



TASHMOO PARK

Away from the city's stifling heat,
On pleasure bent to a gay retreat,
In holiday garb and joyous mien-
Off for a trip up this wondrous stream.

Happy crowds each morning meet
At the Star Line dock, foot of Griswold Street,
Rollicking children, maidens fair,
Mothers and fathers are gathered there.

Fling care to the winds, let naught beguile,
As we plow the waters past dear Belle Isle.
Now! Now we drink the pure, fresh air,
As we skim o'er the bosom of old St. Clair.

Speed on, good ship at merry pace,
Through the winding way to this landing place,
Then o'er the waves the Greyhound flew,
To the Shady Grove's of fair Tashmoo.

Here, rippling o'er the pebbles white,
The crystal waters are sparkling bright;
Here Tashmoo's beauties in grandeur springs,
And the feathered chorus a welcome sings.

Unpack the hampers of viands rare,
'Neath shady elms the feast prepare:
On Tashmoo's carpet of velvet green,
We'll feast on the banks of the noble stream.
O'er charming walks, 'neath arching trees,
We bear our heads to the cooling breeze;
'Mid nature's bowers so fair to view,
the gorgeous Isle, ideal Tashmoo.

With joyous freedom holding sway,
The children romp in gleeful play;
In mazy dance, their cheeks aglow,
They trip the light fantastic toe.

Here, on Tashmoo's pleasure grounds,
Boating, fishing- all abounds;
Groups are dancing, some play ball-
Tashmoo's beauties are all eutereal.

Most charming Isle on broad St. Clair,
None with Tashmoo can compare,
For 'tis the peoples ideal grove,
Plucked from Nature's treasure trove.

Poem From:: Summer Days on the Route of the Star-
cole, Red & White Star Lines' Steamers. undated

Highlights

This year's Special Exhibit will look at the history of one of the most important ingredients of Harsens Island life- Sports and Recreation- with emphasis on hunting and fishing. We call it "Fins & Feathers".

Early in its history the St. Clair Flats region became known for unexcelled duck hunting and fishing. At first there were little individual outposts built along the channels but eventually five clubhouses centered on these sports were erected with membership rosters that included a "who's who" of Detroit society. This legacy lives on with the establishment of today's Wildlife Refuge.

You are invited to be part of this exhibit by lending a photograph of your own "point of pride" moment. This photo of your fishing, hunting or trapping success will be displayed in the museum for the summer months.

Contact: Marie & John 748-3181 or Nancy 748-3802

ISLAND STORIES

The second in our lecture series ISLAND STORIES is scheduled for June 17th at 3:30 PM the School House Grille. Island resident Judy Jessup will be one of our featured speakers along with Carole Hogg. Judy grew up in the home once owned by Aura Stewart on Steward Farm. Space is limited to the first forty reservations so call in your reservation early to Donna Krispen at 810-748-9527 or Gary Grout at 810-748-3320. We hope to announce the third member of our panel soon. Remember, ISLAND STORIES, School House Grille, June 17th at 3:00 p.m. Members \$10, Non-Members \$15.

2017 Summer Hours

January, February, March, April- CLOSED - Open by Appointment only
May - Thursday, Friday - 12-4 PM; Saturday - 10 AM-3 PM
and Sunday - Noon-4 PM
June , thru September -Thursday, Friday -12-4 PM
& 2nd Friday - 6 PM-8 PM (Social Hour)
Saturday - 10 AM-3 PM and Sunday - 12 Noon-4 PM

The Society Pages

Volume 8 / Number 4 / April 2017

A publication of the Harsens Island St.
Clair Flats Historical Society

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April, 2017

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President's Message for April 2017

Hi All,

Membership Update

Most of our 2016 members have renewed their memberships for 2017. Thank you so much. Your continued support is very important to the Historical Society, and those extra donations that were sent in by many of you are appreciated very much. If you are one of our few remaining members who receive this newsletter by mail and you now have an email address, it would be greatly appreciated if you could send us your email address so we may deliver your newsletter to you by email. Thank you.

