



It'll cost you an extra \$100 Bond



To look him in the eye!

HE'S AN AMERICAN SOLDIER.

Some day, if God is with him, he'll come home.

And when he does, you'll get the biggest thrill of your life if you can look him squarely in the eye and say, "I couldn't help you fight—but I did everything in my power to help you win!"

There's only one way you *can* say that . . . honestly say it. And that is to help him win *now* . . . when he needs all the help you can give him.

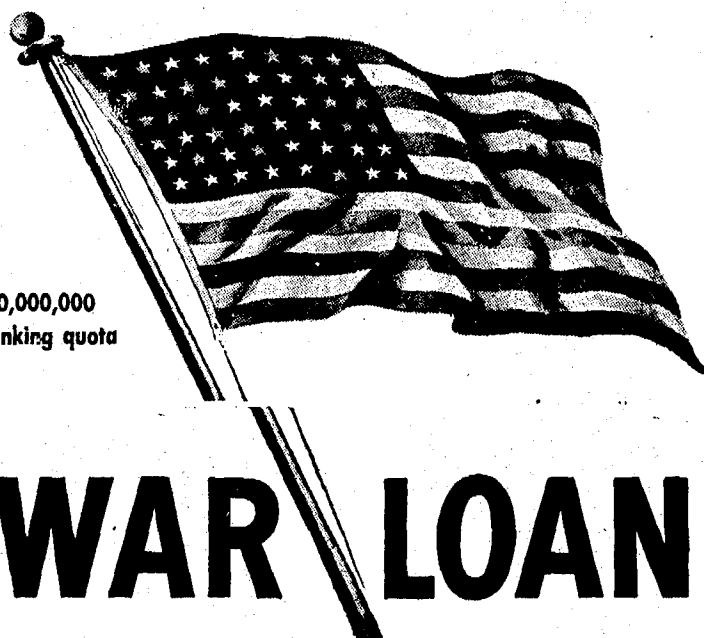
Today's particular job for you is to scrape

together every dollar you can—and buy an *extra* \$100 worth of War Bonds! That's *your* job in the 3rd War Loan!

It's not enough to buy your regular amount of Bonds. It has to be *more*. It has to be an *extra* buy—a little *more* pressure for the shoulder that's against the wheel.

REMEMBER THIS—you aren't *giving* your money. You're *lending* it to the government for a while. And you're making the best investment in the world.

\$15,000,000,000
non-banking quota



3RD WAR LOAN

BACK THE ATTACK...WITH WAR BONDS.

EAST JORDAN IRON WORKS

Malpass & Sons, Proprietors

WORLD'S SAFEST INVESTMENTS

Choose the security that fits your requirements

United States War Savings Bonds—Series "E": Gives you back \$4 for every \$3 when the bond matures. Interest: 2.9% a year, compounded semiannually, if held to maturity. Denominations: \$25, \$50, \$100, \$500, \$1000. Redemption: Any time 60 days after issue date. Price: 75% of maturity value.

2½% Treasury Bonds of 1964-1969: Readily marketable, acceptable as bank collateral, redeemable at par and accrued interest for the purpose of satisfying Federal estate taxes. Dated September 15, 1943; due December 15, 1969. Denominations: \$500, \$1000, \$5000, \$10,000, \$100,000, and \$1,000,000. Price: Par and accrued interest.

Other securities: Series "C" Savings Notes; ½% Certificates of Indebtedness; 2% Treasury Bonds of 1951-1953; United States Savings Bonds series "F"; United States Savings Bonds series "G."

