January 27 Open House

As noted on the above invitation, you are invited to a special Members’ Open House at 115 Ashmun Street that will feature amazing, operating train layouts and various other displays. As part of the event, we will kick off CCHS’s Centennial year.

Holiday/Winter Open Houses

By Ginny Cymbalist

It has been a very busy open house season at CCHS. In December, at five open houses, we welcomed about 650 people; many of whom had not been in our building before. The gift shop did a brisk business and there were numerous donations. Future open house dates are:

Fri., Jan. 25, 5:00 – 8:00 p.m.
Sat., Jan. 26, noon – 5:00 p.m.
Sun., Jan. 27, 2:00 – 4:00 p.m. (Members’ event)
Sat., Feb. 2, 11:00 a.m. – 4:00 p.m.

Special group showings can be arranged by phoning Ginny Cymbalist at 906-630-2858.

The train layouts may be the showiest of our displays, but we have had some other wonderful collections that drew a great deal of
attention, as well. Once again, Cherie Tocco contributed part of her extensive doll collection. This year we saw Chrissy and friends by Ideal Toys. These beautifully dressed dolls, with hair that “grows,” brought back many memories for visitors. Our large display case on the north side was filled with Sherry Duesing’s collection of Santas and Nativity scenes. Each Santa is unique, and the Nativity carved into a single log is amazing.

Karen Sabatine shared some of the collections of her late husband, John. The cast iron toys provide a picture of what children’s toys were like in the early to mid-1900s. In addition, there is a beautifully decorated Italian wedding carriage and a replica of Queen Elizabeth II’s coronation carriage. Our new glass display case featured a collection of tiny angels made by Carolyn Person, Ginny Cymbalist’s Hanukkah dreidels, and some of the beautifully decorated eggs donated to CCHS by Joyce Mansfield. The north window showcased model trains of different gauges and the large Santa that once hung from a downtown streetlamp. Watch for changes in January when the Christmas decorations are replaced by snowpeople from the collections of Dawn Aldrich, Ginny Cymbalist, and others.

All of this doesn’t just happen. In addition to those who set up our displays and trains, we thank:

Ronald Lawson for making a wonderful donation caboose; Susan and John Askwith for prepping and painting the walls behind the north display window; Bob Aldrich, Jim and Marla Dwyer (and their granddaughter Calla), Karen Sabatine, Carolyn Person, and Ginny Cymbalist for decorating; Gil Cymbalist and Carolyn Person for dressing the north window; Lee/Ann Izzard for helping wherever needed; Jim Dwyer for photography; Patty Olsen, Karen Sabatine, Carolyn Person, and Barbara Bohm for being there all day every day; Dee Stevens, Sharon Dorrity, Mary June, Tom Tocco, Cherie Tocco, and Bernie Arbic for greeting visitors; Eliana Cymbalist and Serenity Yonkers for keeping watch on the wooden train activities; Ruth Neveu and Karen Sabatine for working the gift shop; and Bill Oberman for lending his father’s Lionel Standard gauge set for display.

Train Scales/Gauges
By Ginny Cymbalist

What is this scale/gauge business all about?
At our open houses you’ll hear all kinds of talk around the model train layouts about scale and gauge. In case you’re interested, model trains come in many different sizes, called “scales.” The scale of a model is its relative size in proportion to the real thing. For instance, O scale models are 1/48th the size of the real thing. If you have an O scale model of a 40-foot boxcar, you would need 48 of them to match the length of the real thing. The distance between the rails is called the gauge. In the real world, “standard gauge” is 4 feet 8.5 inches inside-to-inside between the rails. In the model world, O trains run on track gauge that is only 1.25 inches wide, scaled down from the real thing. This chart shows the scale and gauge of each size model train from largest to smallest. Check out our display in the north window to compare some of the sizes and see the Lionel Standard set which belonged to Lester Oberman displayed inside.

