



HURON SHORES GENOGRAM

Oscoda, Michigan

A message from our President:

Greetings to the members of the Huron Shores Genealogical Society. It's hard to believe that there are only a few months left until the end of the year. We are still trying to recover from the loss of Judy Sheldon, who left the president position and moved to the southern part of the State and also from the effects of the Covid Pandemic which kept us apart for so long. Our core group has surely shrunk and we also are extremely limited by our work schedules and other commitments, so we have not been able to keep the Genealogy room manned on a regular basis.

We need some of our local members to take a more active part in the Society and volunteer for a couple of days a month at the library. We will provide a basic orientation on the location of our research materials in our room and the procedures for doing basic searches of our research and surname materials to all new volunteers. We also have a standing offer to make a research helper available for those requesting an appointment with us by email at huronshoresgs@yahoo.com.

Before the January membership meeting, we will be preparing a slate of officers to vote on. If you would like to participate on the board, please make your wishes known and we will be delighted to have you join us. Hopefully next year we will be back to full throttle and we have a few projects in the works – a couple of cemetery walks are being planned and we are also looking into hosting a monthly casual meeting to talk genealogy and maybe help with some problems you are facing in your family research. Please keep your membership active by keeping up to date with your dues. I hope you are all finding success in your family research. Have a great fall.

HSGS Genealogical Meetings and Events

October

20 HSGS Business meeting, Robert Parks Library, Oscoda, 4:00 pm

November

12 MGC Virtual Fall Family History Event, - Speaker LaBrenda Garrett-Nelson

January

19 HSGS Business Meeting, Grace Ev. Lutheran Church, East Tawas, 5:30 pm
Grace Ev. Lutheran Church



MGC VIRTUAL FALL FAMILY HISTORY EVENT

November 12

LaBrenda Garrett-Nelson will be the featured speaker

For more information go to:

<https://mimgc.org/event/2022-mgc-fall-seminar/>

Potts/McKinley

Submitted by Dale Harwood

June 3, 1903 – William Earl Dunham of McKinley, the son of Franklin and Esther Snyder Dunham was married to Gertrude O'Brien of McKinley, the daughter of Caleb and Kate McHenry O'Brien. The witnesses were Jessie Dunham (the sister of the groom) of McKinley and C. C. Harwood of Manistique. Franklin Dunham, Justice of the Peace, officiated at the wedding of his son. Caleb O'Brien owned a small fishing lodge on a nearby lake. Franklin Dunham was also a Methodist Minister.



Downtown Potts with my grandfather Christopher in the crowd

August 18, 1890 – Peter Clute of Potts was married to Ann Harwood (Hannah Gibbs Harwood) of Potts. The marriage was performed in Mio, Michigan. Hannah Gibbs Harwood Clute was the mother of C. C. Harwood. Peter Clute died only three months after the marriage and by 1900, Hannah and her sons from her Harwood marriage had moved to Manistique in the Upper Peninsula.

Since I had never heard of Potts, Michigan before, some investigation was in order.

Around 1884, Albert Potts started a lumbering community in the AuSable River Valley. It was prosperous and grew very fast and soon had, in addition to other buildings, two drug stores, eleven saloons and dance halls, a school and one or two churches. The Potts Post Office was established in 1886. Jeremiah Hunt was named the first Postmaster. The postal service lasted until 1906. In 1890, the Potts Salt and Lumber company tried to extend their company railroad to Oscoda, but the attempt failed and they became bankrupt. The Loud Lumber Co. took over the industry and became successful. Between 1891 and 1893, the town name was

changed to McKinley in honor of the 25th President, William McKinley. In 1889, the town was destroyed by fire. It was thought that a night watchman had kicked over a torch. Because of the depleted timber supply in McKinley, Loud chose to move his operation to Oscoda. The town rapidly failed and an estimated 2,000 people left for employment elsewhere. Caleb O'Brien gained ownership of the property, a small lake three miles east of McKinley, is still named for him. Quickly the boom town had shrunk to only two houses and became a ghost town. McKinley has experienced a rebirth, as there are now many homes/cottages in the area.

Jessie Dunham and C. C. Harwood were the paternal grand-parents of the author of this article. The story that the family has always been told is that C.C. and Jessie met on the McKinley bridge and on their 55th anniversary, the cake top was a replica of the bridge.