LOOKING BACKWARD

From the Herald Files of Forty, Thirty and Twenty Years Ago
Compiled by Mrs. Mabel Secord

East Jordan has had a number of tragedies but perhaps the most dramatic was one that occurred forty years ago last Sunday. Three years ago I went on a hunt for all that could be learned regarding it from those who had been involved and have a detailed account on file. The East Jordan baseball team, owned jointly by Roy L. Lorraine and Harry S. Price, manager, had been defeated here on Thursday (Sept. 10) by Harbor Springs. A return game was to be played at Harbor Springs on Saturday. Mr. Price had bought the gasoline launch, "Arbutus," and named it the "Lady Margaret" for his wife. He took the team in it as far as Charlevoix where they boarded the "Dummy," a local passenger train running on an approximately hourly schedule between Charlevoix and Petoskey, broken by trips as far south as Traverse City. From Petoskey they went by boat to Harbor Springs. Mr. L. A. Hoyt, told me the story that some of the team had been drinking is untrue as they were either on the road or playing ball from the time they left East Jordan until they were on the "Lady Margaret," coming home.

At that time there were three steamers plying between East Jordan and Charlevoix: the Walter Chrysler, and Pilgrim owned by Captain Jepson, and the Joseph Gordon, owned by Captain L. Guard. The Walter Chrysler always laid over in East Jordan, while the other two stayed over night in Charlevoix. At that time the Estate of David Ward's mill was running at Deward and the Detroit & Charlevoix railroad sponsored conducted tours of the Ward pines and mill for the benefit of tourists in Charlevoix. They would come over in the morning on the Pilgrim and change to the railroad, spending the day in the woods, and return to Charlevoix in the evening on the Pilgrim.

One of these excursions had been run the Saturday the team went to Harbor Springs but was very late in getting back to East Jordan so the Pilgrim made a late start for Charlevoix. You have been reading references to Kit Carson in the 1903 items. He was a professional baseball player and had recently come here from Grand Rapids and opened a bowling alley. Roy Gage, son of a local grocer and steersman on the Walter Chrysler was with the team but decided at the last minute to stay over night in Charlevoix. The night was very dark, a strong southwest wind was blowing, and a light fog drifted over the water. The men arranged themselves comfortably about the sides and stern of the launch. Harry Price was running the engine and he had asked Kit Carson to steer. It was known that the Pilgrim was on her way down the lake and he had been warned to keep watch for her. Several miles out, lights were seen, thought at first to be at Ironton but finally were recognized as the white stern light and red light of a steamer but they seemed far apart so there was no thought of danger. The fatal mistake was that, contrary to maritime law, the Lady Margaret was being run without lights, the only thing a captain is supposed to watch for. Aboard the launch were Seth LaValley, Earl Bellenger, Richard F. Steffes, Louis A. Hoyt, Harry S. Price, William Vought, Orville Hurlburt, Oscar Swenor, William Shomin, William Renard, Fred Winters, Frank J. Eckstein, William K. Carson, and Joseph McCalmon.

The Pilgrim was running about 16 miles per hour as she rounded the Point and bore down on the launch. Mr. Price looked up, saw their danger, caught up a lantern and swung it, at the same time telling Carson to put the wheel hard to starboard. Captain Lee saw the lantern and signaled Engineer Joseph Hyland, Jr. to stop and reverse the engine but not more than 20 feet intervened between the boats and, as the launch swung across the Pilgrim's bow, she struck her amidships, cut through the planking, crushing it like an eggshell, then passed completely over her.

The heavy engine carried the stern down to where it rested on a sand bar but the buoyancy of the gas tank held the bow out of the water. Mr. Price (a poor swimmer), and Mr. Hoyt who could not swim, clung to the bow until rescued. Seth LaValley, who had been seated in the stern, leaped for the Pilgrim's rail and pulled himself aboard her. A passenger caught Earl Bellenger as he swept past and pulled him aboard. Mr. Steffes was thrown into the water and the big boat passed completely over him but he caught a propeller blade, then shifted to the rudder from where he was rescued by a passenger. Engineer Hyland, finding the steamer uninjured, launched its yawl but the plug had been removed so it shipped water fast. Those being rescued had to bail with hats, etc. to keep afloat. Two trips were necessary, the engineer being so exhausted he had to be lifted aboard when they returned with the last of the survivors. William Shomin, Indian catcher on the team, was a fine swimmer. He took the luggage containing the uniforms, then swam out into the lake away from the boats until the others had been rescued.

