



# Manitou Islands Archives Newsletter

V3 No 1

Newsletter

Spring 2010



Nineteenth Century U.S. Life Saving Station at North Manitou Island  
Library of Congress Photo submitted by Fred Hollister, Fullerton, CA

## 125 Years Ago on South Manitou Island

*from the Grand Traverse Herald ~  
April 2, 1885*

"Not only is the above place a place of sentimentality, but it is also a place where fun and pleasure can be appreciated to the fullest extent. The people do not sit and mope the time away and wish for night to come that they might sleep another portion of it away, but their minds are kept busy thinking of some plan by which they may have some fun.

A few of the more primitive ones got their heads together, a few days ago, and concocted a plan by which they were to make desperate raid by way of a surprise party upon the house, home and family of one Christian Ankerson, who met his fate bravely and in a way that would do honor to the most heroic of heroes.

The attack was made between the hours of seven and eight p. m., March 18, by the gallant young swains of the neighborhood accompanied by their fair supporters, and after a few preliminary remarks at the odd, surrendered themselves as prisoners of war, and the fort with all its stores were confiscated by the avaricious crowd. After the surrender the programme consisted of games, dancing, etc., and etc. was too numerous to mention, but nevertheless it was funny.

The orchestra which furnished music for the dancing, consisted of Messrs. Kitchen, Hutzler and Armstrong, assisted by Sidney Moore of Glen Arbor. Supper was announced at six inches past eleven o'clock of the same evening, and about fifty, more or less, partook freely of the bountiful fare, and your humble servant who, of course was there, as he always is on such occasions, did not partake of the simple fare, but of that which was fairer first, for pie is good, but I did not "take the cake," nor did I "get left."

But to say the least, we had a very enjoyable time, and I guess everyone went home satisfied. Nor did we take home with us twelve baskets full of fish and a few little crumbs for we ate all (that we could.)

---

Wm. Gordon has nearly completed his gravel dock and is waiting for the opening of navigation.

---

The long and severe winter is hard on the stock here. Several loads of straw and hay have been brought over to the island for feeding purposes. People are preparing to store ice.





## Kenneth R. Johnson 1921 – 2010



Nancy Johnson

Kenneth Ray Johnson passed away quietly on Tuesday, March 16, 2010, in Kansas City, Missouri at the home of his daughter, Dale Sharon Gunther. He was 89 years old, and a resident of Pittsburgh, PA,

Ken was the son of George and Goldie Johnson. George, the eldest son of Benth and Gesine Johnson, grew up from infancy to manhood on South Manitou. Ken was born in Muskegon, Michigan on January 12, 1921. The family later moved to Parchment, Michigan. He had four brothers, two of whom, Clair and Clayton Johnson, preceded him in death. Ken was a star athlete at State High School in Kalamazoo, Michigan, graduating in 1938, then going on to become an outstanding baseball pitcher at Western Michigan University from 1939 to 1941. He served as a pilot in World War II, after which he was employed by Clark Equipment Company in Battle Creek, Michigan. In 1950 he moved his family to Pittsburgh, where he was Manager of Material Handling for Linsley Enterprises until retiring in 1986.

Ken and his wife Leila were married, September 12, 1941, and spent many of their sixty-eight years together vacationing on South Manitou Island. They spent twenty winters in Gulf Shores, Alabama with family and friends as well as traveling, visiting forty-nine of the fifty states. He was an avid bowler and golfer, having shot his age in golf many times over the years. He loved to take pictures and print them on his computer to share with others, and to make special greeting cards for family and friends.

Ken is survived by his wife, Leila, his son, Dr. Keith (Sue) Johnson of Fullerton, California, and by daughters Carol (Chuck) Moffet of Charlotte, North Carolina, Eileen (Merrill) See of Kalamazoo, Michigan, and Dale Sharon (Paul) Gunther of Kansas City, Missouri. He is also survived by two brothers in California; Milton (Trudy) Johnson of Walnut Creek, and Douglas (Jae) Johnson of San Pedro. Also surviving are his eleven grandchildren, six great-grandchildren, and numerous step-grandchildren.

