



Not only were many ships lost at sea to Lake Michigan in the 1800's and early 1900's, but some ships suffered their demise in what you might consider safer harbors! This is the story of a ship owned by Charles Mears, a well known early Pentwater pioneer. The Oceana Times, a forerunner of the Pentwater News had this to say about the loss of the propeller ship Mary Stewart. Wrecked --- Last Sunday morning, as the propeller "Mary Stewart" was leaving the bridge pier at the mouth of the river she struck the bar; which caused her steam pipe to burst, and totally disabling her. The sea making very rapidly at the time, and the wind blowing very fresh from the north west, it was but a short time before she was completely lodged upon the bar; exposing the larboard side to the mercy of the monstrous waves; which at times washed clear over her. It being apparent that everything on board would soon become the prey of the water. Capt. Dodge and his crew worked faithfully until they had stripped her of everything valuable, with exception of

*To accept, protect,
preserve and
present items and
artifacts of local
historical interest
and significance.*

*Mission Statement of the
Pentwater Historical Society*

THE PROPELLER SHIP MARY STEWART LOST IN THE PENTWATER CHANNEL

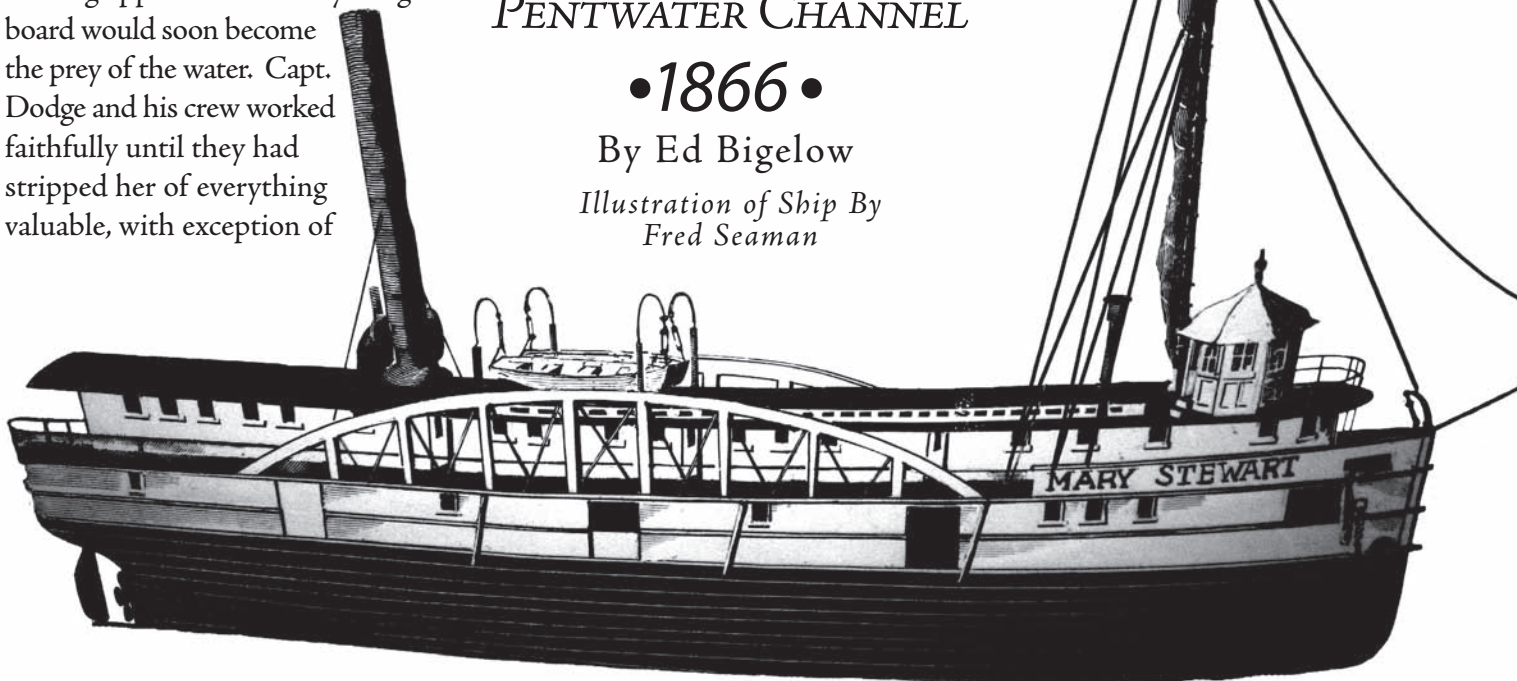
•1866•

By Ed Bigelow

*Illustration of Ship By
Fred Seaman*

the machinery. She lies on the bar her whole length, broken in two at several places, and is a total wreck. The Stewart was 11 years old, owned by Mr. C. Mears, and is insured for \$8,000. The Oceana Times, November 16, 1866 Vol. 6. Now that you know about the loss of this fine propeller ship, let's delve deeper into her story. According to an article in the Maritime History of the Great Lakes as written in December 1, 1854, they describe the origination of the propeller ship Mary Stewart.