<table>
<thead>
<tr>
<th>Train size</th>
<th>Scale</th>
<th>Gauge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard</td>
<td>varied</td>
<td>2.125”</td>
</tr>
<tr>
<td>G gauge</td>
<td>1.25</td>
<td>1.75”</td>
</tr>
</tbody>
</table>
O gauge 1:48 1.25"
S gauge 1:64 .875"
HO gauge 1:87 .625"
N gauge 1:160 .375"
Z gauge 1:220 .25"
T gauge 1:450 .118"

Trains, Trains and More Trains
By Ginny Cymbalist

In the late 1800s, less than 50 years after the invention of the steam-powered locomotive, model railroading was well on its way to becoming one of the world’s most popular hobbies. The first model trains were large and available only to the wealthy, but they quickly became smaller and more affordable so that, by the 1950s, toy trains were the most popular toy for boys. Through the years, with advances in technology and available materials, the products improved, and we now have detailed, accurate scale, computer-controlled models featuring realistic sounds. Today it is estimated that over a half million people in the U.S. and Canada are collectors. In 2011 it was decided that the Christmas tree at CCHS should have a model train running around its base and that was done for two years. Then, in 2013 after much discussion, Gil Cymbalist and Dennis Hank decided to set up an operating train layout for the holiday season. That first year it was just a couple of tables covered with cotton batting “snow”—a simple layout with trains, Plasticville houses, a few trees, and some vehicles, but each year since then it has gotten larger and more detailed.

In 2016 Paul Duesing joined the group bringing more buildings and adding to the vision of recreating the flavor of historic Sault Ste. Marie. Paul has largely been responsible for the accuracy of the layout with everything built to the scale and the era of the layout. Paul has spent countless hours recreating historic Sault buildings (the first being our long lost Portage Avenue depot) and his wife, Sherry, has contributed to our efforts by sewing the wonderful skirting for our layout.

A few years ago, younger members Garryn and Rylin Ordiway began putting up an O gauge display and Garryn is now very involved in the set up and running of the larger display. In 2017 Steven Hallfrisch added a new dimension by displaying HO, N, and G gauge trains.

This year’s addition of an interactive layout of wooden trains made by Gil and Ginny Cymbalist has been very popular with the youngest visitors who often head there as soon as they come in the door. In the hallway, we added a large screen and train videos for people to enjoy as they go to have refreshments at the American Café exhibit.

From the window displays, to the flashing railroad crossing sign, right through to the back of our building, CCHS has been filled with the sights, sounds, and smells of trains.

A bit about the “Engineers” who can be found at the controls:

Gil Cymbalist’s fascination with model railroading began when, at two years old, he received a set of Lionel trains for Hanukkah and he has been collecting ever since. Every year his growing layout would get a bit larger until it filled a good bit of their small basement and, for the few weeks that it was up, his mother had to reach over the platform to hang the wash. Gil credits working with trains for giving him the knowledge to do major wiring projects throughout his life.

Dennis Hank got his first set of Lionel trains when he was six years old and soon found that it was compatible with trains that his father had. From then on, he has been a non-stop collector. Dennis feels that his background in setting up model train layouts makes him able to trouble shoot electrical and mechanical problems.

About 1955, Paul Duesing’s father gave him a used diesel Lionel Virginian Trainmaster for his birthday. They built a layout in the coal bin of their home and painted the walls black. Even then Paul noticed that many things—people, houses and other objects—weren’t built to scale and it bothered him. This was the beginning of his interest in accurate scale representation on a layout. Family trips to visit National Parks found the Duesing family watching trains and counting the cars at every opportunity. Paul has built an extensive layout traveling from room to room through the walls of his basement and has continued collecting scale model trains.

Five years ago, when he was nine, Garryn Ordiway’s grandmother gave him a Polar Express train set. Since then Garryn has become an avid model train enthusiast. For the past four years, he and his brother, Rylin, have been actively involved in setting up the layouts at CCHS. This interest in model trains has led him to researching and photographing any real trains that he can find.