Tashmoo Nights 2017

While planning this year's calendar for the Society, the Board has tentatively scheduled "Tashmoo Nights" for July 22. In order to make this event happen, we need a committee and a committee chairperson. We already have a couple of committee volunteers, but at this point no chairperson. If you would be willing to serve on the committee or as the chairperson, please contact me asap. Thank you.

A Loss to Our Community

It is with sadness that I report the passing of one of our supporters. In February we lost Andy Wrobel, the husband of our Second Vice President, Sue Wrobel, in an accident. Andy was a great supporter of our organization; he, along with his friend Andy Waller, personally maintained the Society's 1963 Harsens Island Rescue Car since it was donated to the Society many years ago. Andy Wrobel was the father of four and a wonderful, generous person who will be greatly missed.

Materials Needed for a Book on the History of Harsens Island and The St. Clair Flats

Here's some exciting news. The Society has been approached by Gary Mitchell, one of the authors of the Arcadia Publishing's book, "Images of America, Algonac and Clay Township," which came out last year. The book is selling well and Gary would like to do a new book specifically on Harsens Island. Arcadia Publishing has agreed, and the Society will assist Gary in collecting photos and materials for the book. Gary has generously offered to share some of the profits from the book with the Society. Now is a great time to go through any documents or photos which your family may have of the Island and Islanders and share them with the Society to help with this project. We aren't asking you give them up; just bring them to the museum so we can scan them while you wait. If you have any materials that you would like to share, please call me at 248-388-0465 or email me at xharpspah@aol.com before the end of April, to set up an appointment. I hope to see you all at the museum next month.

Bob Williams, President

Join us on Facebook!



Harsens Island St. Clair Flats Historical Society 2017 Detailed Calendar

Locations may change – See our website at HarsensIslandHistory.org for the latest information.
All members welcome to attend any Board meeting listed as Board/Membership meeting.

- April - 22nd - Saturday – 10:30 AM – Board/Membership meeting at the Museum
- May - 6th - Saturday - 10:30 AM – Board/Membership meeting at the Museum
27th – 29th - Saturday, Sunday, Monday - Memorial Day Museum Open House
(Special open hours - Saturday 11:30am – 3pm, Sunday 12 noon – 4pm, Monday 10am – 3pm)
- June - 3rd – Saturday – 9:30 AM – Museum host orientation at the Museum
3rd – Saturday - 10:30 AM – Board/Membership meeting at the Museum
3rd – Saturday – 3:00 PM – Museum host orientation at the Museum
9th – Friday – Social hour – 6 to 8 PM at the Museum
10th – Saturday – Delta News collectors meeting, open to the public – 11 AM at the Museum
17th - Saturday – 3:00 PM - Lecture series at Schoolhouse Grille – “Island Stories”
- July - 1st - Saturday – 10:30 AM – Board/Membership meeting at the Museum
14th – Friday – Social hour – 6 to 8 PM at the Museum
22nd – Saturday – Tashmoo Nights
- August-5th - Saturday – 10:30 AM – Board/Membership meeting at the Museum
11th – Friday – Social hour – 6 to 8 PM at the Museum
19th – Saturday – 4:30 PM Wine and Appetizers at the museum.
5 to 6 PM **Annual Membership meeting** at the museum.
- Sept. -8th – Friday – Social hour – 6 to 8 PM at the Museum
16th – Saturday – 3:00 PM - Lecture series – Tony Gramer at Schoolhouse Grille. “*Great Lakes Wrecks*”
- Oct. - 7th – Saturday – 10 – 3 PM - Pie Sale at Museum
14th - Saturday - 10:30 AM – Board/Membership meeting at the Museum
- Dec. - 2nd – Saturday – 10 AM– 3 PM - Cookie Walk at the Museum
9th – Saturday – 10:30 AM – Board Meeting at Museum

Chronocles Newspaper, 1984 Editors note: Capt. William. H Smith (1864 to 1938) of Harsens Island wrote the following account of the storm of November 9 and 10, 1913. The captain tells us of his struggle as he fought a continuous 48 hour battle with the elements to bring his ship to safety. Smith captained The Harvester for many years. Under his guiding hand the ship went through fog and ice to open navigation each spring. Arrival of his vessel at the Soo was a harbinger of spring and became a tradition. He was known to the Indians as the ‘Great White Chief’ and Native Americans could often be found working on one of Smith’s vessels.

