

ROUSE SIMMONS - CHRISTMAS TREE SHIP

Newspaper Articles by Date:

1. 11/30/1912 **Chicago Daily Tribune** – November 29th – *Rouse Simmons* 3 days overdue in Chicago
2. 11/29/1912 **Detroit Free Press** – November 28th – *Rouse Simmons* Overdue
3. 11/29/1912 **Chicago Daily Tribune** – Watch for Lost Schooner commanded by Capt H. Nelson
4. 12/15/1912 **Detroit Free Press** – Schooner Butcher Boy overdue – Reference to *Rouse Simmons* lost with 17 persons
5. 12/03/1912 Chicago Newspaper Article – *Rouse Simmons* overdue – reference leaving Thompson Harbor. Captain Scheuneman, Captain Charles Nelson and 14 hands are on board
6. 12/05/1912 **Chicago Daily Tribune** – Christmas Ship Lost on the Lake with 17 On Board. List of crew members including Captain Nelson's wife. Rumors Craft was Unseaworthy
7. 12/06/1912 Chicago Newspaper Article – Continued Search for *Rouse Simmons* – Cutter Tuscarora searched for *Rouse Simmons*
8. 12/06/1912 Unknown Source - Vessel's YAWL is Found – Continued search for *Rouse Simmons*. The Seamen's union asked to have boat sent to Mud Bay or North Bay to see if *Rouse Simmons* can be found.
9. 12/07/1912 **Chicago Daily Tribune** – Search for Bodies Continue, Sailor's Union to sell Christmas Evergreens Lost from *Rouse Simmons*.
10. 12/08/1912 **Chicago Daily Tribune** – Schooners Minerva & Arizona captains state weather had been as nasty as they had ever experienced, and they declared it impossible that the *Rouse Simmons* could still be afloat. Search by Cutter Tuscarora continues to find the wreck
11. 12/09/1912 **Chicago Daily Tribune** – Schooner George Marsh and Hossack arrive in CChicago after storm which is supposed to have sunk the *Rouse Simmons*.
12. 12/15/1912 News Article Sault Ste Marie, MI – Revenue Cutter Mackinaw, acting under orders from Washington, make search for *Rouse Simmons*. Possibility that schooner was stranded on one of the isolated islands in northern Lake Michigan.
13. 12/18/1912 News Article Sault Ste Marie, MI – Search for *Rouse Simmons* by Cutter Mackinaw under orders from treasury department was abandoned, believed sank with crew.
14. 04/11/1924 – Two Rivers Wisconsin news article - Find Relics of Lost Ship – Captain Norman Allie, owner of the "Reindeer", found billfold of Captain Schuemann in nets along with clipping from Thompson Michigan newspaper.
15. 12/19/1971 **Escanaba Daily Press** – 12/19/1971 – Christmas Tree Ship Wreckage Sighted – Interviews with local residents of Thompson – Nels Bouschor, Osborne Stanley & Mrs. Alvin Nelson
16. **Manistique Pioneer Tribune** – by Jack Orr – An Unpublished Story about the Christmas Tree Ship Sinking – Letter written by late Ernest Williams who cut trees for the schooner and knew Captain Scheunemann
17. **Manistique Pioneer Tribune** – Date Unknown – by Jack Orr. There Were Two Christmas Ships. An article written by Mr. William Griffin in the Chicago Tribune.
18. **The Journal** – Schooner Tragedy Sank Old Time Yule Custom by Robert Wells
19. Unknown Source – Mrs. Herman Scheunemann and Daughter Elsie Take Up Work of Husband and Father
20. 06/22/1933 Christmas Tree Lady Summoned – Mrs. B. Scheunemann, Well known in County dies in Chicago
21. 05/23/1913- Unknown Source - From The Dead – Note Supposedly Written by Member of Crew of Ill Fated *Rouse Simmons*, Found. Here for Trees, Widow of Captain Scheunemann, who was drowned, now conducts business.
22. 11/27/1975 **Green Bay Press Gazette** - Christmas Tree Ship is now TV Documentary – by Bob Woessner
23. 5/11/1924 Unknown Source – Wallet of Captain Herman Schuenemann found and delivered to wife
24. Unknown Source – Letter from Theodore S. Charnney – historical background of Capt. Schuenemann
25. 12/24/1973 **Manistique Pioneer Tribune** – Christmas tree ship lies beneath Lake Michigan waters by Katherine Lebrasseur
26. Unknown Source – Newspaper Photo of *Rouse Simmons* in Sheboygan
27. 12/04/1975 Unknown Source – Notes on the Christmas Tree Ship

28. 11/21/1987 **Milwaukee Sentinel** by Jay Joslyn "Tales, ballads tell story of Christmas Tree Ship"
29. 11/22/1987 **Manistique Pioneer Tribune** "Mrs. Harding remembers Christmas Tree Ship well"
30. March 1977 - Unknown source by Karen Suratt "Bottle washed up on shore with note from Uncle Herman"
31. 11/23/1989 **Milwaukee Sentinel** by Suzanne Kautsky Weiss "Shipwreck" details saga of Christmas Tree Ship highlighting Dan Hildebrand (diver) , locations of artifacts
32. Unknown Source "Hulk Recalls Saga of Christmas Tree Ship"
33. 12/24/1970 **The Mining Journal** "Christmas Tree Ship Still Lost On Lake"
34. Unknown source by Helen Burrowes "Christmas Tree Laden Ship Vanished Into Lake in 1912" photo
35. 12/12/1971 **Milwaukee Journal** by Robert W. Wells " 59 year riddle is Solved" Diver Kent Bellrichard fins and films the wreck of the Rouse Simmons
36. Unknown source "Fate of the Rouse Simmons Lost In Storm Nov. 25, 1913, IS Sealed In Lake Michigan"
37. Unknown Date **Escanaba Press** "Old Timers Recall Sinking of Ill-Fated Ship Rouse Simmons
38. 12/1967- 1/1968 **Milwaukee Sentinel** "Yule Tree Ship That Sank in 1912 Still a Legend"
39. 12/19/1966 **Milwaukee Sentinel** "Christmas Tree Ship Kin Sought"
40. 12/24/1944 **Chicago Tribune** by Delos Avery "Why Chicago Missed Its Yule Trees in 1912"
41. 6/22/1933 **Pioneer Tribune** "Christmas Tree Lady Summoned" obituary
42. 8/1913 unknown source "Voice from Dead" note by Capt. Chas. Nelson found in bottle
43. 12/22/1966 **Pioneer Tribune** Letter to the Editor by George Matthews

louez leads in the totals. From there 13,935,602 tons were shipped. This exceeds the previous best mark by the Missabe docks, when 12,600,000 tons were shipped. The best record of the Great Northern docks heretofore was made last year when they shipped 9,773,061 tons.

With only the tonnage of the Snyder missing the Missabe docks have loaded 10,486,625 tons this year. During the month of November the shipments totaled 1,070,706 tons. The shipments for the entire season last year were 6,934,269 tons.

Two Harbors exceeded its last year's shipments by nearly 3,100,000 tons. With only the one boat to load it has shipped 9,370,970 tons. Last year the total was 6,417,520 tons. During the past month the shipments was 667,010 tons.

The Soo shipped 350,000 tons this year, against 177,000 tons last season.

CHRISTMAS SHIP SAFE.

CHICAGO, Nov. 29.—The schooner Rouse Simmons laden with a cargo of Christmas greens, three days overdue here, today was reported as safe at Bailey's point, 175 miles north of Chicago. Word from the schooner had been anxiously waited by friends and relatives of its captain and crew in view of the recent disastrous storm which swept Lake Michigan.

MAKES \$16,000 TRIP.

One of the most attractive cargoes that has gone down the lake in years, from the boat owners' viewpoint, was that carried by the McIntosh yesterday. This boat carried 400,000 bushels of grain at four cents per bushel. This includes storage for the winter. The trip will net the boat \$16,000 for the trip.

DETROIT PASSAGES.

(News Tribune Special.)

DETROIT, Mich., Nov. 29.—Up. Caldaera, 8:30 Thursday night; Champlain, 10:45; Oscoda, 11:20; Gratwick, 12:10 Friday morning; Lumberman, Stanley, Jeanette, 12:20; Bangor, 12:30; Carnegie, 12:40; Wallace, 2:30; Conemaugh, 3; Veronica, 4:35; W. E. Fitzgerald, 4:40; I. J. Royce, Golden Age, 5:50; Tioga, 7:50; Osborne, 8:30; Ralph, Harold, Connelly Bros., 10:25; Agassiz, 10:45; Barth, Filer, Jenness, 11; Gettysburg, Melbourne, 2:15 p. m.; Sierra, 3:15; Kenovle, 4:10.



GREAT

PLAYERS

OF PIANOS

PIANO

we can see
have decided
on the matter

D.F.P. 11/29/12

Dec. 11. ORUBA.
16,775 disp.
Days in connection
A Co. Tickets Inter-
MAICA, PANAMA
West India Ports.
of sailings and rates
address
M Steam Packet Co.
SON Gen. Agts, 22
St. N. Y.
174 Griswold Street,
HAMSHIP TICKET
AGENT

RIENT CRUISE
Sailings Feb. 15, 1900
cluding shore excursions
South American Tour.
Lewald St. Detroit, Mich.
Times Bldg. New York

ES
RY
Send
Your
Name
and
Address
and we
will mail
You
Quotations

ION DEALERS
ETROIT.
PRICES

ALO.
lished 1871.
ferences:
Bank, Buffalo, N. Y.
nge Nat'l Bank, N. York
radstreet's Agencies

ANTS
et, East Buffalo, N. Y.
shed on application.
of sale.

J. Davis, Sec'y-Treas.
ENS
Capital \$100,000.
Stock Exchange Bldg.

ed on application.
omply executed.

ROIT.
sion Co.
etroit, Michigan

JLLEN
ALESMEN
Detroit, Mich.
H. B. McMULLEN,
Phone Cedar 645, De-
t., Mich., Hog Salcman.

OLMES
SMEN

nguring in about \$4 under retention
based on various claims.
After the collision the Flora passed
to the ownership of the Saginaw
Valley Transportation company,
which, after more money had been
spent on repairing and overhauling
the craft at the yard of Capt. James
Davidson, Bay City, started to oper-
ate her on a route between Saginaw
and Cleveland.

Her earnings again fell short of
expenses and the Flora was soon
tied at a dock in Saginaw for an-
other long rest. Last spring, Capt.
Miles Barry of Chicago and asso-
ciates purchased the vessel in the
expectation of putting her on an
excursion run out of Chicago. A
disagreement arose, injunctions and
counter-injunctions were taken out
and a series of legal complications
followed which were fought out in
the state and federal courts, while
the Flora added interest to the
proceedings by quietly filling and
sinking beside her dock in Sagi-
naw river.

When she had been raised and a
truce declared in the legal hostilities
the old craft was taken to
Chicago, making the voyage under
a special permit issued by the Uni-
ted States local inspectors of steam
vessels in Port Huron, which virtu-
ally amounted to their passing on
to the local inspectors in Chicago
the responsibility of seeing that the
vessel was made seaworthy before
she should renew her certificate
permitting actual operation.

Vesselmen in Saginaw and else-
where predicted the trip might be
the last for the Flora, but she made
it, although she ran into a storm
and made a stop at Waukegan on
the way, with more water in her
hold than her pumps had been able
to remove.

Further litigation followed her
arrival in Chicago, culminating in
her sale by the United States mar-
shall.

ROUSE SIMMONS OVERDUE

Chicago, November 28. — The
schooner Rouse Simmons, Capt.
Scheuneman, with Christmas trees
from Thompson, Mich., is reported
here as two days overdue.
The schooner carries 14 hands and
sailed from Thompson last Thurs-

Attractive Return
Substantial Security
Possible Early Appreciation

We recommend the
6%
Cumulative Preferred
Stock of the

**American Public
Utilities Company**

as a timely investment. At present
market price yields 7 1/2%. Under
management of
Kelsey, Brewer & Co.

Write for Descriptive Circular.

H. W. NOBLE & CO.
1010 Penobscot Bldg., Detroit, Mich.

17% PER ANNUM

engineer in Cleveland, gives notice of
discontinuance of the red gas buoy No. 2,
marking the west outer breakwater at
Conneaut and announces that a fixed red
light will be displayed until about De-
cember 10 from a spar 30 feet high at the
easterly end of the completed breakwater,
which is about 200 feet west of the in-
complete and submerged portion of the
breakwater. A spar buoy marks the wall's
easterly limits.

Col. J. G. Warren, United States distrt
engineer in Buffalo, announces that the
war department's rules regulating traffic
in the Strawberry Island channel of Niag-
ara river are revoked, effective December
1. After that date steam vessels may
pass through Strawberry Island channel
either way, without restriction as to num-
ber of barges in tow or length of towline,
using caution, however, when passing the
dredge which is cleaning the east half of
the channel. Improvement work during
the summer has deepened the channel to
23 feet.

VESSEL PASSAGES.

Detroit.
Detroit, November 28.—Up: Peck, 10:10
Wednesday night; Cuddy, 11:40; Jenks,
12:30 Thursday morning; Riddle, 1:30; Nor-
way, 2; new Wolf, 2:35; S. Parks, 2:50;
Ashley, 3:10; Townsend, 7:05; Hall Brothers,
7:30; Squire, 9:20; Heffelfinger, 11:10;
Stackhouse, Easton, 1 p. m.; Lyman C.
Smith, 2; Ontario, 2:20; Regina, Jay
Gould, 2:30; Huron City, 2:50; Hazard,
Knapp, 3; Dunham, 3:25; Midland Queen,
3:40; Christopher, 3:50; Luzon, 5:30; Noble,
6:15; Laughlin, 6:30; Schlesinger, 7:10.
Down: Sherwin, Grammer, 8:50 Wednes-
day night; Pendeniss White, 9; Paris,
9:20; Norwalk, 10:35; William Living-
stone, 10:45; M. Boyce, 11:40; Shrigley,
Mowat, 12:50 Thursday morning; Havey,
2:30; Schoonmaker, 3:40; Shaughnessy, 6:20;
Maytham, 7:50; Onoko, 8:15; Huron, 8:20;
Cadwell, Codorus, 9; Kirby, 9:30; J. E.
Upon, noon; Wainwright, 1 p. m.; Dunn,
2:15; W. Scranton, 2:30; J. F. Eddy, 2:50;
Amazon, 3; barge Troy, 3; B. F. Berry,
5:45.

Sault Ste. Marie.
Sault Ste. Marie, Mich., November 28.—
Up: McKee, 8 last night; Buffalo, 9; Gra-
ham, Athabasca, Anna Minch, 1 a. m.;
Byers, 1:30; Meaford, 3:30; Turret Cape,
4:30; Stafford, Empress of Fort William,
5:30; W. S. Mack, 8; McKinstry, 9; Ren-
own, 10; Hurlbut W. Smith, 11; Ball,
noon; Maruba, 12:30 p. m.; Westmount, 2;
Scottish Hero, 2; Adriatic, 7.
Down: Alberta, 7 last night; John A.
Donaldson, 8; Reed, 9:30; Kerr, Brower,
midnight; James B. Wood, Iroquois, 1:30
a. m.; Western Star, Monroe C. Smith, 3;
Lewiston, 4; Turret Chief, 5; Lagonda,
Yosemite, Kinmount, Tomlinson, 7; Trues-
dale, 7:30; Kaministiquia, Harmonic, 10:30;
J. T. Hutchinson, Assinibola, Empress of
Midland, 11:30; Dunelm, noon; Shenango,
1 p. m.; City of Naples, 1:30; Weston, 2;
Block, Hoyt, Castalia, 2:30; Earling, 4;
M. T. Greene, 4:30; Winona, 6:30.
Light northwest wind; snowing.

Mackinaw City.
Mackinaw City, Mich., November 28.—
Up: Seneca, 8:30 last night; Hubbard, 10;
Scranton, 5:15 a. m.; Durston, 4:10; J. V.
Taylor, 5; Gogebic, 10.
Down: Binghamton, 12:15 a. m.; Hurlbut
W. Smith, 2:30; Albright, 7:40; Octorara,
10:30; Wolfe (old), noon; I. J. Boyce, L. C.
Hanna, 12:30 p. m.; McCullough, 2:30; W.
H. Smith, 4; H. B. Smith, 6; S. M. Steven-
son, 8:20.
Sheltered: Taylor, Gogebic, at St.
Helena.
Wind southwest, fresh; weather cloudy.

Port Colborne.
Port Colborne, Ont., November 28.—Up:
Nothing.
Down: Panther, Conneaut to Montreal,
coal, 2 a. m.; City of Montreal, Fort Wil-
liam to Montreal, oats, 2; Conger, Erie to
Toronto, coal, 6.
Wind west.

December 14—St. Paul
December 14—Oceanic
December 14—Caronia
December 15—Roma
December 17—Neorda
December 17—Mauret
December 18—Finland
December 18—France
December 19—Barbar
December 19—Baltic
December 21—Florida
December 21—Pennsy
December 21—Columb
December 21—Mesaba
December 21—Philade
December 21—Alice
December 21—F. der
December 21—Rynda
December 24—Lusitani
December 24—Megan
December 25—Vaderl
December 28—Proven

**FAIR DAY
IN LOCAL**

Cattle and Shee
Thursday,
Hogs R

REC

Cattle.....	2.47
Calves.....	56

Thanksgiving day
great difference at
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The milch cow
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We quote:
Extra dry-fed steer
Steers and heifers,
Steers and heifers,
Steers and heifers 1
500 to 700
Choice fat cows
Good fat cows
Common cows
Canners
Choice heavy bulls
Fair to good bolon
Stock bulls
Choice feeding steers
Fair feeding steers,
Choice stockers, 500
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*an expert on cross ex-
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t. Halpin cashed the*

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catch Spere, but he had
no trace of him.

*the reputation of being
catchers in America.*

J. S. Smith, a quiet,
st a recluse, pastor of
nts church, 110 South
d a check for \$100 for
est looking young man
s. On Oct. 12 the Rev.
and on the shoulder of

The motorman was arrested.
The automobile had six occupants, none of
whom escaped without serious injury.

BANDIT KILLED BY POLICEMAN.

Unidentified Robber Shot on West Polk Street by Patrolman Wallinka.

An unidentified holdup man was shot by
Patrolman Wallinka of Lake street station
shortly before midnight and died a half hour
later at the county hospital. Wallinka heard
a cry for help and ran up as a man burst
out of an alley at 2850 West Polk street and
started to run. Wallinka fired and he
dropped. Richard Kissane, 2858 West Con-
gress street, staggered from the alley. He
said the policeman had saved him from being
held up.

WATCH FOR LOST SCHOONER.

Life Savers Look Out for Lumber Boat and Crew Which Were Due Here Yesterday.

The life saving crew was asked last even-
ing to keep watch for the lumber schooner
Evelyn Simons, supposed to have arrived here
yesterday morning. No word has been re-
ceived from the schooner since it left northern
Michigan with a cargo. The boat is com-
manded by Capt. H. Nelson, and has a crew of
six. Mrs. Nelson, wife of the captain, accom-
panied him on the trip.

Celebrate Defeat of
El Paso, Tex., Nov. 28.—Th-
ally unobserved in Mexico
today in Juarez in receiv-
rebel defeat at Guzman, an-
two pieces of artillery and 1
from the city of Chihuahua
twenty-five rebels killed in
tack was Maj. O. Cano, a re-
prominence. The federal
killed, says today's report.

SPLINTER OF BONE

Blood Carries Fragment Through Veins to Lad Die

Philadelphia, Pa., Nov.
splinter from a fractured
old George W. Hayes, 1134
nue, when it touched his
physicians at the Childer
hospital today. According
the boy was injured in a
Nov. 11. He was taken to
a broken leg. The bone
healing well, when the
pains in the heart. He
the physicians learned the
bone had been carried to
the heart. It lodged the
death.

11/29/12 Chicago Daily Tribune

P.T.M. 12/13/12

employed to release her. No vessels left the Soo Thursday. All boats that have locked through since Wednesday morning are still here.

Atkokan Delayed a Week.

The steamer Atkokan with three others, thought to be the North Lake, Sonoma and Omega, are still under Whitefish Point. The Atkokan locked through up-bound one week ago and has been unable to get further than Whitefish Point. The Norway, Stanton and McGean, all grain laden, have been tied up at the government pier since Wednesday afternoon, unable to get away in the storm which has been raging almost continuously for a week. Tonight shows no abating in the force of the seas or the terrific winds.

Grain Fleet Comes Down.

The first of the last of the grain fleet which left the head of the lakes Tuesday arrived at the Soo

OCEAN STEAMERS.

HAMBURG AMERICAN
Largest S. S. Co. in the World
OVER 400 SHIPS 1,210,000 TONS

Atlantic Service

LONDON, PARIS, HAMBURG

Pennsylvania Dec. 21, 3 P.M.
Pres. Lincoln Dec. 23, 1 P.M.
Amerika Jan. 4, 8 A.M.
Patricia Jan. 9, 10 A.M.
Hamburg direct, 2nd cabin only

MEDITERRANEAN

Madeira, Gibraltar, Algiers, Naples, Genoa.
S.S. Hamburg Jan. 11, 11 A.M. (11,000 tons)
S.S. Hamburg Feb. 22, 10 A.M.

AN IDEAL CRUISE

AROUND THE WORLD INLAND EXCURSIONS and SIDE TRIPS
13 DAYS IN JAPAN
18 DAYS IN INDIA

FROM SAN FRANCISCO

FEBRUARY 6, 1913

By the S.S. Cleveland (17,000 TONS)

110 Days - \$650 and up

The boats known to be in the fleet are: Minnesota, Alva, Castilla, North Star, Upson, Yale, Sultana, W. L. Smith and W. P. Snyder. Several other ships still are under Whitefish. When these arrive the season will be ended.

Schooner Butcher Boy, Overdue, Causes Alarm

Chicago, December 12.—The three-masted schooner Butcher Boy, Capt. Gustave Hansen, from Manistique, Mich., carrying seven hands and laden with lumber for this port, is a week overdue. Manistique is near Thompson, the port from which the schooner Rouse Simmons sailed a month ago, when she was lost with 17 persons. Tugs have been waiting inside the breakwater here several days to help the Butcher Boy into port when she is sighted.

Wireless Carries Long Range.

Winnipeg, Man., December 12.—Communication was established today between the wireless stations at Port Arthur, Ont., and Queen Island, which lies north of Victoria, B. C., the operators exchanging congratulations and greetings. Recently a message sent from a vessel in the southern Atlantic to New Orleans was picked up at Port Arthur.

Lakeland Comes to Port.

Special to The Free Press.
Port Huron, Mich., December 12.—Steamer Lakeland arrived here Thursday morning from Duluth, heavily loaded with freight. This will be the last trip for this steamer. Members of her crew report a rough passage across Lake Superior.

MARINE NOTES.

Lighthouse stations in the vicinity of Mackinaw City have gone out of service for the season.

Steamer Douglass with a cargo of fruit and hay from Port Hope arrived at John Stevenson's dock Wednesday morning.

Steamer Denmark left Buffalo without cargo Wednesday for Superior, where she is expected to load storage grain.

With a load of coal for Fort William, the steamer G. R. Crowe, it is thought, will be the last vessel to leave Cleveland this season for the upper lakes.

With the assistance of the Great Lakes Towing company's tug A. C. Harding, the steamer Capt. Thomas Wilson was released early Thursday morning from the

OCEAN STEAMERS.

NORTH GERMAN LLOYD

Express Sailings Tuesdays
Fast Mail Sailings Thursdays
—For—

London - Paris - Bremen
Sailings on SATURDAYS for
THE MEDITERRANEAN

Three Winter Cruises to the
PANAMA CANAL
and

WEST INDIES

JAN. 16, FEB. 20, MARCH 27
By the S.S. "Grosser Kurfurst."
OELRICHS & CO., Gen. Agents.

Cleared: None.

VESSEL PASSAGES.

Detroit.

Up: Canisteo, 3 Wednesday night; chem, midnight; C. H. Little, 3:30 Thursday morning; Nottingham, 5:30.
Down: Lakeland, 5:06 Thursday a noon; F. C. Hall, 5:19; Annie Laura, 5:19.

Mackinaw City.

Mackinaw City, Mich., December 12.—Up: W. H. Mack, 11 a. m. Sheltered; Amazonas, John Owen White shoal, St. Helena, Round I and Cheboygan.
Wind west, 20 miles; freezing.

Sault Ste. Marie.

Sault Ste. Marie, Mich., December 12.—Up: Acadian, 8 last night; Duneim, poonge, 7 a. m.
Down: D. R. Hanna, 5 p. m. t Hebard, 6; Nettleton, 7; Couby, 7:30 nora, 8.

OCEAN STEAMSHIPS.

St. John, N. B.—Sailed: Sati Glasgow.
Sable Island—Brandenburg, Br for Philadelphia, in wireless communication with the Marconi station when 550 miles east of Philadelphia 9:15 a. m.

New York—Arrived: Friederich Grosse, Bremen; Oceanic, Southam Montevideo, Cadiz.

New York—Mauretania, Liverpool New York, 1,250 miles east of Hook at 3 p. m., December 11, late Friday or 3:30 a. m. Saturday.

Queenstown—Celtic, New York Queenstown and Liverpool, 230 west at 1 p. m. Due Queenstown m. Friday.

Havre—Arrived: LaSavole, New Trieste—Sailed: Martha Wash; New York.

New York—France, Havre for York, 1,000 miles east of Sandy at 10 a. m. Dock 8:30 a. m. Sati Grosser Kurfurst, Bremen for York, 920 miles east of Sandy Hook noon. Dock 8:30 a. m. Sunday; tania, Liverpool for New York miles east of Sandy Hook at 10 Dock 8:30 a. m. Saturday.

New York—Sailed: Carpathia, pool via Boston; Kaiserin Augustoria, Hamburg; Celestine, Havre tic, Liverpool.

Browhead—Kronland, New Yor Antwerp, reported 140 miles south at 12:52 p. m.

Queenstown—Sailed: Phllad New York.

Boston—Arrived: Arabic, Live Sailed: Canopic, Genoa.

NEW YORK SAILINGS.

Date.	Steamer.	Destin
December 14	Chicago	.....
December 14	Kronp. Cecillie	.....E
December 14	Caledonia	.....G
December 14	Czar	.....Rotterdam
December 14	Minnetonka	.....L
December 14	St. Paul	.....Souths
December 14	Oceanic	.....Souths
December 14	Caronia	.....L
December 14	Roma	.....Naples-Ma
December 17	Noordam	.....Rot
December 17	Mauretania	.....L
December 18	Finland	.....Dover-A
December 19	Campanello	.....Rot
December 19	France	.....L
December 19	Barbarossa	.....L
December 19	Baltic	.....L
December 21	Florida	.....L
December 21	Perugia	.....L
December 21	Pennsylvania	.....H
December 21	Columbia	.....G
December 21	Mesaba	.....L
December 21	Philadelphia	.....Souths
December 21	Alice	.....Naples-
December 24	F. der Grosse	.....L
December 24	Ryndam	.....R. t
December 24	Lusitania	.....L

expected that they
former records. The
gments amount to

OF GRAIN ON WEATHER

onditions are favor-
Fort William and
on shipping about
ls of grain between

ake Superior ports a
grain will be carried
the season is closed
e managers having
e available for stor-
a much better rate
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of insurance exten-
ten up by shippers,
will be made to get
extended after mid-

Several steamers
agements for exten-
between Dec. 1 and

next Friday there
g of underwriters to
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her continues. Lake
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ps chartered to load
erior ports after in-

PASSAGES.

(*bune Special.*)
ARIE, Mich., Dec. 2.—
:30 last night; Peter
od, 9 a. m.; Price,
, 11; Steinbrenner,
leen, Winona, Ohl,
bins, Saxona, 2:30;
s, Odanah, Moore, 4;
s, Durston, 5; Watson,
Crawford, 8; Sonora,

a, Boland, 8:30 last
Athabasca, 4; Thos.
hua Rhodes, 5; Steel
ney Northern Queen.

June, 1,302,090; July, 1,249,090; AUG-
ust, 823,242; September, 766,101; to-
tal, 5,290,719.

Hard Coal.

May, 7,000; June, 143,190; July,
153,157; August, 207,317; September,
292,786; total, 803,450. 11/3/12

ROUSE SIMMONS OVERDUE; CAPTAIN'S FAMILY ANXIOUS

CHICAGO, Dec. 2.—The schooner
Rouse Simmons, Captain Herman
Schueneman, which was reported
overdue here last week, has not come
into this port and anxiety is felt by
Captain Schueneman's family, here.
The Rouse Simmons left Thompson,
Mich., before Thanksgiving day and
was reported from Bailey's Harbor,
Wis., Nov. 28, Captain Schueneman,
Captain Charles Nelson and 14 hands
are on board.