Model trains are just one of Steven Hallfrisch’s many interests. He has some G, O, HO, & N gauge trains and enjoys them all although he finds the smaller sizes difficult to work with.

And since I, Ginny Cymbalist, am coordinating these events and writing this article, you get to hear my story, as well. My older brother had a wonderful large American Flyer (S gauge) layout that I spent hours watching and, when he would let me, actually taking the controls. Thus, was born my love of the hobby and it has continued to this day as I join Gil in adding to our collection and planning our own layout.

Many thanks to all of the people mentioned above for hours of work and helping to make each year more exciting.

100 Years!

CCHS commemorates its Centennial year in 2019. Judge Charles H. Chapman helped start the organization in 1919 along with various notable personages. It began as the Chippewa Historical Society, but
eventually its name was changed to Chippewa County Historical Society. Its essential mission from the beginning has been to preserve the history and heritage of Chippewa County in the Eastern Upper Peninsula. Watch for announcements of our plans for this year. Contact us if you have ideas or would like to help us!

February 21 Event

“Nobody Knows You When You’re Down and Out,” an evening dedicated to the long-forgotten Sault Ste. Marie residents in area Potter’s Fields will be held at Bayliss Public Library on Thursday, February 21 at 7 p.m. Inspired by the research of Caroline Grabowski in unearthing the people’s names and their true stories, local poet Renee Dreiling will read from her new work, *Voices from Potter’s Field*. Historian Deidre Stevens will share some of the colorful history of the Sault from the early 1900s. CCHS and the library are co-sponsoring the program whose title is inspired by the 1923 song by Jimmy Cox, about the “fleeting nature of material wealth.” Renee’s book will be available for purchase and signing.

Weather Program

Meteorologist Karl Bohnak and photo expert Jack Deo provided a fun and informative program in October at our last general meeting, held at Bayliss Public Library. Copies of their recent book *Sunburns to Snowstorm: Upper Michigan Weather in Pictures & Stories* are available through our Gift Shop and by mail. Contact us at history@cchsmi.com for more information. Thanks to Karl and Jack for an entertaining event!

The Canal Trail

By Bernie Arbic

The City of Sault Ste. Marie will begin construction of the Canal Trail in Spring, 2019. This “trail” will be an asphalt pathway, approximately 1.1 miles long, running along the former railroad right-of-way on the south side of the power canal. The right-of-way is owned by Cloverland Electric Cooperative, which is allowing the city to utilize it for this community-oriented purpose. CCHS is currently working with the city to create eight interpretive panels that will be placed along the route, to provide interesting historical images and pictures. Most of the panels relate more or less directly to the power canal, but some topics are covered because of proximity to the canal—such as a panel on Lake Superior State University, which discusses the evolution of LSSU from its ancestor: Soo Branch of Michigan College of Mining and Technology. That panel also discusses Fort Brady, which occupied the LSSU site from about 1894 until the end of WWII.

Since CCHS owns a collection of about 1,000 glass negatives which documented the construction of the canal and the magnificent powerhouse at its lower end, it was not difficult to assemble photographs that we feel will generate strong interest among the pedestrians and cyclists who use the trail.

For the first six decades of its existence, all of the power produced at the powerhouse was consumed by the Union Carbide factory on the site just to its east. When Union Carbide left town in 1962, the powerhouse and canal were purchased by Edison Sault Electric Company and the huge manufacturing facility was razed a few years later.
later. The powerhouse generators were rewound to produce 60-cycle AC for distribution to the public, and the hydroplant has been producing clean, renewable energy for the EUP for over 50 years now—first by Edison Sault, and currently (no pun intended) by the subsequent owner, Cloverland Electric Cooperative.

When the power canal was dug, it turned the oldest part of the city into an island, and this picture shows that fact beautifully. It was taken in July, 1973 by Carl Materna. One of the eight panels that will be placed along the Canal Trail discusses the many bridges in the Sault; there are now seven which cross the power canal (there were six originally), plus the International Railroad Bridge, and the International Bridge (for vehicular traffic) which cross to Canada. All of them are in this picture, and we have placed a dashed line in it to show the route of the 1.1 mile-long trail.