Kit Carson was a strong swimmer and was heard admonishing the others to keep their heads and everything would be all right. Joe Mc-

Calmon could not swim so Kit said he would take care of him. During the rescue work one man could be heard praying devoutly, promising God everything if he would save him, and another could be heard cursing and swearing just as vehemently. Mrs. Hoyt had tried to dissuade Mr. Hoyt from going to the game. When the Pilgrim, after cruising around for nearly an hour, proceeded to Charlevoix with the survivors he was taken to the Albert Bridge home from where he phoned Mrs. Hoyt saying, "Well, I'm here but I don't know why." Later, about 2:00 a. m. the Pilgrim returned to East Jordan, bringing part of the survivors. Earl Bellenger was deputized to go to the Carson home and break the news gently to Mrs. Carson but when she opened the door he simply said, "Kit's dead." Sunday was a cold, windy, rainy day and the scene was thronged with people and boats but none of the five missing men could be found. Monday morning Lew Otte, fire chief at East Jordan, strung several hundred feet of three-eighths inch rope along Main street and at intervals attached three-pronged fish-

hooks suspended from heavy trolling lines. Heavy sash weights were used for sinkers and the device was taken to the scene and small boats dragged it on the lake bottom until all bodies were raised. Eckstein was found nearly a mile away. Joe McCalmon was found on Carson's shoulders. The heavy seas washed his body back into the lake and it was not recovered until Tuesday afternoon. The two other men who were lost, Fred Winters and William Renard, had been lying amidships and were probably instantly killed when the boat struck them. I have been told that the rope contrivance used to recover the bodies is still in the fire hall.

Had the excursion train been on time the Pilgrim would have been at Charlevoix before the launch left for East Jordan; Had Roy Gage come back to East Jordan he would have been at the wheel and would have recognized the Pilgrim's lights and steered clear of her.

On either of these seemingly irrelevant things hung the difference between safety and disaster. This reminds me of an incident a few years ago when attending the Alumni reunion of the Reed City High School. Some of the young people decided to drive out to Whalen Lake where a newly married couple had arrived that day. They started in three cars but before leaving town decided to leave one car there. The time spent

in transferring the couple in the coupe to the sedan would have taken them all safely across a railroad crossing four miles away which was blanketed in heavy fog. A freight train was hidden in the fog and they drove into it, costing three young lives.

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September 19, 1903
Burton Nicholas and Fred Whittington have returned to their studies at U. of M., the former in the law school and the latter in the electrical engineering department.

Rv. H. C. Scofield, one of the earliest settlers in this region, died Thursday at the home of his daughter, Mrs. E. E. Hall in South Arm. The Misses Cassie and Emma Winters and Margaret Dooley arrived Monday evening from the Upper Peninsula, called home by the sad news of the collision on Pine Lake Saturday evening in which Fred Winters lost his life.

S. Burak, the iron dealer, went to Manistee Friday where he will remain through the Jewish New Year holidays.

September 20, 1913
Albion Recorder: What will be known as the "Start Commonweath," a home for incorrigible and homeless boys, is to be instituted at Mont Calm lake, two miles west of the

city, about November 1. The superintendent of the new school is Floyd Starr, a graduate of Albion college, who has been in charge of the affairs of the Beulah Home for boys at Boyne City, since Herman L. Swift was forced to sever his connection with that institution. *****While Mr. Starr has invested a considerable amount of his own money in the Mt. Calm property and has financed the enterprise entirely himself thus far, he will depend mainly upon money subscribed by the people of the State as a whole to keep the institution alive.

Mr. and Mrs. Godfrey McDonald of Ironton celebrated their Golden Wedding September 10.