At Captain Schueneman's home here
it was said tonight that if the vessel
had put into any of the north shore
ports, word from her would have
been received. With a fair wind, the
run from Bailey's Harbor here should
be made in 24 hours. There has been
a heavy sea on the lake. About 12
years ago, Captain Schueneman's
brother, in command of a schooner,
was lost with all hands, on Lake
Michigan.

DETROIT PASSAGES.

(*News Tribune Special.*)

DETROIT, Mich., Dec. 2.—Up: Du-
luth, 8:40 Sunday night; Saranac, 8:50;
Kensington, 9; Oliver, 10:30; Adams,
10:35; Wilkinson, 10:40; A. E. Ames,
12:10 Sunday morning; Grammar,
12:35; Omega, 2:50; Goulden, 7:10;
Langell, Aranac, W. K. Moore, 8:30;
Stanton, Ogdensburg, Chicago, 9;
French, 9:30.

Down: Viking, 8 Sunday night;
Neptune, 7:40; Wisconsin, 7:50; Fisher,
9:15; Alpena, 10:50; H. A. Bradley, 1:10;
England, 1:30; Chili, 2:30; M. Elphicke,
2:35; Saunders, 4:20; G. L. Hutchinson,
4:40; Fitch, Maitland, 5:30

DUDUTH-SUPERIOR HARBOR.

Arrivals.

Coal—Andrew Carnegie, Ontario, City of
Bangor, W. H. Gratwick, Normanna, Agas-
siz, Sierra.

Rails—Republic.

Merchandise—Connemaugh, Lakeport.
Departures

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REC HIGHEST

World's
Pure Food
Exposition,
Chicago, Ill.

Paris, Ex-
position,
France,
March,
1912.

Unredeemed

OME CHRISTMAS HOPES.

[Copyright: 1912: By John T. McCutcheon.]



THEY HOPE SOMEONE WILL GIVE THEM SOME ROUGH SHOD SHOES FOR CHRISTMAS



SOME MEN WILL GIVE THEMSELVES NICE BRIGHT HALOES FOR CHRISTMAS

BE A GOOD FELLOW AND BRIGHTEN THE DARK PLACES



IF YOU DONT WANT THE SALES GIRLS TO LOOK LIKE THIS, DO YOUR CHRISTMAS BUYING EARLY

'CHRISTMAS SHIP' LOST ON THE LAKE WITH 17 ON BOARD

Schooner Rouse Simmons Which Annually Tied Up at Clark Street, Missing.

HOPE NEARLY ABANDONED

Wreckage and Holiday Greens Reported Washed Ashore Are the Only Clues.

CAPTAIN'S WIFE ON ILL-FATED CRAFT

The three masted schooner Rouse Simmons, loaded to the gunwales with thousands of Christmas trees which were bound for Chicago, is believed to have foundered in a storm in the middle of Lake Michigan and to have gone to the bottom with all hands—sixteen men and one woman. The vessel is the one that thousands of Chicagoans have seen every winter tied up at Clark street and loaded with Christmas trees and greens.

Grief-trenzled relatives of those on board the vessel have been striving day and night since Thanksgiving day to find trace of the missing ones. News came yesterday that caused them almost to give up hope. It was reported that the hatches of a ship and a large quantity of Christmas greens had been washed ashore near Two Rivers, Wis., and Pentwater, Mich. Still another report reached Chicago that the schooner had put in at a little out of the way port seventy-five miles from the city. This could not be verified.

At the same time it was learned that on Nov. 28 when a violent storm raged on the lake a three masted schooner had been seen off the coast between Keweenaw and Two Rivers flying signals of distress.

Life Savers Battle in Vain.
Efforts had been made by the life saving crew at Keweenaw to reach the vessel, but had failed. Night fell while the struggle was going on. At dawn life savers wallowing through the heavy swell that the storm had left in its wake reached the place where the stricken "Christmas ship" had been last seen. No sign of a sail was in sight. The tossing waters were as inscrutably silent as to the fate of the schooner as the dull gray clouds that lowered overhead.

The Rouse Simmons has now been missing for fifteen days. It set sail from Thompson's pier, Manistique, Mich., on Nov. 21. Under ordinary circumstances it would have made

GETS STATE

er Given of Car- ne.

INVITED TO SEE NEW FLAT; WITNESS WEDDING INSTEAD.

Mrs. David N. Hanson Jr. Furnishes Apartment Which Has Clergyman Come Aboard.

The old fashioned way of being married in a church and later selecting and furnishing an apartment is altogether too ordinary for Mrs. David N. Hanson Jr. Mrs. Hanson, formerly Miss Sarah Evelyn

PROFITS \$60,000 IN A TABLET BANK

Sheets of Paper All Frank G. Hajicek Needed to Run a Private Concern.

PRIVATE CONCERN.

WOMAN DEPOSITOR SUES.

The story of how a Chicago private banker made \$60,000 profit in five years by banking methods which include bookkeeping with a few sheets of paper, recited yesterday before Municipal Judge Fake, gives one more reason for private bank supervision in Illinois.

The story came from the "banker" himself, Frank G. Hajicek, 3341 West Twenty-sixth street. According to his own story he operated his "bank" entirely on the confidence of his depositors. Now and then he admitted there were "disagreements" with them. He added all the disagreements were settled in his favor—until this week.

Woman Sues Banker.

One of these misunderstandings was the cause of Hajicek's appearance in court. Mrs. Antonie Pospisil, 2856 South Springfield avenue, is suing him for a balance of \$900 on a deposit of \$1,200 which she says she put in the bank in 1911. Hajicek asserts she deposited only \$300.

Hajicek told the court he had gone out of the banking business and into the real estate trade. He wore, among other things, a large diamond ring.

"Your clients consisted mostly of Bohemians?" Charles F. Lowy, attorney for Mrs. Pospisil, asked him.

"Yes," answered the witness.

"They came to you because they had implicit confidence in you?"

"Yes."

"Did you keep any record of deposits made?"

"The only record kept was the deposit slip."

"Who made out the deposit slip?"

"The man who did the depositing."

All Settlements in Favor of Bank.

"We sometimes did have misunderstandings with our patrons, but these cases always were settled in favor of the bank, and the depositors accepted the right sum, according to the records kept."

"What were these records?"

"I kept a sheet of paper and on this sheet we entered the deposits in a lump sum. If the depositors lost their deposit slips, we had no way of telling how much the depositors had given us."

The case will be resumed today.

THUGS ROB FOUR; SHOOT ONE.

Frank Larson Wounded as He Flees from Thief—Three Other Holdups.

Holdup men were active on the west and south sides last night. Four men reported to the police of being robbed.

Frank Lawson, 686 South State street, was confronted by a negro at South Wabash avenue and East Twelfth street. Frightened at the sight of a revolver, Lawson fled. The robbers shot and wounded him.

J. Manson, 2801 Calumet avenue, was held up by three men late at night in front of 2610 Calumet avenue. They took \$70.

Albert Papecky, 4424 West Twenty-ninth street, was robbed by two men earlier in the evening at West Twenty-first street and California avenue.

John Leitner, 3811 South La Salle street, reported being robbed by two men at West Huron and Noble streets shortly before midnight.

pier, Manistique, Mich., on Nov. 21. Under ordinary circumstances it would have made the journey back to Chicago in forty-two hours. Since Nov. 21, however, nothing whatever has been heard of the craft. No vessel has been found the lookouts on which can say positively they sighted the "Christmas ship." Its disappearance, if it remains as inexplicable as it is now, bids fair to become one of the great mysteries of the great lakes.

Seamen Still Cling to Hope.

Chicago seamen still cling to the hope that the vessel may be afloat somewhere far from shore. They point out that navigation is closed and there are so few craft on the lake that a ship, if disabled, might drift about for weeks without being sighted.

Faith in this theory yesterday led the treasurer of the Chicago Seamen's union to telegraph to Capt. Berry of the Tuscarora a request to steam out into the lake immediately in search of the Rouse Simmons. The Tuscarora started on receipt of the message and is now covering the course the Rouse Simmons is supposed to have taken.

Seamen admit, however, that if the three masted schooner sighted in distress off Keweenaw was the "Christmas ship" it almost certainly has gone to the bottom. No craft could have continued long in that part of the lake without being seen by passing vessels.

Aboard the Missing Craft.

The lone woman aboard the Rouse Simmons was the wife of the captain, Oscar Nelson, who was in command.

The others were:

Capt. Frank Schuenemann, Capt. Nelson's partner in the Christmas tree venture.

- Alex. Johnson, first mate.
Edward Minogue, sailor.
Frank Sobata, sailor.
George Watson, sailor.
Ray Davis, sailor.
Courad Griffin, sailor.
George Quinn, sailor.
Edward Murphy, sailor.
John Morwauski, sailor.
"Stump" Morris, sailor.
Greely Peterson, sailor.
Frank Paul, sailor.
Edward Hogan, sailor.
Phillip Bausewein, sailor.

Rumors Craft Was Unseaworthy.

There were repeated rumors along the river front that the Rouse Simmons was unseaworthy. It was said that last summer the schooner got into such bad condition the rats deserted it. No definite information as to the craft's condition was obtainable yesterday. It was said, however, it had made similar voyages for years and had shown itself tough enough to withstand the worst of the fall storms. It was built in 1866.

Phillip Bausewein, one of the sailors, was engaged to be married to Miss Elizabeth Martin of 2012 Peterson street. She and Bausewein's mother, Mrs. Frank Bausewein of 8624 La Salle street began growing alarmed over the Rouse Simmons' long absence more than a week ago. On Thanksgiving day they set out together to see if they could not learn something. A visit to the river front docks brought no news and they then began calling up the life saving stations along the ship's route by telephone.

The women talked to the stations at Two Rivers, Ludington, Sturgeon Bay, Sheboygan and Keweenaw. Some one of the Keweenaw station told them of the sighting of the three masted schooner and this confirmed their worst fears.

Woman Tells of Her Quest.

"We thought," said Mrs. Bausewein, "that the Chicago authorities ought to do something, and the next day we called on the high

for Mrs. David N. Hanson Jr.

Mrs. Hanson, formerly Miss Sarah Evelyn Hooper of 6510 Lexington avenue, had been engaged for some time to David N. Hanson Jr. of 4737 Ellis avenue. Recently they quietly selected an apartment at 6526 Greenwood avenue. Papa Hanson joined hands with Papa Hooper and they quietly furnished it. "Now we've got a home, let's get married in it," suggested Miss Sarah. "Church weddings are too common; let's do something unusual."

The prospective husband of the pretty girl promptly agreed. The Rev. George Burman Foster of the University of Chicago was pledged to secrecy. Half a dozen intimate friends were invited by phone to "come around and look at the new flat."

They dropped in Tuesday night. After looking through the apartment Miss Hooper suggested they visit the gun parlor. The curtains were pulled back and there stood Dr. Foster, prayer book in hand.

Before the guests had recovered their surprise, they found they were guests of Mr. and Mrs. Hanson.

Early yesterday morning the apartment was dark. The couple were speeding southwards on their honeymoon. They will be at home after Feb. 1.

GIRDERS HIGH UP IN THE AIR MADE REFUGE FROM POLICE.

Detectives, Baffled by Ironworkers Who Threw Red Hot Bolts at Teamster, Finally Trap Fugitives.

Three ironworkers accused of throwing red hot bolts at a negro teamster led detectives a merry chase yesterday afternoon up the steel skeleton of the Continental-Commercial Bank building at La Salle and Quincy streets. They climbed the steel columns and crossed iron girders which the policemen dared not tread. They defied their pursuers to follow them.

Detectives Thomas Flanigan and John Lennon decided to abandon the chase. They retraced their steps and held a council of war.

"I'm a married man and I can't afford to die or I would have chased those fellows into the sky," declared Flanigan.

"Hire an aeroplane," suggested a workman.

The detectives decided they would sit and wait. It was not long before the three fugitives descended, thinking the coast clear. They gave their names as Harry Junkus, Orey Ling, and W. J. Renner.

CANT GET INTO SUIT: SUES.

Miss Ethel Kirkman Sends Dress to Cleaner—Shrinks So Owner Can't Wear It.

Miss Ethel Kirkman of Evanston, daughter of M. M. Kirkman, formerly vice president of the Chicago and Northwestern railroad, yesterday sued H. S. Singer, a tailor, for \$65, the value of a white flannel suit Singer is said to have spoiled in the cleaning.

According to Miss Kirkman, she sent the suit to Singer to be cleaned, and when it was returned it had shrunk until it was too small about the waist to be worn.

Singer's answer was that the suit was not worth \$65 and that he was not responsible for the shrinking anyway. The case will be heard by Justice Boyer Saturday afternoon in Evanston.

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bor master. He laughed and assured us there was no danger. 'The boat is just delayed by the wind,' he said.

"We weren't satisfied with that and went to County Commissioner Harris. He could do nothing for us. Then we visited a man named Smith in the board of local improvements in the city hall. He was the only person among all of those we called on who seemed to show the slightest interest in our grief. He took us to the mayor's office. There one of the men at the door told us to 'Come around tomorrow.' Think of telling us to 'Come around tomorrow' when those men might be perishing in the lake at that moment. We never saw the mayor. He never knew we were outside. We went away crying."

August Schuenemann, a brother of the captain of the Rouse Simmons, fourteen years ago lost his life with a crew of four men when he tried to bring to Chicago a load of Christmas trees on the two masted schooner Thal. The ship foundered in a heavy gale off Gross Point. A few of the bodies were washed up on the shore.

In Business Many Years.

Frank Schuenemann and Nelson have been in the Christmas tree business for many years. Schuenemann himself has operated boats on the lake in that business for twenty-seven years. He and Nelson own two farms in Schoolcraft county, Michigan. They are saving the firs on these tracts, however, and were cutting their trees at a distance from their own lands under contract. Their average load of trees was from 300 to 400 tons. The larger trees were stored on top of the deck in a boxlike structure and the hold was used for underbrush and material that was to be made into wreaths.

Schuenemann lost one boat before. That was the Mary Cullen. The boat sank, but the crew was saved. He has sailed on his Christmas tree voyages in the Maggie Dal, the Ida, the Jessie Phillips, the Truman Moss, and the George L. Wrenn.

WHO LOST \$17,000 IN CASH? OWNER WON'T GIVE NAME.

Want Ad Causes Considerable Speculation, Ranging from Kirby to Press Agent, and Stir Sleuths.

CURRENCY-LOST-TUESDAY NIGHT-EITHER on Twenty-second-st. or on Michigan-blvd., or on State-st., \$17,000 in currency of large denominations. Will pay very liberal reward. X.

The foregoing "blind" ad. was inserted in THE TRIBUNE last night by an unidentified person and within an hour the police were working on three different theories. The story of the lost money was taken to the police by a reporter.

It's some of the \$1,000 bills that were

SHIFT SCENE OF KILLING TO COURT

Michigan Authorities Show Jury How H. W. Fisher of Chicago Met Death.

DIG UP BIG TREE STUMP.

Position of Rifle When Found by Servant May Determine Fate of O. M. Auerbach.

[BY A STAFF CORRESPONDENT.]

Baldwin, Mich., Dec. 4.—[Special.]—A demonstration in court with the high power rifle with which Harry W. Fisher of Chicago was shot and killed was the dramatic climax of today's testimony in the trial for murder of Oscar M. Auerbach of Chicago. Princeton graduate and business partner in the Fisher farm near here. The rifle demonstration came late in the afternoon session. August Sjolden, a caretaker at the Fisher farm and now occupant of the farmhouse, was testifying regarding the circumstances of the finding of Fisher's body and the rifle near it.

The rifle and the stump of a tree upon which Auerbach says he placed the weapon when it slid off, struck the stump, and accidentally was discharged, killing Fisher, were in the courtroom in plain view of the jury. Prosecutor B. N. Savidge of "Reed City," appointed by Judge Charles A. Withy to conduct the case for the state, grabbed the rifle and ordered the witness to show the jury how the weapon lay with reference to Fisher's body.

Tells of Finding Rifle.

"The rifle lay at the stump," said Sjolden. Nobody had touched it because every one was afraid of it. "I picked it up and found the cartridges in it. One shell was empty, the others were loaded."

Fisher was found with a bullet hole in the back just below the right shoulder blade and a larger and more ragged hole in the left breast on a horizontal line with the hole in the back.

Testimony of experts in the handling of high power firearms was taken to show the victim was shot in the back and the position

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MARKS TIME

Local Transpo
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them over into a sort of "rd" class now. The boats clearing had on of 230,000 bushels in the guring flax on a basis of shel in value, \$3,000 had up as premium.

boats were manifested to the harbor of Buffalo. hugh the open weather ed or should there be a little shipping would be er after Dec. 15. For ny respectable tonnage be no profit.

the five lakes after Dec. e essentially emerging e those that attempt to ort distance passenger freight schedule. Those first class will head in ere until the ice puts a The handful in the sec- ill also operate as long a be any justification. epected that the Booth city will keep its boats the hazard becomes too y are locked in by ice.

OUR LAKE R. MISSING VESSEL

Dec. 5.—Search for the oner Rouse Simmons will Lake Michigan tomorrow. ts-tree-laden craft report- one down in the middle with 17 persons on board, eeks overdue but swift chts will leave Chicago spread out in fan-shaped p the lake for the miss- r for wreckage or boats ale of her loss.

wspaper expeditions are make the search. The ay out several days or cessary to make sure of the Rouse Simmons. No n received at Captain Her- n's home here up to a ight, and hope is fading of the men might have e in the schooner's life- Simmons went down as wreckage found by fish- gshoremen.

re men afloat on wreck- ats the rescuing parties them before it is too late.

FOR NORTH ORE L. S. STATIONS

E MARIE, Mich., Dec. 5.— ates revenue cutter left with supplies for the life ons between White Fish and Marais. Supplies for were lost in the sinking Shore in November and er was available it was time that station residents rd pressed for provisions vinter closed.

is at Washington for the rment cutters, however, d and the supplies left

SUPERIOR HARBOR.

Arrivals.
Goulder, John W. Moore, J. S. Wilkinson, coal; Thomas Iron.

Departures.
Inch, S. S. Curry, Sierra.

posts marking the channel.

CUTTER UNABLE TO FIND SCHOONER

Tuscarora's Report Coincides With Shipping Circles' Verdict of "Lost."

CHICAGO, Dec. 5.—The revenue cutter Tuscarora, which started yesterday on a search for the schooner Rouse Simmons, reported by wireless this forenoon, that fog over the lake was heavy and that no trace of the missing schooner had been found. Shipping interests accepted as a fact the loss of the vessel, with her crew of 17 including one woman.

A later wireless from the Tuscarora stated that the steamer George N. Orr spoken by the revenue cutter yesterday, reported a few miles south of Racine. The Tuscarora visited the vicinity but saw no wreckage or a vessel in distress.

The steam barge Arizona, bound from Midland, Ont. for Chicago with lumber, due here yesterday morning, has not arrived.

Only slight uneasiness is felt, however, as the Arizona is a staunch vessel well able to weather any ordinary gale. The crew numbers 15.

Later Captain Herman Jaenke of the George N. Orr explained that he was mistaken when he reported having sighted the Rouse Simmons off Racine yesterday morning. Captain Jaenke arrived in Milwaukee today and communicated with marine agents in Chicago.

"I heard a bell which seemed to be about three miles from shore and I jumped to the conclusion that it must have been the Rouse Simmons," said Captain Jaenke.

"I made this report to Captain Berry, of the United States revenue cutter Tuscarora, but the fact is that I did not see any vessel. I simply heard a bell and now I think it must have been some of the lighthouses, either at Milwaukee or Racine."

Find of Fishermen.

MANITOWOC, Wis., Dec. 5.—Mute evidence tending to show the schooner Rouse Simmons lies at the bottom of Lake Michigan off Two Rivers Point, 12 miles north of this city, was brought here today by fishermen who in lifting their nets found entangled in the mesh, several small particles of Christmas tree tops. The find was made by Two Rivers fishermen about five miles north of that city and the life saving crew is making an investigation in an attempt to locate the wreckage of the missing boat.

The Two Rivers station crew patrolled the lake for 24 hours a week ago at the time a three-masted schooner was reported in distress off Kewanee and it is believed now the boat was the Simmons and that she

Edward, Logan, Phillip, Clinton, Lewis, Esther and Dorothy, of this city; Mrs. R. W. Borton of Two Harbors and Garfield and Winfield of Minneapolis, all of whom were with him when he passed away.

was lost in the big sea which was raging at that time.

Captain Sogge of the Two Rivers station is of the opinion that the boat with its entire crew went down at this point.

LIGHTKEEPER RESIGNS AT PORT OF GENESEE

CHARLOTTE, N. Y., Dec. 5.—William Smith, for two years assistant keeper of the Genesee light station at Charlotte, has resigned. No appointment to the position has been made. The position pays \$480 annually.

DETROIT PASSAGES.

(News Tribune Special.)

DETROIT, Mich., Dec. 5.—Up: Castalia, 7:20 Wednesday night; Wyandotte, 10:20; M. H. Boyce, 10:40; Tagona, 11; Northern Wave, 8:20 Thursday morning; Dunn, 9:30; Munro, 9:50; Paris, Mapleton, 10:10; Kenora, 10:30; Pope, 10:50; M. C. Smith, 12:40; J. C. Gilchrist, 12:50; Amazonas, 2:10; Yale, 2:30; Brower, 5:20; A. Upson, 5:25; Oglebay, Troyone, 8.

Down: Wilkesbarre, 7:30 Wednesday night; D. M. Mills, Alexander, Anderson, 8; Beatty, 8:50; Penobscot, 9:30; Burlington, 9:45; Pawnee, Orton, J. R. Edwards, 10:10; Jenks, 8:30 Thursday morning; Lyman C. Smith, 10:10; Coolestoga, 10:30; Australia, 10:50; Buell, Eleanor, 11:30; Wyoming, Arthur, Scotia, 1:15 p. m.; Mohawk, 4:50; W. E. Reiss, 6; Winnipeg, Francomb, Wall, 6:15; H. H. Brown, 7; Buffalo, 7:15; Arlington, 7:20.

SOO PASSAGES.

(News Tribune Special.)

SAULT STE MARIE, Mich., Dec. 5.—Up: Augustus, 10:30 last night; Iroquois, 5 a. m.; Keewatin, 10; Capadian, 11; Kirby 1 p. m.; Atkikan, 2; John Reiss, 3:30; Muncy, 4.

Down: Huronic, 7 last night; Hurlbut, Smith, 10; Lackawanna, 12:40 a. m.; Stadacona, 2:30; Heffelfinger, 3; Huronic, 4; Stormount, 6:30; Fairmount, 7; McKinstry, 8; Graham, noon; Rosemount, 3:30; Neebing, 5.

TAKING CENSUS IN HUDSON BAY

From Leslie's Weekly.

The "work" ahead was to find out how many Eskimos and other human beings lived along the barren coast of Hudsons bay, between Fort Churchill and Chesterfield Inlet. It was only one small end of the gigantic census of all human life in the 800,000 square miles of wilderness and polar barren between Hudsons bay and the great bear on the east and west, and the fifty-eighth degree and the Arctic ocean on the north and south. The work was begun more than two years ago, but it isn't completed yet, except in the 100,000 square miles along the west shore of the great bay.

There have been few undertakings more filled with the elements of romance and adventure, of hardship and the picturesque, than this taking of a census in a country of savagery.

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ACCUSES DOCTOR IN DIVORCE CASE

Harry O. Whitlock Tells Court
Dr. C. C. O'Byrne Called
Too Often.

CROSS BILL ON RECORD.

Charges Husband with Plot to
Ruin Own Wife and Good
Name of Physician.

A really truly divorce drama, with big first, second, and third acts and the final curtain yet to fall, was staged in Judge Dever's branch of the Superior court yesterday. The plaintiff, who spent most of the day on the witness stand, is Harry O. Whitlock, an official in the registry division of the postoffice.

The defendant is Jennie Nickerson Whitlock, referred to in the evidence as "a woman of surpassing beauty." There is a third person in the suit, Dr. Charles C. O'Byrne.

The one side of the story heard so far is that of the stern husband. The other side has had representation only in a cross bill which denies the ugly charges of the husband, accuses him of a conspiracy to ruin the good name of his wife and the big practice of the physician, and recites numerous acts of cruelty to the fair Mrs. Whitlock. In one instance, it is related, the husband augmented his bare fists with brass knuckles.

Husband Tells His Story.

Whitlock said Dr. O'Byrne was first called to attend the birth of a daughter.

"After that the doctor kept coming," said Whitlock. "He called about forty or fifty times."

Whitlock said Dr. O'Byrne attended the birth of his son in November, 1911, and the visits came with increased frequency thereafter. Then he came to "the incident of the gun play."

"One night I came home for dinner," he said, "and was struck by the fact that my wife was not at the door, as had been her custom, to meet me. I found her in the drawing room seated in a great soft chair before the fire. She wore a silk negligee costume.

STILL NO TRACE OF SHIP

Relatives of Men on Christmas
Craft Yet Hope for Safety.

VESSEL'S YAWL IS FOUND.

Search for Boat in Out of Way Har-
bors Will Be Continued.

Despite the fact that not the slightest trace was found yesterday of the missing "Christmas ship" Rouse Simmons, relatives of the men who sailed from Chicago on the vessel still cling to the hope that it has not been lost.

Several reports were current that the boat had put up at a harbor from which there were no telegraphic connections and that it was waiting there for favorable winds to bring it to Chicago.

One of these reports was that the boat is either in Mud bay or North bay, which is near Bally's harbor and about 175 miles from Chicago. The seamen's union has been asked to have a boat sent there to see if the Rouse Simmons can be found.

Tuscarora Search Futile.

The expedition of the United States revenue cutter Tuscarora in search of the missing ship brought no results. The cutter put up at Waukegan during the morning with the report that nothing had been seen of the "Christmas ship." A thick fog hung over the lake during the greater part of the day and made searching for the missing vessel out of the question.

A wireless message early in the morning gave hope that the ship might be found. The message said the Simmons had been sighted by the steamer George W. Orr three miles south of Racine. Investigation of this report proved it to be groundless.

Ship's Yawl Found.

A ship's yawl was found tossing in the waves off Kewaunee which was identical in all respects with the single boat carried by the Simmons. The crew of the tow barge Resumption came into Chicago with a story of sighting the yawl on Friday.

Search for the missing ship will be resumed today. It is planned to explore out of the way harbors into which the ship may have been driven either by unfavorable winds or by accident.

TAKES 18 YEARS TO PROPOSE.

James Johnston Visits Sweetheart
Annually Since 1904. Now Wed—

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12/7/12

TREES FROM SHIP MAY HELP WIDOWS

Sailors' Union Plans to Sell Christmas Evergreens Lost from Rouse Simmons.

CHICAGOANS GIVE UP HOPE

Search for Bodies Continues Among Drift on Shore at Pentwater, Mich.

Evergreen wreaths and Christmas trees, washed ashore yesterday by the storm at Pentwater, Mich., will be sold in Chicago for the benefit of the widows and families of the crew of the Rouse Simmons.

The fate of Chicago's Christmas ship has been settled definitely in the eyes of all lake sailors. Hundreds of tangled Christmas trees and evergreen wreaths were strewn along the beach for miles. Driven by the fifty mile gale that imperiled scores of ships early in the morning, the wreckage was piled on the shore within twenty miles of the point where the Rouse Simmons was last sighted.

Hunt for Bodies.

Life savers, aided by fishermen, searched among the drift for the body of some member of the vessel's crew. Capt. Berry of the revenue cutter Tuscarora redoubled his efforts more firmly to establish the fate of the ship. Hope was given up by the families of members of the crew. Wives of several sailors visited headquarters of the Lake Sailors' union and gave a description of their husbands to Secretary T. A. Hanson, so if a body was found identity could be established without delay.

Mrs. Herman Schunemann, wife of the captain of the Rouse Simmons, will be asked by a committee of the union to allow the trees rescued from the lake to be sold for the benefit of the sailors' widows. The trees, now being piled on the shore at Pentwater by fishermen, will be sent to Chicago, if the widow consents, and will be sold by the Lake Sailors' union.

Other Boats Have Trouble.

That any of the crew survived is improb-

UNFIT FOOD FOUND REVEALS FRAUDS

(Continued from first page.)

payroll ever since in plain violation of the law. There also is a fireman at the county hospital who has passed no examination.