*Continued
on Page 2*



In the article is a description of visiting and examining the ships' hull at that time belonging to the firm of J. L. Hurd & Co. It had just been built by Mr. John E. Dixon of Newport. The new vessel is to be named the Mary Stewart and is intended to run in the northshore line of propellers.

Further, the article states "Her model is beautiful, being as sharp as the bows of a clipper, with a run aft like a steamboat. She presents the appearance of being one of the strongest hulls that has ever been put on the lakes, her timbers being of the best material, and being thoroughly put together. As she lies now, she presents as handsome and well finished a piece of naval architecture as any that has been seen at these docks." The article also states that "Mr. Dixon is ready to lay the keel for another large propeller ship for the Charles Mears firm. This ship will be named the "Old Concord" and should be ready for service in July 1856.

The MARY STEWART is 160 feet long and 27 feet 4 inches beam. Her depth of hold is 10 and a half feet. She is calculated to carry 500 tons burthen, or 4,500 barrels of flour. She is driven by a single square engine with a cylinder of 40 inches by 28 inches and a shaft of wrought iron measuring 9 and a half inches diameter. Her wheel will be 13 feet (sic) in diameter. The ships' boiler is 18 feet long, 8 feet diameter and has seven large direct flues, and 126 $\frac{3}{4}$ inch return flues being 12 feet long; and is capable of carrying 120 lbs. of steam to the square inch." The original captain of the Mary Stewart was Henry Watts.

There are varying accounts about the loss of this ship and they make for interesting reading and put into question how reliable news stories may be:

The Detroit Free Press on December



ABOVE: Jack shows the last remains of the Mary Stewart.



LEFT: Big iron drift pins, spikes and square nails held wooden ships together.

insurance \$3,500.

Lytle Holdcamer List 1790 to 1866 reported: "MARY STEWART Prop. of 442 Tons, built 1855 at Newport, Mich., stranded at Pentwater, Lake Michigan November 11, 1866. No lives lost, but vessel a total loss."

Erie 3 Daily Dispatch on Wednesday, November 20, 1867 reported: "The accident to the schooner DAN SICKLES was caused by running on the wreck of the old propeller ship MARY STEWART at Pentwater."

Chicago Tribune on Friday, August 28 1868 reported: "We understand that the wreck of the old propeller MARY STEWART is about to be removed from Pentwater Harbor, lying as it does, right in the middle of the channel, it is a serious obstruction, and it's speedy removal cannot but prove beneficial to the interest of Pentwater, as well as that of the vessels."

(Continued on page 8)

23, 1866 reported: "On October 22, propeller Mary Stewart a total wreck at Grand Haven after eleven years of service."

Buffalo Commercial Advertiser reported February 26, 1867: "MARY STEWART Prop., ashore at Pentwater. East shore, Total loss, November 1866."

Marine Casualties on the Great Lakes 1863 -1872 U.S. Coast Guard: "MARY STEWART Propeller of 442 Tons, owned at Detroit. Bound from Chicago to Grand Haven, November 1866. Total loss. Loss to ship \$6,000

VISIONS OF OUR NEW MUSEUM

To be unique. To be a gathering place. To become a destination point.

Did you ever hoist a sail on an old time working boat? Shipping was vital to Pentwater for more than half a century. In the 1870's all of those ships were powered by sail. Pentwater shipped millions of board feet of lumber during that decade and sails were hoisted to move every board, every foot of the way to their destination. Today's sailors use modern high tech rope, designed to withstand the assaults of sun and weather. What type of rope do you think was used on vessels moving goods to and from our fair port more than a century ago? Do you suppose the rope used on working boats in the past was as thin and smooth as the rope used today? How was it protected from the weather? By now, the sailors among our readers are having a coronary! The term "rope" is never used on a sailboat. Sailors refer to "line" as a generic and use terms such as halyard, sheet, or hawser to define the task performed. However, to non-sailors, it all looks like rope.

