapids. This will be the clearing house for all salmon bought from the state. From this clearing house the salmon will be sold to commercial buyers from all over the state.

★ ★ ★

I think there should be a real investigation by the sportsmen into the ownership of this commercial buying center and into all other details connected with it.

Sportsmen, the salmon were brought into the State as a sport fish and with sportsmen's money and you sportsmen should have full use of these fish. The Department of Conservation plans on selling on the commercial market this fall in the neighborhood of 2 million pounds of salmon. They sold one million pounds last fall.

F. L. (Nick) Carter
PO BOX 147
Grand Marais

9-20-68

**Jo. Des Jardien, Experienced Pilot,
Fishes a Mighty Craft Out of
South Haven, Mich.**

HIS "Wm. Engel" is 74 ft. long with beam of 17½ ft. and has been with the present ownership four years, having once fished for Barnett & Meyers at Kenosha, Wis. Pilot Jo. Des Jardien is a 43-year-old hombre who has fished out of Grand Marais, Mich., and on every lake except Ontario.

Six men crew it for him at present though often as many as eight are employed. Jo once sailed for Booth, too. How well he recalls a 9400 lb. catch of trout that brought some nice shekels into his private coffers. Just two years ago, his boat caged a lift of 8700 lbs. of trout at Grand Marais, Mich.

4-1930



aug 28-1968

Joe Des Jardine, for 70 years a commercial fisherman on the Great Lakes, isn't about to be slowed down by a mere 82 years. Des Jardine captains a boat out of Grand Marais, Mich.

Joe died in 1969 —Jim Carter Photo

Skipper Has Fished Lakes for 70 Years

Special to The Sentinel

Grand Marais, Mich. — For 70 years Joe Des Jardine of Grand Marais has fished the waters of the Great Lakes at ports in Wisconsin and Michigan, Ontario and Pennsylvania.

Now 82, he skips the 40 foot tug, Razal Brothers, manned by a crew of four, but there's no talk of mutiny on that boat. Joe is a competent fisherman, expertly seasoned by his many years on the water.

"We've been making good catches this season, and already we've caught our quota of lake trout," he said.

About 12 boxes of nets are set on a routine trip which takes the tug 40 miles out into Lake Superior near Caribou island and Canadian waters. The fish are shipped to the east coast — mainly to markets in New York city.

Native of Ontario

A native of Owen Sound, Ontario, Joe has fished in Lake Huron's Georgian bay, at Racine, Kenosha and Green Bay, Chicago, Ill., Erie, Pa., and Whitefish Point and South Haven, Mich.

He began working on commercial fishing boats when he was 12.

"The first boat I worked on was a sail craft. It wasn't long before I got on some of those big steam tugs — they were the real ships," he said.

Around 1910 to 1912, he piloted the 110 foot steamer tug Friant out of Grand Marais, one of the biggest fishing tugs on Lake Superior. Earlier, around the turn of the century, he captained the packet boat Ora Endress which hauled freight and passengers between Grand Marais and Sault Ste. Marie, Mich.

Harrowing Experience

Probably the most harrowing experience for the old fisherman was about 20 years ago west of Grand Marais near the famed Pictured Rocks. Des Jardine was out in his 30 foot motor tug, the Alger, when stiff winds suddenly came out of the northeast and the boat's motor sputtered and died.

"Winds were whipping into gale force . . . and I was being blown into the big rock cliffs. Breakers crashing into the rocks sounded like cannon shots," he recalled.

Keeping his wits, he managed to rig a sail from a blanket and used a pole for a mast. After some time he got the boat headed away from the treacherous Pictured Rocks and it slowly inched its way into Munising bay.

When a coast guard patrol boat came upon the Alger the next morning, Des Jardine was in the galley preparing his breakfast of fried eggs.

His wife shares her husband's interest in the lakes. Every day since 1913 she's kept her own log of weather conditions on Lake Superior and has bulging scrapbooks containing newspaper clippings of Great Lakes disasters.



1950

Joe DesJardine Fished On Lakes For 75 Years

Hundreds of men have worked for the Endress company over the years, and if any could characterize the commercial fisherman, it was Joe DesJardine.

Beginning his career on the Great Lakes in 1891, DesJardine piloted his last fish tug at Grand Marais at age 81.

He manned vessels and set nets on all of the Great Lakes except Lake Ontario, but spent the greater part of his life on Lake Superior at Grand Marais and Whitefish Point.

Born in the port of Owne Sound in Ontario's Georgian Bay country, his life as a fisherman began at an early age. When DesJardine was five, his mother died and his father, also a commercial fisherman, began taking him out on Lake Huron. And he

lived the life of a fisherman for the following three-quarters of a century! He died in Grand Marais in 1969 at age 82.

In 1906, DesJardine came to Sault Ste. Marie and worked on tugs of A. Booth & Co. Four years later, he struck out for Whitefish Point and signed up with the crew manning tugs of Emil Endress, coming in 1912 to Grand Marais to run a tug; the firm had here.

DesJardine worked on the full range of fishing craft from the 30-foot tow-masted schooners and the steam-driven "propellers" to the modern Diesel tugs.

He often recalled how he liked to be gliding along under sail, heading for a big lift. When the steam tugs came into use, DesJardine became a captain for Emil Endress. In 1913, he ran the 85-foot "Fashion," and later captained the 110-foot passenger-freighter, "Friant." Others included the "Ora Endress" and "Glorianna."

He said that five to six gangs of nets were set from the big steam tugs, and in mid-summer, as many as 11 gangs--with 18 boxes in each gang.

A few years before he went to Grand Marais, the record season catch made there was 600,000 pounds. But he viv-

idly recalled his tugs lifting 300,000 pounds of choice lake trout and whitefish in a single season.

He pointed out that there wasn't any modern sounding equipment in those days--and not much weather data. The Coast Guard's weather flags were closely watched and a weather eye was kept "pealed."

Trout came big then. There wasn't much fuss made about the bigger fish, but a lot of them weighed out at 50 pounds--after they had been cleaned and heads cut off!

Although he fished at Grand Marais for almost 60 seasons, DesJardine ran the 85-foot steam tug, "William Engle" out of South Haven on Lake Michigan in the late 1920s, and he spent seasons fishing at Grand Haven; Racine and Kenosha, Wis.; Waukegan, Ill.; Erie, Pa., and Pelee Island in western Lake Erie.

Close calls came to every Great Lakes fisherman and DesJardine weathered many a storm.