As an indirect result of the work of the Western Michigan Development bureau for the last four years, eight high schools in this region have employed agricultural teachers who will give virtually their entire time to this subject. Traverse City has had it for the last two years and this will be the second year for Fremont, Hart, Manistee and Muskegon. Boyne City, Evart and Ludington will introduce the subject this fall. High schools at Buckley, Bellaire, Elk Rapids, Fife Lake, Kingsley, McBain, Scottville, Sheridan, and Thompsonville have instruction in the subject but no special teacher as yet.

Mrs. Daniel Williams, keeper of the Harbor Point lighthouse on Little Traverse Bay for 21 years after ser-

ving in a similar position for 15 years on Heaver Island, has resigned, effective November 1. She and her husband will live in Charlevoix.

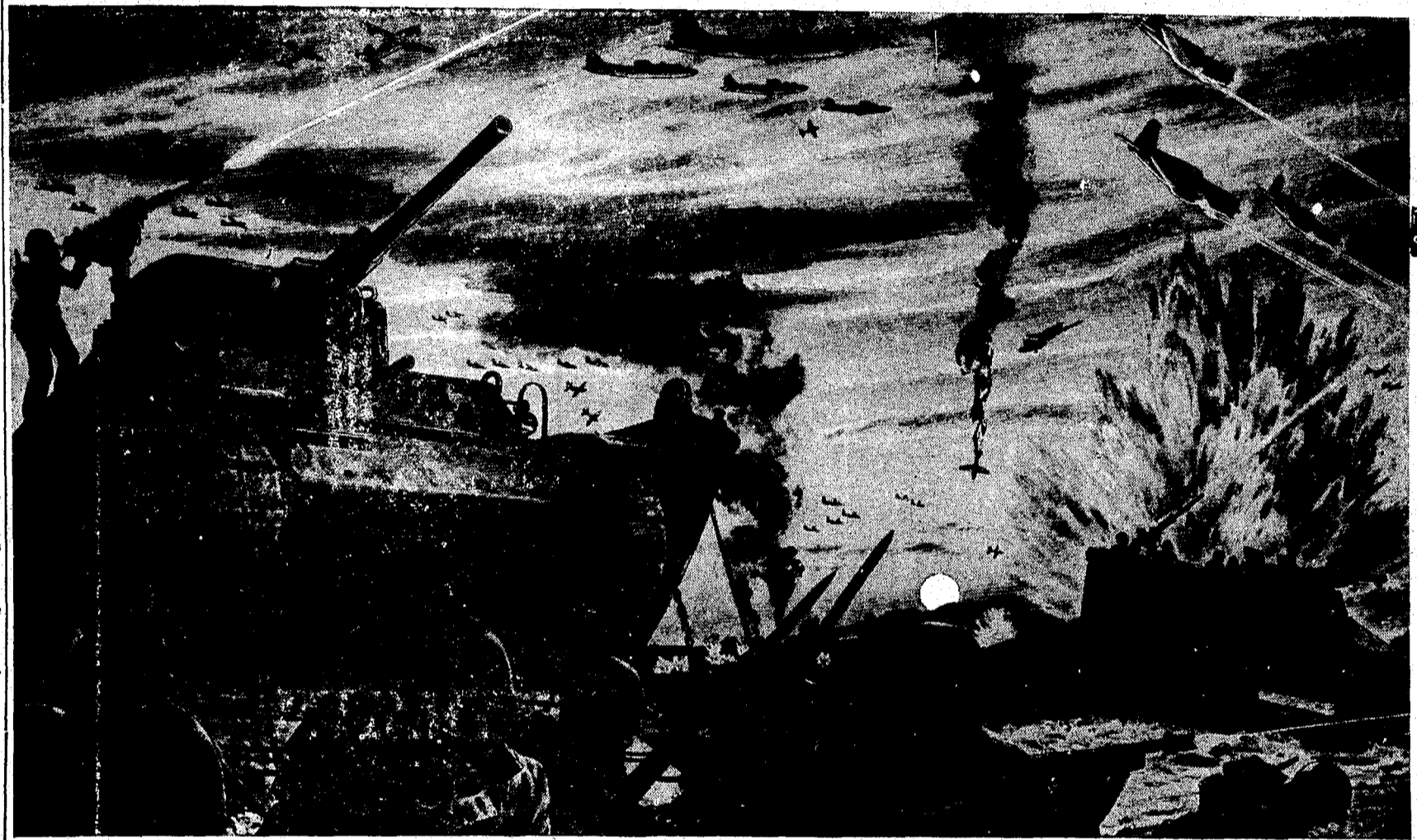
She is known as the only woman lighthouse keeper on Lake Michigan and is author of "Child of the Sea," a story of her life among the Mormons under King Strang on Beaver Island.