We have been offered a collection of wooden pulleys. They did not come from Pentwater, in fact they have nothing to do with Pentwater, or do they? Shipping to and from Pentwater for the last half of the nineteenth century and well into the twentieth century depended on sailing craft. Most of these vessels used wooden pulleys to make the work load easier, including hoisting the sails! Our new museum has enough ceiling space to allow us to create, as part of a shipping exhibit, a hands-on display providing visitors to the museum an opportunity to hoist a sail, using the wooden pulleys common to ships visiting Pentwater one hundred and thirty years ago. Of course we would use a hemp line to lift and lower the sail, through the wooden pulleys. However, we will not "tar" the line as was done in days gone by. After all, ours won't be exposed to the weather. How many museums allow visitors to raise and lower a sail through wooden pulleys using hemp line? We would be unique!

Is there a way to get future Pentwater students involved with the museum to interact with our exhibits? Our museum will become a gathering place for students. The curriculum of several grade levels would be enhanced by a visit to our new museum. Is there a way to involve students in more than just a visit to the museum? If the present is a barometer for

the future, then absolutely, yes. The Historical Society is currently working with students to put our collection in a digital format. We are also working with the VFW on a project involving the school. What if students in the future produce a short video about each of our exhibits? Videos would be displayed on a viewer as part of the exhibit. Over time, students would create new videos as both new technology and new information become available. We want our museum to be a gathering place for the community. Interacting with students helps to achieve that goal.

What if students had input into our website? Their refreshing approach, and technical skills, would help us build features into our website that advertise our new museum and inform website visitors about our history as well. The website would help us attract visitors to our community and make our new museum a destination point.

Have you shared your visions for our new museum with us? You can, by contacting us at PHS, PO. Box 54, Pentwater 49449 or by e-mail to the address on our website.

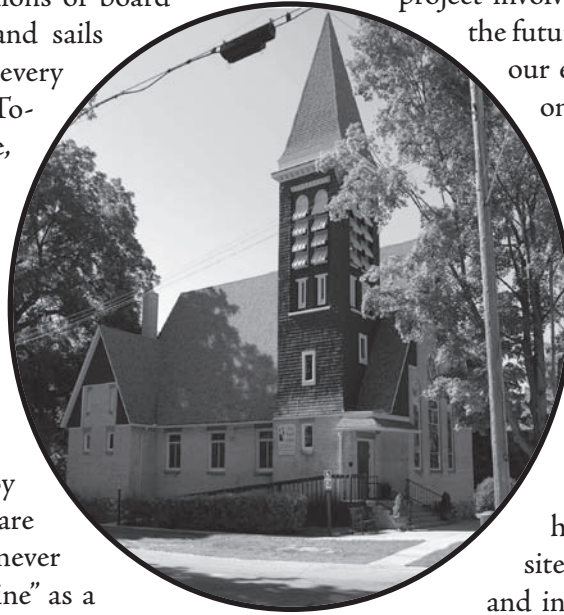
<https://pentwaterhistoricalsociety.org>.

You can also speak to any member of the Board of Directors or the Museum Relocation Committee.

FUND RAISING UPDATE

Our funds are growing! We are approaching \$100,000.00 toward our goal of \$225,000.00. Our target date is August 24, 2012. We still have some work to do. Currently, forty percent of our members have contributed towards our new museum. If you have given your personal limit, we thank you for your generous support. If not, please do so TODAY.

Although we have received a number of Patron Level donations and will be making contact with other potential patron donors as spring brings them back to Pentwater, your help is essential. We have set the Ruby Level of contribution as the goal for our members. Now is the time to step up to the plate. Make that your goal and use your influence to persuade others to do the same. Together we can make this work!



One Hundred Thousand Dollars and Counting!

We have a total of \$100,000.00 from all sources to help us reach our goal. Our vision is to create a museum that is a gathering place for our community, a destination point for visitor and will tell our story in our own unique way.

Membership Campaign

We need to show potential patron level donors that our membership is contributing a significant amount toward this project so we encourage every society member to contribute \$400 which will bring us close to our goal in just a couple of months! Make your contribution in installments or by credit card.

Public Campaign

Take a look at the Donation Stations throughout the Village where you'll see a brief explanation of this project. Then pick up the donation envelope and make a donation. The museum project is also making grant applications to appropriate organizations in both the private and public sector.