Clearly the picture below was taken to show some of the workmen and the tools that they were using in the canal construction. The first attempt to build the canal ended in failure in 1889 when the original developers went bankrupt, and we suspect that this picture was taken in that first attempt, since there is no sign of the steam-powered equipment that was used in the later effort.
The Michigan Lake Superior Power Company, led by Francis Clergue, built the power canal and powerhouse in the years 1898 through 1902. At times, upwards of 1,500 workers were involved—part of that time working 24/7, even in the winter. We are sure that when the trail is completed, it will get plenty of use; we hope the interpretive panels are interesting, educational, and that they might inspire admiration for those who built the canal/powerhouse, and those who maintain and operate them today—also on a 24/7 basis. The hydroplant and canal are a vital part of the Sault’s infrastructure, and we’re proud to be involved in the Canal Trail project.

CCHS Volunteers
By Carolyn Person

We have an interesting and varied group of volunteers (OK, we are all volunteers) who give time on a regular basis to interact with our computers and assist in artifact processing. They are a hard-working group and we still have fun. All are local history oriented and quite often the “I Remember When” subject comes up. Join us on Mondays or Fridays to help chronicle area history. Recently the subject of high school years was shared and here are two remembrances from the “good old days”:

Marian shared, “Those of us who were teenagers in the ‘50s in Sault Ste. Marie can remember teen dances. It seems to me there were dances every weekend! I remember Friday nights at the Christopher Columbus Hall, Saturday nights above the old Woolworth’s on Ashmun, and I also remember dances at the Pullar in the summertime, and street dances on the block of Court Street between East Spruce and Maple Streets. These dances were great fun. They could be occasions for dates, or just for groups of friends. Often girls fast-danced with each other, hoping probably to be noticed and invited to dance by one of the boys. Regrettably, the girls didn’t ask the boys to dance, unless ‘Ladies’ Choice!’ was announced by the DJ. I say ‘regrettably,’ because I believe girls should have felt comfortable inviting boys to dance anytime. Sometimes boys were either shy or afraid of rejection, I think. I believe Bill Haley and the Comets were singing ‘Rock Around the Clock’ and Elvis was coming into his own about the time I was a freshman. I remember seeing them all on the big screen at the Soo Theatre, and also hearing them on the records played by the DJs at the dances. These were good times in Sault Ste. Marie. A ‘Ladies’ Choice’ at the CC Hall was how I first encountered the man I married nearly 55 years ago!”

Joyce shared: “When we were teenagers, movies were very important. I also enjoyed dancing with my dance partner at the teen dances held above Woolworth’s. (I believe it was the Knights of Columbus who sponsored those dances.) When I was 15 I met the man who would become my husband in a few years. I worked at that time for my uncle at St. John Photo Studios. I was not allowed to drive, so my friend would give me a ride home at 5:00 every day. The only things I was allowed to do was skate at the Pullar and attend DeMolay dances. I was a Job’s Daughter, and we would see the boys above Woolworth’s at the Masonic Lodge. Once a year at Sault High School’s Ritchie Auditorium, there was a big community show called the Blackouts. Lots of music, a lovely time.”

Ashmun Hill Development
By Dee Stevens

What’s that old saw about what makes a good piece of real estate—location, location, location? Imagine having, in 1850 or even 1880, the foresight to know that the Ashmun Hill area would one day be a good investment.

When John Cody came to the Sault from Ireland by way of Canada in 1850, he chose land east of Ashmun Street, from what would be 8th to 12th Avenues, for his farm. Thomas Ryan came from Ireland to be master mechanic on the State Lock, and bought land including the location of Lake Superior State University and the streets named for Irish patriots and the Ryan family: Parnell, Dillon, Emmett, Davitt, James, and Ryan.