Since Hannah Harwood and her family were living in Potts in 1890 when she married Peter Clute, I have to think that one of the 8 year old boys in the photo could be my grandfather, C. C. (Christopher) Harwood.

HYGENE IN THE EARLY DAYS

Submitted by Judy Sheldon

A daily shower, soaking in a hot tub, regularly washing your hair seems such a common practice to most people in the modern world. Do you remember Mom saying to wash up and don't forget to wash behind your ears. Not sure what was back there, but you better wash it off! Our attitude towards washing our hands really ramped up in the past couple years due to COVID. Attitudes towards cleanliness evolved with the advances in plumbing. Picture the rustic camp site: no running water, an outhouse, no sidewalks, mud if it rained.....

17th century upper class felt that if the clothes next to their bodies were clean, than so were they, along with washed hands and splash on the face. Often cuffs and collars extended so others could see how clean they were. A full body bath was something babies got, supposedly to "harden" them. Adults took sponge baths with a bowl and a rag. A bath tub was barely big enough to truly sit in. A dip in the lake or river was more to cool off than bathe. Soap for your body, probably not. There were religious influences on cleanliness. Puritans associated a lack of cleanliness with the devil and sin. No matter what your beliefs staying away from dirt, grime, manure, etc. was pretty hard to do.

Got a bad tooth, the blacksmith can help you or anyone else with a tooth puller!

Early Colonists had a combo of a cotton swab and a toothpick. This was a metal devise sharp at one end to pick teeth or clean nails and a scoop at the other to clean the wax out of ears.



Ear picker and toothpick

Did women shave? Nope. But there is evidence they used depilatories made



Wedding bouquet

from limestone, arsenic, and other substances. The 18th century saw physicians learning more about diseases and their causes, leading many to encourage bathing when possible. So, if you don't bathe frequently, how do you keep from being smelly? This would depend on where you lived and what you did for a livelihood. Frontiersmen, hunters, trappers probably didn't worry about who smelled them, on the other hand women and men in the upper classes found ways to hide body odor. Perfumes were used by both sexes. The oils from flowers and herbs were also used by both men and women. A Nosegay was something carried or worn when in crowded places to hold to your nose to filter out the unpleasant smells. This practice of using flowers and herbs to scent your body also was used to scent your house. Vases of flowers, herbs hung to dry, and fruit like oranges studded with spices were a commonly used.

One last tidbit on hygiene for women. You are all dressed up at a social gathering or you are on the stagecoach with no way station for miles and need to pee. No outhouse handy and with the layers of clothes would make it slightly difficult to manage. What to do? Women even back then carried personal urinals to be used discreetly. We think this is new and unique especially for camping and hiking, but it's not!



Personal glass urina

Somes Sources:

Ear Picker from the collection of Historic Jamestowne, located in the Archaearium, Object # 03474-JR.

<https://www.ranker.com/list/colonial-american-hygiene/melissa-sartore>

<https://www.historyundressed.com/2008/07/history-of-hygiene-bathing-teeth.html>

<https://phisick.com/item/antique-female-glass-urina/>

<https://www.slideshare.net/shilleary/4-8-wedding-bouquets>

RAILROAD PASSENGER SERVICE COMES TO THE NORTHSORE

Submitted by Dan Stock

As related by Neil Thornton in *Now Your're Loggin, North of Tawas Bay* "The Detroit and Mackinac Railway, which observed its centennial in 1995, owes its origination to a water crisis caused by atmospheric conditions in the mid-1870s."

Freak atmospheric conditions during the mid-1870s emphasized the need for a different form of transportation (freight transport was limited to the summer months, due to the dependency on open water) so local businessmen and lumbermen turned their thoughts to formation of a railroad. These thoughts became more serious during two consecutive winters of low snowfall preventing the hauling of logs to streams for movement to the mills.

The Lake Huron and Southwestern Railway was organized on April 11, 1878. Charles D. Hale and his uncle Sylvester Hale owners of a short makeshift 3 ½ mile road used to haul logs from their skid ways to the Au Gres river and promoters of the enterprise induced C. H. Prescott and other Bay City lumbermen to invest in the project along with many from the Tawasess, Au Sable and Oscoda. Prescott was named the president of the railroad on May 16, 1878. The railroad was constructed in 3 months by Hall, Shook and Company. However, the railroad suffered serious difficulties due to rough and primitive grades, lack of experienced railroad personnel, a return to normal winter weather conditions including an early blizzard that shut down the line and low flow conditions in the streams from the previous years of low snow fall which prevented movement of logs to the mills.