September 14, 1923
Sheriff William S. Purple of Petoskey was shot by a Wequetonsing farmer Sept. 5 when he went to the home to serve a summons. Mr. Purple shot the man five times before he himself expired. While he was doing this the man extracted the shell from his shotgun, reloaded and fired a second shot into the sheriff's head.

W. M. Pickel has bought the 14 acre Anthony Nachazel place west of town and will embark in fox farming.

Returns of the Dempsey-Firpo prize fight will be received by radio at Bulow Brothers Friday night. adv.

The web of Death. Only by reading its secret could the detective use the spider's gossamer rope to hang Charlottesville's most brutal hypocrite. Theodore Roscoe recalls one of America's most famous crimes in an exciting feature in The American Weekly, the magazine distributed with next week's Sunday Chicago Herald American.



This one's going to hurt!

INVASION COMES HIGH—in blood and money.

Part of the cost must be paid with human life. That means deep and lasting hurt for many and many an American family.

Part of the cost must be paid in cash . . . this September. And *that's* going to hurt, too!

The 3rd War Loan Is Here!

To pay for invasion—to get the money to keep our fighting machine going—you, and every man or woman in America, are asked to invest in at least one extra \$100 Bond in September.

\$100 EXTRA, mind you—for everybody!

No man or woman can hold back. No man or woman can point to his Payroll buying and say, "They don't mean me!" No man or woman can say, "I'm already lending 10% or 12% or 20%—I'm doing enough!"

Sure—it's going to hurt. It's going to take more than spare cash this time—more than just money that might have gone for fun. It's going to take money we have tucked away. It's going to take part of the money we've been living on—money that might have meant extra shoes or clothes or food! Money that might have gone for *anything* that we can get along without!

Sure—it'll be tough to dig up that extra money. But we've got to do it—and *we will*.

We'll do it partly because of the look that

would come over the faces of our fighting men if we should fail. We'll do it partly because the cheapest, easiest way out of this whole rotten business is for everybody to chip in all he can and help end it quick. We'll do it partly because there's no finer, *safer* investment in the world today than a U. S. War Bond.

But mostly, we'll do it because America is right smack in the middle of the biggest, deadliest, dirtiest war in history.

And we're Americans.



3RD WAR LOAN

BACK THE ATTACK... WITH WAR BONDS

W. A. PORTER HARDWARE

PLUMBING - HEATING

EAST JORDAN

WORLD'S SAFEST INVESTMENTS

Choose the security that fits your requirements
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2 1/2% Treasury Bonds of 1964-1969: Readily marketable, acceptable as bank collateral, redeemable at par and accrued interest for the purpose of satisfying Federal estate taxes. Dated September 15, 1943; due December 15, 1969. Denominations: \$500, \$1,000, \$5,000, \$10,000, \$100,000 and \$1,000,000. Price: Par and accrued interest.
Other securities: Series "C" Savings Notes; 1/2% Certificates of Indebtedness; 2% Treasury Bonds of 1951-1953; United States Savings Bonds series "F"; United States Savings Bonds series "G."