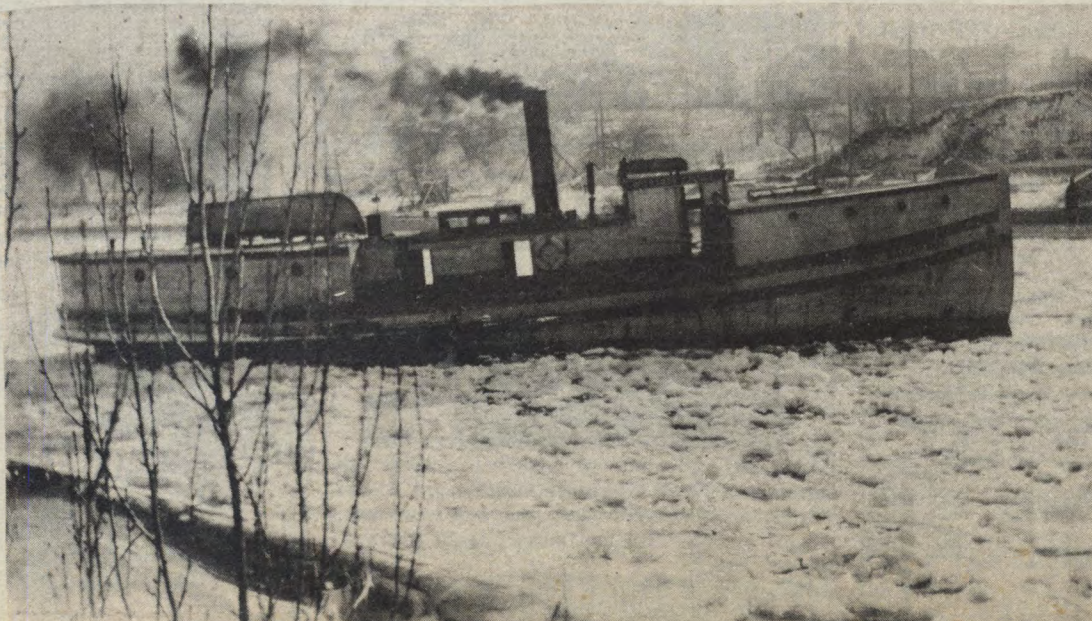
His narrowest escape came on the "Alger" when it nearly broke up on the Pictured Rocks. One summer in the late 1940s he was fishing in the "Alger" north of Munising when a stiff wind came up and soon was nearing a gale. Hiping to beat the storm, he headed for Munising, but the tug developed engine trouble and it soon stopped altogether.

Whipped by 50-mile-an-hour winds, the "Alger" was soon headed for the Pictured Rocks and DesJardine knew the light craft would be dashed to pieces. But when the tug neared the rocks he noticed that--as huge breakers carried the tug toward the rocks--the backwash

stopped the boat just short of the cliffs, and brought it back out into the lake.

This kept up most of the night but by morning the storm died down. With engine gone, he took several outrigger poles for masts, fashioned sails with blankets from the bunks, and sailed into Munising harbor to safety.

Soon after he bought the "Rambler," the last tug he personally owned, and fished out of Grand Marais until the early 1950s, when he started deep sea fishing. For several years he operated the sport trolling boat, "Linda," which he ran until about 1955. He then worked on various tugs and at dockside in Grand Marais and Whitefish Point. Still tall, hale and swarthy at 81, he piloted his last tug here in 1968 when he operated the "Razal Bros."



A 1929 photograph of Joe's big steam tug, the William Engle taken in South Haven, Michigan

63x14
47 years
ton
Built 1901

9-4-87

1914 Blizzard during Deer Season

Reprinted from the April 21, 1971 issue of the Pilot.

11-20-87

The book is thin—a booklet, really—and bound only in heavy brown paper. Its stark cover has only the title—“Blizzard Bound”—and the date, 1914, and in the bottom left hand corner three names: George W. Millen, George Huntington, and Rev. Fr. Kennedy.

“I thought you might be interested in the story,” Joe Thompson said over the phone to me some months ago. “I was sorting over some old papers and cleaning out drawers, and I came across it. It might make an interesting feature for you near to deer hunting season.”

Joe is a long time sportsman from Ypsilanti, retired some years ago from his Dodge-Plymouth dealership there. He is also (and the reason for the story) a member of one of the oldest hunting clubs in the state, located in the Upper Peninsula south of Grand Marais and called Camp Newton.

The camp was founded mostly by residents of the Ann Arbor and Ypsilanti area. Those named in the booklet were Reverend Frank Kennedy, Dr. George Hull, Henry Platt, and John Haggerty from Ypsilanti and Philip Schumacher, W. W. Wadhams, and George W. Millen from Ann Arbor. Presiding over the club in 1914 was ex-State Senator Frank Newton of Ypsilanti, and also belonging to the group was U. S. Sen. Charles Townsend, from Jackson.

During that 1914 deer season, however, Camp Newton almost lost a member and a guest from Ann Arbor. That is the story told in the little booklet, and it deserves a retelling today not only from the historical interest, but also for the lesson it provides.

George Millen, as noted, was a member of the club, and George Huntington a guest of Philip Schumacher that season. The two lived near one another and were well acquainted. Millen on Geddes and Huntington on Vinewood.

Together they set out on the morning of Nov. 16 to look for deer. It was, Huntington noted in his account later, “a fine winter day,” with two to three inches of snow on the ground.

They set out from camp to the west, then went north along an old logging road. Crossing the “Beaver grade” (an old railroad grade out from the previous small settlement of Beaver), they continued along a log road on a ridge through a hardwood area.

“At this point we should have hunted back toward camp,” Huntington wrote later, but “the road through these hardwood ridges going north seemed perfectly clear, the winter forest of beech and maple magnificent, and we naturally moved on, looking for deer, as the signs were numerous.”

They skirted an attractive lake (one of a pair called Twin Lakes), and found a small, abandoned cabin there. Investigating the inside, they found it a shambles, almost chewed to pieces by porcupines, which, Huntington noted, “had made a stable of the place.” He remarked to Millen that

he’d “hate to spend a night in this place,” a statement he was later to take back.

The two hiked on northward, and three miles or so later they came to an old abandoned logging camp, whose several buildings were no more than rotting walls, having lost their roofs to the elements long ago.

At this point the pair turned east, heading for the road which led from Grand Marais to the north and their camp to the south. But the trail they followed was submerged in water and bog, and grown up to thicket, and the going proved too difficult to continue.

It was at that point it began to snow, and to snow heavily. Realizing their plight they turned back toward the logging camp, to retrace their trail back to Camp Newton. By the time they reached the logging camp four inches of wet snow had fallen, and walking was difficult.