Funeral services for Ken were held in Plainwell, Michigan on Saturday March 20, 2010, with burial following at Hillside Cemetery in Plainwell. A memorial service was also held in Gibsonia, Pennsylvania on Saturday, April 17, 2010.

The Johnson Family Tree website created by Ken's niece Nancy Johnson has much more information about Kenneth Johnson and his family. It can be found at [www.geni.com](http://www.geni.com). The [ManitouIslandsArchives.Org](http://ManitouIslandsArchives.Org) website also has extensive information about the Johnsons on South Manitou Island.



## Harrison Haas House Progress Report

The work on the Harrison Haas house on South Manitou Island was finished late this spring, with the final completion of a few finishing touches left over from last season.

The Lakeshore (National Park) originally acquired the house eight years ago from the Jenks family, who had enjoyed it as a summer place for several years. Unfortunately, the Haas house was not one that the Lakeshore chose for adaptive reuse, and it fell into disrepair. By the time volunteers committed to saving it, the house was literally broken. Having little by way of a foundation, the shifting sands beneath the structure left one end not adequately supported, and as that end settled, the house cracked in the middle. After standing several years with a leaking roof, much of the interior plaster ceilings and walls were damaged beyond repair, as were small sections of the hardwood flooring.



National Park Service Photo - 1970's

After removing the interior trim, plaster, and lathe, the volunteers and park maintenance rangers used jacks to incrementally raise the low end of the building. A more adequate foundation was then devised, additions and modifications added by tenants over the years were removed, and repairs made on the structure's framing to restore its physical integrity. Having accomplished that, a new roof was provided. Meanwhile, all the double-hung windows were reworked and mechanically rebuilt, and all the moldings and wood trim, which had been carefully removed, was repaired and refinished. Damaged and rotted areas in the hardwood flooring were repaired using authentically vernacular materials salvaged from other structures on the island, while gypsum drywall was installed to replace the plaster ceilings and walls. With the reinstallation of the newly restored wood trim, a coat of primer and paint on the new ceiling and wall surfaces, and a protective coat of English wax on the restored hardwood floors, the project was finally completed.

Lead volunteers on this three-season project were Gwen Glatz, a long-time NPS volunteer on South Manitou Island, and



Coast Guard Village on South Manitou Island – c1930's

Bonnie Bellmer

Jack Sheridan, a descendant of original island settlers James and Aaron Sheridan. They were assisted by Peter and Katy Jenks, former part-owners of the property, and frequent summer residents there before it was acquired by the park, and other occasional volunteers. The project was authorized and supported logistically by the Sleeping Bear Dunes National Lakeshore, with head South Manitou Island maintenance ranger David Chew supervising, facilitating, and frequently rendering invaluable advice and assistance

Interest in saving and house in its original configuration arose mainly from the supposition that it was originally a "ready-cut" home, purchased from Montgomery Ward & Co. in Chicago, the Lakeshore having expressed a desire to display it as an authentic example of a "kit house."

The origin of that idea seems to have been a matter of some confusion. The authors of "Coming Through With Rye" infer that the house was built between 1814 and 1916 by Harrison Haas, a USLSS surfman. A National Park Service's "List of Classified Structures" (prepared in 2005 or later) asserts that the house was a "Montgomery Ward mail order house" built by Martin Furst in 1914 or 1915. Another NPS document, found on the Lakeshore's website, asserts "*Haas built this house in 1916 from a Montgomery Ward Kit (Wardway Homes). During renovations of the house, some of the trim and other parts of the house were labeled with shipping and construction information, it was clear (sic) that the house was shipped in at least two different shipments.*" An earlier working document, a "National Register of Historic Places Inventory-Nomination Form," evidently prepared by NPS Historian Jill M. York (O'Brian) in 1984, asserts only this: "*Built ca. 1914-1916. This may be another mail order house.*" So the "facts" are obviously confused. However, this appears to be a case where an early conjecture was bibliographically repeated so many times that it eventually became "fact."

During the recent restoration work, no such labeling was noticed. An occasional board or piece of trim was stenciled

with the address "H. Hass - So. Manitou Island" or "Haas - Glen Arbor," so it would appear that the original builder was Harrison Haas. As a historic fact, however, none of the three houses claimed to be kit homes built between 1914 and 1916 would have been Montgomery Ward kit houses, since "Wardway" ready-cut homes were sold by Montgomery Ward only from 1922 to 1931.