It was the next generation of these families, Lorenzo Cody and James R. Ryan, who developed them, and even in 1925, Charles Chipley was advertising the lots as good farmland until the city grew out far enough for them to make good residential property (Evening News, May 9, 1925). But earlier development attempts were made by Victor Metzger in the Ryan Subdivision in 1904 and by Charles Beadle and J.H.D. Everett in Cody Heights, aka Cody’s Hill, in 1901. The houses on Davitt and Tweed are examples of the older development plans, and eventually most of the other lots did fill in.

In about 1878, Bartholomew McEvoy came to the Sault to help build what many said would be a big city, “The Chicago of the North” in the words of Chase S. Osborn. He bought 40 acres of land west of Ashmun between 8th, 12th and Ryan. McEvoy built the old Park Hotel at Portage and Osborn and the Arlington Hotel on the west side of the 500 block of Ashmun and worked on the Edison Sault power plant in the rapids and on many street and sewer projects. McEvoy offered his 40-acre farm, Maple Grove, for sale to the public in 1897 and then to the city as a park, but neither offer was taken. Several people, looking for housing in 1901, stated plans to buy property from McEvoy in 1901, and he subdivided the farm in 1911 (EN, May 8, 1901, Chippewa County plat maps).

Lorenzo and Andrew Cody were sons of John, the farmer. Lorenzo was a lumberman, but that did not keep him from talking up the Sault far and abroad while working timberlands. While cutting trees near Big Rapids in 1887, he talked tailors August Lange and William
A new Lions Club sign went up in front of Weber’s Greenhouse in the 1940s. This was perhaps no accident, as W.F.G. “Bud” Weber, at right, was involved with the Lions Club all of his long life. Weber’s was started by Bud’s father, W.E.F. Weber, in about 1901. The greenhouse’s address is also 1901, 1901 Ashmun. Also in the photo (left to right) are two unknown men, Joe DePaul (kneeling), probably Glenn Rightmyer (kneeling) and his father, Otis.

Aitken into moving here (EN, Feb. 7, 1924). Lorenzo Cody also loved horses, and had a race track and stock stable that probably was the one everyone was at the day of the big Sault fire in 1897. He was also an early member of the Chippewa Agricultural Society.

Mrs. Bartholomew McEvoy was a sister of the Cody boys, as was Mrs. James Ryan. So it was no surprise that the McEvoy’s son, John, would work for Ryan as assistant undertaker in the family’s funeral home, or that the Cody’s would build and invest in Ryan’s street railway in 1888. Another Cody daughter married Bartholomew McEvoy’s brother, Patrick. Ryans owned the land where Maple Ridge Cemetery was established and had a brickyard on the east side of Ashmun near Newton Street.

There was also a connection to the Ranson family. Andrew Cody’s daughter married William Ranson. The Ransons and the Ryans lived in the Park Street-Davitt area for many years, while the Cody’s and the McEvoy’s lived on the east side of Ashmun near 10th Avenue.

Lorenzo Cody moved to Oregon in 1901 and died in the west in 1919. The McEvoy boys died in the same year, 1918, in the Sault, and James Ryan died in the Sault in 1932.

But despite dire predictions about the distance of South Ashmun from the city proper, businesses came to the area, and quite early. W.E.F. Weber established a greenhouse on the southeast corner of Ashmun and 10th by 1901. Ryans had their brickyard early in the 20th century. Lorenzo Cody was to build a saw mill in the area in the 1890s, and by 1900, Hunter’s Home, at the “Y” formed by Mackinac Trail and the Pickford Road, was being used as a tourist home. Several early cigar makers, contractors, and builders lived in the area, including Robert Lihou at 1911 Ashmun Street, from 1908 to 1928. He worked out of the cement block building facing 11th that became Roy Askwith’s car repair shop and eventually C.O. Brown’s Stop and Shop.