It was also dark, and the temperature was falling rapidly. They had tried several times along the trail to stop and light fires, but could not find dry wood.

Reaching the old logging camp at about 10:30 that night, the exhausted pair again tried to light a fire using old roof boards which littered the floor of one of the buildings. They had no axe, but did have a hunting knife to make shavings. Again they were unsuccessful because their matches had become too wet to produce light.

At this point they were at a low ebb, and both of them crawled under an old bunk to rest. Had they stayed there they would undoubtedly have died by morning, a victim of cold and their wet clothing.

But somehow or other Millen roused himself and tried the fire again. This time he ripped off a small section of his

shirt, which was fairly dry, and found also a piece of tar paper. Remembering a trick taught him long ago, he gently struck one match head against another, and after several tries the match lighted. Quickly he put the fire to the cloth and tar paper and it caught fire.

To the fire they applied the shavings, a bit at a time, until they had a fire which would burn the damp lumber. Thus they were finally able to thaw out, dry out, and assess their position.

The blizzard was still raging, but they were able to make a leanto in the corner of the building, and with a hearty fire and dry clothes they could last the night. The temperature got down to two degrees below zero that night, they later learned, and with the dropping temperature the snow finally stopped about 2 a. m.

With the first light of morning they decided to try to get back to the first cabin they had seen, the one the porcupines had chewed. At least it had a roof, and an old iron stove, and if they could find some game along the way they could wait it out until they were found.

But shortly after they began their trek to the cabin through the deep snow which now covered their trail, the wind began to blow, and increase in intensity. Several times they lost the trail, and having no compass with them, blindly stumbled on, luckily in the proper direction.

At one of those times they lost the trail, split up briefly to search for it, and Millen barely escaped a falling hemlock, blown over in the high wind, which landed a scant two feet from him.

That seemed an omen to Millen that “the Lord is with us,” and ten minutes later they found the cabin.

Inside there was not only dry wood and a stove, but also an old cross-cut saw. They had dried and protected their matches this time, and a fire was easy to come by. After they had rested they began to cut up the floor boards to feed the stove, but they could work only a few minutes at a time because they were weak with hunger, and they had found no game at all on their hike.

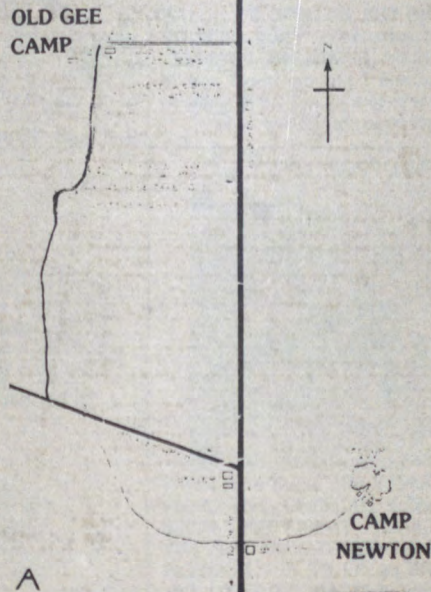
By this time they had been gone two days, and a full search was being mounted by Camp Newton. This portion of the story is detailed by Rev. Kennedy, in the later half of the booklet.

No one at the camp began to worry until late the first night. As Rev. Kennedy noted, there are always some who get “turned around” while hunting, and often they were “caught out” until night. The club even had a “big gun” to fire to guide those “caught out” back to the clubhouse.

That particular night five men were absent when dinner was served. Two came in shortly after dinner started, and another stomped in when it was nearly over. But the “Two Georges” did not come, and after dinner the club members assembled in front of the clubhouse to fire the big gun and wait for an answering shot. None came, though they fired repeatedly.

The search party set out toward Beaver, firing the gun at intervals, but still no response. They reached Beaver without an answer, and called back to camp. Fortunately the club had installed an early telephone, and thus they were able to notify “central” at Seney, a lady by the name of Miss Lloyd, who stayed on the phone to relay messages for three days and three nights while parties searched the forest.

Calls went out to Grand Marais,



Sketched on the map is the location of Camp Newton and the site of blizzard-bound men.



Pictured with their rescuers in the center of the above photo are the two Camp Newton men who were caught in the blizzard of 1914. From left to right are George Huntington, Matt Olli, Joe DesJardin, and George W. Millen.

Cousino, Newberry, Trout Lake, and points between. Searchers joined in from every point, until by Thursday a small army was combing the woods.

But hope was gradually diminishing. Temperatures had remained near the zero mark. Two feet or more of snow had fallen. The men had not so much as packed a lunch before they left. And someone found Huntington's compass in his room, left behind when he went to hunt.

As Rev. Kennedy put it, "tears were a very common sight, and prayers, let it be said, were frequent and fervent."

Back at the porcupine cabin, the two Georges were running out of wood they could saw, and were growing weaker. But the wind still howled outside, and they knew they could not make it back to camp.

It was Thursday, four p. m. They had been gone four days and three nights, when they heard a noise at the door and two men strode into the cabin. One was Joe DesJardin, a French Canadian, and the other Matt Olli, a Finlander, both employed by the "game and fire" department in Grand Marais.

The two rescuers had brought along food. As Huntington wrote, "nice, clean buttered bread, fried cold venison, a tin of dried chipped beef, a glass of butter, and a bag of cakes. Gentle reader, right at this point two stomachs saluted and reported

for duty!" And he added, "Lest I forget, each man produced a half pint flask of rather fair whiskey."

The two were still too weak to walk out that night, so DesJardin stripped off his heavy mackinaw, pulled on a light sweater, and loped off to Grand Marais, twelve miles distant, through the still raging storm.

He made it by 7 p. m., and Camp Newton was notified by telephone that the "two Georges" were safe. Next day a sleigh

pulled by four horses picked them up at the cabin and delivered them back to camp.

The story "Blizzard Bound" ends there, a slim volume inexpertly but clearly outlining a story of triumph over the elements. A good novelist could pad it out to 300 or 400 pages, and have a gripping tale, but this tells us all we need to know.

The two Georges were lucky. They had gone into strange territory without food or compass or axe, had overstrained their capabilities, and had barely escaped the grim reaper.

EDITOR'S NOTE: Doug Fulton, author of "A Good Lesson From An Old Tale", is a writer for THE ANN ARBOR NEWS. The story reprinted above was in the Nov. 9, 1975 issue of the newspaper. In a note to the editor of The Pilot, Fulton notes that there were several more names mentioned in the story that might be of interest to area residents. Thomas B. Wyman, Secretary of Northern Forest Protective Association, Munising, and J. H. Roundtree of Grand Marais, sent the rescuers out.