Montgomery Ward & Co. got into the housing market about the same time Aladdin and Sears were offering homes by mail order, but didn't offer more than blueprint house plans until 1922.



Gwen Glatz - Jack Sheridan

The size of the house, and the quality of the dimensional lumber used in building the house also raises doubts about its being a manufactured kit home. Ready-cut homes began to appear in the late years of the nineteenth century, so by the 1914 or 1916, there were several sellers in that market. Bungalows were popular, as was the American foursquare style. However, the market had matured, with kit sellers offering homes much larger and more elaborate than the little Harrison Haas house. As the kits grew in size and complexity, they outgrew the capabilities of "any practical man with a little common sense" (words one seller used to promote his products in the early years,) and skilled house carpenters were often hired to do the job. That naturally led to independent builders offering to duplicate kit house plans, using locally purchased materials. That, in turn, provoked kit manufacturers into competing on the basis quality. The Aladdin Company of Bay City, Michigan, a market leader, began to include several pages in their catalogues promoting the quality of Aladdin products, and warning about cheap imitations. To make the point, the company launched a promotion offering one dollar for every



knot anyone could find in the lumber they shipped in any of their kits.

Some of the interior features in the Harrison Haas house very closely match "Miscellaneous Supplies and Fixtures" offered in contemporary Aladdin catalogs; particularly the colonnade between the two front rooms, which appears to be an exact match. On first glance, that would immediately suggest

The Aladdin Company - 1917 Catalog



that the Haas house was a kit house, and probably an Aladdin "Built in a Day" ready-cut product. However, upon researching the extensive collection of early 20th Century sales literature available via the Internet, no foursquare plan for a

house as small as the Harrison Haas house can be found in any manufacturer catalogs. After having removed the old plaster and lathe, volunteers also noted that the framing lumber was not of very high quality, some studs being outside cuts with remnants of bark still attached. Moreover, the lumber shipped in kits was usually labeled, by stamping or with grease a pencil, with nouns or numbers linking the various pieces to blueprints and illustrated instructions. This was not always the case, since it eventually became impractical as the size of house kits grew to include over 30,000 pieces, but would be reasonable to expect in an early, smaller house kit. Nevertheless, no such marks can be found on the material used in framing or finishing the Haas house.

There is a photograph of a surfman in full dress blues uniform, standing in front of what has been presumed to be the Haas house, it naturally following that the man in the picture is Harrison Haas. The photo was not labeled or dated, however the collar insignia this surfman is wearing, crossed oars over a life ring, was authorized by the Coast Guard only from 1915 to 1920. That accurately dates the picture to that time period. The bare sand, crude boardwalk, the lack of steps at the door to the Surfman's right, and the window curtains, suggests that this photo was snapped not long after the house was built. The dark colored siding strongly suggests this was the Harrison Haas house (in the photo on the previous page, the Haas house is distinctively dark colored.) The surfman, however, most certainly bears no real resemblance to Harrison Haas. He would have been between twenty-five and



ManitouslandsArchives.Org - Rosie Warner Collection

thirty years old at the time this photo was created, and this fellow looks significantly older than that. In December of 1919, according to the U.S. Census, there were three other Surfmen at the station in Harrison Haas. All, like Harrison, were in their early thirties, except George Kelderhouse, who was forty-two.

The conclusion, at least for now, is that the Harrison Haas house was probably not a kit house at all; that it was built using dimensional lumber, hardwood flooring, lathe and shingles shipped over to the island from local mainland mills, with factory-made doors, windows and interior features, such as the fancy, but affordable (\$12.00) colonnade, purchased from the Aladdin Company, and shipped to the island from Bay City.



Jack Sheridan



### Who Was Harrison Haas?

Harrison Stanley Haas was born on South Manitou Island on November 13, 1889. He was the second child and only son of Henry Haas and Margaret (Hutzler) Haas, and brother of Rosie (Haas) Warner. At some point, he joined the U.S. Life Saving Service; presumably sometime during 1909, when he would have been nineteen years old. He probably hired on to fill a vacancy at the South Manitou Station, or perhaps at Sleeping Bear, but based on mail from North Manitou, he was stationed there in July of 1913.