"One of the persons affected by my order a few days ago when I cut down the county payroll list was Miss Ellen McWeeny. I asked the president of the civil service commission about her claim to be on the payroll, but received only an evasive reply which told me nothing.

Declares Greer Was Evasive.

"Greer answered my letters regarding the county hospital elevator operators, the two chauffeurs, and the fireman in the same evasive manner. I wrote to the commission for more definite information and received it immediately from Commissioners Tatge and Fechter.

"Chief McWeeny paid me a friendly call yesterday. He remarked it was merely a friendly call. In the course of our brief conversation he told me Miss Ellen McWeeny, the woman I cut off the payroll, was his sister."

"Now, as to my order discharging the probation officers, the whole situation is clear. When the case of Witter's discharge was appealed to the Supreme court, it was evident that the Supreme court would either hold the Circuit court judges had the right to appoint probation officers or the court would decide that the civil service should fill these positions. This being the case, the civil service commission should have filled the positions at once and certified to the qualifications of those who passed the examinations."

Says Merit Board Is Crippled.

Commissioner Tatge, who was in Mr. McCormick's office, said the civil service commission was crippled because of the lack of markers of examination papers. County Commissioner Moriarity remarked that the city commission had not found it difficult to find markers.

"Are you going to file charges against Commissioners Tatge and Fechter?" Mr. McCormick was asked.

"No, sir, I am not," he replied. "Mr. Tatge has tried to do his best. Anyway, he answers my questions clearly and promptly; that is more than Greer does.

"I had intended to keep McGovern, Bartsen's secretary. He seemed to be all right. Then along comes Mr. Yount with his civil service claim to the position.

147/12
will be sent to Chicago, if the widow consents, and will be sold by the Lake Sailors' union.

Other Boats Have Trouble.

That any of the crew survived is improbable, according to Capt. Garland of the life saving station. Ships more seaworthy than the Rouse Simmons weathered the fierce storm with difficulty. Much alarm was felt by the life savers and shipping men for the safety of other ships out in the storm.

The east wind which sprang at night is expected to cause bodies from the Rouse Simmons and more wreckage to come ashore. The hope that some of those on board had escaped in the life boat was abandoned following the fierce gale. Life savers think the ship foundered near Sturgeon bay.

The lifeboat carried by the Rouse Simmons would not carry five men in an ordinary rough sea, according to experienced sailors. In case of heavy wind and high seas they thought it not capable of carrying enough men to manage it. The wreckage and part of the cargo of the lost ship which drifted to shore caused the shipping agents who had planned to charter a vessel to go in search of the Rouse Simmons to abandon the plan.

EASTON SAFE; IN DULUTH TODAY.

Duluth, Minn., Dec. 6.—The steamer Easton of the Booth line at 7 o'clock tonight was released from the Iroquois reef, two hours out of Port Arthur, and proceeded under its own steam to that port. All aboard are safe. The boat is expected to arrive in Duluth tomorrow afternoon. Since early Thursday morning the boat had been fast on the rocks.

MANY FISHERMEN LOSE LIVES.

LISBON, Portugal, Dec. 6.—Eighty-two Portuguese fishermen lost their lives during a storm this week on the coast of Portugal. The survivors suffered severe privations, being without food or water for three days, while heavy and cold winds prevailed. Four men became insane, jumped overboard, and were drowned.

BOY, FAILURE IN THE CITY, EARNS MEDAL ON FARM.

Chicago Youth Saves Drowning Child and May Get Carnegie Reward for His Act.

Application has been made by the Big Brother league for a Carnegie medal for 12 year old John Maliske. While in the city the boy was arraigned in the juvenile court several times, but after being placed in the country he distinguished himself as a life saver.

"Please send me to a farm with a swimming hole," the boy asked Judge Pinckney when appearing the last time.

Elbridge R. Colby, director of the Big Brother league, sent him to a farm near

Chicago
that is more than Greer does.

"I had intended to keep McGovern, Bartzzen's secretary. He seemed to be all right. Then along comes Mr. Yount with his civil service claim to the position.

"All I want is to have the civil service law enforced. If sixty day appointees are absolutely necessary, we shall have them, pending examinations; and if the civil service commission finds that it needs further time for examination, I have no objection to re-appointing men for another sixty days' job. But such practices must be held down as much as possible. There is going to be no politics in the service."

Greer's Successor Picked.

Mr. McCormick was asked if he had picked Greer's successor.

"Yes, I have," he replied; "but I am not going to tell you. Commissioner Moriarity picked my man. He is a good one."

The public service committee of the new county board held its first meeting yesterday afternoon. The principal action was the rejection of the bids for the contract for supplying nurses for the county hospital.

Bartzzen's move to let the contract to the lowest bidder aroused a storm of protest. The two bids before the committee were from the Illinois Post-Graduate and Training School for Nurses and the Illinois State Association of Hospital Managers. Mr. McCormick suggested to hold a special meeting next week to consider the subject.

Citizens interested in the subject, physicians, and representatives of schools for nurses are invited to attend and present their views.

Mr. McCormick announced he would visit the Oak Forest infirmary, and invited the members of the board to accompany him.

REFUSED 19 GIRL CAPTIVES, MEXICAN REBELS FIRE TOWN.

Valle Del Bravo Practically Destroyed by Zapata Band—Inhabitants Flee to the Hills.

Mexico City, Dec. 6.—The town of Valle Del Bravo, in the state of Mexico, was practically destroyed today by Zapata rebels under the command of Genovevo de la O, because the inhabitants refused to deliver over to them nineteen young women residents.

The inhabitants, anticipating that the rebels would wreak vengeance on them, fled to the surrounding hills, leaving the town entirely deserted. They are said to be suffering from cold and hunger.

The rebels appeared before the town and sent a demand to the civil prefect for the delivery of the girls, declaring that in case of refusal they would sack the place.

After consulting with the leading citizens, the prefect advised them to refuse the rebels' demand and told them they had better take

ADMITTED SOCIETY

Sheriff Peters Asserts Boys and Girls Need Care.

FREE PLAYGROUNDS.

Chance to Enjoy Life, Desires the Official.

Ill in a state of siege from evil, city of communities constantly boy and girl of naturally good affording them wholesome and recreation, Charles W. Peputy sheriff, told the Irish Fel- yesterday.

avored extension of Chicago's ygrounds system and the public e those in the parks through- and the use of public school al dances until other halls can

strong plea for positive efforts od boys and girls" from evil ich as public dance halls, as inclined to delinquency and a

ribes Society's Perils.

riff Peters said: ig as it may be, we must con- er 4,000 years of social order : another, and after 2,000 years y, society is still in a constant

erty class is compelled to main- in by force or threat of force. ot it, we have only to notice the s on every hand, the watchmen en everywhere, the enormous ies of every nation on earth, -sums of money expended an- structing and maintaining safe s, the highway robberies com- in the most densely* part of this, -gest cities in the world.

humiliating part of all is that country on earth do the number per capita equal those in the s, and in no other country do the - the lack of respect for the law in this country.

murder Record Disgrace.

128 murders in the United States o each 1,000,000 inhabitants. In e are seven to each 1,000,000 in- The glaring discrepancy of these een two nations so nearly alike vernment is a disgrace to a free

\$400,000,000 a year to maintain r our criminals. Half a million rpropriated every two years by Illinois for maintaining its penal

\$6,000,000 and \$7,000,000 is ap- annually by the city of Chicago in ; its police force.

Cook county \$250,000 annually ing the Criminal Court building, he state's attorney's force, the e Criminal court, the criminal

ARRIVE IN FULL

CRUSTED WITH ICE

Schooners Minerva and Arizona, Long Overdue, Finally Reach Chicago.

MARSH REPORTED SAFE.

Captains Tell of Stormy Voyages; Nothing Heard of Rouse Simmons.

The lumber schooner Minerva, crusted with ice, yesterday morning made the mouth of the Chicago river, ten days overdue. When Capt. James Ellingson, with his six men, left the vessel they said they had seen enough of the lake for this winter.

Word was given out by the agents of the George Marsh, another missing schooner, that it was safe with its crew of seven. Another vessel which reached harbor yesterday was the lumber schooner Arizona.

The captains from both incoming craft agreed that the weather had been as nasty as they had ever experienced, and they declared it impossible that the Rouse Simmons could still be afloat.

Saw Nothing of "Christmas Ship."

"The Minerva has sailed along the west shore, the same course on which was the Rouse Simmons, the 'Christmas ship,' but we saw nothing of it, and I do not expect ever to see Capt. Nelson or any of his men again. He was a fearless man, and no other would have stayed in that heavy sea on a bottom like his. But we never will know whether he had a chance to put to port."

Concerning the trip of his own vessel, Capt. Ellingson said:

Capt. Cornelius McCauley, bringing in the steamer Carolina of the Goodrich Transit company, reported that while approaching Milwaukee on Friday afternoon he passed a schooner with broken mast and jib boom, but apparently able to manage.

This craft is assumed to be the south bound City of Grand Haven.

Christmas Trees Washed Ashore.

The revenue cutter Tuscarora continues its search for the wreck of the Rouse Simmons. Evergreen and Christmas trees have been pulled ashore in the fishermen's nets near Pentwater.

The committee appointed by the Lake Seamen's union to sell the Christmas trees rescued from the lake for the benefit of the widows of the Rouse Simmons' crew will take action tomorrow.

More ships disabled and driven to shelter by the storm Friday morning will arrive in Chicago today. The Cora A., J. V. Taylor, and the John B. left Bailey's Harbor last night.

1,000 New Pythian Knights.

A class of more than 1,000 candidates will be

TESTIFIES BEFORE GRAND JURY ON

Coloring of Butterine.

STUFF MAY BE POISONOUS.

Asserts Certain Ingredients Are Dangerous to the Consumer.

Samuel M. Fitch, collector of internal revenue in the Chicago district, appeared as witness before the federal grand jury yesterday morning and testified to the actions of his agents in uncovering the alleged \$200,000 oleomargarine frauds.

He said some of his detectives held that coloring ingredients might be poisonous.

Thus far the grand jury has not been informed as to the method by which it is claimed the accused companies colored their oleo by artificial means.

By the coloring they made the product closely resemble butter, but instead of paying the 10 cents a pound tax imposed on the colored oleo, declared it to be uncolored and paid 1/4 cent a pound tax.

Frequently manufacturers use oils, which constitute a natural ingredient of the finished oleo, and though they may also furnish a butter color the government finds no objection to this practice.

Gas Kills Cattle Show Visitor.

A defective gas jet is believed to have caused the death of Edward L. Schlimmer, a retired farmer of Hamburg, Mich., who was found dead in bed at the residence of his daughter, Mrs. S. Coleman, 11339 Maud avenue, yesterday. Schlimmer was 61 years old. He was attending the live stock show.

30 DAYS



Mahogany Nickel-sound "neck" indicates drive motor

Victrola

The ROTH



is in full swing books and the After being closed greater Rothschild It offers an absolute old stock remains gifts. "Just inside

Leading

FICTIO

The Lost World By A. CONAN DOYLE An unusual story of ad

work of informing Good
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committee is optimistic.
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Christmas Needs.
te and said that last year
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xplained the reason was
such a large family that
Santa Claus of their own.
ters and four brothers."
oldest is a boy 16 years
14 years old, the next is a
am 11—then two girls, one
a boy 8, then a girl 4, a
le sister Rosette—she is 1

from a girl in a basement
send Santa Claus to our
na has been working, but
papa has been sick for
There is nobody work-
ter, 14 years old. She
There are five children

SCHOONERS WITH SAILS TORN REACH CHICAGO AFTER STORM.

The George Marsh and Hossack, Report-
ed Lost, Finally Dock and Report
Narrow Escape.

Ice coated and with masts broken and sails
torn, the schooners George Marsh and Hos-
sack arrived in Chicago yesterday. The cap-
tains of both ships reported the roughest
voyage in fifteen years. The ships were re-
ported missing in the storm which is sup-
posed to have sunk the Rouse Simmons.

The George Marsh arrived at 8 o'clock. It
had been out nineteen days. During the
storm Friday morning the foretopsail was
carried away and the jibboom was snapped
off.

Unable to weather the storm, Capt. Her-
man Olsen was forced to put in at Egg Har-
bor. During the trip the Rouse Simmons
was not sighted.

The Hossack arrived in a partly disabled
condition. Capt. Peter Peterson said the
Hossack was caught in the fierce gale Fri-
day morning and the topsail was torn away.
The ship could not make headway and was
carried for several hours with the storm.
After much difficulty it reached Bailey's
Harbor.

When it was sighted from Chicago yester-
day the tug Waukegan started out to tow
it in to dock. The lake was too rough, and
the tug was forced to turn back.

After waiting three hours the tug was able
to reach the ship and tow it in.

BOTTLE TRAVELS FAR AT SEA.

Thrown Into Mid-Atlantic Twenty-
three Years Ago, It Turns Up in
North Pacific.

Seattle, Wash., Dec. 8.—A bottle contain-
ing a message purporting to have been cast
overboard in midatlantic by a passenger on
the liner Rugia, twenty-three years ago,
was picked up a few days ago near the mouth
of the Yuta river, thirty miles south

ARRESTED ON BR

Milwaukee Man For
Weight Checks by
Benesch Concern,

Kenosha, Wis., Dec
Benesch, treasurer of
& Co., in Milwaukee,
aturday night and held
an employe of the Co
pany to falsify weight
up a cash bond of \$700

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BALL S GILBERT

(News Tribune.)

Dec. 14.—A very
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ACCABEES AUXILIARY

(News Tribune.)

Dec. 14.—The
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L. O. O. F. hall
evening, which

The following
out:

e, Lady Com-
n. response, Sir
diano solo, Miss
solo, selected,
on K. O. T. M.

George S. Ra-
t. Hunt; speech,
Fowl; music by
sh. Sir Knight

ness in sight for next spring
well for an increase over this year's
record.

LEAVES TO LOOK FOR THE ROUSE SIMMONS

(News Tribune Special.)

SAULT STE. MARIE, Mich., Dec.
14.—The revenue cutter Mackinaw,
acting under orders from Washing-
ton, left this evening to make search
for the long overdue Christmas tree
laden schooner Rouse Simmons.

This action is taken under the be-
lief that there may be a possibility
that the schooner was stranded on
one of the isolated islands in north-
ern Lake Michigan. Lieut. Wheeler
will cruise among the islands as long
as possible considering the lateness
of the season.

Arrangements were completed to-
day by the Canadian government
whereby the tubs Sabin and Schenck
will continue ice breaking and keep
the channel open until the last boat
has gone through. It will cost \$300
per day for the work. Navigation is
expected to close about the 18th.

BOSTON IS LAUNCHED.

DETROIT, Mich., Dec. 14.—The steel
package freighter Boston was success-
fully launched at Ecorse today. The
new steamer is owned by the Western
Transit company of Buffalo and is 370
feet long with 5,000 tons burden.

MALTA DEPARTS.

The Malta departed early this morn-
ing for Port Arthur in tow of the
tugs Salvor and Morrison. The Malta
departed light. The tugs brought the
Malta up here laden with flax.

ONE BOAT ARRIVES.

The steamer Yosemite arrived with
coal at 1:45 this morning.

DETROIT PASSAGES.

(News Tribune Special.)

DETROIT, Mich., Dec. 14.—Up: Ca-
nestoga, 12 noon Saturday; Schoolcraft,

vivor, whose husband
disaster and who
last night.

TWO FUNERAL DAY

(Range Bureau of
EVELETH, Dec.

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here while the Pickands proceeded
alone, but the government authori-
ties demanded an investigation.

SEARCH FOR THE ROUSE SIMMONS ABANDONED

12/18/12

SAULT STE. MARIE, Mich., Dec.
17.—The search for the long lost
schooner Rouse Simmons with her
crew of 15 men, which was under-
taken last week by the revenue cutter
Mackinac under orders from the
treasury department, was abandoned
here today. Lieutenant Wheeler,
commander of the cutter, and the
owner of the missing schooner, who
was aboard the government boat,
both declared that in their opinion
the schooner became waterlogged and
sank with her crew.

STORIES THE WANT ADS TELL.

- From Judge.
- Wanted—Family automobile in good condition. Speed not a requisite. H. A. Bugg, Box 5.
(One week later)
- Wanted—To trade four-passenger machine for fast runabout. H. A. Bugg, Box 5.
(The third week.)
- Wanted to exchange speedy runabout for racer. H. A. Bugg, Box 5.
(The fourth week.)
- Wanted—Car capable of 50 miles an hour. Have slower car and some cash. H. A. Bugg, Box 5.
(The fifth week.)
- Wanted—Will exchange residence property and speedy car for machine capable of developing over a mile a minute. H. A. Bugg, Box 5.
(The sixth week.)
- Wanted—Will exchange fast motor car, slightly damaged, for professional services of first-class surgeon. H. A. Bugg, Box 5.

Two Rivers

TWENTIETH YEAR

Official

VOLUME XX—NUMBER 7.

APRIL 11, 1924

TWO RIVERS

BOYS WEEK TO BE ESPECIALLY OBSERVED HERE

Lions, Community and Rotary Clubs To Combine To Devote The Week To Interests Of Young Hopefuls

EVERY DAY TO BE SPECIAL

Boys Week will be a big event in Two Rivers. It will commence on Sunday, May 27.

Every day will have something doing and all the boys in the city will be given special recognition and attention so that they will realize that they are quite important after all.

The first day, Sunday, all the services in the various churches will be devoted to the boys and their interests. H. C. Wilke is chairman of this day.

On one of the days the great feature will be an address to the boys by one who understands them better than most men and who makes boys work his principal subject, G. R. Barker, who is nationally known. There will also be other speakers—some interesting address every day.

Lief Schreiner will be chairman of the day in the schools. G. A. Magon will try to make Industrial Day the most impressive of all and Herman Wentorf will exert every effort to make Loyalty and Parade day the grand finale of a week of help and inspiration for all the boys in Two Rivers.

The main addresses will be at Washington High School which will be the

FIND RELICS OF LOST SHIP

The first reliable trace of the ill-fated schooner, "Rouse Simmons" which is believed to have been lost off Two Rivers Point on November 23, 1913, is a billfold which was found entangled in the nets of the fishing tug, "Reindeer" last week.

Captain Norman Allie, owner of the "Reindeer," was engaged in lifting his nets when long-lost relics of the old "Christmas Tree Ship" were dragged up from the deep.

The fold contained several business cards bearing the name of Capt. Schunemann, skipper of the "Rouse Simmons," and also a clipping from a Thompson, Mich. newspaper telling of the departure of the Christmas Tree Ship for Chicago with a cargo of "Tannenbaums."

Memoranda of expenses and accounts and a few articles of minor importance were also preserved quite perfectly in the tightly closed billfold. Pieces of birch bark and an enclosing band of rubber helped to preserve the contents from the ravages of the waves.

The disappearance of the "Rouse Simmons" has always been one of the romantic, yet unsolved mysteries of the lakes, and not until Capt. Allie made his discovery had any definite proof been found of just what became of the distressed schooner which was last reported racing past Kewaunee on the stormy morning of November 23, 1913.

FINAL H. S. INTER-CLASS CONTESTS

Final competition in the high school inter-class oratorical and declamatory

BAENSCH TRUST COMPANY ARE TR

Trust companies most every responsible person or corporation with, according to Baensch, former lieutenant governor addressed the Rotary Monday luncheon

Baensch is the head of the company and the club tell about that business

The trust company interested themselves relative to property persons. Through improvements have been laws insuring justice the deceased, where made, especially to

Wills, said Mr. I made by all men who attorneys and their hood of trouble. On puffed during a nun one was set aside.

By leaving the estate in the hands of experience has slow accomplished in a long as that require administration.

The speaker said confuse trust company but while the two in the East, here in the West the trust themselves to handle interests and interests is primarily a business There are now 317

MANISTIQUE



OSBORN STANLEY and Mrs. Alvin Nelson look over a scrapbook of articles written about the "Christmas Tree Ship" which Mrs. Nelson's sons have compiled. Stanley is holding a sketch which both former Thompson residents remember. (Daily Press Photos)

'Christmas Tree Ship' Wreckage Sighted

News that the wreckage of the "Christmas Tree Ship" has been found off Two Rivers, Wis., revives a favorite Christmas-time story that has persisted in this area every year since 1912.

A few weeks ago, a Milwaukee diver found the wreckage of the *Rouse Simmons*, more popularly known as the "Christmas Tree Ship," 100 ft. beneath the surface of Lake Michigan. The diver, G. Kent Belliard of Milwaukee, became the first man to see the three masted schooner since it disappeared in a snowstorm 39 years ago.

Wreckage Photographed
A report in the Milwaukee Journal said that finder Belliard and another diver have photographed the wreckage and the name of the ship is clearly visible in movies they took.

The divers brought up a number of artifacts including a china bowl with letters "R.S." a hand cranked fog horn and two of the Christmas trees from the schooner's hold.

As almost everyone knows, the *Rouse Simmons* sailed from Two Rivers, Wis., on Nov. 22, 1912 with a cargo of Christmas trees for the Chicago market.

Storm Seals Fate
Shoved along by what was rapidly becoming a gale, the schooner made 100 miles by dawn of the 23rd when a blinding snowstorm and a drop in temperature combined to seal that fate of the 125-ft. ship.

Stranded off Kewaunee, Wis., with distress signals flying, the Coast Guard station at Two Rivers was notified and sent a 34-ft. power launch to assist. The rescue crew set off in the blizzard and searched for five hours before the snow slackened momentarily and they sighted the *Rouse Simmons*.

According to reports, the ship was riding low in the water with waves breaking over her deck, sails ripped to ribbons, hull and rigging covered with ice, still heading toward Chicago with her Christmas cargo.

Rescue Fails
The power launch hurried to the rescue but the blizzard began again in full fury and the ship disappeared in the swirling flakes.

Never to be seen again until 1971, over a half century later.

Early in December, 1912, a message purportedly written by the *Rouse Simmons*'s captain, Herman Schuensemann, washed ashore in a sealed bottle. Written on a page from the ship's log, it read:

"Friday. Everybody goodby. I guess we are all through. Sea washed over our deck load."

"Junior must be dreaming about that fussy all-beef hamburger from Marco's."



NELS BOUSCHOR who was line man on the tug which pulled the schooner from Michigan as she began her ill-fated journey to Chicago with a load of Christmas trees for the 1912 Yuletide celebration.

Thursday. Looking bad. Ingvold and Steve fell overboard Thursday. God help us."

Message Questioned
The authenticity of the message is questioned since it was never shown to the captain's widow, Barbara, for her confirmation. A second message in a bottle was found 15 years later and is also viewed with skepticism.

The second message was signed "Nelson, first mate," and read:

"These lines are written at 10:30 p.m. Schooner R.S. ready to go down about 20 miles southeast of Two Rivers point, between 15 and 20 miles off shore. All hands lashed to one tree. Goodby."

However, no doubt is expressed about a wallet identified as Capt. Schuensemann's, which was cast ashore and discovered on April 23, 1924 near Two Rivers. The wallet was wrapped with oiled and rubber bands and some of the papers inside were still legible.

Bouschor Line Man
Nels Bouschor, a former Thompson resident who now lives at 107 S. Second St. was a line man on the "Cleo," the tug which pulled the *Rouse Simmons* about a mile out of Thompson Harbor on Nov. 22, 1912.

Bouschor is a lively 89 who will celebrate his 90th birthday on March 8. Talking about the *Rouse Simmons* is one of his favorite pastimes. Mrs. Bouschor necessarily joins in the conversation since her husband is hard-of-hearing and she relays some of the questions.

"Everybody in Thompson knew Capt. Schuensemann and the *Rouse Simmons* which was a lumber boat before the captain bought her for Christmas trees. He was about 5 ft. 6 or 7 inches tall and weighed 180-190 pounds, a heavy-set man. He had been coming to Thompson for about six years before 1912," Bouschor recalls.

Worked in Woods
"The captain and his crew came every year in October and stayed about a month. They headed up in the woods around Thompson to make camp and cut trees. The boss was ship-

ped by railroad to the dock and loaded on the ship.

"On the afternoon the *Rouse Simmons* left Thompson, about 5 o'clock, the wind was blowing hard from the Northwest. Our tug took her out of the harbor and into the lake for about a mile.

"The captain had been waiting around for three or four days before Nov. 22, after his ship was loaded. He said he was waiting for a fair wind to help him to Chicago in good time. He was a good and experienced sailor . . . when he took his ship out that day, about 2,900 trees were in the hold and loaded to the deck.

A Crewman Out
"The night before the ship sailed, three of the crew quit because they saw rats leaving the ship. One of the fellows who quit was named Sailor Jack and I knew him pretty well."

Bouschor's statement about three crew members quitting is substantiated by Osborn Stanley, 78, who was down on the dock the afternoon the *Rouse Simmons* left Thompson.

"Everyone in Thompson knew a bad storm was coming and that the ship shouldn't leave. After the three seamen quit, the captain tried to get replacements but none of the Thompson men would go with him. They had heard the rats left the ship. When she sailed, she had a crew of about seven."

Stanley, who now lives at 520 Marquette Ave., said that Christmas trees "weren't" the only cargo the *Rouse Simmons* used to haul to Chicago.

Deer Dumped
"The captain used to buy deer to take back to Chicago and would hide the deer amongst the Christmas trees. One year he told us he got word when he stopped in a Wisconsin port on the way to Chicago, that the law would board his ship around Milwaukee to search for deer. He dumped all the deer overboard and saved himself a lot of trouble because, sure enough, they did search the ship."

"Another time, the captain came back to Thompson looking for the fellow who had sold apples in Wealthies, they were the best and would keep good all winter. The captain sure got a surprise when he opened the barn in January."

Stanley said he worked for the captain's widow, Mrs. Barbara Schuensemann, for five years. "She came back the year after her husband died and hired trees cut and shipped them on the railroad to Chicago. Used to bring her three girls with her, too."

Gets Blank Check
"I remember one year she gave me a blank check to pay the freight charges on about 2,000 trees, and the freight had to be paid in advance, and it cost her \$500."

"Course she got a good price for the trees in Chicago in Chicago and she didn't pay any landowner for cutting on their property in those days, she only paid the men who cut the trees."

Mrs. Schuensemann "dropped me cold in 1917 after my wife and I had a son and didn't name him Herman, after her husband. She was hitting all the time about a name for the baby," Stanley said.

Mrs. Schuensemann died in Chicago in 1933.

St., the former Manilla Hruska of Thompson, also remembers the ship and its captain.

"My dad (the late Judge John Hruska) came home the day the ship sailed and I remember him saying the ship would never make it, the same thing everyone else in Thompson was saying."

The Thompson of 1912 population 500 was a thriving settlement and vastly different from the Thompson of today. "All of its kids used to pick berries and sell them to the boats when they came in the harbor, which was a pretty busy place," Mrs. Nelson said.

Because of the death of her watery grave, no plans to salvage the *Rouse Simmons* have been announced. Salvage costs are estimated in the neighborhood of \$100,000.

"The disappearance of the 'Christmas Tree Ship' in 1912 heralded the passing of the sailing schooner on the Great Lakes and the little wooden ships which helped carry on the commerce of the Great Lakes passed into history."

Mrs. Alvin Nelson, 224 Range

An unpublished story about the Christmas Tree Ship sinking

We've all heard the story of the "Christmas Tree Ship" and how she was lost with all hands while carrying her Christmas cargo from Thompson to the Chicago market in November 1912. The story has been written many times, in publications all over the country, and there has been some speculation that some of the "human interest" tales connected with this episode in marine history may have been invented by ingenious writers.

For example, the following message was reputed to have been washed up on the shore, written on a page from the log of the Rouse Simmonds and enclosed in a bottle:

"Friday. Everybody goodbye. I guess we are all through. Sea washed our deck load over Thursday. Leaking bad. Ingvald and Steve fell overboard Thursday. God help us."

Historical Society

sees Anderson slides

"From Snow to Snow" was the theme of Olive Anderson's beautiful colored slides of the Steuben Lake area that she showed to members of the Schoolcraft County Historical Society on Thursday evening in the Manistique School Public Library.

Mrs. Anderson also autographed copies of her new book "Seeker at Cassandra Marsh" that has just been published.

President Norma Johnson announced the following memorials for the building fund had been received: Frances Beaton for Imogene Herbert, Gertrude Overton for Hollis H. and Marie Overton, Paul Hanson for Charles & Myrtle Hoppins, Signy Steen for Rev. Otto Steen, Elsa Wahlin for John Creighton Family (Alex & Scott), Mrs. Jesse Archie for Jesse



Memories and Myths of the Good Old Days
by Jack Orr

This message does have the ring of truth about it and may actually be genuine, but some that were published subsequently would lead one to wonder whether the crew spent their last hours writing messages instead of trying to stay afloat.