Patron Campaign

We are contacting individuals and organizations who have resources to make a donation. Presentations will be made this spring and summer to those individuals and organizations. We are pleased to report several donations at the patron level.

Membership Input

Your comments, your feedback, and your suggestions are welcome! Contact our President or drop us a line at P.H.S., P.O. Box 54, Pentwater, MI, 49449 or email at the address on our website (<https://pentwaterhistoricalsociety.org>).

LAKE MICHIGAN LEVEL PATRONS

\$40,000

CHARLES MEARS LEVEL PATRONS

\$20,000

PENTWATER LAKE LEVEL PATRONS

\$10,000

PENTWATER DUNES LEVEL PATRONS

\$5,000

Jean Russell & Robert Childers

Dolores Samuel

PENTWATER OAK LEVEL PATRONS \$1,000

Jim and Pat Alfredson

Charles Bigelow

Mary Ann Combs

Herbert and Nancy Greenfield

David and Anne Kirkland

Kenneth & Linda Martin

Pentwater Junior Women's Club

Milton Pugsley

Norman & Ronda Shotwell

Richard & Sylvia Wagner

DIAMOND LEVEL PATRONS \$800

Pentwater Service Club

RUBY LEVEL PATRONS \$400

Anonymous

Carolyn B. Augustine

Roger and Ruth Bailey

William & Gail Bluhm

Theodore & Joan Cuchna

Dan & Teri Filius

Lynne and Tom Hicks

Dan & Beverly Kelly

Donna Kolinger

Kenneth & Georgia Lites

Anthony & Karen Monton

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Bill & Sharon O'Donnell

Jim & Yvonne Reinsch

Quintus & Donna Renshaw

John & Mary Rosebrough

Oliver Stanchfield

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GOLD LEVEL PATRONS \$200

Philip and Nancy Ceton

Equipment Rentals & Service L.L.C.

Raymond & Sheryl Klooststra

Ken and Charlotte Lindstrom

Francis and Donna Mills

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Mary G. Mullen

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Suzanne & George Richey

Gene and Nancy Tosch

Arthur L. Walker

Irene Zaik

Gail Zink & Norman Booth

Robert and Greta McKeough

SILVER LEVEL PATRONS \$100

Mary and Harold Bannasch

Bruce Bates

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Michael & Susan Castor

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Ken & Barbara Duncan

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Frank & Julie Earman

Linda Eisenlohr

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Hill & Hollow Campground

Jean James & Catherine Lacroix

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Amy LaBarge & Ronald Beeber

Thomas & Heather Lord

Ludington Beverage Company

William & Karen Maxwell

Jim & Jane McKeivitt

Gretha Moak

Janet F. Nelson

Robert & Karen O'Neil

Dick & Sally Ouweeneel

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Bob & Joan Rensi

Carl & Beverly Ringwald

Mary Sue Rischr

James & Lynn Roe

David & Susan Rose

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Sylvia & Richard Wagner
Doug and Linda VanGills
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Newell W. Wright
S. Willis & Nancy Wright
Cynthia Wrisley
Timothy & Judith Zaunbrecher
Judith A. Nadeau-Zerr

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Sally Barsely
Sharon Bluhm
Karen Bolt
Richard Bonine
Lee Brower
Ellen brown
Elizabeth Browning
Ruth Bruce
Pamela E. Buckleither
Cyndy Callog
Laurence L. Christensen
Carriage House Antique Mall
E. William Corr
Sharah Champagene
Marjorie DiPangrazio
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Lois Donohue
Norma Eckloff
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Judith & Terry Grace
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Richard & Carole Hooper
Patrick & Diana Hooyman
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Charles Mayeux
Pat McGowan
Elinor Miller
Doug & Julie Nelson
Bennie & Mary Naumann
David & Lucy Ordoobadi
Richard & Carol Page
Gladys Panis
Richard & Susan Patterson
Tom & Cindy Ringwald
Tommy & Victoria Scott
Margaret W. Sigerich
Tony & Pam Sisson
Squire Children
Ron and Marilyn Steiner
Lewis & Betty Stenberg
Greg Stutes
Shirley & Nena Stutes
Arthur Susan
Jane A. Verduin &
Dr. Craig K. Matheson
Veterans Ladies Club
Roger & Joyce Walser

Funding Goal
\$225,000

Fund balance
\$100,000

Balance To Go
\$125,00

**All Members are
encouraged to join in
this Funding Project
and Make It Happen!!!**

*Pentwater Historical
Society
Board of Directors*

Here's how you can make a contribution to the Building Fund:

- **By sending a check** made out to "Pentwater Historical Society". Indicate Building Fund on the memo line.