As a result creditors including over extended local businessmen and stockholders demanded payment. Nearly every invested businessman went bankrupt including the Hales who lost their mill plus vast timber holdings. On October 2, 1878, the railroad was sold to Prescott at the bargain price of \$17,000. During its short life, the railroad cost \$103,500 to operate with earnings

of \$31,000. Prescott reorganized the railroad under the name Tawas and Bay County Railroad and extended tracks to East Tawas. In July, 1882, the Tawas & Bay County road was bought by G. P. Smith, R. A. Alger, and M. S. Smith. G. P. Smith took one-fourth interest and the other two gentlemen three-eighths each. They improved the road and operated it until December 1882 when Gen. Alger and Mr. John Newberry bought the road taking equal interests. In June, 1883 they commenced rebuilding the road, and subsequently extended it up to Au Sable and down to Alger. Neither Mr. Newberry nor General Alger owned any pine on the line, their interests being farther north. No bonds were issued or shares sold, neither was the road built to sell or for speculation. They took pride in putting in a finely equipped road, and it operated as an independent road connecting with the Michigan Central.

The renamed Detroit, Bay City & Alpena railway (D. B. C. & A.) was opened to passenger traffic beginning in Alger on December 3rd and partially to freight on the December 11th, 1883. As it operated in 1884, the line ran east to Tawas City and East Tawas and thence to Au Sable, a distance of 48 miles. The gauge of the road was three feet and two inches, this peculiarity in width arising from the fact that Mr. Hale, who originated the enterprise, bought a coal locomotive of three feet two inches gauge and built his road to suit it. When the new owners took charge of the project they decided not to change the gauge, but to carry out the original design in order to utilize the rolling stock then on hand. The equipment consisted of five engines; two logging, two passenger and one mogul, a combination baggage, express and mail car, a smoker, a day coach, a sleeper, eight box cars, 65 standard flat cars and 160 small four wheeled logging cars. All rolling stock, except the locomotives, was of standard width, nothing but a change of truck being necessary in the event of the road being widened to the standard gauge. The locomotives

About every other day the postal clerks on the railroad make it a point to give Tawas City East Tawas mail and carry our mail to the latter place A little joke that is hugely appreciated by the citizens of both places.

[Tawas Herald, January 10, 1884]

Continued on page 5

Northshore Railroad, Continued from page 4

were also so constructed that they could be easily changed when it was deemed advisable so that the road could be converted to standard gauge in a single day. A new and fine parlor car was put on the line in February, 1884 for the first time. The elegantly furnished car provided with every convenience was one of the finest in the state. A new engine was added soon after.

Alger, named for Gen. Alger, was the southwestern terminus of the line. It is forty miles from Bay City although there was no city there at start-up time. Side tracks were put in, and the Michigan Central road erected a turn-table and a two-story passenger house. The freight house, turntable and water tank were completed in January, 1884 and the passenger depot was completed in February. A plat of the village presented a very fine appearance on paper and with its wide and regularly laid out streets and blocks had a very flattering future, being the junction of the Mackinaw division of the Michigan Central and the D. B. C. & A. railroad.

The stations counting from Alger, going east and north were as follows: Moffat, (at the Rifle river), Prescott, Mills, Whittemore, Charleston, Hale, Tawas City, East Tawas, Bristol, and Au Sable. All of the stations were named after prominent lumbermen and land owners along the line although no depots existed as yet.

Initially, the crossing of the Rifle river required the use of wagons and stages before connection of the line north of the Au Gres river to continue on to Au Sable. The bridges were designed and constructed started in late 1883. The Rifle river bridge was seventy-six feet

above low water mark, the highest railroad bridge in Michigan at the time. Its total length was 986 feet, with two truss spans of 100 and 150 feet, combination wood and iron. The rest of the length consisted of trestle work, with twelve 8x8 posts in each bent. The rated strength was two tons to the foot, sufficient for any standard gauge road. The trusses were put in by the Smith Bridge Company of Toledo, OH. The trestle work was done by A. J. Dubuis of Detroit. It contained



D. B. C. & A Railroad @ the Rifle River
Courtesy of Dale Berry

over half a million feet of sawed timber and 100,000 feet of hewn timber in the foundations and cost about \$30,000. The timber was all white pine, which was grown on the banks of the Rifle river, was rafted to Detroit, was sawed there and shipped back to the Rifle. Next in importance to the crossing of the Rifle was the bridge across the Au Gres. It was also a trestle & truss bridge, 42 feet above the bed of the river and 1,100 feet long. There was a heavy grade at the northern approach to the bridge that had to be taken out and was about the only point where considerable grading had to be done. Construction of the bridges was complete on January 15, 1884 and the first passenger train passed over it the next day. The disagreeable transfer by teams was discontinued and through freight service started soon thereafter. The railroad turn table in Tawas City was completed in May 1884 and was a very convenient addition to the company's facilities there. The badly needed freight and passenger depot was not completed until September of that year.