Charles Byrns was selling poultry at 1420 Ashmun in 1915 (ironically a permit to keep chickens was refused in the Cody’s Hill area in the 1950s), and Arthur Lapish had a flour and feed store at 1707 Ashmun in 1917. Alexander Crawford Grocery was at 1812 Ashmun in 1905. George Lamb & Sons established their grocery at 1904 Ashmun in 1905, as well. (The building at 1904 was just torn down, but it had quite a history also, including serving as a grocery store).
store for Joseph Oberle and S.G. Roe, Otto Crawford’s Confectionery in 1930, Edith Godin’s Restaurant, veterinarian C.D. Logsdon, Holland Furnace, Porter’s Specialty, Superior Heating and Clark’s Custom Floors. As a further parenthetical note, Holland Furnace and Clark’s are both noteworthy for the amount of moves they made!) The Emma Nason Children’s Home at 13th east of Ashmun dominated the skyline from 1924 to the 1980s.

By the 1930s, the area was getting a reputation as a tourist haven. Thomas Fornicola built two cabins near 16th Avenue in 1931, Glenn Barnes built Hilltop Cabins near what is now the Goodwill Store in 1937. Dorothy’s Hamburgers, beginning in the 1930s at 2405 Ashmun, was conveniently run by two women named Dorothy (Neal and Menere). Otto Crawford had his first ice cream store in 1930. In 1932, Crawford built a new confectionery at 1809 Ashmun Street. A photo and article appeared in the May 2, 1938 Evening News. The Wolverine gas station, later to become Bell’s Standard Service, was built in 1930, at 1811 Ashmun, and Bell added a trailer park in the 1950s. About that time Percy Campbell built Campbell’s Cottage Court at 1801 Ashmun, then later added the Bambi Motel and the Big Boy Restaurant, a franchise he ran with Harvey Fuller, whose Sainte Marie Hotel, later to become the Laker Inn, was across the street. Other motels followed, including Elna Lawson’s Lawson’s Court at 12th and Ashmun in 1952. Kitty-corner from Lawson’s was the Dairy Queen, which opened in 1950 in the hill location. Next door, after 1958, was Steffen’s Hardware.

Leitz Sports Center was in the neighborhood by 1946, starting out in a building briefly occupied by Brown’s Stop and Shop. It was on the northwest corner of 14th and Ashmun, described as “on the airport road.” Little Caesar’s Pizza is there today. It later moved to its present location farther south on Ashmun, which was built as a Volkswagen dealership. It was probably Neville’s Market, started in 1955, that really opened up South Ashmun to business development. The city rezoned the area for business after a 1953 meeting (EN, Sept. 9, 1953). As a result, the 1950s and 1960s saw many new businesses, including the Soo Plaza development, which was announced in 1965.

By 1956, discussion of a South Side access road from Ashmun to Seymour was had. Originally 11th Avenue, Cody’s Hill, which had been a popular sledding site, was considered, as it was a natural
ravine, but by 1958 the city settled on extending 12th Avenue. By that time, as I-75 was becoming a reality, the Ashmun Business Loop was created, offering opportunities for businesses all along the route to Three Mile, or Larke Road, the city limits.

**History Revisited**

By Carolyn Person

In the late 1940s, CCHS Board members began dreaming of a permanent place to house the Society’s artifact collection. During the 1950s era, the Johnston House, a garage at the Water Street location, plus the Schoolcraft House located on the power house property, made it possible to showcase most of the collection at that time. Unfortunately, circumstances resulted in the closing of the buildings and the furniture and artifacts were dispersed around the community.

In the early 2000s, membership was strong enough to again look at a permanent location for the historical society collection. CCHS purchased the sandstone building at 115 Ashmun. Originally the home of the Sault News and the YMCA, the offices of Edison Sault, and later the Sault Alternative High School, the building has had many interior changes and makeovers. Small businesses occupied space in the building at various times again making changes to the interior.

The building’s mortgage was paid off with the support of members and grants in 2010. The Board took advantage of a 50/50 grant with the city for façade restoration in 2014, which was paid off in 2017 through the generosity of our membership.