At any rate, the letter that follows affords a little background to the circumstances surrounding this tragedy and as far as we know has never before been published:

"The first I ever knew of Captain Herman Schuenemann was when he anchored the Mary Collins high and dry on the limestone shore, one-half mile East of Little Harbor. How this all came about was, at Thompson they always had a light on the South Dock to guide navigation. The pilot on the Mary Collins said, "There's Thompson", and steered directly for it. The light happened to be a kerosene lamp lit in an upstairs window in a log cabin one-half mile East of Little Harbor. The Mary Collins was a sound schooner, and Mr. Carrington, the pop man from Manistique, tried in vain to refloat it. I used to see teams with blocks and lines go through Thompson on their way to Little Harbor. Mr. Carrington suffered quite a loss in this venture.

Cap Schuenemann hired other boats to carry on his Christmas tree trade, then finally came upon the Rouse Simmonds, a three-masted schooner owned by Captain Nelson, Captain Nelson and wife who did the cooking for the crew were always on the boat.

I worked in the woods northeast of Thompson on what we called the ridges, cutting trees and carrying out to a road, where John Fregale with one horse hauled them out to the railroad.

I worked with two sailors, John Dall and Hogan Hogensen, Hogie was a happy soul and kept singing all day, but the only song was:

We've sailing down de lake
De vind was blowing free
It was on a trip to Buffalo
From Mil-vau-keel

Over and over, all day long.

One Sunday we loaded a flatcar with trees and took them to the boat. Cap. Schuenemann had other sailors up the DSSGA (Duluth, South Shore and Atlantic) who were gathering trees and evergreens. They shipped down two carloads, to my knowledge.

Cap bought lots of evergreens. They were tied in bales, firmly pressed, from 20 to 40 lbs. One young fellow brought Cap a bale that seemed too heavy, so Cap shook it and out dropped scrap iron. Cap cheerfully told the lad to bring greens but leave the scrap iron home. A woman who gathered mud with her greens got the name of Mud Hen. Cap every year used to get the tallest Christmas tree that he could find, and present it to a leading theater in Chicago. They in return gave him a season's box for his family and friends.

One year he got a 35-ft. balsam and my father Leveett E. Williams lengthened the reach on his wagon and hauled the tree to the boat. Father also hauled many evergreens to the boat for people.

Cap used to deck over the ship with 1 x 12 x 16-ft. hemlock boards (shiplap) about 7 feet high, then when he reached Chicago he would install stoves and sewing machines and hire women to make up evergreen wreaths, etc. Simon Bouschor, a retired lake captain, had a very accurate barometer and his son, Simon, who had a business in Thompson, had it. Shortly before Cap sailed for Chicago on his ill-fated voyage



An improvement over sails

greater safety for the crew. Note the built-up deckhouse on the bow for protection from the weather. This design has been modified over the years in order to lower the center of gravity and reduce rolling, and also to reduce wind resistance. The photo was lent by Alice

Modders, whose mother was a Coffey and who therefore comes by her name naturally. See this week's Memories column for some details on the famous "Christmas Tree Ship."

OLDER RESIDENTS will remember the Coffey fish tugs and this is a good shot of them, the Anabel on the left and the Alice C. on the right. They were steam powered and for their day represented quite an advance over sail for their greater maneuverability, as well as

-J.O.) Sam told him that the barometer was 'way low and falling, and he better wait. My father told Cap that he would never make that trip by water, but to go by rail. Cap said he wouldn't miss that trip for anything.

Nov. 22, 1912 was the last of the Rouse Simmonds. Mrs. Schuenemann came to Thompson for several years and shipped trees and greens by rail, but this work is for a man. She felt that people were taking advantage of her. She told me that Hogan Hogensen who went to Chicago by rail after he saw the rats leaving the Rouse Simmonds was killed in a saloon brawl.

The letter was written by the late Ernest Williams.

Deadline approaches for applications to service academies

The deadline for those northern Michigan young people who are interested in submitting applications for nomination to U.S. Service Academies is Oct. 31, Congressman Philip E. Ruppe announced today.

Ruppe said any youth between the ages of 17 and 21 is eligible for the class which will enter July 1979, provided he or she is a legal unmarried resident of the 11th District. Those interested in applying should write Congressman Ruppe at 203 Cannon House Office Building, Washington, D.C. 20515.

The candidates most qualified will be nominated to four of the service academies—Military (West Point), Naval, Air Force and Merchant Marine. Those who are interested in the Coast Guard Academy are encouraged to write directly to the Director of Admissions, United States Coast Guard Academy, New London, CT 06320.

Ruppe also mentioned the Great Lakes Maritime Academy (GLMA) which prepares young men and women to serve as officers aboard Great Lakes vessels. Those interested should write the Dean of Admissions, Northwestern College, 1701 Front St., Traverse City, MI 49684.

Both lost on Lake Michigan

There were two Christmas ships

In connection with our recent story about the famous Christmas Tree Ship and how she was lost in a storm in 1912, someone has brought us a newspaper clipping about Capt. Schuenemann, including facts about his family, that appeared in the Chicago Tribune, written by William Griffin.

Although we don't know the sources of Mr. Griffin's information, his account provides details regarding the Chicago end of this seasonal enterprise that add to the human interest surrounding this tragedy. And, of course, the mission of the "Christmas Tree Ship" and sentiments of the Christmas season lend a poignancy to this episode unmatched in most other marine tragedies.

The following excerpts are not strictly speaking Manistique history, but do "round out" the story:

"It was in 1887 that Capt. Herman Schuenemann of Manistique, Mich., and his brother, August, brought the first boatload of Christmas trees from the northern tip of Lake Michigan to a river dock on North Clark Street.

"The evergreens, tied in stacks that covered the decks of the two-masted schooner, had been cut by the Schuenemanns and their crew in the forests behind Manistique.

"The lake journey was hazardous -- five sleepless days and nights battling the wintry elements -- but safe arrival ensued a welcome from that first year.

"Christmas trees were not readily available in the Chicago area. With the massive influx of Germans during the latter half of the 19th century, the demand for Christmas trees here boomed. Land transportation from the north was poor, and the Schuenemann's venture was an immediate success. Not only could customers get trees, they could have the fun of selecting them on shipboard.

"The ship's arrival became an annual social event. Whole families came to meet it. Those whose tree-shopping time coincided with the crew's dinner hour were customarily invited to dine on board as well.



Memories and Myths of the Good Old Days
by Jack Orr

"A family could take home a six- or seven-foot tree for 75 cents or so. Some trees 20 feet high or more were never sold; they were given away -- to Chicago churches and orphanages.

"Then, in 1888, nature extracted the first full measure of the brothers who trafficked in trees and good cheer. While Herman was at home caring for the family lumber business, August Schuenemann and his crew of four died when their boat sank in a bitter storm and the loosed Christmas trees floated to shore.

"The next year, Herman Schuenemann resolved to carry on the tradition and even to expand it, purchasing a larger, three-masted schooner, 127 ft. long. For a quarter of a century the business continued, with Capt. Herman and his boat, the Rouse Simmonds, becoming as much a part of the Chicago Christmas as Santa Claus. But in that 25th year disaster struck again, with even greater fury.

"Schuenemann had waited out a long, severe storm before leaving the Michigan port of Thompson with 50,000 trees and 17 other men aboard ship. In 1912, Oct. 20 on the lake, the Rouse Simmonds became weighted down by sleet and snow. It never made shore again.

"It is believed the men lost their lives on the third day after setting sail. Exactly what happened will never be known, but a note later found along the Wisconsin shoreline was apparently Schuenemann's last record: "Friday -- everybody goodbye. I guess we are all through. Sea washed over our deck load Thursday. During the night the small boat was washed over. Leaking bad. Ingvald and Steve fell overboard Thursday. God help us."

"The eighteen bodies were never recovered, but for months after the nets for

fishermen on the Wisconsin side of the lake would become entangled with the remains of aimless evergreens.

"So Christmas, 1912, was a time of sadness for those who awaited the ship in Chicago...and for the widow of Herman Schuenemann and her three young daughters.

"But in 1913 Chicago had a Christmas tree ship once more, chartered by Barbara Schuenemann, who in 1897 had first joined her husband's crew for her holiday venture. Actually, the trees were hauled by rail in 1913 because of bad weather. But in Chicago they were taken aboard a schooner for sale at the accustomed place on North Clark. Barbara Schuenemann, dubbed the family tradition until she was old and grey. Some years the trees arrived by rail, others by ship. In 1921 the ship she had chartered sank in Lake Superior during a storm just before she was to receive it.

"After her death in 1933, her daughters maintained the business for a few years. And then there was no more Christmas tree ship, though there was no shortage of trees -- evergreens brought by truck and train, and their new synthetic counterparts in lightweight carry-home boxes."

We hadn't known before that there were actually two ships lost in this venture; or that the family carried on until 1933. Maybe some of our readers with long memories can verify this.

Since writing last week about the old skating ponds we used to frequent, someone reminded us about the games we used to play on the ice. One was "Pom-Pom Pullaway," in which two teams gathered at opposite ends of the rink and then skated toward each other attempting to reach the other side without being tagged by a member of the other team. It ended up with one kid left and he was the winner. Amazingly, sometimes this lone skater could outfit several opponents. The other game was

"Shinny," which was a rudimentary form of hockey and played about the same way. We used to take great care each year to select just the right kind of curved cedar row for the stick; and a tin can served as puck. We'd give a lot to be able to do it all again!

Workers who quit must wait 2 months for food stamps

Under a proposal made by the U.S. Department of Agriculture, primary wage-earners who quit their job without good cause would find their families ineligible for food stamps for two months.

Monroe Woods, the Midwest regional administrator of the department's Food and Nutrition Service (FNS), which administers the program, explains that "the proposed regulations will ensure that an able-bodied heads of households cannot quit a job in order to start receiving food stamps. The proposal implements a provision of the Food Stamp Act of 1977."

Woods said the new rules consistent with the desire of President Carter's administration and of Congress to assure that families not in need of food stamps do not receive the benefits while doing more to get food stamp assistance than those who truly are in need, such as the elderly and the working poor.

The proposed rule is published in today's Federal Register (November 21). Comments should be sent to Nancy Snyder, Food and Nutrition Service, U.S. Department of Agriculture, Washington, D.C., 20250. The deadline for receiving comments is Dec. 21, 1978.



OUR REQUEST FOR A photo of the Gifford was answered by one of our readers. The Gifford, as you may recall from recent columns, was Manistique's steam tug, handling any and all marine chores of our port and sometimes even venturing out into the lake to bring the lumber barges into dock. We can't ex-

plain how her home port came to be Thompson, unless that was her port of origin or maybe the home port of her builder or original owner. Notice the heavy towing bits at the end of the deckhouse. The people on the deck are Ruth and Ellen Sandberg, and a Mr. Davidson.

Thompson

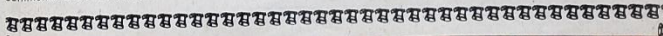
By Charlene Turek 341-6188

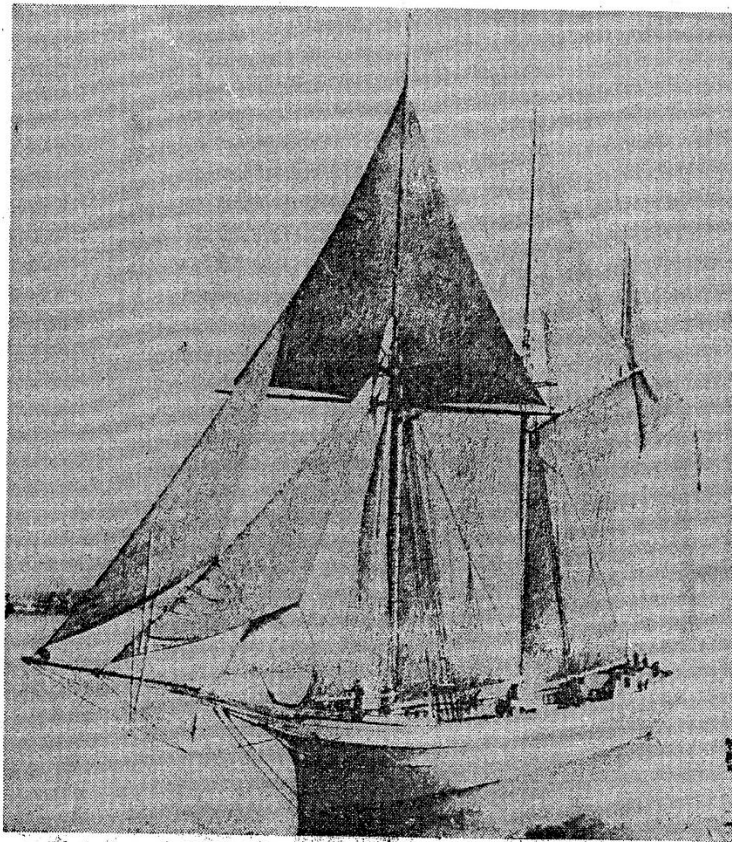
Spending a few days visiting relatives in Manistique and Cooks were Ernest Bockney of West Bend, Wis., Mrs. Gaylord (Kathryn) Morse of Fond du Lac, Wis., and Mrs. Maynard Morse of Kaukauna Wis. They visited here last Saturday with their brother and his family, the Harry Hastings.

Thanksgiving dinner guests of Harry and Elaine Hastings were: her sister and family, Helen and Martin Cousineau, and

son Steeter; the Hastings daughter and family, Bruce and Rita Rossier and children Noella, Becky, and Bruce; and Nani Rubick, all of Manistique. Also at home were Noel Hursh and Boyce Binky Cousineau.

Martin and Helen Cousineau are fixing up a place to put their trailer home on the Stanley home. They will move as soon as the new place is ready.





—Photo from the Marine Historical Collection of the Milwaukee Public Library
Age has somewhat deteriorated this photograph of the Rouse Simmons

Schooner Tragedy Sank Old Time Yule Custom

By Robert W. Wells
of The Journal Staff

When the "Rouse Simmons" went down with all hands during a storm in 1912, hundreds of Chicagoans who had planned to buy their Christmas trees from its captain had to make other plans.

Last week, after 59 years at the bottom of Lake Michigan, two of the trees arrived in Milwaukee, proof that the wreckage of the "Christmas Tree Ship" has at last been found.

The finder is a Milwaukee diver, G. Kent Bellrichard, 2570 S. Kinnickinnic Ave. Diving alone off Two Rivers several weeks ago, he swam down to the wreck of the three masted schooner, the first man to see it since it disappeared while a Cost Guard crew was trying to reach it and rescue the 16 to 19 persons aboard.

Since then, Bellrichard and John R. Steele, board chairman of the First National Bank of Waukegan, another diving hobbyist, have filmed the wreck.

Its name is clearly visible in the movie they made nearly 180 feet below the

lake's surface, proving that a report of several years back that the Christmas Tree Ship had washed ashore at Ludington, Mich., was in error.

Of the hundreds of vessels that have perished in Lake Michigan, the Rouse Simmons is one of the best known for several reasons.

The Milwaukee built schooner was one of the last of the cargo carrying sailing ships that had once been the Great Lakes' principal means of transport.

A painting of the Rouse Simmons by a Milwaukee artist, Bob Heuel, is used on checks of the Marine National Exchange Bank, spreading its fame.

Besides, the story of its disappearance with a Christmas tree cargo has been a favorite of newspaper feature writers in Wisconsin and Illinois for years, revived periodically for the holiday season.

Beginning in 1887, when Capt. August Schuenemann first tied up his sailing ship with its cargo of Upper Michigan greenery at the Clark St. bridge, it be-

Turn to Ship, page 4, col. 3

Rouse Simmons

Rouse

crew to witness her passing.

Trouble Ahead

"That crazy Dutchman's going out in this," he yelled above the wind. "And him

tain's wallet was found, but in pursuing his hobby of wreck hunting he talked to the son of the man who discovered it.

no, a hand cranked fog horn and the two trees.

Last week, Bellrichard presented one of the trees to John C. Geilfuss, president of the Marine National, which

Wreck of Old Schooner Found Off Two Rivers

From page 1

ame a pleasant annual custom for Chicagoans to buy their yule evergreen at dock-side.

Joined by Brother

August was soon joined by his brother, Herman, and when August went down with a shipload of trees in 1898, Herman carried on the family business. By 1912, when the Rouse Simmons disappeared, the habit of buying Christmas trees from the Schuenemanns was 25 years old.

Other lake captains had followed the brothers' example and Milwaukeeans of 60 or 70 years ago also got their trees from wooden ships moored in the Milwaukee River. But by 1912, the day of the commercial sailing trip was about over and the Rouse Simmons was the last or one of the last to carry trees from the northwoods to Lake Michigan ports.

Built in Milwaukee

Herman Schuenemann had bought this schooner in 1910. It had been built three years after the Civil War by Allan, McClelland & Co., a Milwaukee shipyard, and named for a Kenosha merchant.

The Rouse Simmons was 127 feet long and 27½ feet wide. She carried three masts, fore and aft rigged, and by the time Schuenemann set sail on Nov. 22, 1912, from Thompson, a few miles west of Manistique, Mich., the schooner was a veteran of 44 years spent mostly in the lumber trade.

The hold was crammed full of Christmas trees and others were lashed to the deck. The trees had been growing in cutover acreage left behind by the lumberjacks who had nearly denuded northern Wisconsin and Upper Michigan of the virgin pines.

Forecasts Ignored

Aboard the Rouse Simmons was a crew of seven, along with perhaps a dozen lumberjacks who were hitching a ride south to spend Christmas in Chicago. Hoping to deliver his trees by Thanksgiving, the 41-year-old skipper ignored threats of heavy weather and set out on what was usually a five day trip.

As the schooner headed south, she was sighted by a steam tug that was hauling another sailing ship into Manistique to escape the storm. Dennis Gallagher, skipper of the tug, called his crew to witness her passing.

Trouble Ahead

"That crazy Dutchman's going out in this," he yelled above the wind. "And him with every inch of canvas up!"

Shoved along by what was rapidly becoming a gale, the schooner made 100 miles by

Simmons made 100 miles by

dawn of the 23rd. No one can know exactly what happened aboard the old schooner, but the skipper was a skilled sailor and by now it must have been obvious to him that he'd made a mistake in setting out.

Some historians believe that he was trying to reach safety in Balleys Harbor. If so, a sudden shift in the wind and a quick drop in temperature spoiled the plan.

A blinding snowstorm began. Even more seriously, the water washing over the evergreens lashed to the deck was freezing into ice.

Ice Adds Weight

Contrary to reports at the time, Bellrichard's and Steele's explorations of the ship indicate that she was not overloaded. But the ice that formed in the trees both above and below deck must have weighted many tons, adding a burden that proved fatal.

The Rouse Simmons was sighted off Kewaunee, distress signals flying. The Coast Guard station there called coastguardsmen at Two Rivers, where a 34 foot power launch was available.

The rescue crew set off in the blizzard. For five hours they were buffeted without seeing the ship. But then the snow slackened momentarily and there she was in the distance — sails ripped to ribbons, hull and rigging covered with ice, riding low in the water with the waves breaking over her deck, still

heading toward Chicago with her Christmas cargo.

The power launch hurried to the rescue. But then the blizzard began in full fury again, the ship disappeared in the swirling flakes, never to be seen again—never, that is, until Kent Bellrichard found her.

There are a hundred other wrecks in the vicinity of Rawley Point, seven miles north of Two Rivers, Bellrichard said. The names of most of them have long since been forgotten.

But the Rouse Simmons seemed to rest uneasily in her grave. Only a few weeks after the sinking, what seemed to be a message from her dead captain floated ashore in a sealed bottle.

"Everybody Goodby"

Written on a page from the ship's log and signed by Herman Schuenemann, it read:

"Friday. Everybody goodby. I guess we are all through. Sea washed over our deck load. Thursday. Leaking bad. Ingvald and Steve fell overboard Thursday. God help us."

For reasons now unclear, the skipper's widow was never shown the note and there have been doubts of its authenticity. There is even more skepticism about another message in a bottle that did not show up until 15 years after the ship disappeared.

This one was ostensibly signed by Nelson, the first mate, and read: "These lines

are written at 10:30 p.m. Schooner R. S. ready to go down about 20 miles southeast of Two Rivers point, between 15 and 20 miles off shore. All hands lashed to one line. Goodby."

Whatever the status of these bottled dispatches may be, there seems no doubt about a find made near Two Rivers on April 23, 1924. It was identified as Capt. Schuenemann's wallet, which had been sealed against the weather. When it washed ashore, some of the papers inside were still legible.

Hobby Pursued

The captain's widow had continued to sell Christmas trees in Chicago each year, but after her death in 1933 the last link with the Christmas Tree Ship days was broken.

Bellrichard, a high frequency sound technician at the Ladish Co., was not born until 18 years after the captain's wallet was found, but in pursuing his hobby of wreck hunting he talked to the son of the man who discovered it.

Albert Lee of Two Rivers remembered the incident. As a retired fisherman, he had also heard tales of how Christmas trees from the wreck had clogged fishermen's nets. He had some notion about where the ship might be found, as did others whom Bellrichard consulted.

Meanwhile, the Milwaukee diver got interested in exploring another wreck in the vi-

Two Rivers

city, the steamer Vernon, which went down with a loss of 50 lives in October, 1887. He made dives to explore this wreck, some with other divers.

Search for Simmons

Late in October, he borrowed Steele's boat to visit the Vernon. The banker was busy elsewhere so couldn't come along. Steele's boat was equipped with more sophisticated sonar than that aboard Bellrichard's smaller craft and when the Milwaukeean couldn't find the buoy marking the Vernon's position, he decided to go hunting for the Christmas Tree Ship.

"I put the sonar transducer in the water and started to chug north to where I thought the Simmons might be," he said last week. "I kept searching for about an hour. No targets showed up."

"The boat turned broadside and, as I was drifting northwest, I got a signal on the sonar. It sounded like a big school of fish."

"I put her in gear and made one pass over the top. It had started to blow pretty fierce out of the southeast and it took over two hours to get the grappling hooks to hold so I could go down."

Descending into the murky water, Bellrichard was able to identify the wreck as a schooner. It could be the Simmons, but he couldn't be sure. While he was exploring it, his light went out.

Considering the weather and the fact that he was alone, Bellrichard decided one dive that day was enough. When he came back, Steele joined him. On the third dive, they discovered the schooner's name on the quarter boards, just above the gunwales near the back of the ship.

Mystery Ends

When their light picked out the letters that spelled "Rouse Simmons," they knew that the fate of the Christmas Tree Ship was no longer a mystery. Crowded in its hold were the remains of hundreds of Christmas trees that had never reached Chicago's Clark St. Bridge.

The divers brought up a number of artifacts — a china bowl with the letters, "RS," a hand cranked fog-horn and the two trees.

Last week, Bellrichard presented one of the trees to John C. Gelfuss, president of the Marine National, which will display it in its lobby starting Monday. In view of all the exposure the bank has given the Simmons on its checks, the diver felt the Marine National was one place where a bald Christmas tree would be appreciated.

Meanwhile, there are those two salvaged Christmas trees just in time for the current holiday season, but 59 years too late for the Chicago children who kept looking for the Christmas Tree Ship's appearance so the 1912 festivities could begin.

Sunday, December 5, 1971

THE MILWAUKEE JOURNAL

THE CHRISTMAS TREE SHIP

Mrs. Herman Scheunemann and
Daughter Elsie Take Up
Work of Husband and
Father. 1915

Mrs. Herman Scheunemann and daughter Elsie who has been in the vicinity for some time buying and shipping Christmas trees to Chicago left for that place Saturday after finishing up the season's work.

Ever since the death of her husband, Mrs. Scheunemann has followed his work, which our readers will remember came to an end by the wrecking of his boat on the return to Chicago when he and the crew perished.

The following article accompanied by an illustration of Miss Elsie Scheunemann, appeared recently in a Detroit paper:

The "Christmas ship" has reached Chicago on its annual visit, but now it is in charge of a woman instead of Capt. Herman Scheunemann, who for many years brought the cargo of Christmas trees and other greenery to delight the hearts of Chicago children.

Miss Elsie Scheunemann has inherited her father's love for the work, and since he was lost three years ago, when the "Christmas ship" and its cargo and crew were lost in Lake Michigan, she has carried on his work of bringing trees from the woods of northern Michigan to this city.

"Oh, it is splendid!" she exclaimed yesterday when the C. H. Hackley had docked at the Clark street bridge. "I really don't know which I like better, the lake or the woods. Mother and I go out into the forest and direct the cutting of the trees, and we go up and back in the boat—though of course Captain Sullivan, my father's old friend, directs the sailing of the ship.

"And the crew is splendid, too. Why, we made this last trip in only 14 days from the northern Michigan



Mrs. Sigrid Harding

"CHRISTMAS TREE LADY" SUMMONED

Mrs. B. Schuenemann, Well
Known In County, Dies

In Chicago

6/22/1933

Mrs. Barbara Schuenemann, who gained the title of "The Christmas Tree Lady" following the tragic death of her husband, Captain Schuenemann, when the Rouse Simmons sank in Lake Michigan some years ago, died at her home in Chicago last week. Captain Schuenemann came to Manistique and Thompson for many years and took loads of Christmas trees to Chicago. Mrs. Schuenemann continued the business after her husband's death and on her frequent visits here made many friends.

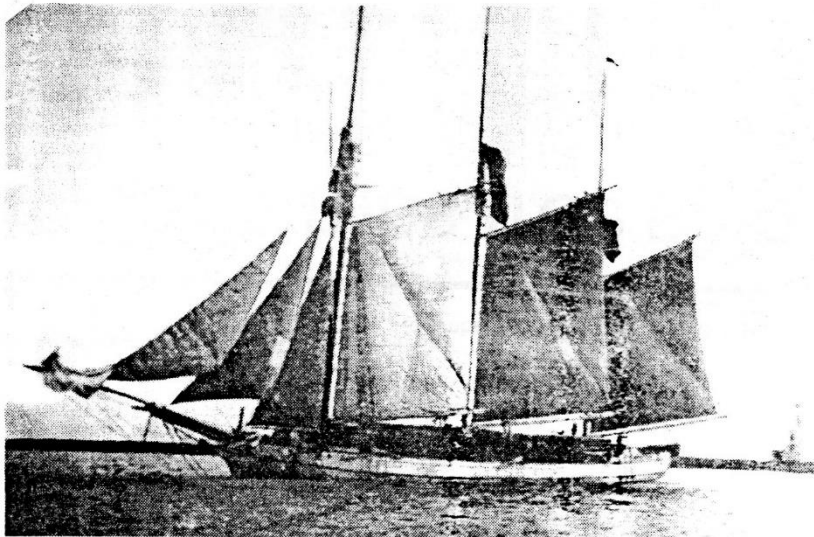
The Chicago Tribune carried a picture of Mrs. Schuenemann and the following account of her death:

"Mrs. Barbara Schuenemann, "The Christmas tree lady," died suddenly last night in her home at 158 Eugenie street. Death was due to heart disease.

"Mrs. Schuenemann was the widow of Captain Herman Schuenemann, who brought Chicago its first boatload of Christmas trees in 1887. In 1912 Capt. Schuenemann went down in a terrific lake storm as he was bringing a cargo of Christmas trees to Chicago on the Rouse Simmons.

"His widow continued his work, taking the helm of various craft to bring trees to the city each Yuletide for many years. Since 1925 trees have been brought by freight cars to her warehouse.

"Mrs. Schuenemann is survived by three daughters, Mrs. Elsie Roberts, Mrs. Hazel Gronemann, and Mrs. Pearl Ehling, and two grandchildren. Funeral services will be held Monday morning in St. Paul's Evangelical Lutheran church."



The Rouse Simmons sank in a Lake Michigan storm off Two Rivers Point in 1912.



Capt. Herman Schuenemann



Mrs. Barbara Schuenemann in 1928.

HERE FOR TREES

Widow of Capt. Schueneman, who was Drowned, now Conducts Business. 10/10/1923

Arriving in the city last week, the wife of the late Capt. H. Schueneman of Chicago, will secure a cargo of Christmas trees to take there. She will remain in Manistique for several more days, and while here, is the guest of Mr. and Mrs. Joseph Van Dyck at their residence on North Third street.

Capt. Schueneman together with his crew, was lost in Lake Michigan a year ago. At that time the schooner Rouse Simmons, loaded with Christmas trees, floundered while sailing to Chicago from this port, when it was caught in a gale. Nothing was ever heard of either the vessel or those aboard of it when the craft was wrecked.