The extension to Oscoda and Alpena will be continued in the next issue of the Genogram

Some Sources:

[Tawas Herald-1884-Feb 14] [TH-1884-Jan-17] [TH-1884-Jan-31] [TH-1884-May 22] [TH-1884-Aug 21]

Au Sable Saturday Night, Harrisville Review [TH-1884-01-Jan-24] [Alpena Weekly Argus, 1885-10-Oct-21]

[Alpena County, Michigan Sesquicentennial, History & Families 1857 – 2007]

[Railroad Origins in Alpena, Michigan by Dale Berry]

RUSSELL ALEXANDER ALGER - 1836 - 1907

Russell Alexander Alger was born on February 27, 1836, in Lafayette Township, Medina County, Ohio. His parents were Russell and Caroline Alger (née Moulton). The ancestors of Gen. Alger came from England to Massachusetts in 1760 and were good fighting stock, his paternal great-grandfather having served through the revolution. Caroline Moulton, Gen. Alger's mother, was descended from Robert Moulton, a 1627 Massachusetts pioneer.

His parents died in 1848, leaving Russell the oldest of three orphan children, without money and a brother and sister to care for and support. He had been accustomed to working for the neighbors for a small quantity of provisions or a few pennies a day even before the death of his parents, who were very poor.

After his parents' deaths, he secured work for himself on a farm, his remuneration being his board, clothes and the privilege of attending school three months out of the year. He attended Richfield Academy in Summit County, Ohio, and taught country school for two winters. He studied law in Akron, Ohio, and was admitted to the bar in March, 1859. He first began to practice law in Cleveland. In 1860, he moved to Grand Rapids, Michigan and engaged in the lumber business.

When Michigan was called upon to furnish troops for the war, Mr. Alger enlisted in 1861 in the second Michigan cavalry and was mustered into the services of the United States as captain of Co. C. His record as a cavalry officer was brilliant and honorable to himself and his company. He participated in some of the fiercest contests of the rebellion and was twice wounded. His career as a soldier included many of the most celebrated contests of the war. He was an active character in all the battles fought by the army of the Potomac from the time of the invasion of Maryland by Gen. Lee in 1863 up to the date of his retirement. In all he took part in sixty-six battles and skirmishes, and at the close he was brevetted brigadier general and major general for "gallant and meritorious services in the field."



by The Detroit Publishing Co. -
_retouched from older copy

Gen. Alger came to Detroit in 1865, and from that time was extensively engaged in the pine timber business and in dealing in the pine lands. He was a member of the well known firm of Moore & Alger until its dissolution, when he became head of the firm of R. A. Alger & Co., the most extensive pine timber operation in the west. Gen. Alger then became president of the corporation of Alger, Smith & Co., which succeeded R. A. Alger & Co. He was also president of the Manistique Lumber Co. and president of the D. B. C. & A. railroad Co., besides being a stockholder and director of the Detroit National Bank, the Peninsular car company and several other large corporations. The Algers also had a

home in Black River, Alcona Township, Michigan, from which Alger oversaw his lumbering operations.

He was elected governor of Michigan in 1884, and two years later declined a re-nomination. In March, 1897, he was appointed secretary of war by President McKinley, a position which he resigned two years later. He was appointed senator in the fall of 1902 by the governor of Michigan to fill the vacancy caused by the death of James McMillan. He was elected by the legislature, the next year.

He died on January 24, 1907 in Washington, D. C. shortly before the March 3rd expiration of his term as senator. He was survived by his wife, Annette H. Henry, the daughter of W. G. Henry of Grand Rapids, to whom he was married, April 2, 1861, and five children as follows: Mrs. Charles B. Pike of Chicago, Ill.; Mrs. H. B. Sheldon of Detroit, Mich.; Mrs. William E. Bailey of Harrisburg, Pa.; Russell A. Alger, Jr., of Detroit, and Captain F. M. Alger.