Stephen Lowney, who was in charge of timber lands for CCI, also sent men to the rescue. A number of game wardens with a 'Major' Oates in charge, also were sent to find the missing men. Also mentioned in the original story were Ed Grondin and a man named Vaughn.

About 250 men were mobilized for the search, coming from Grand Marais, Grondin's, Seney, Munising, Marquette, Cousino, Newberry, Trout Lake, and other neighboring areas. Also mentioned in the camp report for that year were the following attendants, probably hired locally: Mrs. Joe Glaza, cook; Helen Wroblewski, maid; James Groves, cookee; and William Snyder, guide. We mention these names, since some of them may still have relatives living in the area who would be interested in this feature story.

- 31 - 71

Commercial Fishermen Led Rugged Life

By FERN ERICKSON

No other life is as filled with uncertainty, fear and danger as that of a Great Lakes commercial fisherman. He challenges the Lakes with large boats and small, and the sudden storm is the enemy of his operations. It may rob him of expensive equipment, wipe out his business in a single day and even take his life.

The casual observer, however, sees boats tied up at stark, drab, dockings and imagines the fisherman making short runs to nearby fishing grounds that are filled with fish, there for the taking. He is unaware of the years of studying the habits of fish and the years of trial and error that go into each set of nets he makes. He does not realize how much his success depends on the changing moods of these Great Lakes.

It takes a special breed of men to face the demands of this hazardous occupation. The history of commercial fishing is filled with stories of the dark tragedy that has followed him as he pursues a way of living that to him is most honorable.

No port has contributed more to the history of commercial fishing and perhaps no other port has seen more of the tragedy than Grand Marais. Her fishermen, unprotected by nearby islands and with no close harbor of refuge, have fished farther from port than any other port fishermen. Their stories of storms and narrow escapes were topics of every-day conversation, as they shared each other's struggle to wrest a living from mighty Lake Superior.

Through the years, many of these men have been the victims of severe storms.

On November 25th, 1932, the fishing boat "Lydia" foundered near the entrance of the Grand Marais harbor. The vessel was capsized by heavy waves whipped by a sixty-mile northwester. Drowned were Louis Larson, Thomas Larson, Fred Hazen, Alex Mannila and John Tomkiel.

In 1945, six men were to lose their lives in separate sinkings. On May 22nd, the boat "Eddie S." was wrecked in an accident similar to that of the "Lydia" while attempting to return to port in a northwest gale. James MacDonald and Anthony Tornovich were drowned.

In July of the same year, the boat "Rockaway" was sunk when caught at the fishing grounds in a sudden southwest storm that struck without warning. Frank Vaudreuil, James Vaudreuil, Scott Chilson, and Frank Green lost their lives.

No memorial exists for these men and the men from other ports who have died in commercial fishing disasters. They will long be honored, however, by those who live in the lake ports and by those who know well this uncommon breed called commercial fishermen.

(EDITOR'S NOTE: Mrs. Erickson, who now lives in Munising, is the daughter of the late Joe DesJardine of Grand Marais, longtime commercial fisherman on four Great Lakes.)

Build 1938



The second life Guard Station is shown in this photograph. Today it houses the Maritime Museum and a residential home for a Park Ranger.

Also on Coast Guard Point is the Coast Guard Auxiliary Building and the Grand Marais Historical Museum. Both museums are well worth visiting. Photo courtesy of Pictured Rocks National Lakeshore.

First Station on Coast Guard Point 8-5-88

By Fern Erickson

The first old Life Saving Station was built on Coast Point in Grand Marais in 1898 and was in full operation in 1900.

It was very important at that time because it filled a gap that had long existed along the dangerous shoreline that stretched from the Deer Park Station, east of Grand Marais, to the one at Marquette.

Stations had existed at Vermillion, Crisp Point, Two-Hearted River and Deer Park since the 1870's. Twenty-two years were to pass before one was commissioned for Grand Marais.

The station, at the time of its construction, was considered the finest on the Great Lakes. It was equipped with 2 surf boats and a 34 foot, 4

ton, self-righting life boat, and was also fully equipped with beach apparatus. It had a cannon-like [Lyle] gun, projectiles, small messenger line, large hawser ropes, a breeches buoy and a metal life can.

The beach apparatus was regarded as one of the most important pieces of equipment the life savers used. It was designed to rescue those shipwrecked within 600 yards of shore. The apparatus was mounted on a beach cart that was hauled to the wreck site by hand or horses.

The Lyle gun could shoot a projectile attached to a thin line across the deck of a wrecked ship. When that line was attached to the ship, a heavy line, anchored on shore, with the breeches

buoy or the life can could be sent out to the ship and the sailors could be hauled to safety.

The station contained a large main room and rooms for storage. The second floor contained the captain's bedroom and a barracks-type sleeping room for the crew. The boats and the rescue equipment were stored in this building also. The life boat could slide out of this building on a wooden ramp and be launched directly into the water.

The size of the crew varied through the years. A captain and a crew of six were manning the station in 1912.

A lifesaver's life looked exciting but it consisted mostly of drills, keeping equipment in order, standing sunrise to sunset watches in the tower or patrolling the beaches on foot. Though a crewman might have a home and family in Grand Marais, all of his on duty hours had to be spent at the station.

Many familiar Grand Marais names were associated with the life-saving service here and in the area. Those names include, among many others, those of Thorrington, Bufo, Williamson,

Chilson, Mixon, Soljenski, Martin and LaRoue.

In the beginning the early saving service relied on volunteers recruited from local communities. As the Coast Guard Auxiliary is operating things have come full circle.

Coast Guard hearing set 8-22-80

GRAND MARAIS — The United States Coast Guard will hold an informal public meeting at 6 p. m. Sept. 11 at the Grand Marais Community Hall in Grand Marais in order to gather information concerning the impacts of disestablishing the Coast Guard Station in Grand Marais.

The commander of the Ninth Coast Guard district has determined the public meeting will be in the public interest, and will assist him in making a decision on the environmental impact of disestablishing Coast Guard Station in Grand Marais.

A meeting file, which includes copies of correspondence received, the Notice of Proposed Coast Guard Activities, and other material, will be available for public inspection from 8 a. m. to 4 p. m. Monday-Friday at the Ninth Coast Guard District Office in Cleveland, Ohio, at Coast Guard Group Sault Ste. Marie and at Coast Guard Station Grand Marais.

The United States Coast Guard invites all interested parties to take part in the meeting. Any person will be permitted to make an oral statement or submit a written statement pertaining to the topic.