Coast Guard Photo - National Personnel Record Center

On November 24, 1915, Harrison married Ruth Dorothy Eubanks, their marriage recorded at Leland, the County Seat. Ruth was the daughter of Mabel Henrietta Baldwin of Tolleston, IN (now Gary, IN). She was born in Chicago on February 1, 1900, the same year Mabel married her father, Paul Eubanks. That marriage ended in divorce shortly thereafter, and Mabel remarried on September 2, 1905. Her second husband was William L. Janssens, a member of the USLSS/USCG, who

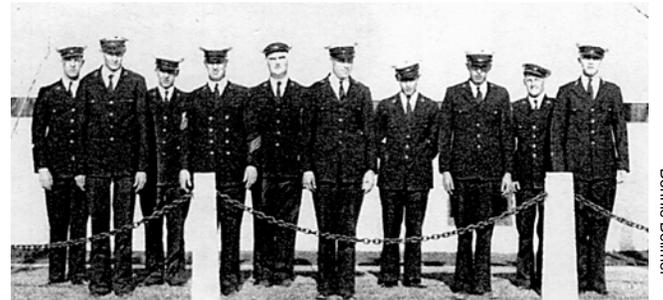
was subsequently assigned to the South Manitou Island station. He lost his life at South Manitou by drowning on June 12, 1918, two and a half years after Harrison married his 15-year old step-daughter. Nine months later, Harry and Ruth had their one and only child, daughter Avis, who was born in Chicago on August 17, 1916.

Harry's military record, provided by the National Personnel Records Center, lists the assignments shown in the box at the left. Unfortunately, dates are not given. As a Coast Guardsman, his first tour on South Manitou Island was circa 1920, according to the U.S. Census for that year, with Harrison Haas listed as a Surfman, along with wife Ruth and daughter Avis. Granddaughter Diane (Hanson) Gignac recalls her mother Avis mentioning that she attended, and graduated from, the South Manitou Island school before going on to high school on the mainland. Her schooling would have begun with the first grade in 1921, and ended with graduation from the eighth grade in 1929. He father might have had other assignments during those years, with wife and daughter remaining on the island.

In 1930, the Haases were living in South Haven, with Harrison second in command at the South Haven Lifeboat Station. He was living at the station; Ruth and daughter Avis were living in town, in a home the family owned. That same year, he was transferred from South Haven to Pentwater, replacing Capt. Paul Pierson, who was transferred to Boise Blanc Station. Harrison was now in charge of the Pentwater Station, his first assignment as "Keeper." He held that position only until the next year.

#### Duty Assignments – 1909-1940

- Sleeping Bear and/or South Manitou Island USLSS Station\*
  - North Manitou Island USLSS Station\*
  - South Manitou Island USCG Station (1920's)\*
  - Buffalo Base, NY
  - Erie Life Boat Station, PA
  - Hammond Station, Grace, MI
  - Ashtabula Station, OH
  - Spectacle Reef Light Station, Cheboygan, MI
  - Sault Ste Marie, MI
  - South Manitou Island Station (1930's)\*
  - Frankfort Station, MI
  - Escanaba Unit, Grand Haven, MI
  - Grand Haven Life Boat Station\*
  - Ludington Station, MI
  - USCG AA Course - NTS, Great Lakes, IL
  - Chicago District Repair Shop
  - Port Huron Station
  - Cleveland Life Boat Station
  - Detroit USCG Base
  - Bois Blanc Island Station
  - Jones Beach Station (Freeport, NY)
  - South Haven Station
  - Pentwater Station
  - CGR-149 (NAIAD) (Atlantic Costal Picket Patrol boat)
  - CGR-146 (DESIRE) (Atlantic Costal Picket Patrol boat)
- (\*) USLSS or NAVPERS omissions of known assignments



Coast Guard Life Saving Station Crew, South Manitou Island - 1937

Bonnie Belmer

Harrison's second tour of duty on South Manitou was from June 29, 1934 until November 3, 1937 during which time, according to Myron Vent's history, Harrison was in command at the South Manitou Island Station. By this time he had been elevated to the rank of Boatswain's Mate First Class (BMc1).