Since his tragic death, the wife of Capt. Schueneman has managed the business which he conducted during his life time. For many years, he has made trips to Manistique every fall for the purpose of securing Christmas trees for the big Illinois metropolis, and was well-known here.

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FROM THE DEAD

Note Supposedly Written By Member of Crew of Ill Fated Rouse Simmons, Found.

A suburban resident of Milwaukee, found a note which was supposedly written by a member of the "Christmas tree schooner", the Rouse Simmons, which was lost last autumn between this port and Chicago. The note was in a bottle and reads as follows:

"R. Simmons went to bottom with cargo and crew after jamming sunken ice, crushing front of boat." The note was signed by Michael Rattary, night watchman. Mrs. Schuenemann, widow of the owner of the boat, who lost his life when it sank, says that she does not remember the name of Rattary as one of the crew, but says it sounds famili...

Christmas tree ship is now TV documentary

By Bob Woessner,
Green Bay Press-Gazette Staff Writer

EDITOR'S NOTE: Mrs. Hasell Osterhout, Mrs. Alvin Nelson, and Fred C. Hinkson assisted Bob Woessner and Kent Belrichard in their research.

Sixty-three years ago this week she sailed out of Thompson, into a lake stirred to rage by snow and wind to become a tragedy, a mystery and a legend.

A tragedy because she went down with all hands aboard.

A mystery because no one knows what really happened in those last hours and days.

A legend because, in the passage of time, she has become the Christmas Tree Ship. Her captain was "A crazy Dutchman" named Herman Schuenemann and her cargo was Christmas trees — great green piles of trees stuffed into the hold of the aging wooden schooner, the Rouse Simmons, piled onto the deck, stacked behind planking along the ship's sides.

Her destination was Chicago and the dock where Schuenemann's family had been bringing trees since the 1880s for the holiday trade.

But the Rouse Simmons never made Chicago.

Buffeted by the storm, icing up with spray from every wave, the ship settled deeper into the water.

The stories say that Schuenemann tried to make for Bailey's Harbor, but the wind blew him away from the shore.

Out of control, the Rouse Simmons pitched toward Sturgeon Bay. There, about noon on November 26, one account says, the men at the old United States Lifesaving Service station spotted the ship. They could not launch a boat in that water, but telephoned the Coast Guard in Kewaunee and told them they had seen the schooner, battered, her sails torn, low in the water and with distress flags flying.

One account says the Kewaunee crew got a surfboat into the water and spent two hours looking for the Rouse Simmons. They spotted her during a lull in the storm, but the snow and wind blotted the ship

from sight and they were unable to reach her.

Another version reports that the Kewaunee crew didn't get a boat out because their commander thought it too dangerous. But the Kewaunee station contacted Two Rivers where a 34-foot power launch went out and sighted the Rouse Simmons but never reached her.

That was the last anyone saw of the ship until 1971 when a Milwaukee diver located the wreck.

Now a lot of people will see the Christmas Tree Ship. The story has been worked into a half-hour television documentary which will be shown on a Milwaukee TV station Thanksgiving Day and will be available for distribution around the state after that.

The diver is Kent Belrichard, 30, a Milwaukee sound technician who has made Great Lakes shipwrecks "not a hobby, but an obsession."

He started looking for wrecks in the Two Rivers-Kewaunee-Manitowoc area in 1968. In 1969 he found the remains of the steamer Vernon which went down off Rawley's Point October 28, 1887.

He also heard tales of the Christmas Tree Ship. Fishermen in the area often complained that they snagged the remains of Christmas trees in their nets. Belrichard heard the stories, found that the ship was a local legend and eventually that it was the Rouse Simmons.

Using a side scanning sonar rig, which allows large sections of the lake bottom to be searched at once, he located what he thought was the Simmons.

A dive confirmed it. "The first thing we saw were the trees," Belrichard said. "Then we saw the quarterboards with the name on them."

The ship had settled in an upright position, and is in good shape because of the cold lake water.

Films taken by Belrichard and his crew show the name, the hold still stacked with skeletal Christmas trees.

They have brought up the ship's anchor, some crockery from the galley, and there is more to be explored and found when weather and time permit further dives.

There is even an electric light bulb which popped to the surface while divers

were working. The Rouse Simmons had no electricity, but the bulb might have been used by Capt. Schuenemann to light up his tree display at dockside in Chicago.

The bulb still works, the divers discovered when they gently applied electric current to it.

The documentary, sponsored by Loewi and Company, an investment firm, is a fanciful thing, because no one knows for sure just what happened to the Rouse Simmons.

But the take is one of the engrossing of the mysteries of the Great Lakes.

To begin with, there were two Schuenemann brothers, Herman and August. Starting in 1887 they shipped

Christmas trees from the Manistique area to Chicago and sold them right off their ship. They bought trees for two cents a pound in the cutover forest and sold them for as much as 75 cents dockside in Chicago.

The Schuenemanns' first ship was the two-masted wooden schooner Thall. She was the first Christmas tree ship, and her story also ended in tragedy.

August Schuenemann and a crew of four took her out of Manistique in 1898 and went down in a storm.

Herman continued the business, getting the three-masted Simmons, a larger wooden schooner built in Milwaukee in 1868.

There is even mystery about the size of the Simmons. One account says the ship was a 180-foot schooner which could carry 500 gross tons of cargo. Another version says she was only 127 feet long, 27½ feet wide.

Whatever her dimensions, the Simmons was a dry lumber carrier working out of Manistee and Muskegon. Her last trip each season under Schuenemann's command was the Christmas tree voyage.

One account says that the cargo of trees in 1912 was worth \$75,000 in Chicago, a matter of importance to the captain, who was 41 at the time of his death.

Herman Schuenemann was an admired sailor, if accounts are to be believed. The ship and skipper survived storms, rescued the crew of a lumber ship which went down on Lake Huron.

But the accounts say, too, that Herman Schuenemann was headstrong, money hungry. He was said to have smuggled illegal venison along with his Christmas trees, and he fought tug boats skippers, dockmasters and provisioners on their rates and prices.

They say it was because he was tight with a dollar that Schuenemann came to a tragic end.

He loaded his ship with trees in 1912, covered the hatches, then had woodsmen pile and stock and cram the trees on deck. They say, too, that a milder, more cautious man, would not have set out in the weather that Schuenemann braved that November.

The records are sketchy at both the beginning and end of his journey. One account says he left Manistique November 25. Another gives the date as November 21. A third says it was November 22. But sail she did.

They say the rats left the ship in Thompson before she sailed and that three crewmen forfeited pay when they refused to sail after seeing that sailor's omen.

There was a note washed ashore in a bottle near Sheboygan on December 13, 1912:

"Friday...everybody goodbye. I guess we are all through. During the night the small boat was washed overboard. Leaking bad. Ingvald and Steve lost too. God help us.

Herman Schuenemann"

That may have been from the captain of the Rouse Simmons. But the ship's sailing list didn't mention an Ingvald or a Steve.

But in the years that followed, the Christmas trees washed ashore at Two Rivers and Kewaunee and Manitowoc.

And on April 23, 1924, some fisherman found Schuenemann's wallet. In 1927, another bottled note came ashore:

"These lines were written at 10:30 p.m. Schooner R.S. ready to go down about 20 miles southeast of Two Rivers Point between 15 and 20 miles offshore. All hands lashed to one line Goodbye"

That note was signed Nelson, and a Capt. Nelson and his wife were listed among those who sailed on the Simmons.

The others were Alex Minoque, Frank Sabata, George Watson, Ray Davis, Conrad Griffin, George Quinn, Edward Murphy, John Morwauski, Stump Morris, Greely Peterson, Frank Fall, Edward Hogan and Philip Bauswein.

Nelson was said to have been a partner of Schuenemann, but none of the accounts tell what his wife was doing on the ship. Some of the dead were sailors, some of them woodsmen heading for Chicago with the trees they had cut and stacked. One version said there were six crewmen and 12 woodsmen, but that makes 18 and the ship's list said only 16 and you see where the mystery and confusion come in.

But whatever the final reason for her end, whatever the number of dead who went with her, whatever the motive of Herman Schuenemann, the Christmas Tree ship has been found and the films will be made available by Loewi and Company to schools and libraries and most likely to TV stations.

Belrichard has some more looking to do. He has said there is a slight chance some of the crew's bodies may still be aboard the ship.

He knows there is more crockery and perhaps the stove in the galley. But even with strong lights you can see only half a dozen feet at 180-foot depths and the cold limits dives to only a few minutes.

Belrichard said this week he hopes the artifacts from the Rouse Simmons are cared for and displayed properly so that

people will appreciate the heritage of this area which is made up, in part, of captains like Herman Schuenemann and the sailors and woodsmen who challenged an angry lake 63 years ago to turn a profit, but to bring Christmas to the people in Chicago.

The list of the ships lost in November grows ever longer but of all of them, the questions of why and how are most intriguing with the Rouse Simmons, the Christmas Tree Ship.

Three led Alvin Nelson and Fred Hinkson appear on television tonight (from a Green Bay program) famous ship, the which sailed enroute to of Chris Thompson

Manistique — Frayed and stained from 14 years spent at the bottom of Lake Michigan, but with all of the writing still legible, the papers and wallet belonging to the late Captain Herman Schuene-mann of the ill-fated "Rouse Simmons" were recently delivered to his wife, who resides at Chicago. The wallet which was brought up in the nets of a Kewaunee, Wis., fisherman a short time ago, furnished the only definite

5-11-24

clue to the fate of the three-masted schooner, loaded with Christmas trees from Thompson, Mich., which disappeared with all on board.

His widow, who for the past 13 years has made yearly trips from this area to Chicago with Christmas trees, has earned the title, "Christmas Tree Lady," revealed that contrary to previous stories, her late husband was the holder of a master's license for vessels on the Great Lakes.

LATEST CHAPTER

The most complete answer has come from Theodore S. Charrney, of Chicago, Ill., on a letterhead reading "The Rouse Simmons' Inquiry."

Mr. Charrney wrote to Mrs. Herbert as follows:

"Mrs. Frank Weber of your city kindly sent me the clipping from the Pioneer-Tribune of Dec. 15 about the 'New Chapter

Possible in Yule Ship Legend.'

"As you probably have gathered from this letter head, I am making a study of the entire ship's history from the construction in Milwaukee in 1868 thru its final voyage in November of 1912. I have about 17 three-ring binders full of manuscript material and am in the process of writing a book (full length) on the subject.

"The Schuenemann's actually brought trees into Chicago as early as 1884, and I have little doubt even earlier, but I cannot substantiate prior to the date given. In 1884 Auguste was the head of the enterprise and was about 33 years old at the time. Herman was 19 and probably did not accompany August at the early stage. Within a few years Herman doubtless came along with his older brother but it was not until 1892 before Herman began bringing in his own cargoes. August butchered his trees along what was known as the Christmas Tree Coast, but actually the Michigan shore of Door County, Wis. When he foundered in the 'Thal' off Glencoe, Ill. on Nov. 11, 1898, his cargo came for Jacksonport, Door County, Wisconsin.

"From the earliest times that Herman operated ships he always came to Schoolcraft County and usually tied up at Thompson, although the ship list in the newspaper always mentioned Manistique as the port of departure.

"In the beginning (1892) Herman's ship was the 'Josephine Dresden' and a year or two later he shipped in the 'Maggie Dall' although he did not own her but merely chartered for the voyage. By 1896 he owned a fine three-sticker, the 'Mary Collins', and traded with her until the fall of 1900, when he accidentally ran her aground at Point Aux Barques about 12 miles south of Manistique, when he

mistook a light in a house on shore for the light at Thompson harbor. It was early in October and he continued to collect a cargo of greens while his friend Captain Carlés Nelson came up in his ship, the 'Ida' to bring them back to Chicago.

"In 1901 and 1902 Herman sailed in the 'Jesse Philips' and then abandoned her and bought the 'Charles L. Wrenn', which he used through 1909. In 1910 he bought a piece (25 percent) of the 'Rouse Simmons', and used her the next three seasons, including the fatal voyage.

"There is little I do not know about the 'Rouse Simmons'. I am still trying to fill in on two important episodes in her career. Once in October, 1903, she was scuttled intentionally to keep her from breaking up in the pilings when a fierce Nor'easter struck rapidly. This happened at Torch Lake in the Grand Traverse area, she was raised, wintered at Charlevoix and then crossed the lake to Sturgeon Bay to be refitted. But the next October she was dismantled in Lake Michigan while carrying a load of slabs from Beaver Island to Milwaukee. She wallowed helplessly in the storm for 38 hours until the Grand Trunk car ferry en route from Milwaukee to Grand Haven took her in tow and brought her to port (Milwaukee). She was refitted and refloated and carried on a valiantly as she had since her building. She was a fine ship and will tell the story of the great age of sail on the Great Lakes if I have my own way and with God's Help."

His letter also tells how the Captain's widow and children carried on the Christmas tree business for years in Chicago, having them shipped at first by boat, then later by train. Their dealings in Christmas trees evidently ended when Barbara, the Captain's widow, died in June, 1933.

A LOCAL CHRISTMAS LEGEND

12-24-73

Christmas tree ship lies beneath Lake Michigan waters

BY KATHERINE LEBRASSEUR

Yes, it's that time of year, again...when tales of sea storms, wrecks and ships are bantered about by the old timers in the Manistique area. Ten years ago, it was the Bradley, but 56 years ago...it was the Rouse Simmons...and many local people friends of the captain, his family and the crew and some of the sailors who towed the schooner out to the shoal in Thompson, are still around and "remember it well."

The tale of the five hundred ton, one hundred eighty foot, three-masted schooner is tragic indeed. Just before Christmas, it was the custom to cut Christmas trees, load them onto schooners, and ship them into the large cities on the lakes for market. Such was the cargo of the Simmons as she sailed under Captain Hermann Schuenemann from Thompson Harbor, three miles from Manistique at noon on November 22, 1912. The lakes were still giving up wreckage from storms of that year, when the schooner, with sail set, cleared the port into a raging gale, bound for Chicago. Time was short, and if the trees were to reach the market, the Simmons had to crowd all possible speed.

But let's not rely on memory...let's check the official account of the incident...and the incidents that followed...from the pages of the Manistique Pioneer Tribune...

THE MANISTIQUE PIONEER TRIBUNE, FRIDAY DEC. 6, 1912

SCHOONER LOST: The Rouse Simmons with entire crew, including Capt. Scheuenemann believed to be lost.

The fate of the Rouse Simmons laden with Christmas trees, and owned by Capt. Hermann Scheuenemann, is now practically settled, and that with its crew of seventeen men including the owner, sank in the vicinity of Pentwater. The boat in question left this port on Nov. 22 with a cargo of Christmas trees for the Chicago market, and for some time no definite word as to its location or fate could be learned. Shortly after leaving port, severe gales swept over the lakes. Christmas trees and a hatch has come ashore near Pentwater, and as the boat was not equipped with life boats, it is believed the entire crew perished. Capt. Scheuenemann has been making annual trips to this port for many years, in quest of Christmas trees and ground pine for the Chicago

market. The Captain had many friends here who regret the disaster that has befallen him. The boat in question was not seaworthy. The captain in command of the vessel stated prior to leaving Chicago the trip North, the rats had left the boat and he was afraid to make the trip.

THE MANISTIQUE PIONEER TRIBUNE, FRIDAY, DEC. 20, 1912

TO BROOM LAKE: Revenue Cutter Mackinac Searching for Schooner Rouse Simmons

On Saturday of last week, the crew of the revenue cutter Mackinac, stationed at the Soo (Sault Ste. Marie, Mich.) was given orders to proceed at once to lake Michigan and broom the upper portion of the lake for tidings of the schooner, Rouse Simmons, which is believed to be lost. It will be remembered that the boat cleared from this port with a cargo of Christmas trees for the Chicago market, late in November and has not been heard of since sailing.

Owing to the nature of the cargo, the boat would not sink and the government fears that members of the crew may still be aboard the vessel and that the wreck has drifted among islands that have no communication with the main land.

MANISTIQUE PIONEER TRIBUNE, APRIL 17, 1924

WALLET FOUND IN FISHERMAN'S NET RECALLS STORY OF LOSS OF VESSEL TWELVE YEARS AGO

Another chapter has been inscribed upon the pages of Great Lakes history through the finding of a wallet in a fisherman's net near Kewaunee, Wis. and the discovery recalls to the memory of local persons the disaster which befell the package freighter, Rouse Simmons which at one time made Manistique a regular port. It was back in the fall of 1912 that the Simmons pulled out of Manistique with a cargo of Christmas trees for Chicago. The schooner never reached her destination but bit by bit the tell-tale evidence cropped out and told the fate of the vessel. The finding of the wallet is just another episode in the revelation of facts concerning the vessel's disappearance.

Identification marks show that the wallet was the property of Captain Hermann Schuenemann, well known in this city.

In the wallet which was picked up only recently were found news paper clippings, presumably from the Manistique Pioneer Tribune.

The Kewaunee paper tells the following

story concerning the finding of the wallet.

On November 23, just before nightfall, a vessel in distress was seen off the coast of Kewaunee, Wisconsin. It was during one of the most terrific storms that ever thrashed Lake Michigan. The Kewaunee life saving crew tried to reach the craft, but failed, and soon the vessel was lost in darkness.

The day before, there had sailed out of the port of Thompson, Michigan, the old three-masted schooner "Rouse Simmons." Captain, Hermann Schuenemann, laden with Christmas trees, and bound for Chicago. The schooner has been making these late trips for a number of years, carrying Christmas trees to Chicago, reaching there about December 1, and lying at its dock up the river until the cargo had been sold.

But his week, the Christmas tree ship was not among the arrivals. It was never seen or heard of after it left Thompson, although lighthouse keepers and sailors reported having seen a schooner resembling it several places between the head of Lake Michigan and Kewaunee.

As the days passed and the boat did not show up at Chicago, lake men became convinced it was the craft which had been in distress of Kewaunee, and life savers, fishermen and sailors searched vainly for a trace of it. All that was found was a number of bundles of Christmas trees on the shores of Lake Michigan, about five miles north of Sturgeon Bay and Lake Michigan ship canal. No trace of the craft or its crew was ever discovered.

Now, 12 years later when the present generation scarcely remembers the event, comes the only real clue as to where the schooner was wrecked.

A day or two ago, the fishing tug, "Reindeer" Capt. Norman Allie, came bringing in her nets to dry. The nets were strung on the reels and the weeds cast aside. Lighthouse Keeper Henry Gattle, who was keeper of the range lights at Baileys Harbor, Wisco. at the time the "Rouse Simmons" disappeared, but now at the Two River point light, happened to kick a bunch of these weeds, and disclosed a bill fold which proved to be the property of the former skipper of the "Simons." That it was surely his, is evidenced by the fact that it contained Scheuenemann's

personal cards and other data which proved beyond doubt that he had been in Manistique.

In it were found clippings from a Manistique, Michigan, newspaper which told of the departure of the "Rouse Simmons" with its load of Christmas trees bound for Chicago. Memoranda of the Captain's expenses, and receipted bills for oilskins, provisions, etc.

The contents of the fold were in a good state of preservation, having been together firmly and tied with a cord, which kept them intact.

The place where the nets had been set in the lake is several miles out into the open water off from Two River point, and it is believed that this is the spot where the "Simmons" went down 12 years ago with all hands.

On Friday of the same week, while lifting the nets aboard the fishing tug, "Monitor" of Two Rivers, Captain Manville LaFond found a human skull entangled in the nets. This is the third skull that he has picked up at this point. At one time he discovered a human skeleton in the net, but while pulling the net aboard, the skeleton broke into pieces and fell back into the lake.

It is presumed that these bones are the remains of the crew of the wrecked ship.

THE MANISTIQUE PIONEER + TRIBUNE.

Friday Dec. 27, 1912

WIDOW LEFT WITH MANY TREES UNSOLD

A Chicago dispatch says, "In the gladness of Christmas time, Chicagoans forgot the family of Captain Herman Schuenemann, who with his crew of twenty men went to the bottom of Lake Michigan a few weeks ago, while returning from Manistique, Mich. with a cargo of Christmas trees.

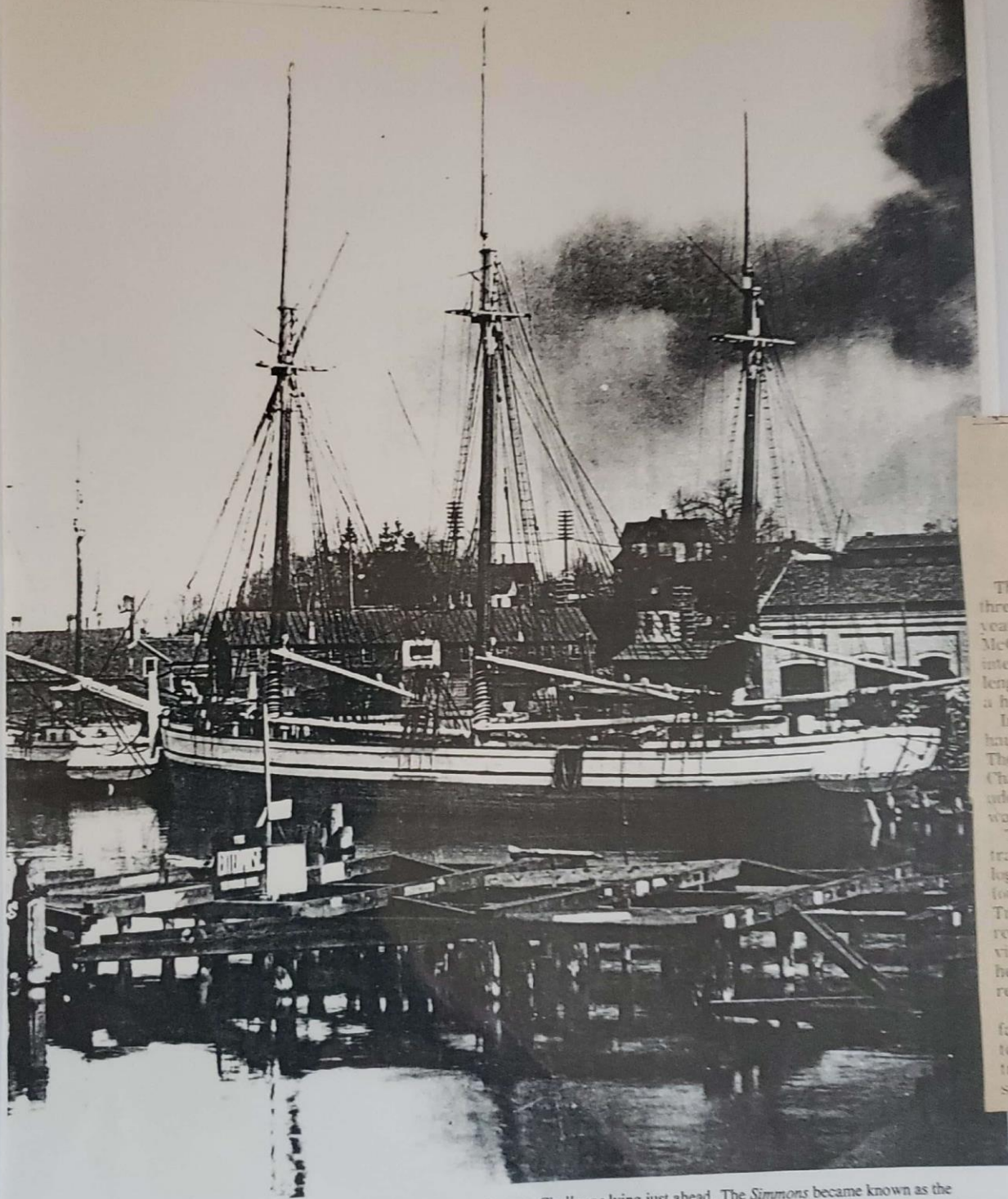
After it was established that the captain and his crew had perished, the wife and daughter of the master of the Christmas ship attempted to fortify themselves against want by bringing a new cargo of Christmas trees to the city. They were set up for sale down on the river bank, and every day the widow and her orphans worked making wreaths and arranging other stock.

Many of the customers came and bought, but not nearly all of the "regular" remembered to buy. And only a few new customers came. So tonight, when darkness fell and the last hope of another sale had passed, the family found itself still in possession of considerable unsold stock. But the widow was plucky.

"I don't want charity," she said. "I'll fight it out. Next year we'll sell trees again and maybe business will be better then."

26. The schooner *Rouse Simmons*, official no. 110024 (to 1884) and 110087 (from 1885), was built in 1868 at Milwaukee, Wisconsin, and foundered off Two Rivers, Wisconsin, with a cargo of Christmas trees on November 23, 1912.

27. From the *Edward E. Skeele* file of the Wisconsin Marine Historical Society Collection, Milwaukee Public Library, Milwaukee, Wisconsin.



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The schooner *Rouse Simmons* in the harbor at Sheboygan, with the schooner *Challenge* lying just ahead. The *Simmons* became known as the Christmas Tree Ship because she brought trees to Chicago to be sold for the holiday season. She foundered off Two Rivers, Wisconsin, on November 23, 1912, while bound for Chicago from Thompson, Michigan, with a cargo of trees to become one of the legends of the lakes. Courtesy of the Wisconsin Marine Historical Society.

Notes on the ¹²⁻⁴⁻⁷⁵ Christmas Tree Ship

The Rouse Simmons, an excellent three-masted schooner, was built three years after the Civil War by Alan McClelland for the Kenosha shipping interests in Milwaukee. She was 125 feet in length, 27½ feet across her beam and had a hold of slightly over eight feet.

In her early years, the Rouse Simmons hauled lumber from Manistee to Chicago. The schooner was purchased in 1873 by Charles H. Hackley of Muskegon who added her to his fleet. In later years she was owned by her captains.

The Rouse Simmons was similar to a tramp schooner, picking up cargoes of logs, posts, and lumber wherever she found a hauling job. Once she sunk in the Traverse Bay area and was raised and repaired. Another time she fought a violent gale, lost her masts, and was helpless several miles out in the lake when rescued.

Since the early 1880's, the Schuenemann family had been bringing Christmas trees to Chicago. In 1898 August "Christmas tree" Schuenemann lost his life when his small schooner carrying a load of

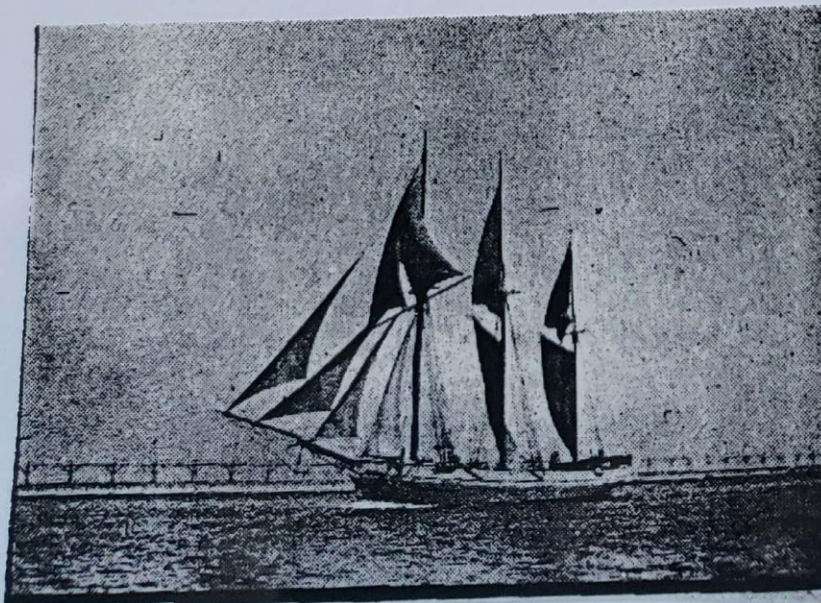
evergreens floundered off Glencoe, Illinois.

Herman, his brother, took over the trade and hauled Christmas trees to Chicago. His ship became known as "Chicago's Christmas tree ship".

In early October, 1912, the Rouse Simmons cleared Chicago for the annual trip to Thompson. On November 22, she was ready for the return trip to Chicago. Late in the day after repeated warnings of foul weather, the schooner was towed into the lake by the tug Cisco. Members of the Cisco's crew were Dave Bouschor, captain; Ben Marks, engineer; Nels Bouschor lineman, and Pete Voisine, fireman. The Rouse Simmons was last seen flying distress signals off Kewaunee, Wisconsin.