The Board is now looking at plans for an extensive interior renovation and has concluded that an elevator, which would service the three floors and basement of the original building, would be the first phase of interior restoration. Historic renovation consultant, Ken Czapski of Sanders & Czapski Associates, PLLC has been hired to assist with plans and operations. Private fundraising and grants (and winning the lottery!) will become the focus for the New Year.

An elevator is the beginning. There are many ideas for the uses of our building, such as a community room, climate control areas for paper and textile storage, repository space for a safe and fireproof area for records, history research, a genealogy room accessible to the public artifact display area, and a possible younger generation area to promote interest in history. All this and much more will be put into a plan to bring our history into the future.

As always, anyone interested in renovation and historical preservation is welcome to join our task force. Our members will be kept up-to-date as we progress in this monumental, historical preservation task.

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**GENEALOGY MUSINGS**

Contributed by Sandy Robbins

**Important Real Estate Transfer**


Messrs. William Chandler, G.G. Scranton, Geo. Kemp and T.R. Easterday have purchased fifty feet on Ashmun street, adjoining the Soo Savings Bank, for $150 a front foot. Clarence J. Johnson, the architect, is drawing plans for a three-story brick block to be erected on the site, and one more important building enterprise is assured. 

*Note:* This article is a timely find given that 2019 marks both the 100th anniversary of the Chippewa County Historical Society and the 130th anniversary of the construction of the building our Society now calls “home.” For geographical reference, the location of the Soo Savings Bank building mentioned in this article is today the site of Les and Kelly Townsend’s Island Books & Crafts business located in an equally historic building at the northeast corner of Ashmun Street and Portage Avenue.

**An Interesting Relic: Judge Colwell the Possessor of an Old Indian Copper Knife**


Judge J.A. Colwell is the possessor of an interesting and valuable relic of the aboriginal inhabitants of this region. The relic is one of the ancient copper knives made and used by the Indians before steel instruments were brought among them by the whitemen. It was recently found in a beaver meadow, on the farm of Thos. Knowles, who lives about seven miles south of the city, by his son Samuel Knowles. The knife passed into the hands of Walter Dennis, son-in-law of Mr. Knowles, and was by him sold one day last week to Judge Colwell. The relic, which is one of a number of Indian copper implements which have been found in this vicinity at various times, is now used by the Judge as a paper knife and will probably be placed on exhibition with other articles of a similar nature at the World’s Fair.

*Note:* This article is an example of the type of interesting tidbits that emerge for local and/or family researchers when they add subscriptions to www.genealogybank.com and/or newspapers.com to their personal arsenal of research sites. CCHS has a subscription to the former service that was provided by membership donations.

**Sault News 1888**

By Jim Dwyer


The rink was crowded on New Year’s day and a good many saw
“stars” (apparent reference to falling heads on ice!). The proprietors of the rink were seen as intending to preserve order and keep out persons whose presence may be objectionable to any of the customers. The previous week, two women whose reputation was not the most savory were refused access to skate. The Crystal rink was enjoying great success as Messrs. Aylwin & Bolby understood the wants of their customers and were keeping their rink free from rowdyism and non-respectable people!

The street walkers who attempted to get into the rink on New Year’s day were not satisfied with the rebuff, but went up to the Policemen’s hop. The boys were on to them and not only would not admit them, but made them leave the streets and go home.

There was concern about the hydrant at the corner of Water and Ashmun streets. The editor reported “although it is not to be seen, yet it is there, somewhere under several feet of dirt and a yard or two of snow.” He further opined that if there was a fire on Water street, a great inconvenience would be felt from this piece of negligence, and much damage would result.

A man fell in the river by not following the “beaten path” between the two Soos. It was also noted that several enterprising firms on the Canadian side had poles put in the ice along the road across the river and nailed signs to them. That was seen as a great way of advertising but “it was especially important to advertise in the newspapers.”