Written statements may be handed to the chairman of the meeting or may be mailed to: Commander, Ninth Coast Guard District (dpl-2), 1240 East 9th St., Cleveland, Ohio 44199.

Grand Marais station 10-24-80

SAULT STE. MARIE (UPI) — Coast Guard officials at Sault Ste. Marie say they have received no word on plans to close the Grand Marais station.

However, they said they were confident a speedy decision would be coming from Washington on plans to close the station to save money.

"We would like a decision soon so that if we do shut the station down we can have time to winterize it and reassign present personnel," said Lt. Cmdr. Thomas Worley, executive officer for the administrative office overseeing the station.

The above photograph was taken in March of 1945. Jess Arche y is on the far left and William Sellman is the third person on the right. The rest of the men shown in the photograph were stationed here in the Coast Guard. The men had just rescued the deer from the Bay. Dogs had chased the deer into the bay and they had fallen through the ice into the water. It is extremely important at this time of year to keep your dogs from chasing the deer in town.



2-19-88

Photo courtesy of Clarence Sellman.



World War II Coast Guard Members and friends enjoy week-end in Grand Marais.

Coast Guard Reunion Held In G.M.

9-4-87

A Coast Guard reunion was held in Grand Marais over the weekend of August 21.

The group consisted of person who were stationed at the Grand Marais Coast Guard Station during World War UU. Since 1976 they have made a point to get together. Next year they plan to meet in Grand Marais, Minnesota.

On Friday night they held a dinner at the Recreation center, a fun but chilly picnic was enjoyed at the Boat Ramp on Saturday. Grant Peterson, gave a slide presentation featuring shipwrecks and the park with a tour of Sable Light House.

The group enjoyed the "wonderful" hospitality room at Alverson's Motel. Visiting with friends, a highlight of the week - end was exchanging memories. Bessie Capogrossa and Gladys Endress's visit was most rewarding because of the photographs she had of her parents, Pa and ma Grump; who were friends of all of them. They all shared photographs of their days while stationed in Grand Marais.

Letters to the Editor

Dear Pam:

I want to congratulate you on your delightful newspaper. It is a refreshing contrast to the big city news of Politics, Aids, Murder, Drugs, etc.

Since September, I have read the Pilot cover to cover. Of course it helps that I was fortunate to spend over 3 years there when I was in the Coast Guard. I really experienced Grand Marais in all seasons. Your recent winter issues brought back good memories of winter - skiing through the Grand Marais School Forest with our friend Sayre Ostrander, piles of snow and storms.

The recent article by the Detroit reporter who wrote about the Superior Hotel and Bessie Capogrossa also brought back fond memories. In 1942 when a lot of young men who were Coast Guards were transferred to Grand Marais, they were all welcomed with open arms by Bessie's Mom and Dad - we called them Maw and Paw Grump. We loved them and they were our "Maw & Paw".

Your February 19, 1988 issue came and as always read front to back and lo and behold on the last page - there was my picture. I was the one on the right end, holding one of the deer. The other coastie are from left Frank Picel, Everett Wal-frent, Norman Jones (stooping), Pete Tellier and me. I had someone take the picture with my camera.

I'm glad I subscribed to the Pilot and looking forward to the future issues.

3-18-88

Sincerely,
Bob Milligan.

Prof's career began as fisherman

2-15-75

MARQUETTE — It's been a long way from the pilot house of the tug "Shark" on Lake Superior to the academic halls of Northern Michigan University — and the course charted by Dr. Alfred Niemi has taken him through the waters of three of the world's oceans en route!

A native of the Upper Peninsula port of Grand Marais, Dr. Niemi has had an unusual career in many respects. He's piloted a commercial fishing tug in the rugged waters of Lake Superior; he was a skipper of several rescue-patrol boats in World War II; he has had a pilot's license (air, that is) since 1940, and he holds university classes in the woods as well as in the classroom.

Dr. Niemi is professor of conservation at Northern — a post held since 1956.

Born into a commercial fishing family — sturdy Finnish pioneers who knew how to wrestle a living from a lake that grudgingly gave up its bountiful yield of some of the finest fish in the world — Dr. Niemi and his three brothers helped their father, Otto, to run the family fishing operation from the time they were young boys.

"We all helped him build the 'Shark'," Niemi recalls. "It was 34 feet long, made of sturdy white oak with a double keel."

Veteran commercial fishermen at Grand Marais regarded the "Shark" as one of the most seaworthy tugs in port.

Dr. Niemi made many a long trip on Lake Superior, setting and lifting miles of nets, and making runs to and from the fishing grounds — with such picturesque names as "Preacher's Hump," and "Red George's Reef."

After graduating from Grand Marais High School, Dr. Niemi worked for six years with his father and brothers in the family fishing business.

During his years as a commercial fisherman, he saved his money, determined to go on to college. The day finally arrived when he entered what is now known as Northern Michigan University and decided to major in in-

World War II interrupted his studies, and he entered the U.S. Army where he became commander of an air-sea rescue squadron in the Gulf of Mexico and later in the North Atlantic, out of New York Harbor. His experience piloting the "Shark" came in

handy during this "detached service" with the old Army Air Force.

As fighting in the Southeast Asia theater became more intense, Dr. Niemi was transferred to the waters off Burma and became skipper of an Army Air Force rescue-

patrol boat in the Indian Ocean.

Dr. Niemi's assignment was to drop off super-intelligence agents — members of the Office of Strategic Services (OSS) — in tidal estuaries along the Burma coast. Dr. Niemi's crew also picked up wounded, and their operations were frequently bombed by the Japanese. They were "top secret" and were conducted in cooperation with the British Landing Craft assaults in the same area.

He terms the days as rescue-patrol boat skipper as "very hot."

Just prior to the war, Dr. Niemi received an aircraft pilot's license, and in 1943 was awarded master maritime pilot's papers.

Returning home after the conflict, he entered Michigan State University to study agriculture.

After his graduation, Dr. Niemi taught at high schools on Sebawaing and Cooper-ville, and taught agriculture part time at MSU.

After earning his master of arts degree in school administration from MSU, he taught agriculture and aviation in the Galesburg-Augusta Community Schools, and then joined the faculty at NMU.

Michigan State awarded him a doctorate in agriculture, forestry and conservation in 1960.

In addition to teaching classes on NMU campus, Dr.

Niemi and his students take to the woods at the University's field station at Cusino Lake east of Munising. Here, the out-of-doors becomes his classroom and natural environment his textbook.