Mail check to:

Pentwater Historical Society
P.O. Box 54, Pentwater MI, 49449

OR give it to any PHS board member.

- **By Credit Card.**

Visit the Community Foundation for Oceana County Web Site at:
<https://www.cffmc.org/give/online-giving>
Locate the Pentwater Historical Society Building Fund account, complete the form and click on the "Donate" tab.

The screen will allow you to chose between:

- General Gift
- Memorial Gift
- or
- Honorary Gift

In the "Specific Fund" area you can type in Pentwater H (at this point the box will display the name of our fund) OR move the curser down to the box and scroll to the fund name "Pentwater Historical Society Building Fund" in either case you must click on the fund name. It will appear right below to confirm that you have selected the correct fund.

Complete the rest of the form and click on "Donate"

- **Check out our web site at:**
<https://pentwaterhistoricalsociety.org>
Click on the link and follow the instructions for "Credit Card" in the column to the left.

The Historical Society may also accept donations of stocks, bonds, real estate, and property. However, the Society reserves the right to accept all gifts.



Sand, like water, is a wonderful thing until it gets into the wrong place.

A Brief History of Pentwater's Channel

By David Roseman and Charles Bigelow

This article contains information obtained during the course of investigating dredging in the channel that connects Pentwater Lake with Lake Michigan. It is not an exhaustive review of the subject, but does offer some perspective about the current problem of navigation in the channel caused by shoaling. It is submitted now because of the need for attention to the channel's problems. You can find more details and photos at <http://pentwaterchannel.org>. Boat traffic in the channel is extremely important to the economic health of our community. It supports the fishing community, and brings boats, guests, shoppers, and potential residents to Pentwater. Inability to use it would adversely affect life in the entire Pentwater area, and would almost certainly decrease property values and tax revenues.

(Continued on page 9.)



PHOTOS: Just outside the Pentwater piers a modern dredger is working to deepen the channel by sucking up sand mixed with water and pumping it down a pipe where it gushes out on the Mears State Park Beach.

Become a SPOTTER!

You can help the Historical Society record the changes to our community

Here are three recent changes that have been spotted in the Village:

- 1** New Charles Mears State Park Playground installation.



- 2** Used and broken monofilament fishing line should never be left on land or water. Gather it up and place it in the new and convenient collection stations located around Pentwater lake and the channel.



- 3** House on 2nd street destroyed by fire.

Pentwater Historical Society invites you to be a P. H. S. Spotter. Take your camera and record changes of buildings, bridges, houses, stores and property etc.. Drop off photos with a brief note to board members or send to: Pentwater Historical Society. P. O. Box 54, Pentwater, MI 49449. Your participation will assist the Pentwater Historical Society to develop and maintain the pictorial history for our museum for everyone to view and enjoy!

Thanks to member Nancy Grant for presenting this excellent concept for our society at the Board of Directors meeting on April 4, 2012.

Other than being an interesting bit of historical information you may be wondering ok, I got it and nice to know. Well there is more to this story, so read on! You may recall that in 1998, the U. S. Corps of Engineers began a several year project to upgrade the Pentwater Harbor Piers. This project lasted into 2002, before completing both piers from Pentwater Lake mouth out into Lake Michigan. While working on the South Pier in 1998, work was halted temporarily as wreckage from an old ship was found lodged under the pier. After investigation the wreckage, the Pentwater Historical Society was able to secure large pieces of the Mary Stewart's timber beams along with various iron hardware such as large 7 inch iron spike nails and long iron fastening rods referred to as trunnions; varying in length up to 18 inches by $\frac{3}{4}$ inch diameter. Artifact pictures are included with this article.

According to Jack Patterson, the Mary Stewart's remains were moved from the channel by Andy Todd and taken to Patterson Marine Service. Later they were moved to the Pentwater DPW yard to make room for pending building construction at Patterson Marine Service. In April of this year village manager Jim Miller requested that we move these artifacts because of pending construction for the new sanitary system at the DPW location. The Mary Stewart artifacts are once again located at Patterson Marine Service Inc. thanks to the fine cooperation of Jack Patterson and his interest in helping the society preserve these one-of-a-kind artifacts. Our current plans are to safeguard these artifacts and eventually display some of them in our new museum. We have one timber on display in the current museum as shown in the photo to the right.