He is interred in Elmwood Cemetery in Detroit, Michigan.

Sources:

[\[https://en.wikipedia.org/wiki/Russell_A._Alger\]](https://en.wikipedia.org/wiki/Russell_A._Alger)

[Tawas Herald, 1884-08-Aug-21]

[Palladium, 25 Jan 1907]

Yea I have cousins!

Submitted by Judy Sheldon

But wait, some are half. How can this be? Do I get the top half or the bottom half?

Not to worry, they are whole people. They are people who share half the number of ancestors

that you expected them to. Somewhere in your tree there are siblings who have only one common parent. Possible reasons are parents remarrying, adoption or an extramarital affair.

Several sources for more information:

<https://namecensus.com/blog/what-is-a-half-cousin/>
<https://www.familyhistoryfanatics.com/understand-half-relationships>
<https://www.genealogyexplained.com/what-is-a-half-cousin/>
<https://familytreemagazine.com/strategies/how-to-calculate-cousinhood/>

Oh, Dear now they are removed!

Genealogical terms can really be confusing! The cousin hasn't gone away or been "removed".

They are just in a different generation from you. If they are not in your generation, they are removed from you in some way.

Read more:

<https://www.familysearch.org/en/blog/cousin-chart>
<https://www.ancestry.com/dna/lp/cousins-dna-match>
<https://education.myheritage.com/article/how-many-times-removed-untangling-distant-family-relationships/>

Larson – Alstrom

From the Iosco County Gazette – January 29, 1910

The marriage of Miss Selma Larson, daughter of Mr. and Mrs. Lars Larson, of Oscoda, to Oscar Alstrom of East Tawas, was solemnized at the home of the bride's parents, Tuesday evening at 5 o'clock. Rev. R. A. P. Sater, pastor of the Swedish Lutheran church of Bay City, officiated.

The parlors where the ceremony was performed were decorated in combinations of smilax, white roses and carnations. Fifty guests were present, including Mrs. S. Alstrom, mother of the groom, the Misses Amelia and Emma Burgeson and Mr. S. Polson, all of East Tawas.

The bride was gowned in a simple white



gown and carried a bunch of white roses. The Misses Sophia and Hilda Larson, sisters of the bride, and Miss Anna Kulburg acted as bridesmaids. The bridegroom was attended by his brothers, John and Elmer, and by Ernest Larson, brother of the bride.

A wedding supper and dance followed the ceremony.

Both bride and groom are well known here and have many friends who join in wishing them long life and happiness.

Mr. and Mrs. Alstrom will reside at East Tawas.

Huron Shores Genealogical Society
6010 Skeel Ave
Oscoda, MI 48750

Our Regular Meetings

Our regular business meetings are held quarterly at the Grace Ev. Lutheran Church, East Tawas at 5:30 PM on the third Thursday of the month.

Our next meetings are:

October 20, 2022 at Parks Library, Oscoda

January 19, 2023

An HSGS staff member may be in our office at the library during the following hours:

Wednesday 11:00 to 2:00

Saturday 11:00 to 2:00

HSGS staff can also meet with clients by appointment. Please call the library (989.739.9581) or email to

huronshoresgs@yahoo.com to arrange an appointment with an experienced genealogical research assistant.

Please visit our web site at: <http://www.huronshoresgs.org>
 and our Facebook page at: <http://www.facebook.com/HuronShoresGS>
 to learn more about us and to link to our many indexes and our archived newsletters.

MEMBERSHIP APPLICATION

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\$10 per year

\$15 per year with mailed newsletter

Make checks payable to: Huron Shores Genealogical Society or pay using Pay Pal on our web page.

DATE: _____ PHONE: _____ E-MAIL: _____

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ADDRESS: _____

CITY: _____ STATE: _____ ZIP+4: _____

What is your level of genealogical experience? (circle one): Beginner Intermediate Advanced

Do you use computer software to manage your genealogy? Yes ____ No ____

If yes, list the software you use: _____

Would you, as a new or renewing member, be willing and able to hold an office, work on a committee, or help with indexing materials? Yes ____ HSGS would appreciate your help very much. Thank you!

If yes, we will contact you about your interest in helping.

Send this completed form and your check if appropriate to:

Huron Shores Genealogical Society

% Robert J. Parks Library

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