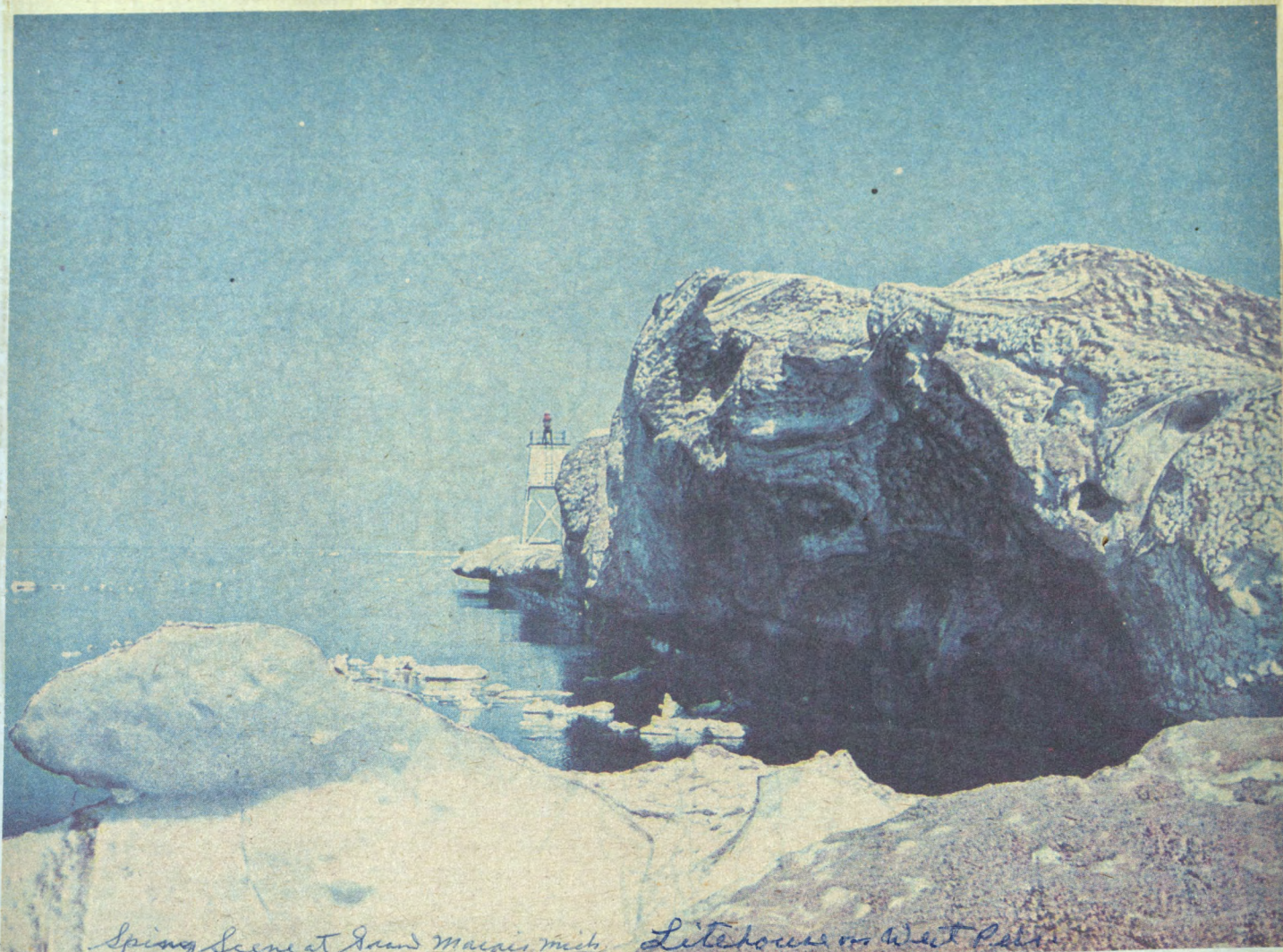
For 10 years, Dr. Niemi has served as coordinator of Michigan Junior Academy of Science in the Upper Peninsula, and he has been active in university extension services throughout the region.



Main trails and bypaths of Michigan's rugged Upper Peninsula have been traveled by Dr. Alfred O. Niemi, professor of conservation at Northern Michigan University. A former commercial fisherman of Lake Superior, Dr. Niemi made these snowshoes and his Finnish-style cross country skis from native ash and birch.

What does a commercial fisherman turned university professor like to do in his leisure time? Fishing (naturally!) and cross-country skiing. He made his skis at Grand Marais from local yellow birch in the time-honored Finnish style.

Although his days as pilot of the "Shark" and lifting nets from cold Lake Superior waters are long passed, Professor Niemi sometimes looks back on his life as a commercial fisherman, and he can almost feel the wheel of the sturdy tug in his hands and the raucous cry of the gulls as he neared dockside with a catch of trout in the hold.



Spring scene at Grand Marais, Mich. Lighthouse on West Point

Monday, September 28, 1964

Four Men Saved By Ore Carrier

GRAND MARAIS — Four men on their way to Sault Ste. Marie were rescued Saturday afternoon by the ore carrier E. J. Block in Lake Superior after the men bailed for three hours to keep their 31-foot boat afloat.

Tossed by seas that built up in front of winds up to 60 miles an hour, the Markay owned by Wayne Hutchins of Grand Marais sprang a leak and was almost awash when rescue came about 2:30 p.m.

Saved were Hutchins, about 60 years old, Edward Hermanson, 49, of Grand Marais, and Hugh and Harry Rowan, also in their 60's, from Rochester, Mich.

The men had left here at 6:30 a.m. for the trip to Sault Ste. Marie where they were to be licensed for a two-week

moose hunting trip along the north shore of Lake Superior.

Off Parisienne Island in Whitefish Bay they were picked up by the carrier Block and taken to Sault Ste. Marie. The Markay was taken in tow, broke a line, and was later picked up by the Coast Guard.

"We bailed for about three hours, I guess," said Hermanson. "The motor never stopped but the leak was so bad we just had a hard time keeping afloat. Another 10 or 15 minutes and it would have been too late."

Exhausted by bailing, the men collapsed on the ore carrier and were taken to a hospital at the Sault and then returned to their homes — none the worse for their experience. They abandoned the hunting trip plans, however.



2-6-84

Ice Bergs, Grand Marais, Mich.

The Markay is a 31-foot diesel powered craft, a converted sailing boat that Hermanson said he believed came originally from Escanaba. Hermanson and his wife operate a store here.

They have relatives in Escanaba. Hermanson is a brother-in-law of Mrs. Francis Thomas, Mrs. William Thomas, and Elmer Neimi, all of Escanaba.