By: Captain Wm. Smith of the Good Ship The Harvester:

We left Ashland November 8 at eight at 5:30 o’clock p.m. With a load of iron ore bound for south Chicago. As it was blowing heavily and had been for 24 hours. We were careful to get our load in good shape and have everything in good order before leaving. After passing Michigan Island which is 30 miles from Ashland, we were compelled to head for the north shore on account of the heavy sea from the north. At 1:00 AM, November 9, the wind died out some and shifted from the north to east. We then headed E.N.E. keeping in the middle of the lake passing Copper Harbor about 10:00 AM. There was a heavy sea from the northeast and the wind shifting from east to north then back to east and the barometer indicating a severe storm. I decided to head directly for the north east corner of the lake, north east and north, and gave the engineers orders to make the best time possible. At 3 PM the sea was washing over us so heavy that we had to lessen our speed to prevent the sea breaking in the windows. At this time the wind was N.E. about 60 miles an hour and getting cold, about 15 above zero.

At 6:00 PM it commenced to snow, the wind and the sea increasing all the time. At 9 o’clock it was snowing so heavily that we could not see our stern lights. The roar of the wind resembled a steady roar of thunder. It was impossible to hear the sound of our own whistle and the seas and spray completely covered the boat. The sea battered us so heavily we had to check the engine and merely lay ahead to the sea. Had we gone ahead full speed, the sea would have washed your cabins off. At 4:30 AM on the 10th the wind shifted to the N.N.W., the snow decreasing and the wind increasing to about 100 miles an hour.

This shift mixed the sea from N.E. with the N. N. W. sea and gave us an opportunity to turn around and head S.S.E. The thermometer was down to zero and the Harvester was commencing to resemble an iceberg. At 9 o’clock the N.N.W. sea commenced to break

over our after cabins and hit the stern so heavily that The Harvester shook from stem to stern. When the bow was upon the sea we could see the breakers over the top of the smokestack. We were running under slow speed as the propeller would occasionally be out of the water when the stern was up on top of the sea and the bow down.



The Good Ship Harvester

At 11:00 AM we ran into a cross sea, or backset, and we knew we were near Michipicoten Island. For an hour and a half, or until we were past the island, it seemed as if we might be lost at anytime, as the sea came over us so heavily we could feel the boat settle under the weight of the water. At times a cross sea would roll her on her side, and in another minute she would be nearly standing on end. In order to keep her on course it was necessary constantly to change the speed of the engine. When her stern was down the engine was worked full speed, then slower when the stern was up. The sky had cleared when we were 3 miles off the end of Michipicoten Island. We tried to work under the lee of the island but the boat would not stand to change the course enough to get under, so we headed for White Fish Point, 75 miles off Michipicoten. We made good time and the boat was acting nicely until we were 4 miles east of Harbor Island when we struck a heavy sea from the east which nearly rolled us over. This lasted about an hour, then we had a steady sea from the N.N.W until we passed White Fish Point at 8:30 PM.

When we arrived at the Soo 11:30 PM, we were over a foot deeper then when leaving Ashland, showing we were covered over with more than 800 tons of ice. Only damage sustained in this storm was loosend rivets along the side bilges and bottom, which I believe will amount to less than the damage done any other boat that was out in the same storm.

I attribute this to our carrying the best men obtainable in the most important positions, as engineer, mates, wheelsmen and watchmen. At any time from 6:00 p.m. on the ninth until 5:00 p.m. on the 10th a mistake in signals or orders would very likely have been fatal, more especially a mistake by the wheelsman.

From the Museum Archives



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