Captain Schuenemann's widow Barbara came back the next year. She hired trees cut and shipped them to Chicago. Her three daughters came with her. Mrs. Schuenemann continued the business for several years.

The Christmas tree business was very profitable. The only expense was salaries for the men who cut the trees. There were no landowners to be paid.



Rouse Simmons

Tales, ballad tell story of Christmas tree ship

By Jay Joslyn

"This is the tale of the Christmas ship

That sailed o'er the sullen lake,
And of sixteen souls that made the trip,

And of death in the foaming wake."

Vincent Starrett

Vincent Starrett's many-quatrain "Ballad of the Christmas Ship" appeared in the Chicago Daily News to memorialize the loss of the Rouse Simmons in a Lake Michigan storm off Two Rivers Point on the night of Nov. 22-23, 1912.

For 28 years the family of Capt. Herman Schuenemann, who went down with the Rouse Simmons, took Christmas trees to Chicago to sell

from the Clark St. Pier. After the loss of the Rouse Simmons, the captain's widow continued the Christmas tree service until she died in 1933.

In 1972, divers retrieved the anchor from the Rouse Simmons wreck on the lake bottom. The anchor has been incorporated into a memorial at the entrance of the Milwaukee Yacht Club.

Over the years the Rouse Simmons has been remembered in articles, stories, songs, pictures and an imaginative television film.

The Press of the Rampant Lion at 5358 Bloomingdale Ave., Chicago, Ill. 60639, will commemorate the 75th anniversary of the Rouse Simmons' loss by producing an album of 20 post cards including six cacheted post cards mailed on the anniversary dates from the Michigan towns important to the Christmas ship story.

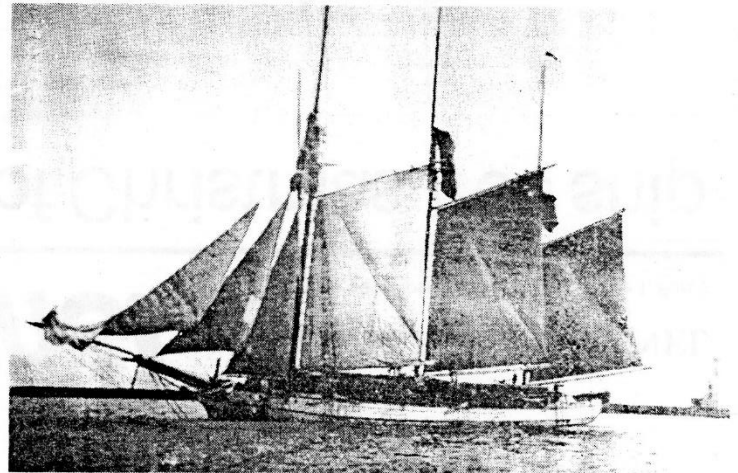
The Rouse Simmons deserves all this attention. The Schuenemann family's activity was more than a business. It was a seasonal tradition that deserved remembrance.

However, the Rouse Simmons was not the only Christmas ship. There were at least three other fishing schooners involved in the trade and one of them disappeared in a cloud of mystery.

According to Great Lakes historian Walter Havighurst, among the schooners that reefed their sails to hazard the deadly November storms to carry Christmas trees from the Upper Peninsula to Chicago, Detroit and Cleveland were the Rouse Simmons, the Charles Hackley and the Thomas Hume, owned by Hackley Hume of Muskegon, Mich.

The Schuenemann family obtained the Rouse Simmons and the Charles Hackley and began its own Christmas tree service in 1887.

In 1898, Capt. Herman



The Rouse Simmons sank in a Lake Michigan storm off Two Rivers Point in 1912.

Schuenemann's brother August, in the Charles Hackley, was lost with a load of Christmas trees just as he left the Schuenemanns' home port of Manistique, Mich.

The mystery involved the Thomas Hume.

The Rouse Simmons, under the command of a Capt. Dane, cleared Chicago harbor one autumn afternoon in 1882 for a run across the lake to its home port in Muskegon. There was a light breeze and Capt. Dane reported later that 20 ships had been sighted in the

Chicago-Muskegon lane that night.

Nevertheless, the Thomas Hume and the Rouse Simmons separated during the night and the Thomas Hume was never seen again.

For several seasons the owners sent Capt. Dane to ports of call seeking information about the Thomas Hume. His quest was without success.

For a time lake harbors were abuzz with the speculation that the crew had captured the Thomas Hume, changed its riggings and

continued to sail on the lakes.

However, families of the crew continued living in Muskegon and the missing men never returned.

Mrs. Schuenemann continued the Christmas tree tradition by bringing the trees from Thompson and St. James, Mich., by rail and transferring them to a showcase schooner at the Clark St. Pier. She, her two daughters and other women from the Upper Peninsula ran the shipboard sale and added to their stock by weaving evergreen wreaths and festoons.



The anchor of the Rouse Simmons, retrieved in 1972, is part of a memorial located at the entrance of the Milwaukee Yacht Club.
—Sentinel photo by Richard F. Bauer

Christmas cont.

Continued from Page 1A

Mr. Anderson harvested would-be Christmas trees and sold them to the captain to take to Chicago. Anderson often made the voyage himself.

"My dad used to run lumber camps up near Moran and Shingleton," Mrs. Harding said. "He cut timber for the Chicago Lumber Company.

"Dad used to hire men that used to come here with Schuenemann's Christmas Tree Boat. He hired them and they worked in the camps," Mrs. Harding said.

The Rouse Simmons' yuletide route was a boon to the Manistique-area economy. Christmas trees had to be selected and harvested, then hauled down by rail or wagon to the waiting ship. Women and girls wrapped and tied the trees in bundles to protect the branches.

"I helped wrap the big pieces of tar rope to keep the limbs from breaking," Mrs. Harding said. "Many a time I've helped with that, when I was just a kid."

As the popularity of the Christmas Tree Ship grew, sewing machines were loaded on to the ship so women could make wreaths on the spot in Chicago.

On Nov. 22, 1912, the Rouse Simmons was ready to sail, that time out of Thompson, despite protests of sailors and Capt. Nelson. The ship reportedly was already carrying some 50,000 trees, about twice its normal load.

Yet the boat waited for more trees to come, sitting at Thompson's dock number 15. A county historian said every ship that left out of that dock has sunk with loss of life.

"There were two carloads of Christmas trees that were coming from up near the Soo (Sault St. Marie, Mich.) and they didn't get here in time," Mrs. Harding said.

"So Dad said he'd stay here and see that the cars were shipped to Chicago. And that was all the trees she had that year."

Those two carloads went by rail to Chicago, accompanied by Mr. Anderson, who was the captain of the



Mrs. Sigrid Harding

The rest is, well, history. Mrs. Schuenemann and her daughters continued to bring trees from Michigan by rail.

Gradually Lake Michigan gave up hints of the wreckage -- rotting pines for more than a decade. Schuenemann's wallet in 1924 and also in 1924 a skull suspected to be that of a Rouse Simmons crew member.

Reports say it wasn't until October, 1971, that the wreckage was found off Two Rivers Point. The craft was nearly intact with name boards up and the hold filled with rotting pines.

Mrs. Schuenemann and her daughters continued the family business, selling the trees nostalgically from a docked ship until no more ships were available. Mr. Anderson continued to help them.

"He used to go down every year and help her with the green stuff," Mrs. Harding said.

The family sold trees until 1933 when Mrs. Schuenemann died.

Mrs. Harding remembers Christmas Tree Ship well

Stories about the Rouse Simmons are as varied as they are many this time of year. Some accounts claim that Captain Schuenemann's wife had no trees at all to sell in 1912 after the ship went down in a storm. Others claim that Mrs. Schuenemann used another ship that year.

Sigrid (Anderson) Harding of Manistique will tell you differently. It was her father, Peter Anderson, who helped Mrs. Schuenemann sell two carloads of trees that year.

Sunday, Nov. 22 will mark the 75th anniversary of the final clearance of the Rouse Simmons, the magnificent schooner affectionately known as the Christmas Tree Ship. Yearly the ship docked at Manistique Harbor and was loaded with Michigan pines for Chicago buyers.

The ship, Chicago-bound and loaded with Christmas trees, was partially owned by Captain Herman Schuenemann. The ship went down in a storm in the vicinity of Two Rivers, Wis., taking with her the lives of Schuenemann, about 15 crew members and the wife of Captain Charles Nelson, Schuenemann's partner and also partial owner.

The Anderson family knew the Schuenemanns well. Mr. Anderson provided the captain with trees and Mrs. Harding as a girl helped annually to bundle the trees together. The captain and his wife made their home with the Andersons when they were in Manistique.

The Schoolcraft County Historical Society interviewed Mrs. Harding, who is 96, last year. As Mrs. Harding talked about her life, the story unfolded of her family's connection to the Rouse Simmons.

Mr. Anderson came from Sweden with his wife, Charlotte, and their two oldest children and settled in Thompson. They had five more children, Sigrid being the fifth of the seven. Mr. Anderson worked as

a surveyor -- known as "timber tain Schuenemann and his wife, Bar- cruisers" then -- for the government bar. and later took orders for enlargement pictures.

When the Rouse Simmons was docked at Manistique Harbor, Sigrid and her mother would walk down the railroad tracks to south Manistique, delivering the Schuenemann's mail to them at the harbor.

rooms to boarders, including Cap- Continued on page 4A



Mrs. Sigrid Harding and her first born, Herbert, in 1910.

Bottle washed up on shore with note from Uncle Herman

March 1977

By KAREN SURRETT

Elizabeth Barerlin doesn't like being in the limelight.

In fact, the 91 year old resident of Luther Manor probably would prefer to blend quietly into the pastel surroundings of the immaculate nursing home where she lives.

She politely told reporters at a recent showing of "The Christmas Tree Ship" that, "I don't like all of this notoriety. I'm not used to it."

Elizabeth Barerlin is the only known living relative of Capt. Herman Schuenemann, the master of a cargo schooner that has come to be known as "The Christmas Tree Ship."

The ship, whose real name is the Rouse Simmons, sank with its entire crew in the icy waters of Lake Michigan in 1912. The ship was lost for 59 years until 1971, when an amateur diver, Kent Bellrichard, found it in deep water nine miles north-east of Two Rivers.

WTMJ-TV made a documentary film about the ship and its sinking. It tells the story of how the captain each year loaded the ship in Michigan with Christmas trees to sell in Chicago. It was first shown to television audiences in November, 1975.

It was known that Capt. Schuenemann had a living relative in Wisconsin, but WTMJ was unable to locate her while researching the film.

Like her uncle's sunken vessel that lay undiscovered in Lake Michigan for more than half a century, the pleasant Mrs. Barerlin wouldn't have minded if she, too, were not especially noticed among the other nursing home residents.

But like it or not, Mrs. Barerlin was the center of attention recently as reporters converged on her.

"Is this the first time you've seen the movie, Elizabeth?" "Did you see it before on TV?" Fellow nursing home residents inquired. A couple of the



— Sentinel Photo by Ernest W. Anheuser
ELIZABETH BARERLIN

women reached over to tap her lightly, as it was announced that "the niece of the captain of the Christmas Tree Ship lives at our home."

The film was being shown to Luther Manor residents.

Mrs. Barerlin, dressed in a navy blue, red and white dress sprinkled with diamond and flower patterns, sat with hands neatly placed in the center of her lap as the movie began.

As the film narrator's voice announced that Lake Michigan's "bottom is a graveyard" of ships wrecked in storms "that most of us never see from shore," Mrs. Barerlin sat with tiny feet in navy shoes placed neatly together under her chair.

Asked whether she remembered anything about her uncle, Mrs. Barerlin replied, "Oh yes, I was 27 years old the year he set sail, so I remember a great deal. He was my mother's brother," she continued. "We thought an awful lot of him."

Mrs. Barerlin said her mother used to "make wreaths and evergreen ropes" from the Christmas trees, which her Uncle Herman would purchase

in Thompson, Mich., each year.

Mrs. Barerlin said she had been aboard the Rouse Simmons "many, many times."

"I'd even eat on the ship when it was docked at the Clark Street bridge, because we used to live in Chicago."

During the showing of "The Christmas Tree Ship," Mrs. Barerlin's small hands clutched a tiny flowered pouch. She opened and closed the little purse several times as the diver talked about discovering the wreckage of the ship.

"He'll never make it, he'll never make it, he'll never be back in my meat market again," the daughter of a Thompson (Mich.) grocer depicted in the film remembered her father saying as Capt. Schuenemann set sail on Nov. 22, 1912.

Mrs. Barerlin clutched her flowered purse even tighter as the film's narrator interviewed people who remembered "The Christmas Tree Ship's" last voyage.

The daughter of the Michigan grocer was being interviewed again as she quoted Mrs. Barer-

lin's uncle replying, "The people of Chicago have to have their Christmas trees."

The Rouse Simmons never made it to Chicago. The ship was overloaded with evergreens, and it set sail during what was called "The Big Storm" — the worst they could remember on the Great Lakes back then.

Elizabeth Barerlin's hands began to squeeze one another, she picked at her nails and opened her purse, pulling out a handkerchief that muffled a quiet cough.

These gestures were in response to witnesses on film who recalled a captain's pocketbook, Christmas trees being washed ashore and a bottle with a message.

The bottled message read in part — "Friday ... guess we're all through ... God help us." It was signed "Herman Schuenemann."

The handkerchief came out of the blue flowered pouch once more. This time to wipe at moistened eyes.

Later, asked how she felt about the film, Mrs. Barerlin said, "It was interesting, but of course it was sad for me. I felt very sad because I remembered so many good things about him in our home and in his home."

She said, "Aunt Barbara made him promise it would be his last trip."

"Of course, when he told us it would be his last trip, none of us knew that it really would."

Mrs. Barerlin remembered when the bottle with the message from her 42 year old uncle washed to shore. She said, "We were all very thankful when that washed ashore."

Mrs. Barerlin revealed a bit of family pride.

"He was really my uncle," Mrs. Barerlin said. "No doubt about it. I looked up my baptismal records recently and he was listed as my godfather."

Shipwreck

The ghost of Christmas past rests beneath waters of Lake Michigan

By SUZANNE KAUTSKY WEISS
Sentinel correspondent

Two Rivers — The ghost of Christmas past rests beneath the cold, murky waters of Lake Michigan, about 9 miles northeast of Two Rivers.

The ghost is the hull of the Rouse Simmons. The Christmas past was 1912.

It was in late November that the 127-foot, three-masted schooner, also known as "The Christmas Tree Ship," was loaded down with evergreens for the Chicago market.

The 7- and 8-foot balsam and spruce trees, cut from the woods surrounding Thompson in Michigan's Upper Peninsula, would fetch between 75 cents and \$1 each from Chicagoans eagerly awaiting their arrival.

The Rouse Simmons traditionally docked at the Chicago River's Clark Street bridge, an evergreen tied to its foremast signaling the start of the Christmas season.

As the crew prepared to set sail that year on the five-day, 300-mile trip, the skies looked threatening.

Capt. Herman Schuenemann, an experienced sailor who also had a reputation for being ambitious, ignored storm warnings. He knew if he didn't get his cargo to market by early December, it would be worthless. At the last minute, he even added an extra load to the ship's deck.

The Schuenemann family had been plying the Christmas tree trade since the 1880s. In 1910, Herman Schuenemann purchased an interest in the ship, which had been built in Milwaukee in 1868 by Allan, McClelland & Co. for the lumber trade.

As other vessels hurried toward safe harbors that fateful day, the Rouse Simmons, described as looking like a "floating forest," headed for open waters.

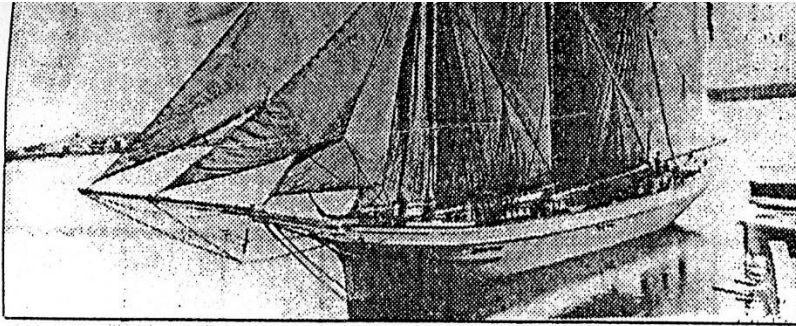
That night, the ship was hit with strong winds and cold snows. Waves splashing the deck coated the trees with ice, and the ship succumbed to the weight. It is believed she sank around Nov. 23 with about 16 crew members aboard.



SUZANNE KAUTSKY WEISS photo

SEE PAGE 6 / SHIP

Dan Hildebrand, an amateur historian and diver from Manitowoc, holds the remains of one of the Christmas trees from the Rouse Simmons, a schooner that sank in Lake Michigan in 1912. Artifacts from the ship are on display at the Rogers Street Fishing Village Museum in Two Rivers.



MANITOWOC MARITIME MUSEUM photo

The 127-foot, three-masted schooner, Rouse Simmons, was known as "The Christmas Tree Ship."

The ghost of Christmas past rests beneath Lake Michigan

SHIP / FROM PAGE 1

The Life Saving Station at Two Rivers was notified that a three-masted schooner flying distress signals was spotted off of Kewaunee.

A rescue boat searched the lake and returned home empty, but fishermen for years afterward were reminded of the disaster by the remnants of Christmas trees that washed up in their nets and on shore.

A message from Schuenemann was found in a bottle on a Sheboygan beach shortly before Christmas.

"Everybody Goodbye. I guess we are through. Leaking bad . . . God Help Us," it read.

Thirteen years later, the captain's wallet was found on a beach south of Two Rivers.

It wasn't until 1971 that the wreck was discovered in more than 160 feet of water by Milwaukee diver Kent Bellrichard.

It is one of 40 to 50 shipwrecks in the waters between Manitowoc and Two Rivers, said Dan Hildebrand, an amateur historian and diver from Manitowoc. He has visited the remains of the Rouse Simmons about 20 times in the past nine years.

"The wreck is pretty much intact. There's still bundles of Christmas tree on the bow of the vessel," Hildebrand said.

The trees, numbering in the hundreds, have been reduced to sticks with branches. Visiting one of Lake Michigan's legends is both exciting and eerie, Hildebrand said.

Even with powerful lights, the visibility is typically 2 to 3 feet, creating a dark, gloomy atmosphere that makes him feel as if he's visiting a tomb.

"It has a ghostlike feel to it, like someone's watching you. I think a lot of that is due to the depth," Hildebrand said. "Your mind plays tricks on you."

Hildebrand dives with fellow members of The Manitowoc Fathom Seekers Dive Club. He is president of the group.

Artifacts brought up from the ship are on permanent display at the Rogers Street Fishing Village Museum in Two Rivers. They include a name board, part of the ship's mizzenmast, a large crock and the remains of one of the ill-fated Christmas trees. The museum is open during the summer and by special appointment for tours.

Other artifacts can be seen at the Manitowoc Maritime Museum through Dec. 31. The Rouse Simmons is one of five shipwrecks featured in the exhibit, "Shipwrecks . . . Lost on Lake Michigan."

A name board, two compasses, a hand-operated foghorn, a porthole, a wooden cleat, a white mug, a log from the taffrail, a fuse box and glass from the starboard light are among the items on display. The museum is open daily all year.

An anchor from the Rouse Simmons greets visitors at the entrance of the Milwaukee Yacht Club. Each year in late fall, the Wisconsin Marine Historical Society, in cooperation with the yacht club, has a "Christmas Tree Ship" luncheon honoring the Rouse Simmons and those who lost their lives in the disaster.

The luncheon will begin at noon Dec. 4 at the yacht club, 1700 N. Lincoln Memorial Dr., Milwaukee. It is open to the public. Admission is \$8.50 per person.

The schooner "Rouse Simmons" official no 110024 (Co 1884) and 110084 (from 1885) was built 1868 at Milwaukee Wisconsin, and foundered off Two Rivers, Wis with a cargo of Christmas trees on Nov. 23, 1912

Hulk Recalls Saga of 'Christmas Tree Ship'

ALGOMA, Wis., Dec. 18 (Special) Discovery of the hull of an old sailing vessel washed ashore at Ludington, Mich., renewed in the minds of Algoma oldtimers a lake tragedy of 1912.

The hull is believed to have been that of the Rouse Simmons, the ship which left Thompson, Mich., near Manistique, in November, 1912, and disappeared en route to Chicago. It was lost in a fierce lake storm about two miles southeast of Two Rivers Point.

Herman Schuenemann, who once lived in Algoma, was owner of the Simmons, which carried no ordinary cargo. It hauled Christmas trees!

CONTINUED WORK

The 41-year-old Schuenemann disappeared with the Rouse Simmons during the storm, Nov. 23, 1912, leaving his wife, Barbara, and daughters to carry on the Schuenemann tradition.

And carry on they did! They obtained a new schooner and for many years continued to haul Christmas trees from Schoolcraft County in the Upper Peninsula to Chicago. One of the daughters remained in Chicago to handle the sales, while the mother and a second daughter scoured the woods of Michigan for trees.

Barbara and her great courage are one story. Schuenemann and the 30 years that he furnished the folk of Chicago with Christmas trees, wreaths and fir and spruce boughs are another.

It was a late November day in 1884 when the original Christmas tree ship tied to a dock along the Chicago River.

Early passersby stopped on the bridge and stared in amazement at the hundreds of Christmas trees piled from the jib to the tiny cabin. Tacked up was a canvas sign: "The

Christmas Tree Ship — My Prices Are the Lowest. Herman Schuenemann."

Reporters, realizing that here was a story, learned that Schuenemann was an orphaned lad of 13, and that while living with a brother had conceived the idea.

He rented a relative's schooner and crew and brought the vessel from the snow-covered forests of the Michigan Peninsula, laden with evergreens.

Other newspaper stories followed and as the years passed the Christmas tree ship, its owner and its crew held the heart of Chicago.

Modest prices of the trees attracted hundreds of buyers and within several weeks each year, the cargoes were usually sold. Young Schuenemann always promised to return the following year.

As the years passed the Christmas tree ship became an

institution. Schuenemann became older and so did his customers, but one year a new three-master furled its sails as it entered the Chicago River. It was the Rouse Simmons and it drew many words of admiration.

From then on, the Simmons was a Mecca for Chicago folk at Christmas time. Every year, its cargo of trees was disposed of faster than trees in regular markets.

HAD 3 CHILDREN

On one such stay in Chicago the Christmas tree cargo was second in importance. This was in November, 1897, when there was rejoicing, not only because the Rouse Simmons had reached its berth, but because a young woman stood at the side of the towering 26-year-old skipper.

"This is Barbara, my wife," he announced.

Three daughters were born to the couple, Elsie, "The

Christmas Wreath Girl," and the twins, Pearl and Hazel.

The newspaper story which brought sorrow to many an Algoma and Chicago home was written the latter part of November, 1912.

The accounts said the ship had left Thompson, bound for Chicago, and disappeared en route.

SEEN FROM SHORE

It was learned that the last glimpse of the Rouse Simmons was caught at 3:10 p.m. Saturday, Nov. 23, 1912, when it was five miles off Kewaukee, its distress flags flying. The Kewaukee coast station crew noticed the signals and alerted the Two Rivers station. Nothing was sighted, Two Rivers reported.

The Middle West rose as one to help the family of the beloved Christmas tree man. Ships were taken off regular runs, yachts upped anchor and set out across the grey, unsympathetic waters of Lake Michigan. "For a week they searched—in vain.

Not a trace of the schooner was found—not a spar or a shred of sail—until the old hull washed ashore at Ludington in the fall of 1951.

SENT RAIL CARGO

When the fall of 1913 rolled around, Mrs. Schuenemann had the usual 20,000 trees sent down from the forests of Schoolcraft County.

They were transported by railroad and were sold on North Clark St. in Chicago, as near to the location of the old Christmas tree ship as Mrs. Schuenemann could get.

In 1914, she chartered a schooner, the Fearless, and with her oldest daughter, Elsie, and a crew of 10 went into the icy Northwoods and supervised the lumberjacks who had worked so long for the captain. Once more a schooner bearing a cheerful cargo of Christmas trees furled its sails at the mouth of the Chicago River.

MADE MANY TRIPS

Records do not state how many trips Barbara Schuenemann made to Chicago, but as long as she was able, she supplied the city with Christianity's most loving symbol.

About 30 years ago the wallet of Herman "Christmas Tree" Schuenemann was found on the beach at Two Rivers, and three years later a note in a bottle signed by Charles Nelson, captain of the 12-man crew, was found on the shore of Lake Michigan.

The note: "These lines are written at 10:30 p.m. Schooner R. S. ready to go down about two miles southeast Two Rivers Point between 15 and 20 miles offshore. All hands lashed to one line. Goodby."

Christmas Tree Ship Still Lost On Lake

Many strange ships have sailed the stormy waters of the Great Lakes in the short history of the United States. Perhaps the ship which brought more joy to the hearts of mid-west people at Yuletide was the famous Christmas Tree Ship.

In December 1887, Chicago was like many other cities preparing for the Christmas season. People rushed gaily to finish choosing gifts for loved ones and to pick out their traditional trees. In those days trees were brought in by rail and hauled overland by wagon from the great northwoods. Evergreens sold quickly to those who could afford them; those who could not had to be content with bits of branches and makeshift decorations.

Then without warning an unknown sailing schooner pulled into the Chicago River and moored at the Clark Street docks. Before long a ruddy, heavy set young man named Herman Schunemann was tacking up a sign: "The Christmas Tree Ship. My Prices Are the Lowest". With well-shaped trees only 75 cents and the best \$1.00, news of this unusual ship spread quickly. Poorly clad children from Chicago's near north side and gold coast came to watch. Soon those who could not afford a tree found themselves carrying one home, a gift of Schunemann and his

were sold out, the Schunemanns promised to return the next years.

Yearly Pilgrimage

And so the yearly pilgrimage from Michigan's northwoods to Chicago's docks began, a trip that marked the end of the shipping season for Schunemann. Without fail Schunemann brought his floating forest of up to 50,000 trees to Chicago and each year more satisfied customers came to buy from him. Many began to depend on the ship's arrival for their holiday tree. Each year the ship carried special giant evergreens for Chicago's churches and hotels.

Tragedy struck the Schunemann family in 1890 when August was lost on the lake while commanding another schooner which also carried evergreens for the windy city. Undaunted, Herman returned the next year with a shipload of trees.

As the years passed, Schunemann continued his yearly journey, with Chicagoans eagerly awaiting his arrival. Forgotten men from the nearby slums looked forward to the little money they could earn helping unload the ship, for this would be their Christmas cheer.

In 1910 Schunemann purchased interest in the Rouse Simmons and this plucky vessel became Chicago's "Christmas Tree Ship." She was an old

Simmons had spent 40 years on the Great Lakes. Originally she had carried base products for the virgin lumber industry. In later years she became a tramp ship, picking up cargoes wherever she could.

Ominous Storm

By 1912 the Rouse Simmons was showing her age. Creaking beams and rotting planks told the story. Captain Nelson, Schunemann's partner, was skeptical, but Schunemann had complete confidence in his ship. Against Nelson's better judgement they finished cutting and loading trees and set sail southward. An ominous storm was brewing.

The heavy snowstorm struck hiding the Rouse Simmons from the outside world. No one knows exactly what happened aboard ship, but soon the crew found themselves fighting strong headwinds, unable to navigate in the blinding snow.

Long before the people of Chicago missed the Rouse Simmons, reports of her distress came in. Two tugs sighted her as she headed fearlessly south, her decks piled high with trees. She was spotted again at Sturgeon Bay with distress signal up, but the raging waters prevented rescuers from reaching her. Again she disappeared into the storm. At Kewaunee another lookout sighted her. At great risk to themselves, a lifeboat crew searched in vain for five hours in twilight mists and

a page from the Rouse Simmons log:

"Friday. Everyone goodbye. I guess we are all through. Sea washed over our deckload Thursday. During the night the small boat washed over. Ingvall and Steve fell overboard Thursday. God help us. Herman Schunemann."

This message never reached Herman's wife for the man who found it demanded \$500, which she could not pay. Some say the bottle was planted by a jokester, others that it was an attempt to gain by Mrs. Schunemann's grief.

Within the next sixteen years more evidence of the demise of the Rouse Simmons was found. In 1925 Schunemann's wallet, still wrapped with oilskin and rubber band intact was cast ashore just south of Two Rivers. Three years later another bottle was found with a message from Captain Nelson:

"These lines are written at 10:30 p.m. Schooner Rouse Simmons ready to go down about 20 miles southeast of Two Rivers Point, 15-20 miles off shore. All hands latched to one line. Goodbye."