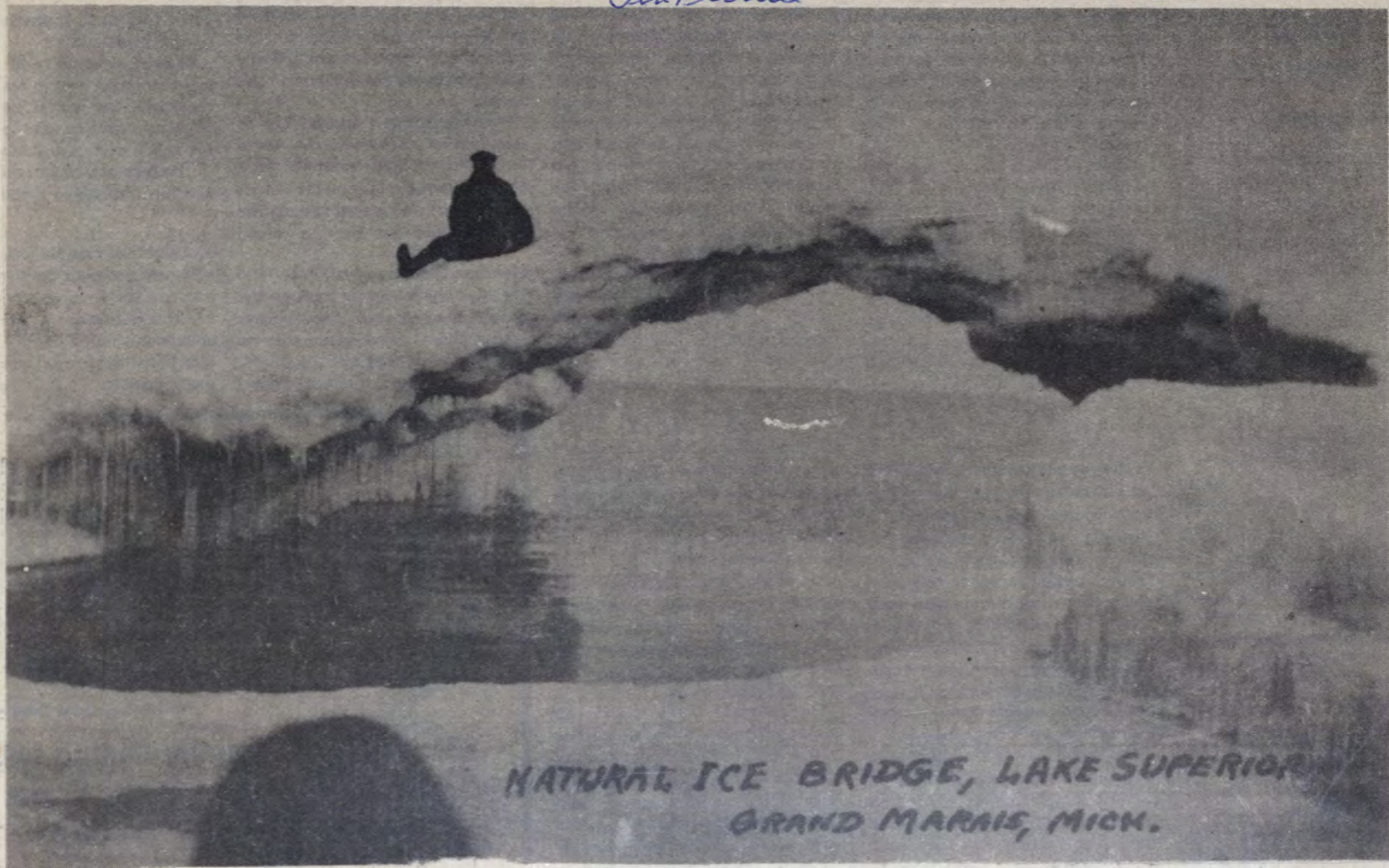
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THE GRAND MARAIS PILOT AND PICTURED ROCKS REVIEW

2-6-87

FEBRUAR

Old Picture



NATURAL ICE BRIDGE, LAKE SUPERIOR
GRAND MARAIS, MICH.



A winter photograph of the lighthouse located on Coast Guard Point. It has stood for safety and security for many years. Michigan ranks at the top in the number of lighthouses along our shorelines.

1-15-88

Photograph By Bob Weston-Creative Enterprises

Waterfront Properties



Over 250' in the center of town running from H-58 [Everett Avenue] to the water. Old cottage on property. Could be sold in two parcels. Terms available.

Smith Bros

Port Washington, Wis. 6-20-86

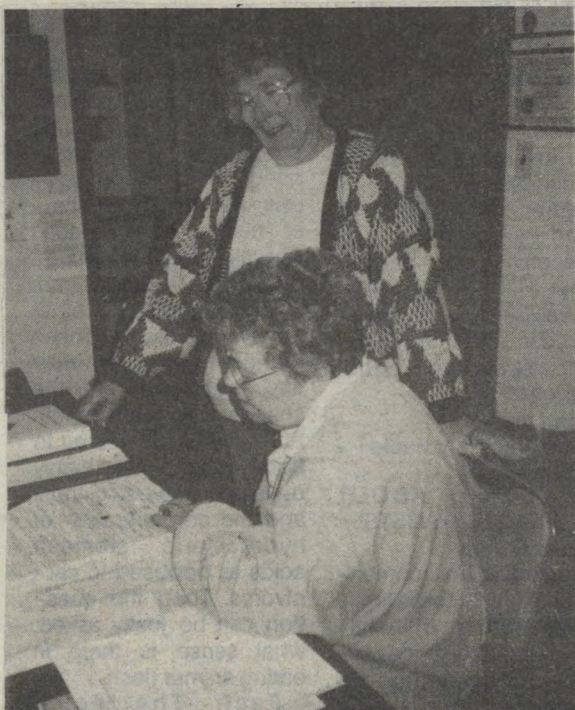
Waterfront Properties



Over 250' in the center of town running from H-58 [Everett Avenue] to the water. Old cottage on property. Could be sold in two parcels. Terms available.

REDUCED \$20,000 7-4-86

Just listed Aug 2-85 for \$5,000.00



10-7-88
Donna Ogelvie is looking over Jan Consier's shoulder as she is signing the purchase agreement to purchase the land known as the Smith Brothers property located on the south side of the bay. The Township is pleased to be able to acquire more beach property for the public's use.