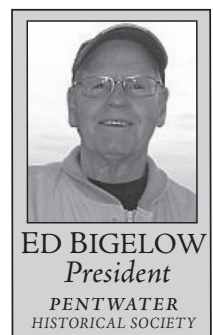
At the local morning coffee shop, I talked with Frode Maaseidvaag who is most knowledgeable on old ship construction, along with Tom Sturr and Jack Patterson; all having knowledge of ship construction. It appears that the wooden timbers the society has, may well be lateral cross beams, called floor timbers, that were located in the lower level of the ships hull and into which the lower decking was fastened by the spike

In 1895, while leaving the channel and rising into the surf of a violent November gale, Charles Mears' 171 foot MARY STEWART struck bottom and broke a steam pipe. Without power, she was smashed against the south breakwall. In 1997 debris, believed to be from that wreck, was found embedded in the breakwall. This artifact is part of the rib structure from near the turn of the bilge and illustrates the massive construction of these hardy wooden ships. She was built in 1854-55.

type nails shown in the photo on page 2. By the way, Frode has a beautiful twenty three foot Norwegian Lapstrake Launch that has a similar construction but uses wooden pegs for fastening the wooden hull to the ribs and floor timbers, rather than iron as used in the Mary Stewart. Keep your eye out for Frode's launch motoring out for the sunset during the summer, as it is a unique vessel unlike most you will see going in and out of Pentwater harbor!

In the "Olden Days", the quaint village of Pentwater was a very important Lake Michigan port for shipping commerce. How exciting it must have been to see the many different types of ships including large schooners, lumber scows, wooden steamers, propeller ships, tugs and more. . . all coming and going from our harbor! Just think of all the products being shipped from Pentwater, virgin pine board lumber and roof shingles heading for Chicago, furniture, bricks, produce and on and on! In the mid to late 1800's no one had ever heard or even thought about a network of super highways that would eventually eliminate ships as the major way to move goods to other places.

Come, visit our museum, and learn much more about the vibrant history of Pentwater. Your time spent in the museum will give you a good awareness of Pentwater village as it has over time come to be one of the finest places you will find. Pentwater has friendly people, a great civic disposition and a delightful harbor where in 2012, we have a continuing tradition of boating traffic that is still very exciting to experience and enjoy!



The present location of the channel was the result of Charles Mears' desire to ship lumber and other goods from Pentwater. The original channel was a "narrow meandering stream through sand dunes to Lake Michigan about one half mile north of the present channel." Charles Mears supervised closing the old outlet and creating a new direct cut to Lake Michigan. Men and teams of horses used scoops to dig the new channel. The spring waters from 1858 - 1859 helped deepen the channel. Long wooden docks were built into

These piers are about seventy feet apart at the inner end, and about one hundred and ten feet at the lake end. The depth of water between the piers varies from two to six feet."

By about 1914, the harbor was again in trouble. In 1917, the harbor was abandoned by the Federal Government after spending \$346,503 of Federal funds on maintenance and improvements to harbor. By 1919, shipping tonnage was down to 2,993 tons. This contrasted with an annual tonnage of 87,000 (mostly lumber) prior to the turn of the century.

According to an unnamed newspaper clipping dated "4-26-21" (from the Historical Society archives) "So far as the United States Government is concerned, its Pentwater project has been abandoned, and the harbor facilities are being allowed slowly to go ruin. The government engineers have reported adversely to proposals of further development or maintenance and the result is that no more federal appropriations are available for the port. Abandonment, of course, means ruin."

At that time, boat lines were said to have ceased operations here 7 years earlier, and only the smaller fishing craft could enter the harbor. The

cost of annual maintenance then was \$2,000, said to be unaffordable by the Village. In October 1930 the package [sic] freighter, "South Shore" with Master John Nehring of Two Rivers, WI, was grounded on the bar at the mouth of the channel. She was freed by the Coast Guard, but was only able to load 300 of the scheduled 1000 bushels of apples.

In 1931, the Federal Government dredged 23,000 cubic feet [851 cubic yards] to make Pentwater a Port of Refuge. The local paper said that "Nothing more promising to the future of Pentwater has occurred in recent years than the arrival in the channel last week of the U. S. Government dredge, 'Tompkins.'" Dredging by the Federal Government resumed in 1933. The Federal government in 1937-1938 carried out major reconstruction. The photo in this article was taken at that time. We do not know the history from 1938 to 1963. Between 1963 and 2009, the channel and the mouth into Lake Michigan were dredged 46 times, with a total amount of 975,280 cubic yards at a total cost of \$3,045,866.