Herman's widow, Barbara, never gave up hope that somehow the crew had survived. Resolved that her husband's work should continue, she returned to Chicago the next year with another load of trees. Her customers hopefully asked her if there was any definite word of her husband, but she replied that there was none. For 22 years she made the journey, first traveling by ship and later by rail. Her death in 1933 brought an end to this epoch and also an end to the era of the sailing vessel on Lake Michigan. Barbara's headstone bears the name of her husband and between them is the figure

gins: "This is the tale of the C

docks. Before long a ruddy, heavy set young man named Herman Schunemann was slapping up a sign: "The Christmas Tree Ship. My Prices Are the Lowest". With well-shaped trees only 75 cents and the best \$1.00, news of this unusual ship spread quickly. Poorly clad children from Chicago's near north side and gold coast came to watch. Soon those who could not afford a tree found themselves carrying one home, a gift of Schunemann and his brother, August. When they

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Long before the people of Chicago missed the Rouse Simmons, reports of her distress came in. Two tugs sighted her as she headed fearlessly south, her decks piled high with trees. She was spotted again at Sturgeon Bay with distress signal up, but the raging waters prevented rescuers from reaching her. Again she disappeared into the storm. At Kewaunee another lookout sighted her. At great risk to themselves, a lifeboat crew searched in vain for five hours in twilight mists and murky waters. Later a steamer reported seeing the Rouse Simmons about three miles off shore, but the captain admitted he might have been wrong. Coated with ice, her sails tattered, the Rouse Simmons disappeared into the night. Schunemann's wife was waiting in Chicago, confident that her husband would guide the ship to safety. As the days went by she still held out hope that the ship had somehow reached shore.

should continue, she returned to Chicago the next year with another load of trees. Her customers hopefully asked her if there was any definite word of her husband, but she replied that there was none. For 22 years she made the journey, first traveling by ship and later by rail. Her death in 1933 brought an end to this epoch and also an end to the era of the sailing vessel on Lake Michigan. Barbara's headstone bears the name of her husband and between them is the figure of an evergreen tree. Forty-seven years had passed since Herman, as an 18 year old boy, had steered his first cargo into Chicago. The ship had become an institution.

gins: "This is the tale of the Christmas Tree Ship That sailed over the sullen lake And of the sixteen souls that made the trip And of death in the foaming wake." Most historians write it off as a tragedy at sea. Old timers point out that neither bodies nor wreckage were ever found. They

say — and the lore of the lakes bear it out — that the captain and his ship still sail Lake Michigan on stormy nights in

December. How else, they ask, could the tossing waves be stained that deep pine tree green in winter?

"Rouse Simmons" found 1971 (above ship)

Almost every year at this time newspapers and columnists, including this one, revive and retell the story of the "Christmas Tree Ship", the schooner Rouse Simmons, which foundered and sank in a Lake Michigan storm on Nov. 23, 1912 en route from Thompson, near Manistiquette carrying a load of Christmas trees for the Chicago market. The story has inspired poems, songs and even paintings and sketch- es, and we've told about them all.

First National Bank of Milwaukee. The film the pair made clearly shows the name of the Simmons. They even took with them the trunk of one of the Christmas trees found in the hold as evidence of their discovery.

—3L, 2S—

The 127-foot Rouse Simmons was built in Milwaukee, about 1867, and after sailing the lakes and after finally acquired in 1910 by Capt. Herman Schunemann, who for years had been in the business of transporting Christmas trees to the Chicago market. On her final trip the Simmons left Thompson in the teeth of a gale, carrying a crew of 14 and a few "lumberjacks" who were heading south to spend Christmas in Chicago. Heavily laden, carrying full canvas and battling a gale the Simmons was last seen by another schooner headed for the safety of Manistiquette harbor.

—3L, 2S—

After the Simmons disappeared there had been reports she had foundered off Ludington. But this story was discounted in 1931 when fishermen reported having troubles finding their gill nets fouled and torn by Christmas trees found on the lake bottom near Two Rivers. This helped promote stories that

Bottled Message
On December 5th fishermen off Two Rivers pulled up spruce tree tops, tied together as on the Rouse Simmons. On December 15th a corked bottle was found on the beach at Sheboygan. A message was written on

area rather than off Ludington. That same year a tug captain

found a large purse in the lake belonging to Capt. Schunemann. It contained records of purchases of trees and of wages paid to crewmen, but contained no money. The writing on the paper was legible and the paper well preserved. The purse was turned over to members of the Schunemann family.

—3L, 2S—

There appears to be no current effort to salvage the Christmas Tree ship, but most certainly such an effort may be made, especially if the hull is found to be sound and intact, because this ship indeed has become one of the famous legends of the

story. Although the familiar sight of the ship with its docks piled high with trees was no more, the ship's fame increased. It is still remembered today when the first winter winds blow and the surf pounds. Vincent Starrett, author of fiction and other works, wrote a stirring ballad to the Christmas Tree Ship which appeared daily in the Chicago Daily News. It be-

—3L, 2S—

Now comes word that the sunken hull of the ill-fated Rouse Simmons was found only a few weeks ago in 180 feet of water off of 14 and a few "lumberjacks" at Riley Point (Twin Rivers) in the Two Rivers, Wis. area. The hull was found and underwater film taken of her by G. Kent Bellrichard, who also found another wreck, that of the Str. Vernon, which sank in the same area on Oct. 23, 1877. A story of the discovery comes from a recent story in the Two Rivers Reporter sent by Herb Koepke of Manitowoc, a marine historian well known in the Sault area.

—3L, 2S—

In his exploration, Bellrichard was accompanied by John R. ...

Christmas-Tree Laden Ship Vanished Into Lake in 1912

By HELEN BURROWES

Forty-three years ago a schooner laden with Christmas trees vanished from Lake Michigan somewhere between Kewaunee and Two Rivers.

The Rouse Simmons, captained by Herman Schuenemann of Chicago, was last seen five miles off Kewaunee, laboring in heavy seas, with distress signals flying.

She was never seen again, though Christmas trees and wreckage believed to be from the schooner were later washed ashore. There was never any trace of the 18 men and one woman aboard when the Simmons set out from Thompson, Mich., six miles southwest of Manistique, on Nov. 15, 1912, in spite of warnings that a storm was imminent.

LONE WOMAN ABOARD

The woman was Mrs. Oscar Nelson, wife of Capt. Schuenemann's partner in the Christmas tree venture.

The Simmons was no chicker at the time of her last voyage. She had been built in Milwaukee in 1868, and the captain of a younger, stronger schooner who watched her departure from the Thompson harbor in the teeth of a rising wind had misgivings which he described later:

"She was old, and the deckhouse full of Christmas trees fore and aft made her unseaworthy. I said to the others, 'Capt. Schuenemann must be in a terrible hurry to get those Christmas trees to market. I wouldn't go out into this storm for all the trees the Mauretania could carry.'"

IDENTICAL FATE

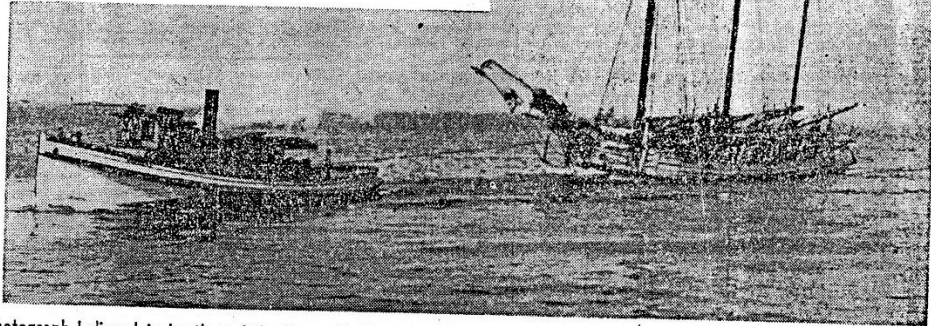
Chicago was the Simmons' destination. Capt. Schuenemann must indeed have been in quite a rush to get there, for by an odd coincidence he had been

Michigan for Chicago in November, 1898.

Though no one saw the Simmons again after that glimpse of her off Kewaunee, it wasn't because nobody tried. As she seemed to be headed for Two Rivers Point, a telephone call from Kewaunee alerted the life boat crew there, and the Two Rivers power launch ploughed through the waves for hours looking for her, until darkness

and heavy snow forced it back to shore.

For years afterwards, bits of Christmas trees were raised in the nets of Two Rivers fishermen. On April 3, 1924, a fishing tug brought up a find which seemed to establish the fate of the Rouse Simmons. This was the leather, birch-bark-reinforced billfold of Capt. Schuenemann, still containing papers on which his name was legible.



Photograph believed to be that of the Rouse Simmons before her loss with all aboard in 1912 shows the Christmas-

tree-laden schooner being towed into port by a tug.

Milwaukee County Historical Society Photo

igan somewhere between Kewaunee and Two Rivers.

The Rouse Simmons, captained by Herman Schuenemann of Chicago, was last seen five miles off Kewaunee, laboring in heavy seas, with distress signals flying.

She was never seen again, though Christmas trees and wreckage believed to be from the schooner were later washed ashore. There was never any trace of the 18 men and one woman aboard when the Simmons set out from Thompson, Mich., six miles southwest of Manistique, on Nov. 15, 1912, in spite of warnings that a storm was imminent.

LONE WOMAN ABOARD

The woman was Mrs. Oscar Nelson, wife of Capt. Schuenemann's partner in the Christmas tree venture.

The Simmons was no chicker at the time of her last voyage. She had been built in Milwaukee in 1868, and the captain of a younger, stronger schooner who watched her departure from the Thompson harbor in the teeth of a rising wind had misgivings which he described later:

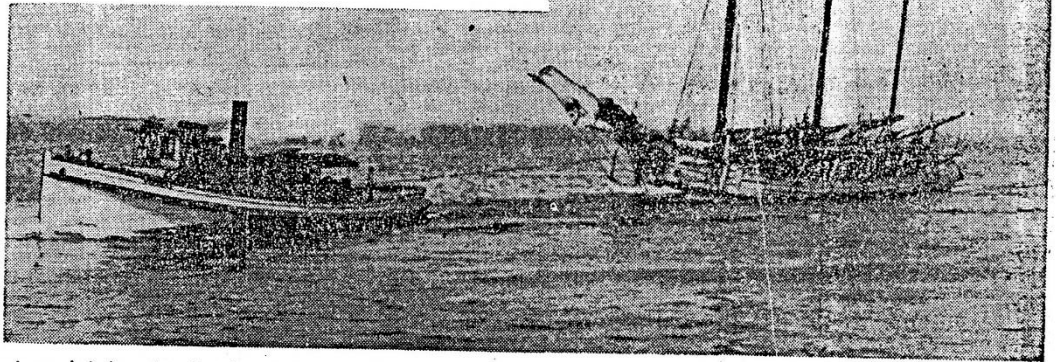
"She was old, and the deckhouse full of Christmas trees fore and aft made her unseaworthy. I said to the others, 'Capt. Schuenemann must be in a terrible hurry to get those Christmas trees to market. I wouldn't go out into this storm for all the trees the Mauretania could carry.'"

IDENTICAL FATE

Chicago was the Simmons' destination. Capt. Schuenemann must indeed have been in quite a rush to get there, for by an odd coincidence he had before him the tragic lesson of the fate suffered some years before by his older brother, August. August and all hands were lost on the schooner Thal, when they hit a storm while taking a load of Christmas trees down Lake

mons again after that glimpse of her off Kewaunee, it wasn't because nobody tried. As she seemed to be headed for Two Rivers Point, a telephone call from Kewaunee alerted the life boat crew there, and the Two Rivers power launch ploughed through the waves for hours looking for her, until darkness

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Photograph believed to be that of the Rouse Simmons before her loss with all aboard in 1912 shows the Christmas-

tree-laden schooner being towed into port by a tug.

Milwaukee County Historical Society Photo

Diver finds 'Christmas tree ship'

59-year riddle is solved

By ROBERT W. WELLS
Milwaukee Journal

When the Rouse Simmons went down with all hands during a storm in 1912, hundreds of Chicagoans who had planned to buy their Christmas trees from its captain had to make other plans.

Recently, after 59 years at the bottom of Lake Michigan, two of the trees arrived in Milwaukee, proof that the wreckage of the "Christmas Tree Ship" has at last been found.

The finder is a Milwaukee diver, G. Kent Bellrichard. Diving alone off Two Rivers several weeks ago, he swam down to the wreck of the three-masted schooner, the first man to see it since it disappeared while a rescue crew was trying to reach it and rescue the 16 to 19 persons aboard.



G. KENT BELLRICHARD

Since then, Bellrichard and John R. Steele, board chairman of the First National Bank of Waukegan, another diving hobbyist, have filmed the wreck.

Its name is clearly visible in the movie they made nearly 160 feet below the lake's surface, proving that a report of several years back that the Christmas Tree Ship had washed ashore at Ludington was in error.

Of the hundreds of vessels that have perished in Lake Michigan, the Rouse Simmons is one of the best known for several reasons.

The Milwaukee-built schooner was one of the last of the cargo-carrying sailing ships that had once been the Great Lakes' principal means of transport.

A painting of the Rouse Simmons by a Milwaukee artist, Bob Heul, is used on checks of the Marine National Exchange Bank, spreading its fame.

Besides, the story of its disappearance with a Christmas tree cargo has been a favorite of newspaper feature writers in Wisconsin and Illinois for years, revived periodically for the holiday season.

Beginning in 1887, when Capt. August Schuenemann first tied up his sailing ship with its cargo of Upper Peninsula greenery at the Clark Street bridge, it became a pleasant annual custom for Chicagoans to buy their Yule evergreen at dockside.

AUGUST WAS SOON JOINED by his brother, Herman, and when August went down with his ship loaded with trees in 1898, Herman carried on the family business. By 1912, when the Rouse Simmons disappeared, the habit of buying Christmas trees from the Schuenemanns was 25 years old.

By 1912, the day of the commercial sailing trip was about over and the Rouse Simmons was the last or one of the last to carry trees from the north woods to Lake Michigan ports.

Herman Schuenemann had bought this schooner in 1910. It had been built three years after the Civil War by Allan, McClellan & Co., a Milwaukee shipyard, and named for a Kenosha, Wisc., merchant.

The Rouse Simmons was 127 feet long and 27 1/2 feet wide. She carried three masts, fore and aft rigged. By the time Schuenemann set sail on Nov. 22, 1912, from Thompson, a few miles west of Manistique, Mich., the schooner was a veteran of 44 years spent mostly in the lumber trade.

The hold was crammed full of Christmas trees and others were lashed to the deck. The trees had been growing in cut-over acreage left behind by the lumberjacks who had nearly denuded northern Wisconsin and the Upper Peninsula of the virgin pines.

Aboard the Rouse Simmons was a crew of seven, along with perhaps a dozen lumberjacks who were hitching a ride south to spend Christmas in Chicago. Hoping to deliver his trees by Thanksgiving, the 41 year old skipper ignored threats of heavy weather and set out on what was usually a five-day trip.

As the schooner headed south, she was sighted by a steam tug that was hauling another sailing ship into Manistique to escape the storm. Dennis Gallagher, skipper of the tug, called his crew to witness her passing.

"THAT CRAZY DUTCHMAN'S going out in this," he yelled above the wind. "And him with every inch of canvas up!"

Shoved along by what was rapidly becoming a gale, the Simmons made 100 miles by dawn of the 23rd. No one can know exactly what happened aboard the old schooner, but the skipper was a skilled sailor and by now it must have been obvious to him that he'd made a mistake in setting out.

A blinding snowstorm began. Even more seriously, the water washing over the evergreens lashed to the deck was freezing into ice.

The Rouse Simmons was sighted off Kewaunee, Wis., distress signals flying. The U.S. Lifesaving service station there called constabularymen at Two Rivers, where a 34-foot power launch was available.

The rescue crew set off in the blizzard. For five hours they were buffeted without seeing the ship. But then the snow slackened momentarily and there she was in the distance — sails ripped to ribbons, hull and rigging covered with ice, riding low in the water with the waves breaking over her deck, still heading toward Chicago with her Christmas cargo.

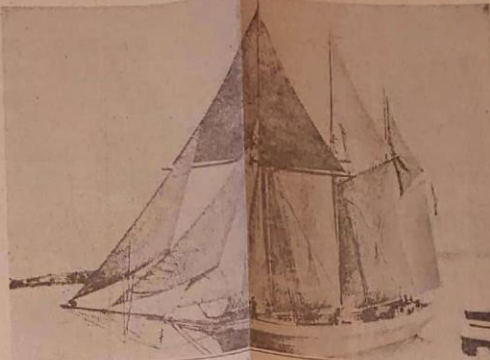
THE POWER LAUNCH HURRIED to the rescue. But then the Mizard began in full fury again, the ship disappeared in the swirling flakes, never to be seen again — never, that is, until Kent Bellrichard found her.

Albert Lee, of Two Rivers, a retired fisherman, had heard tales of how the Christmas trees from the wreck had clogged fishermen's nets. He had some notion about where the ship might be found, as did others whom Bellrichard consulted.

Meanwhile, the Milwaukee diver got interested in exploring another wreck in the vicinity, the steamer Vernon, which went down with a loss of 59 lives in October, 1887. He made dives to explore this wreck, some with other divers.

Late in October, he borrowed Steele's boat to visit the Vernon. The banker was busy elsewhere so couldn't come along. Steele's boat was equipped with more sophisticated sonar than that aboard Bellrichard's smaller craft and when the Milwaukee diver couldn't find the buoy marking the Vernon's position, he decided to go hunting for the Christmas Tree Ship.

Dec 12 - 1971



Ill-fated schooner

The schooner Rouse Simmons, a 127-foot three-masted, was built in Milwaukee in 1868 and vanished with all hands while carrying a cargo of Christmas trees in Lake Michigan in 1912.

The Sunday News
Section G
Detroit, Dec. 12, 1971

Fate Of The Rouse Simmons Lost In Storm Nov. 25, 1913, Is Sealed In Lake Michigan

The fate of many a ship has been buried deep in a Great Lakes grave since the day in September, 1679, when LeGriffon, first commercial sailing vessel on the lakes, disappeared into unknown to become to this region what the Flying Dutchman is to the Atlantic.

Almost legendary in the upper peninsula are the tales surrounding the loss of the Rouse Simmons, which left Thompson harbor near Manistique 28 years ago and was never heard from again.

It was noon of November 25, 1913, that the 180-foot, three masted schooner, Rouse Simmons, bravely thrust her bow into the raging gale outside of Thompson harbor. It was one of the worst days of the stormiest fall weather ever experienced on Lake Michigan—hardly a fit day for a tiny 500-ton schooner to attempt the long trip from the village of Thompson to Chicago.

Sailed Against Wishes

But Capt. Schuneman, who had chartered the vessel from Capt. Manus Bonner of St. James, was anxious to reach the Chicago market with his cargo of Christmas trees before the buying rush had abated. So, against the wishes of the owner and master of the ship, Capt. Larson, orders were given to set sail and the long water trip began.

While tacking toward Wiggin's Reef, off Point Aux Barque, the schooner was sighted by the crew of the steamer tug, Burger, which was coming from Seul Choix with the schooner, Dutch Boy in tow. The men on the tug, many of whom still reside in Manistique, recall with astonishment seeing a small schooner, bearing full sail, leaving the safety of Thompson harbor

when all other craft were doing their utmost to reach any port of shelter.

Beating to the windward of a 60-mile gale blowing west by southwest, the ill-fated Rouse Simmons traversed 100 miles of raging, storm-tossed waters before dawn. By morning, the wind had backed into the eastward and the lake was hidden by a blizzard of snow.

Sighted Last Time

During the lull of the snow storm, the coast guard of Sturgeon Bay sighted a three-masted schooner off the canal flying distress signals. Seeing that it was impossible to aid the ship from this point, the guards called the station at Kewaunee, Wisconsin and urged them to be on the lookout for the tiny schooner. The men from the latter station immediately put out in the storm-swept lake in search of the disabled vessel.

For a long time they searched futilely, then, during another lull in the blizzard they sighted her. She presented a sorry spectacle with her canvass slashed to ribbons and her rigging and hull covered with a heavy coating of thick ice. Immediately the brawny, hardened life-savers pulled towards her, but before they had covered half the distance, the snow set in again and the storm-swept ship vanished from their sight like a phantom derelict. No living person ever saw the Rouse Simmons again.

The following spring, fishermen at Two Rivers, Wisconsin, found fragments of Christmas trees in their nets, evidently part of the Simmon's cargo. Except for the trees, no trace was ever found of the ship which left Thompson for Chicago almost 28 years ago.

MANISTIQUE

Old Timers Recall Sinking of Ill-Fated Ship Rouse Simmons

With the coming of Christmas thoughts of the older residents of this locality turn to the unsolved disappearance of the Christmas tree ship, the Rouse Simmons, which went to Davay Jones' locker with a crew of fifteen men. It was noon of the 25th day of November, 1913, that the 180-foot three-masted schooner Rouse Simmons bravely thrust her bows into the raging gale outside of Thompson harbor. It was one of the worst days of the stormiest fall weather ever experienced on Lake Michigan—hardly a fit day for a tiny 500-ton schooner to attempt the long trip from the village of Thompson to the thriving metropolis, Chicago.

But Capt. Schunaman, who had chartered the vessel from Capt. Manis Bonner of St. James, was anxious to reach the Chicago market with his cargo of Christmas trees before the buying rush had abated. So, against the wishes of the owner and master of the ship, Capt. Larson, orders were given to set sail and the long water trip began.

Sighted By Tug

While tacking toward Wiggin's Reef, off Point Aux Barques, the schooner was sighted by the crew of the steam tug Burger, which was coming from Seul Choix with the schooner Dutch Boy in tow. The men on the tug, most of whom still reside in Manistique, recall with what astonishment they perceived a small schooner, bearing full sail, leaving the safety of Thompson harbor when all other craft were doing their utmost to reach any port of shelter. Following the traditional custom of countless generations of sea-faring ancestors, they blew a salute to the fearless crew of the passing ship and then cursed the heartless masters who force their men out into such weather.

Beating to the windward of a 60-mile an hour gale blowing west by southwest, the ill-fated Rouse Simmons traversed a hundred miles of raging storm-tossed waters before dawn. By morning the wind had backed into the eastward and the lake was hidden by a blizzard of snow.

During the lull in the snow storm, the coast guards of Sturgeon Bay sighted a three-masted schooner off the Canal flying distress signals. Seeing that it was impossible to aid the ship from this point, the guards called the station at Kewaunee, Wis., and urged them to be on the look-out for the tiny schooner. The men from the latter station immediately put out in the storm swept lake in search of the disabled vessel.

Sorry Spectacle

For a long time they searched in vain, then, during another lull in the blizzard they sighted her. She presented a sorry spectacle with her canvas slashed to ribbons and her rigging and hull covered with a heavy coating of thick ice. Immediately the brawny-armed life savers pulled towards her, but before they had covered half the distance the now set in again and the storm-tossed ship vanished from their sight like a phantom derelict. This was the last any living mortal saw of the schooner.

Next spring fishermen from Two Rivers, Wis., found fragments, evidently part of the Simon's cargo. Except for the trees no other trace was ever found of the ship which had started from its tiny port of Thompson, in the face of the worst storm on the Great Lakes, to add happiness to the Christmas of many families in Chicago.

But the waters of Lake Michigan were cheated of one victim. Old timers relate the story of one Hogerson who left the ill-fated ship at Thompson. Hogerson is supposed to have stated that he saw rats leaving the schooner previous to its sailing from Chicago. Believing in the old tradition that rats always precede a sinking ship, Hogerson refused to make the return trip with the other fifteen men and took the trip back to Chicago by rail.

Mariners still shake their heads with amazement when they recall the folly which prompted Capt. Schunaman to set out in such weather. The captain of the tug which was towing the lumber schooner, Dutch Boy, recalls the saying: "The Rouse Simmons was towed by the Dutch Boy to the sawmill at Seul Choix, where the Island Lime and Stone site is now located, to load lumber."

When abreast of the mill the boats hove to, and the schooner dropped both of her anchors. The wind was blowing so fiercely that the ship dragged her anchors and was heading for the breakers on the shore. The skipper of the Dutch Boy pleaded with the master of the Burger to try to tow him back into the safety of Manistique. Undaunted by the raging gale and the high seas, the steam tug took the schooner in tow again and headed into the wind. The trip normally takes about five hours, but on this occasion the tug spent the entire day from before dawn until late at night on the lake.

For two weeks the Dutch Boy lay in port awaiting a day so that she could get back to Seul Choix. Becoming tired of the long wait for the elements to abate, the captain loaded his schooner here and set out for Chicago. After three weeks of dodging in and out of ports along the shore, the ship reached Milwaukee where she laid up for the winter. The owners were so pleased with the ability of the captain in bringing her safely into port that they presented him with a handsome gold watch, which was quite a tribute in those days. No small wonder that the Schooner Rouse Simmons failed to weather these elements.

Ship Runs Aground

Old timers also remember that in the fall of 1903 Capt. Schunaman was coming up to Thompson in a schooner of his own. It was a bad day, although comparatively much less severe than the last time he set out. His vessel was grounded off Point Aux Barques. The crew, however, escaped to the mainland, but the ship was pounded to pieces by the heavy seas.

Capt. Schunaman was a familiar figure around Manistique for many years. None of the old timers can recall his first name, for he was always known simply as "Capt. Schunaman." Every fall he would come north to Thompson and buy trees for the Christmas market in Chicago. Many people living in this vicinity still remember the man, and even now they annually see his widow, the well-known Christmas Tree Lady.

The widow of Capt. Schunaman began where her dead husband left off. Every year she journeyed north to Manistique and Thompson to supervise the cutting and loading of innumerable Christmas trees. Now, however, they ship the trees by rail instead of by water.

Mrs. Schunaman has acquired almost legendary renown in this part of the country. Everywhere she is spoken of only as "The Christmas Tree Lady." No other name is needed for this marvelous woman who has so courageously continued the work of her husband. And, whenever the name of the Christmas Tree Lady is mentioned, the story of the Rouse Simmons and her mad voyage invariably arises. For years men have speculated on what has become of the ship and her crew. And after 17 years of conjecturing they are no closer to the solution than when they started.

Dec 1967 - Jan 1968

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MILWAUKEE SENTINEL

Yule Tree Ship That Sank in 1912 Still a Legend

Of all the ships that have sailed the stormy waters of Lake Michigan, perhaps the strangest was the famous Christmas tree ship which went down with all hands in December, 1912, creating a legend that persists today.

In December, 1887, Chicago was like many other cities preparing for the Christmas season. People rushed gaily to finish choosing gifts for loved ones and to pick out their traditional trees. In those days trees were brought in by rail and hauled overland by wagon from the great north woods. Evergreens sold quickly to those who could afford them; those who could not had to be content with bits of branches and makeshift decorations.

Then without warning an unknown sailing schooner pulled into the Chicago river and moored at the Clark st. docks. Before long a ruddy, heavyset man named Herman Schunemann was tacking up a sign: "The Christmas Tree Ship. My Prices Are the Lowest."

With well shaped trees costing only 75c and the best \$1, news of this unusual ship spread quickly. Poorly clad children from Chicago's near north side and wealthy ones came to watch.

Soon those who could not afford a tree found themselves carrying one home, a gift of Schunemann and his brother, August. When they were sold out, the Schunemanns promised to return the next year.

Trees for Every Year

And so the yearly pilgrimage from Michigan's north woods to Chicago's docks began, a trip that marked the end of the shipping for Schunemann. Without fail Schunemann brought his floating forest of up to 50,000 trees to Chicago and each year more satisfied customers came to buy from

Tragedy struck the Schunemann family in 1898 when August was lost on the lake while commanding another schooner, which also was bringing evergreens to the Windy City. However, Herman returned the next year with a shipload of trees.

As the years passed Schunemann continued his annual journey. In 1910 he purchased interest in the Rouse Simmons and this vessel became Chicago's Christmas tree ship. It was an old vessel, built in 1869. The Rouse Simmons had spent 40 years on the Great Lakes. Originally it had carried base products for the virgin lumber industry. In later years cargo was picked up whenever possible.

By 1912 the Rouse Simmons was showing its age. Although his partner was skeptical, Schunemann had complete confidence in his ship. Thus they finished cutting and loading trees and set sail southward. An ominous storm was brewing. It struck the Rouse Simmons. However, no one knows exactly what happened aboard ship.