Buys New Boat

The all steel, diesel powered, fishing tug Meyers Bros. operated prior to the war by the Meyers Brothers Fishery at Harbor Beach, Michigan has been purchased by Everett LaFond of Two Rivers, Wisconsin. The tug, which served as a fire tug during the war, is a 55-footer. It is fully equipped for fishing and is powered with a 100 h. p. Kahlenberg diesel. The boat will be operated out of Two Rivers by the Mercury Fish Company. 12-47



Mr. and Mrs. Lincoln Smith are shown with Mr. and Mrs. Hal Ogelvie and Frank Mead finalizing the acquisition of 250 feet of beach property for the Township. 10-21-88

10-21-88
bills of \$1,337.75 5 ayes.

Beach Access Update: Petition presented, signed by twelve electors to have a meeting to authorize board to buy, sell or lease property. Meeting set for Oct. 6 at 4:15 p.m. Motion by Consier second by Nyman to pay back loan from EDC Fund out of

Woodland Park Fund at rate of \$5,000 per year. 5 ayes. Motion by Wilson second by Barney to pay 8% interest on said loan repayment. 2 ayes, 3 nays.

*Smiths left
G. Mason
Oct-5-88 Boats used
Delos H. Smith
Herbert H. Smith II
Herbert H. Smith and
Trap net Boat.*

At Grand Marais

Wind in the west, fish bit the best



Another whitefish netted

GRAND MARAIS — "When the wind blows from the west, fish bit the best." You may have heard this old fisherman's rhyme, and you may or may not believe it, but it's worth keeping in mind if you are interested in trying for whitefish off Grand Marais' break wall. Every June when the weather warms and aquatic insects start hatching, whitefish start biting at Grand Marais. One of the best places to fish for them there is the break wall.

Some whitefish can be caught just about any day. The fewest number, however, are caught on calm days — usually early in the morning and late in the evening — when the water is clear and unruffled. The greatest number are caught when a west wind churns the water, turning it a "milky" color near the break wall. The turbulent, discolored water seems to increase feeding activity among the fish.

They can be caught at just about any time of the day then. These fish seem to travel in schools. When one is caught in an area, nearby anglers usually get action, too. When the whitefish are biting, bent rods and busy landing nets can be seen all along the wall.

The most popular and productive bait for whitefish at Grand Marais is eggs from rainbow or steelhead trout. About four of the tiny, orange eggs are impaled on a size 10 hook and fished on the bottom. Even though anglers prefer to use individual eggs, small spawn bags or a clump of eggs held together by the ovarian membrane also work.

Salmon eggs catch fish, too, but not as well as those from trout.

Trout eggs that are to be used for whitefish can be made most durable to hooking by boiling them. The timing is critical. If they are boiled too long they will be hard. If not boiled enough, they will be the opposite extreme.

To process eggs properly a pan of water should be brought to a boil, then the eggs can be added. Two and a half minutes is usually enough time to get them to the proper consistency. The eggs should be contained in a strainer so their progress can be checked periodically.

When fishing conditions are right, which means turbulent water, heavy weight is necessary to hold the bait in one place on the bottom. Most anglers use sliding sinkers that weigh an ounce to an ounce and a half. Six pound test line is the preferred weight of monofilament to use.

Local anglers rig for whitefish by putting a sliding sinker on their line, then tie a snap swivel on as a stopper. A leader of four or six pound test with a size 10 hook attached, it tied to the opposite end of the swivel. Many of the most successful whitefish fishermen use spinning reels on fly rods. The sensitive rods enable anglers to better detect the light bite of whitefish.

Long-handled landing nets are a must for netting large whitefish off the wall. Fish up to nine pounds have been landed this year. Trout, salmon and menominees are often caught while fishing for whitefish.

Whitefish fishing at Grand Marais usually starts about June 10 and lasts for a month. This year, the first good catches were made June 9. There is no size limit on whitefish, but the creel limit is 12.

6-25-78



Grand Marais still reports good whitefish and menominee catches off the Pier, with the north winds blowing and are being caught on salmon eggs. Celeste Photo



GRAND SABLE VISITORS CENTER
10:00 a.m. to 5:30 p.m. Daily

6-20-86



Oh the joys of a north west wind to a person who enjoys fishing for Whitefish. On Monday morning it looked like there were more people on the pier than in the whole town of Grand Marais. Roger Bleckiner Photo

6-19-87

Smith Bros. bought this property about 1933 or 34. This was the "Lydia's" dock. She sunk Nov-32 they had the buildings tore down Carter 70's left the Cottage

LAST OF THE ORIGINAL G.M. SPORT TROLLERS LEAVES *5-15-87*

Commercial fishing tugs had taken out an occasional sport fisherman for years, but it wasn't until the mid and late 1930's that sport trolling from smaller craft became popular in Grand Marais. Sport fishing on Lake Superior grew rapidly for the next decade.

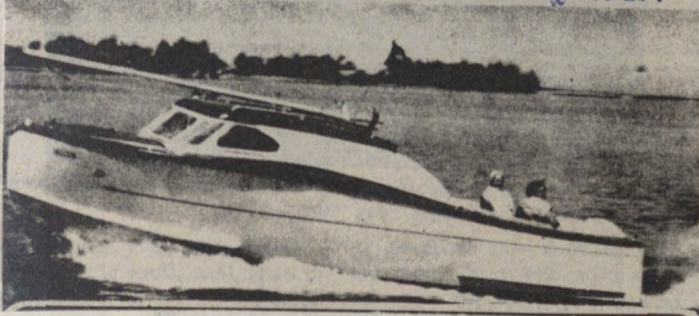
The first troller came to Grand Marais from Traverse City and was owned by Capt. Spear. Captain Francis Wood, also from Traverse, came in the mid 40's charting a total of 3 boats during a 30 year boat period.

Sport fishing on Lake Superior grew rapidly for the next decade, and by 1950, a peak year, over 20 craft were taking out sport fisherman for hire at the harbor. Among

the original sport trollers were: Bill Vaudreuil, George Raff, Roy Pease, "Minnie" Matt Nyman, Bill Klasner, Pickle Meldrum, Pa "Grump" Lundquist, Clarence Welker, Captain Betty and Charles Chilson, Forest Carter, Lou Bacon, and Donny Carpenter.

The Woods family sold the last original sport troller of Grand Marais last week. The troller, the Kathy May was operated for 20 years by Captain Wood, until he died. After that Evelyn Wood operated her for one year and then Norman wood operated it for five years until he died in 1981.

The Kathy May will be used privately by the new owner, in Manistique *Woody Allen*



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Phone 906-491-2366 Capt. Wood Residence

The Wood's Resort used this post card to attract visitors to this area. The Kathy May is shown below.

GRAND MARAIS



VIEW

Old Picture

JULY 18, 1986



STEAMER
MINNIE M.
GRAND MARAIS MICH

LaCombe Photo

Jack Roberts