Presently the minimum depth at the mouth of the channel is approximately 7 feet which is considerably less than the

(Continued on page 11)



Reconstruction of the channel including dredging by this machine took place in 1938.

Lake Michigan to accommodate ships for loading and unloading. The steamer DAYLITE became the first large vessel to navigate through the channel into Pentwater Lake.

Lake Michigan's winds and waves constantly deposit sand in the channel making navigation hazardous, if not impossible, and has required dredging almost every year for at least 30 years. At times it has been as shallow as 2 feet, once in 1867 and again in 1921. In the past, the dredging has been funded by the Federal Government; however, their funding for maintaining the harbor has gone through cycles of ebb and flow. This source of funding has survived budget cuts for the past several years; but it now seems very unlikely that they will be available this year, and is very uncertain that it will be available any time in the future. To address this issue, a group of Pentwater area citizens is working to determine the extent of the problem, and to generate some of the funds for the dredging. Prior to 1867, the harbor was maintained by special taxes voted on and paid for by property owners.

The status of the harbor is detailed in the report of the 1867 Congress. "The present improvements at this harbor were made by private enterprise, and consist of piers made of slabs, with a wharf of piles, 560 feet in length, extending out into the lake on a prolongation with the north pier.

BOB'S CORNER (by Bob, of course)

As I sit here in my palatial corner office of the Pentwater Historical Society office high above the busy streets of our fair city the telegraph starts clicking away most furiously. I think, 'This ought to be good because you are disturbing my afternoon nap.' I arise from my comfortable chair and walk over to see what the important message is.

NEWS FLASH! January 29, 1900

Pentwater Historical Society, Lansing Legislative News Office. This startling news has just been released from our state legislature. A bill is proposed in the legislature to place a license on fishing and hunting in our state of \$1.00 for fishing and \$2.00 for hunting.

Now when the kids of Pentwater or any of the older people shoulder their five-cent cane poles and go down to the piers for the purpose of catching a mess of perch for dinner, it is evident they are having to much fun – they ought to pay for it. When O. F. Wickham or D.D. Alton or Chas Nickerson or any of the other fishermen of Pentwater like our former mayor Ed Bigelow or Milt Pugsley get

up at 12 ½ o'clock in the morning, prowling around among 25 or 30 miles of underbrush and mosquitoes, and return under the cover of the following night with a couple or three speckled trout stories, they ought to be willing to put up a dollar apiece for the sport. Ditto the man who wades through snow all day for the sake of bringing home a few quail feathers or a bunch of rabbit fur. Fair citizens of Pentwater, this is an outrage! Let's have a license on hunting and fishing and any other fun activities we pursue. I ask you, fellow citizens of Pentwater, will the Legislature ever stop putting taxes and licenses of our fair citizens? What is next? Will the legislature make me pay a license to operate my new 1899 Oldsmobile motor carriage upon our streets? Will there also be a tax or license on the horses and wagons that ply our streets everyday?

NEW ANNUAL MEMBERS

Debbie & George Brown Robert & Carol Cornelisen

NEW LIFE MEMBERS

Nick & Lisa Daly Arron & Alison Eichenberg
Cheryl Highland Anne & David Kirkland

DEATHS

John "Jack" Webber Gerald Massa

PATRONS

Anne & David Kirkland

MEMORIAL DONATIONS

From:

Ed Bigelow	Catherine & Terence
Karen Bolt	Mahoney
Phil & Nancy Ceton	Mr. Mrs. Mark Margo
E. William Corr	Elinor Miller
Mr. Mrs. Brian Dietrich	Mr. Mrs. Bryan Ogdon
Terry & Judith Grace	Lowa Rudman
Mr. Mrs. Chris Hansen	Margaret W. Sigerich
Dan & Beverley Kelly	Roger & Joyce Walser

In Memory Of:

John (Jack) Webber

From:

GENE & NANCY TOSCH
In Memory of:
HELEN CLUCHEY

From:

ROBERT & GRETA
MACKEOUGH
In Memory of:
JOAN M. KOCH

2011-2012 OFFICERS & TRUSTEES OF THE PENTWATER HISTORICAL SOCIETY

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Jim Pikaart	Bruce Bates
Layout/Design	Photo Editor

DUES ARE DUE

Membership dues for the 2011-2012 year were due September 1, 2011. If you see "11", or an earlier year following your name on the mailing label, it is time to renew your membership. The dues amounts are shown on the Membership Application form on the last page of the newsletter. Please send your check to the Pentwater Historical Society at P.O. Box 54, Pentwater MI 49449

results produced by the U.S. Army Corp of Engineers dredging. The current depth was determined by work of the local group, and by US Army Corps of Engineer's soundings. Given the long history of shoaling and dredging, inaction will almost certainly lead to increasing navigation difficulties. It will be interesting to see whether our generation is able to cope with this important problem. A group of Pentwater area citizens have organized a fund to help solve this year's problems.