Distress Reported

Long before the people of Chicago missed the Rouse Simmons, reports of her distress came in. Two tugs sighted her as she headed south, her decks piled high with trees. She was spotted again at Sturgeon Bay with distress signal up, but the raging waters prevented rescuers from reaching her.

Again she disappeared into the storm. At Kewaunee another lookout sighted her. A lifeboat crew searched in vain for five hours in twilight mists and murky waters. Later a steamer reported seeing the Rouse Simmons about three miles off shore, but the captain admitted he might have been wrong.

them.

Many began to depend on the ship's arrival for their holiday trees. Each year the ship carried special giant evergreens for Chicago's churches and hotels.



Schunemann's wife was waiting in Chicago, confident that her husband would guide the ship to safety. As the days went by she still held out hope the ship somehow had reached shore.

On Dec. 5, fishermen off Two Rivers pulled up spruce tree tops, tied together as on the Rouse Simmons. On Dec. 15, a corked bottle was found on the beach at Sheboygan. A message was written on a page from the ship's log:

"Friday. Everyone good-by. I guess we are all through. Sea washed over our deckload Thursday. During the night the small boat washed over. Ingvold and Steve fell overboard Thursday. God help us. Herman Schunemann."

Other Evidence Found

Within the next 16 years more evidence of the sinking was found. In 1925 Schunemann's wallet, still wrapped with oilskin and rubber band intact, was cast on shore just south of Two Rivers. Three years later another bottle was found with a message from his partner:

"These lines are written at 10:30 p.m. Schooner Rouse Simmons ready to go down about 20 miles southeast of Two Rivers point, 15 to 20 miles off shore. All hands latched to one line. Goodbye."

Herman's widow, Barbara, never gave up hope that somehow the crew had survived. Resolved that her husband's work should go on, she returned to Chicago the next year with another load of trees. Her customers hopefully asked if there was any definite word of her husband, but she replied that there was none.

For 22 years she made the journey, first traveling by ship and later by rail. Her death in 1933 brought an end to this epoch and also an end to the era of the sailing vessel on Lake Michigan.

Mrs. Schunemann's headstone bears the name of her husband and between them is the figure of an evergreen tree. Forty-seven years had passed since the time that Herman, an 18 year old boy, had steered his first cargo into Chicago. The Christmas tree ship had become an institution.

5.00
5.00
8.00
own on white.
cial gift.

'Christmas Tree Ship' Kin Sought

Special to The Sentinel
Manistique, Mich. — The search is on for descendants of Schoolcraft county's famed "Christmas tree ship" family.

It was 53 years ago this month that the schooner Rouse Simmons, bound for Chicago with its traditional load of spruce Christmas trees, was lost in a savage December storm on Lake Michigan.

Capt. Herman Schuenemann

and all hands were lost, and for the first time in many years, residents of Chicago could not go down to the Clark st. dock and purchase a fine tree cut from the woodlands near Manistique and nearby Thompson and brought to Chicago every year by the Schuenemann family.

Recent articles on the Christmas tree ship, however, relate that Capt. Herman's widow continued the tradition, bringing a ship full of trees down the lake early in December, until early in the 1930s.

Mrs. J. J. Herbert, curator of the Post House museum operated by the Schoolcraft County Historical society, is launching a drive to find any surviving members of the Schuenemann family who might be able to give further information about the family's traditional enterprise.

"Perhaps it seems odd, but we have more information on the early years of the Christ-

mas tree ship than we do of the more recent ones," Mrs. Herbert explained.

Besides his widow, Capt. Herman was survived by three daughters—Elsie, and the twins, Pearl and Hazel.

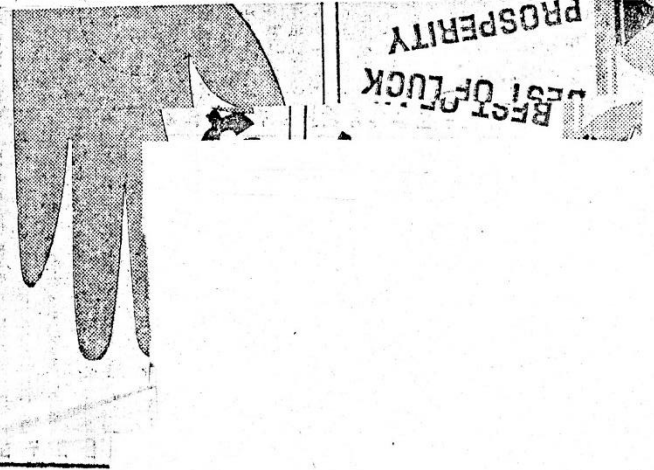
The story of the Christmas tree ship reaches back to 1887, when Herman, then a lad of 18, and his brother, August, made their first trip to Chicago with a load of high quality trees cut from the northern Michigan sand plains.

Late in November each year the brothers would make the trip, until 1898, when August and his ship were lost in an early winter storm. Herman continued the tradition, however, until his ill fated journey of 1913. For 22 more years, his widow carried on.

The story inspired a ballad by Vincent Starrett, then a reporter on the Chicago Daily News, and "The Ballad of the Christmas Ship" was featured in that paper by Editor Henry Justin Smith.

with a beautiful table cloth as gifts. We have not heard from her or her daughters since."

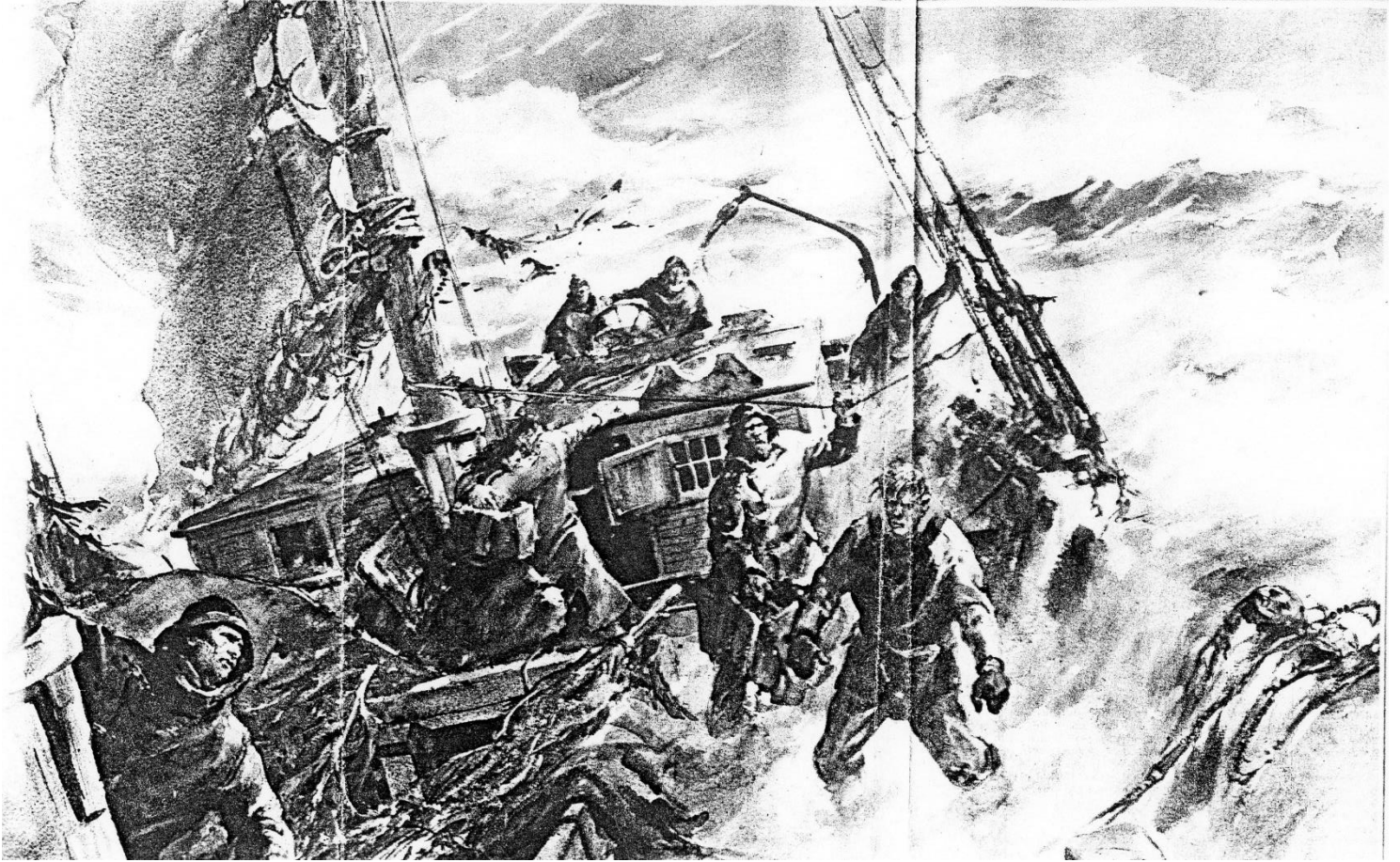
9:55 a.m.—Christmas as it Happened
4:55 p.m. (Mennonite Church)
11:45 a.m.—Extension Corner Christmas Spect.

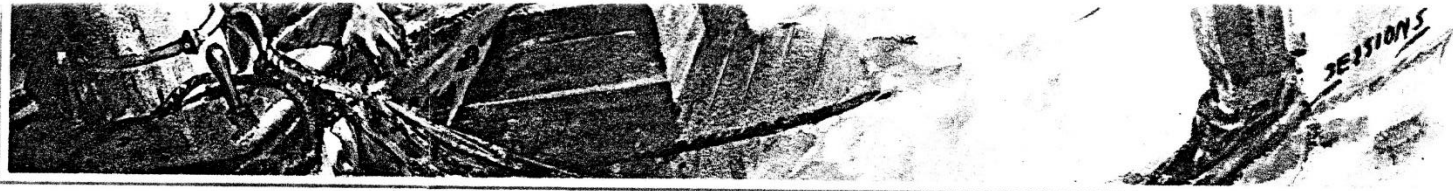


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THIS IS THE TALE OF
THE CHRISTMAS SHIP!

Graphi
Section
Dec. 24, 194





An artist's conception of the scene aboard the Rouse Simmons during the gale that destroyed Chicago's Christmas ship. Painted expressly for The Tribune by the Chicago artist, James M. Sessions.

WHEREVER tales of dying ships and dying men are told, in prose or rhyme, you may find the haunting story of the Christmas ship's last voyage, a winter tragedy of Lake Michigan, vivid in the memory of all who are not too young.

"Fathoms Deep but Not Forgotten" is the chapter heading in Walter Havighurst's book, "The Long Ships Passing," where he briefly tells the somber history. In the American Lakes Series of books, edited by Milo M. Quaife, the volume on Lake Michigan includes the Christmas ship in a chapter called "Perils of the Deep." Harry Hansen, when he was supposed to be writing only about the Chicago river, wandered far afield to seek the sturdy schooner that did not come home.

And just the other day in the quiet archives of the Chicago Historical society (with the help of Miss Adele Rathbun, a librarian who remembers) I found a moving ballad of many quatrains, of which I quote the first:

*This is the tale of the Christmas ship
That sailed o'er the sullen lake,
And of sixteen souls that made the trip,
And of death in the foaming wake.*

It was written a third of a century ago, and the poet's signature was Charles V. E. Starrett. He has written better verse since then, and shortened the name to Vincent Starrett, familiar to readers of many books and found each Sunday over his column in the Chicago Tribune Book Section.

No doubt the thing that tempts so many writers to retell the tale is its contrast—the Christmas idea and the idea of terror and lonely death. Another temptation is the mystery, for the final hours of the Christmas ship were known only to those who lived them and died them.

"If Lake Michigan were to be drained dry," says Quaife, "the hulks of scores of ships now entombed on the bottom would once more appear in view. With them would be found the skeletons of the hundreds of men and women who perished—and a wide variety of cargo."

But the cargo of the Christmas ship would not be found, for it was Christmas trees, which floated when the vessel sank.

Herman Schuenemann was skipper of the Christmas ship, the three-masted schooner Rouse Simmons, which sailed out of Manistique, at the north end of the lake, on Nov. 21, 1912.

She must have looked something like a floating forest, a green grove rocking in the waves, her deck piled high with fresh-felled spruce. The wind pushed hard into her weather-grayed sails, and her three tall masts creaked with the strain of it. A storm was coming up, and wet snow clung to the evergreens.

Schuenemann, it may be believed, was not much worried by the threat of storm. He was a veteran of storms, and so was his schooner, built in 1868. Soldiers die only in the last of their battles; ships and sailormen are drowned only in the last of tempests. But ships and men grow old, and men and ships in growing old grow vulnerable. It was said that the rats, wise mariners, had learned the Christmas ship's weakness.

Why Chicago Missed Its Yule Trees in 1912

By DELOS AVERY

At first there were two Schuenemann brothers, Herman and August, partners in the annual enterprise of bringing Christmas trees to Chicago. They brought their first load in 1887, moored their schooner (it was then the two-masted Thal) at the Clark street bridge, and waited for customers. They had all sizes of trees—big ones ordered by churches and hotels, little ones for homes.

Once a year thereafter the Schuenemanns and their men went to the northern woods and cut their trees in November. There was always danger when they started south with their load, for the season of storms was at hand; a deck cargo tends to topheaviness, which is increased if tons of snow settle among the branches; and there is the risk that sudden shifts of wind, caught in a trap of trees, may turn a schooner over.

Hazards like these led to the first of the Schuenemann tragedies in 1898. Herman stayed home that year, for reasons which I have not learned. But August, with a crew of four, sailed the Thal out of Manistique. In a storm the Thal and all on board were lost; and customers who went day after day in December to the Clark street bridge found no trees waiting.



Capt. Herman Schuenemann

Then Herman resolved to carry on alone. The demand was great, and he must have a bigger ship and a greater crew. That was when he got the Rouse Simmons, which safely reached the buyers at the bridge in time for Christmas, 1899, and for 12 years thereafter.

His last voyage was begun, Havighurst says, "just 13 days after the big storm." That was a storm which had taken a considerable toll of boats frailer than the Rouse Simmons. It lost the name of "big storm," however, in the bigger storm that followed. Storm or no storm, Herman Schuenemann decided, the ship must sail, since there is no market for Christmas trees after Christmas day.

Normally in fair winds the time for the voyage would have been two days, or perhaps three. But almost two weeks had passed, with no news of ship or cargo, before the worrying began. Schuenemann's wife, Barbara, was either the last to worry or else the last to confess it. All thru the last days of November and the first few of December she and her little daughters, Elsie, Pearl, and Hazel, concealed whatever fear they felt.

A little became known, a very little. Coast guards at Sturgeon Bay, straining their eyes to penetrate the swirling snow, caught momentary glimpses of a schooner which from its silhouette could be the Rouse Simmons, but they had no boat that could put out in such a sea. The steamer George W. Orr reported seeing a schooner "like the R. S." flying distress signals three miles offshore at Kewaunee. Coast guards there launched a boat and

Chicago newspapers printed a dispatch from Sheboygan, Wis., that "her sails were tattered, her deck swayed, her hull sheathed in ice while they watched her sink in the snow."

On the 13th of December the Chicago newspapers printed a dispatch from Sheboygan, Wis., that "her sails were tattered, her deck swayed, her hull sheathed in ice while they watched her sink in the snow."

There have always been doubts whether this story of the bottle was true. One good reason for doubting the story is in the story itself: the line that says "Ingvald and Steve" fell overboard. No such name appeared in the sailing list which was printed by The Chicago Tribune and began with "Captain Nelson and wife."

The other names were: Capt. Herman Schuenemann, Minogue, Frank Sabata, George Watson, Ray Davidson, Griffin, George Quinn, Edward Murphy, John Morway, Morris, Greely Peterson, Frank Fall, Edward Hogan, Bauswein. It was learned that the "Captain Nelson" list was a business partner of Schuenemann, and "and wife" is the only indication that a woman board. Including her, the list adds up to 16, which Starrett's ballad.



Mrs. Barbara Schuenemann in 1928.

Better evidence of the schooner's fate than the ballad was the washing ashore of Christmas trees.

Later there were additional bits of fact. On April 1, 1913, a washer which had been Schuenemann's was washed up at Two Rivers Point. There was a rubber band around it contained clippings, still legible, telling about early days of the Christmas ship.

And three years after the finding of the washer the same spot, a real bottled message was washed up. It was a note "Nelson," saying:

"These lines were written at 10:30 p. m. Schooner R. S. R. set down about 20 miles southeast of Two Rivers Point between 15 and 20 miles offshore. All hands lashed to one line. Good-by."

Chicago missed its Christmas trees in 1912, as in 1898. But in 1898 the Christmas ship appeared, and with it Herman Schuenemann's wife, Barbara, who had chartered a schooner and hired a group of men who possessed the dual ability of cutting down trees and sailing a schooner. Barbara Schuenemann carried on the business years after until she and her daughters were grown up. One year, 1921, she had chartered was sunk before she could make use of it. That brought her trees by rail, and the price had to go up a bit.

Barbara died in 1933, and her daughters for a little while carried on the business, perhaps more for tradition's sake than for profit. They lost the business, and the trade has passed into the hands of men. The Chicago

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game preserve; Clare Farwell was
appointed district supervisor at
Crystal Falls; and William Le-
mieux was named conservation of-
ficer at Watersmeet.
The naming of Mr. General has
met with general favor. He was
regarded as a very competent of-
ficer while on special duty with
the department.

"CHRISTMAS TREE LADY" SUMMONED

Mrs. B. Schuenemann, Well Known In County, Dies In Chicago

Mrs. Barbara Schuenemann,
who gained the title of "The
Christmas Tree Lady" following
the tragic death of her husband,
Captain Schuenemann, when the
Rouse Simmons sank in Lake
Michigan some years ago, died at
her home in Chicago last week.
Captain Schuenemann came to
Manistique and Thompson for
many years and took loads of
Christmas trees to Chicago. Mrs.
Schuenemann continued the busi-
ness after her husband's death
and on her frequent visits here
made many friends.

The Chicago Tribune carried a
picture of Mrs. Schuenemann and
the following account of her
death:

"Mrs. Barbara Schuenemann,
"The Christmas tree lady," died
suddenly last night in her home at
158 Eugenie street. Death was due
to heart disease.

"Mrs. Schuenemann was the
widow of Captain Herman Schu-
enemann, who brought Chicago its
first boatload of Christmas trees in
1887. In 1912 Capt. Schuenemann
went down in a terrific lake storm
as he was bringing a cargo of
Christmas trees to Chicago on the
Rouse Simmons.

"His widow continued his work,
taking the helm of various craft
to bring trees to the city each
Yuletide for many years. Since
1925 trees have been brought by
freight cars to her warehouse.

"Mrs. Schuenemann is survived
by three daughters, Mrs. Elsie
Roberts, Mrs. Hazel Gronemann,
and Mrs. Pearl Ehling, and two
grandchildren. Funeral services
will be held Monday morning in
St. Paul's Evangelical Lutheran
church."

Mr. and Mrs. Carl Gumperson
have returned from a visit to
Chicago where they attended a
convention of the Lutheran Synod.
They also attended the World's
Fair.

in jail as he has been unable to
furnish bail in the amount of
\$6000.

RAID ON "JUNGLES" MADE BY POLICE

Several Manistique Men Are Taken In Clean-Up Made By Soo Police

June 22 1933

Soo officers are starting a cam-
paign for the purpose of keeping
floaters out of the city and the fol-
lowing story of the first raid on the
"jungles" appeared in Tues-
day's issue of the Soo News:

A small army of vagrants ap-
peared before Judge Ray Gillespie
at a midnight session of police
court last night. There were 29 of
them, 21 of whom were ordered to
be out of town by noon today or
spend 30 days in the chain gang.

Most of the vagrants were ar-
rested yesterday afternoon and
evening during a raid on the "jun-
gles," near the international
bridge. Eight of the 29 were liv-
ing in the Sault or had employ-
ment here. They were released.
Police Captain Ephriam Sawyers
said officers would make another
raid on the "jungles" this after-
noon to ascertain whether any
failed to leave town.

Those who were sentenced to
spend 30 days in jail unless they
leave by noon today were: Thom-
as Keogh, 43, of Marquette; Guy
Saylor, 38, of Oklahoma; Henry
Raghsell, 31, Bisbee, Ariz.; Matt
Yuppr, 43, of Duluth; Powell
Gandls, 52, residence unknown;
Edward Murphy, 53, of Pueblo,
Col.; Paul Sunderson, 59, of Mar-
quette; Mono Holman, 44, of New-
berry; Joseph Bever, 33, of Man-
istique; Victor Nemi, 41, of Mar-
quette; Frank Potter, 47, of Den-
ver, Col.; Ben Bever, 31, of Man-
istique; William Maker, 32, of De-
troit; Eli Hill, 48, of lower Mich-
igan; Emil Hill, 45, of Newberry;
Ford Willett, 50, of Iron Moun-
tain; William Sargent, 39, of Man-
istique; Axel Patterson, 57, of Es-
canaba; Matt Koski, 41, of Mar-
quette; Axel Ranta, 36, of Escan-
aba; and Frank Maki, 49, of New-
berry.

The following eight were re-
leased: Joseph Shmilsky, 39; Al-
bert Anderson, 56; William Bu-
sha, 21; Tony Ralgalski, 42; Carl
Don, 50; James Walmer, 35; Vic-
tor Mackie, 58; and Oscar Auki,
52.

Two women were also arrested
during the raid. They were Rose
Shawano 22, and Amy Harris, 49,
of the Sault. Both faced drunk
charges in police court today and

ren, Mrs. Goudreau also leaves
three sisters and three brothers:
Mrs. Napoleon Rapin, Mrs. Elmer
Rapin, Mrs. Charles Machin, and
Henry, John and Louis Terrien, all
of whom reside at St. Ignace.

Mrs. Goudreau had been a resi-
dent of Manistique and Seul Choix
for the past 45 years.

Funeral services will be held
Saturday morning at 8:00 o'clock
from St. Francis de Sales church
with Rev. B. J. P. Schevers officiat-
ing. Interment will be held in
Lakeview cemetery.

Clinic Will Be Held On Monday

A clinic for infants and children
will be held at the Legion Mem-
orial Cottage next Monday by Dr.
M. Cooperstock, assistant profes-
sor in pediatric at the University
of Michigan. Dr. Cooperstock is
working under the supervision of
the Michigan Children's Fund.

All cases to have the attention
of Dr. Cooperstock should be re-
commended by their family physi-
cian and appointment made
through Miss Emma C. Johnson,
county nurse, who will be in her
office at the court house on Thurs-
day, Friday and Saturday for that
purpose. Appointments can be
made by calling 420 or R-295.

were sentenced to spend 30 days
in jail. Sentence was suspended
for six months when both said
they had employment.

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Giant Ford Tri-Motored Plane to be Here Jul

Manistique will have a unique
visitor Monday, Tuesday, and
Wednesday, July 3, 4, 5, when a
big Ford tri-motored plane will
land on the county airport about
11:00 a. m., Monday and remain
for three days. The visit is made
possible by the sponsorship of the
Alex Creighton Ford agency. The
public at large can enjoy a ride in
the skies in one of the largest type
planes which closely approaches a
Pullman car when it comes to
comfort.

The big plane costs \$56,000 and
is capable of carrying 14 passen-
gers and is equipped with three
Wright whirlwind motors of 330
horsepower each. Some of its
modern conveniences include lav-
atory, electric lights, dressing
room, running water and heat. It
has a wing spread of 76 feet and
weighs 10,000 pounds when load-
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QUALITY

WEDDING

RINGS



RINGS

Quality in Wedding Rings should be considered even before the Price

By buying of us you get QUALITY, and a price as small as is charged for inferior goods

Our RINGS are made by the largest Ring manufacturer in the world.

"THERE'S THE REASON."

HALL & CO.

Jewelers

Next to P. O.

the men noticed that it contained a piece of paper. The last message from the victims of the fatal voyage was written, plainly, on the torn slip.

The paper is in the hands of Mr. Lauscher, Sturgeon Bay, R. F. D. 3, and he will keep it until he hears from relatives of the victims of the disaster, to whom it will be delivered to determine its genuineness.

Mr. Lauscher is certain that the message was written by Capt Nelson, and the position of the boat coincident with the opinion of marine men the probable situation in which the Christmas vessel foundered.

VOICE FROM DEAD

Note Written By Captain of Schooner Rouse Simmons, Picked Up on Beach.

November 23, 1912.

These words were written at 10:30 p. m., Schooner Rouse Simmons ready to go down about twenty miles southeast of Twin River Point, between fifteen and twenty miles off shore. All hands lashed to one line.

Good-bye,

Capt. Chas. Nelson.

The above message, written on a piece of paper and contained in a bottle, was found on the lake shore near Whitefish Bay, seven miles north of the Sturgeon bay and Lake Michigan ship canal, by a son of Frank Lauscher, a fisherman, today.

The boy was playing on the beach near his father and uncle when he picked up the bottle. He was about to throw it back into the water when

— Letters to the Editors —

12-22-66

A commentary on the Christmas Tree ship story in the Pioneer-Tribune and an account of earlier days in Manistique has been offered by George R. Matthews in a letter to the editor this week.

Writes Mr. Matthews:

"Let me supplement your story about the Scheuneman Christmas Tree ship, in your Dec. 15 issue. In the first place it is not a legend, but an historical fact. (See Webster's Dictionary).

"When I came to Manistique Sept. 15, 1918 to take the position of cashier for the Soo Line Railroad Co., in the old wooden building still standing, Mrs. Schueneman was shipping Christmas trees by railway carload freight and I waited on her at the cashier's window writing up the bill of lading and receipting for the prepaid freight charges to Chicago. Mrs. Scheuneman continued for several years after to ship every year via railroad, and we became quite well acquainted.

"Dan C. Perry came here from North Crandon, now Argonne, Wis., in August, 1918 to succeed B. A. Craver as agent, and I came a month later from the agency at Crandon, Wis. to take the position as cashier. There were 13 of us working in the depot then. Besides Dan Perry and myself were three telegraph operators, Billy Roberts, Ray Besner, and Adolph Godin; Edwin Gilmet, car clerk; Roy Stewart, rate clerk; (later succeeded by Charles Hansen), Clarence LaFave, Edmund LaFave, Evelyn Besner, Mable Swanson, Bernice Griffith, clerks; Fred Baker, warehouse foreman; Tom Anderson, warehouseman. There was a switch crew, Harry Albin, foreman, and Roy LaBar, and

an engineer and fireman. A car repair crew, Charles Kendall, foreman, and four men, and three section crews, one repairing tracks in town and one each east and west on the main line.

"Sebastian Aubinger was flagman at the Houghton Ave. crossing. As cashier one of my duties was taking care of the payroll. One day Mr. Aubinger, receiving his paycheck, stopped on his way home at the Hiawatha Hotel Bar on the corner from the depot and where several men were present at the time. Seb never reached home that night and was missing for several days until his body was found in the harbor with one leg cut off by a car ferry propeller.

"Back in those days the Soo Line ran Numbers 8 and 7, a passenger train east in the morning from Minneapolis to Sault Ste. Marie, and return west in the evening. That train carried a U.S. mail and railway postoffice car, a railway express car, a baggage car, a "smoker" where men passengers could smoke their pipes and cigars, two or three passenger coaches, a dining car, and two or three sleeping cars. That train did not stop at all small stations except on special orders. Numbers 86 and 87 were "local" passenger trains east and west from Gladstone to the Soo and back, also with mail, express, and baggage cars and two or three passenger coaches. A "time" freight ran east and west each week day hauling only carload freight. A "wayfreight" operated east and west out of Gladstone hauling package goods, setting out one or more carloads on the "siding" track for local unloading. Joe Bebeau, who lived on River St., operated a horse-drawn passenger bus

meeting all passenger trains. Earl Hupfer operated a horse-drawn dray hauling goods from the depot warehouse or cars to merchants and others in town.

"Among the many industries operating in Manistique were the Goodwillie Bros. box factory, Consolidated Lumber Co. sawmill, Charcoal Iron Co. smelting iron ore into pig iron blocks, Berry Chemical Co., Northwestern Leather Co. tanning hides into leather, White Marble Lime Co. mining limestone from the quarry and making it into lime for plastering houses, Brown Lumber Co. making wooden furniture, Northwestern Cooperage making kegs and barrels, Manistique Handle Co. making wooden broom handles, and others.

"It was said that the city population in 1918 numbered 7,500 people. This rapidly decreased when many of the mills and factories closed down after the war ended.

"None of this is legend, or a fairy tale. Mrs. Scheuneman on one of her final visits in Manistique presented Mrs. Dan Perry and Mrs. Matthews each

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