**Thank you to the following people and businesses. We greatly appreciate your support.**

**New Memberships:**
- George Goetz
- Pauline Rice
- Gary Slover

**Membership Renewals:**
- Roland Akre
- Jim Anderson
- Marilyn J. Burton
- Pamela Byberg
- Peter Campbell
- Central Savings Bank
- Nancy Cline
- William Cline
- Charles Drumm
- Jim & Marla Dwyer
- William E. Hamilton III
- Ann Hill
- Susan James
- Steve Kail
- Leo & Marlene Kuhn
- Barbara Lisiecki
- John Maylath
- Ernest & Marcia Michaud
- Ken & Nancy Miller
- Kimberley Mormon
- Gene Nash
- Old Mission Bank
- Palace Restaurant & Saloon
- LaVerne G.E. Perrollaz
- Frances Preuss
- Julia Rawlings
- Dave Ripley
- Margaret Robbins
- William Rutter
- Paul & Margo Sabourin
- Sault Convention & Visitors Bureau
- Sault Insurance Agency, Inc.
- Susan Smith
- D. Suzanne Stevenson
- Mary Lou Tillison
- Jeanne Tubman
- Julie Wilson

**Donations:**
- Roland Akre
- Marilyn J. Burton
- Pamela Byberg
- Peter Campbell
- Peter & Georgia Gianakura
- David & Patricia Hubbard
- Roberts P. and Ella B. Hudson Foundation
- Diane Laitinen
- Ernest & Marcia Michaud
- Ken & Nancy Miller
- Margaret Money
- Frances Pruess
- Margaret Robbins
- William Rutter
- Gary Slover
- Mary Lou Tillison

The following are a few examples of artifacts and memories that people have donated to CCHS within the past few months. It is a wonderful variety and they are welcome pieces of our history. Thank you to those who donated these items.

**Donations to Collections:**
- Artwork: Framed Pastel by Tom Marshall
- Books: Area History and Bruce School Yearbooks
- Family Research
Thank you to the many, many volunteers, including our Board members, who have helped us in so many ways in 2018. There are so many people that I fear we might leave someone out if we publish a list here.

**Newsletter Contributors:**
Susan James, Carolyn Person, Ginny Cymbalist, Bernie Arbic,
Dee Stevens, Jim Dwyer, Sandy Robbins, Steve Gordon

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Connie Thompson

**Board Members:**
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Mary M. June, Past President
Bernie Arbic, Treasurer
Virginia Cymbalist, Recording Secretary
Susan James, Corresponding Secretary

Robert Aldrich, Sharon Dorrity, Jim Dwyer, Kelly Freeman,
Dennis Hank, Patty Olsen, Janet Russell, Karen Sabatine,
Jim Schaefer

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**Wanted:**

**Volunteer Editor** for *River Soundings* quarterly newsletter—writing, editing, compiling articles and photos; working with designer, printer, and post office.

**Contact** history@echsmi.com.

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**Wanted:**

**Volunteer Office Manager**
Mondays and Fridays
for such tasks as collecting and processing mail, answering emails and correspondence, filing.

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More photos from the Train Exhibit
YES! I want to be a CCHS Member!

Membership Rates
- Individual $20
- Family $30
- Student $10
- Senior $10
- Contributing $50
- Business/Corporate/Org. $50
- Lifetime $200+
- New Millenium $1000+
- Additional Donation $______

Name ________________________________________________
Address ______________________________________________
City _____________________________ State _______ Zip __________
Email ________________________________________________

Please keep me in mind for:  ☐ Volunteer Work  ☐ Board Member  ☐ Genealogy Research

Make checks payable to: Chippewa County Historical Society, P.O. Box 342, Sault Ste. Marie, MI 49783

Office Hours: 
Mon. 10 a.m.-4 p.m. 
and Fri., noon-4 p.m. 
at back door.

Gift Shop Hours: 
During open houses and office hours or by appt.

Upcoming Event
Join us on Sun., Jan. 27 from 2:00 to 4:00 p.m. at CCHS, 115 Ashmun Street, for our Members’ Open House.

Soo Locks Park
Water Street
Ashmun Street
CCHS
Parking
Portage Avenue

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