If you wish to join them, your contributions can be made online through The Community Foundation for Oceana County. Go to: <https://cffmc.org/give/online-giving?f=3676>

Alternatively, make your check out to "Community Foundation for Oceana County" with a memo of "Protect Pentwater Harbor Fund" and mail it to:

Protect Pentwater Harbor Fund
The Community Foundation
for Oceana County
P.O. Box 367
Shelby, MI 49445

*The Community Foundation
for Oceana County
is a Section 501(c)(3) Organization.
Contributions should qualify as
deductions for Federal taxes.*

FUTURE EVENTS
**SUMMER DINNER &
MEETING**

Wed. Aug. 22, 2012

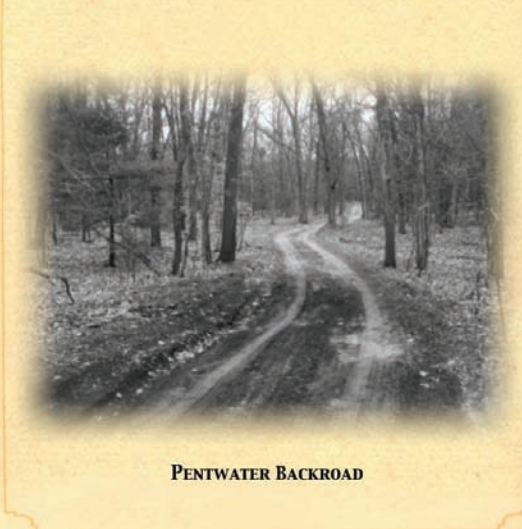
PENTWATER HISTORICAL SOCIETY
PRESENTS
SPRING DINNER EVENT

WEDNESDAY MAY 23RD 2012

SOCIAL TIME 6:30PM
BUFFET DINNER 6:00PM

TICKETS : \$13

AVAILABLE FROM SOCIETY BOARD MEMBERS,
DURAND'S WINE COMPANY,
OR AT THE PENTWATER TWP LIBRARY



PENTWATER BACKROAD

PROGRAM PRESENTATION
MICHIGAN BACKROADS MR. RON RADEMACHER
BOOK COPIES WILL BE AVAILABLE

*Enjoy this social and
educational event at the*

Pentwater VFW Hall
ONLY \$13.00

TICKETS ON SALE AT:

- Society Officers
- Durand's Wine Shop
- The Pentwater Township Library

USE THIS FORM TO BECOME A MEMBER OF THE PENTWATER HISTORICAL SOCIETY

HOME ADDRESS _____		SUMMER ADDRESS _____	From _____ To _____
NAME _____		NAME _____	
ADDRESS _____		ADDRESS _____	
CITY _____ STATE _____ ZIP _____		CITY _____ STATE _____ ZIP _____	
PHONE _____		PHONE _____	
TYPE OF MEMBERSHIP:	• Patron \$500* • Annual \$10*	• Life \$125* • Student \$3	• Sustaining \$40* (* Includes Spouse)
			STATUS: <input type="checkbox"/> New <input type="checkbox"/> Renewal
Would you like to be contacted to participate in society activities? If so, your area of interest is: _____			
PLEASE MAKE CHECK OR MONEY ORDER TO: The Pentwater Historical Society, P.O. Box 54, Pentwater, MI 49449		AUTHORIZED SIGNATURE _____	

\$100,000 Dollars and Counting!

Our funds are over \$100,000.00 toward our goal of \$225,000.00.

Many of our members have contributed towards our new museum. Now is the time for you to contribute your generous support! See page 5 to find out a couple of ways to make your generous donation! (*And don't forget to encourage others to join in this effort.*)



**BECOME A
CONTRIBUTOR
TO THE NEW
HOME OF THE
HISTORICAL
SOCIETY
TODAY!**



PENTWATER
HISTORICAL
SOCIETY
P. O. BOX 54,
PENTWATER,
MICHIGAN 49449