Newspaper stories place him at the Grand Haven Lifeboat Station in the summer of 1938, assigned as chief. He was apparently transferred from there to the Frankfort Station and from there to Ludington in 1940. While Keeper at the Ludington Station, he also took charge of the Frankfort Station in the temporary absence of a command person there.

Interestingly, the CGR-149 and CGR-146 were Coast Guard Reserve vessels; usually privately owned motor launches or sailing yachts voluntarily loaned to the government



for near-shore submarine patrol duty. Naiad and Desire were the civilian names of the boats, which operated as part of the *Coastal Picket Patrol* fleet out of the Jones Beach Station at Freeport, on New York's Manhattan Island. With the prospect of war approaching, Congress deemed it necessary to augment the U.S. Coast Guard with a civilian reserve force. On June 23, 1939, Congress passed Title 14 of the United States Code establishing the U.S. Coast Guard Reserve. This organization would be administered by the Commandant of the U.S. Coast Guard, and composed of unpaid, volunteer U.S. citizens who owned motorboats or yachts. According to the Act, "The purpose of the Auxiliary is to assist the Coast Guard: (1) to promote safety and to effect rescues on and over the high seas and on navigable waters; (2) to promote efficiency in the operation of motorboats and yachts; (3) to foster a wider knowledge of, and better compliance with, the laws, rules, and regulations governing the operation of motorboats and yachts; (4) to facilitate other operations of the Coast Guard."

The reality of the situation was that the United States had been supporting the British war effort against Nazi Germany, running "Canadian" convoys across the North Atlantic. In the early years, the merchant ships were easy targets for German U-boats, but as convoy defenses improved, submarine commanders turned their attention to easier targets; merchant

vessels traveling alone and unescorted up the east coast to rendezvous with the convoy to which they'd been assigned. At the time, the U.S. Navy had neither the manpower nor the boats needed to patrol the country's Atlantic coastline. The truth was that the CGR fleet was launched to provide that essential service. Beautiful racing yachts had their hulls painted drab gray and labeled in heavy black

lettering with their assigned number; such as "CGR-2502." The all-volunteer crew was often actually headed up by a senior Coast Guardsman acting as Captain. Not much was ever said about these activities, since the U.S. was officially neutral until finally declaring war on Germany in December of 1941.

Harrison was discharged from the U.S. Coast Guard in June of 1940, after some thirty years in the USLSS/USCG service. The Ludington Newspaper had this to say: "*Boatswain Haas Given Discharge - Washington, June 4: The coast guard announced today the dismissal of Harrison Haas, boatswain of the Grand Haven station, found dilatory in answering a call to help a drowning boy two years ago. The drowning occurred April 24, 1938, but ...*" The other side of the story was that an eight-year old boy had drowned across the Grand River from

the Coast Guard Station. The Coast Guard cutter Escanaba was stationed on that side of the river at the time, which was also home to several commercial fishermen and various other government and commercial marine activities. After several failed efforts to find the boy, the Life Saving Station was called to come over and drag the pond for his body. With the crew at the station in the middle of supper, Harry made of mistake of saying they had might as well finish up, then would come over to recover the body. Two years later Coast Guard Headquarters in Washington D.C. took up a complaint, the source of which was never made public, and Harry was forced into retirement, probably as an easy way for headquarters to dismiss the matter. Unfortunately, newspapers less friendly than the Ludington Daily News asserted that he'd been summarily "fired."

Ruth died in Frankfort on Sunday, April 5, 1970. Harrison followed her in death two years later, also dieing in Frankfort, on Wednesday, August 9, 1972. From the time of his involuntary retirement until their deaths, Harrison and Ruth lived right next to the Frankfort Lifeboat Station. The basement of their small home on the channel was neat, clean and airy, always freshly painted in shades of gray, looking much like an annex to the nearby Coast Guard Station. For the last thirty-two years of his life, Harry was, for all practical purposes, "Chief Emeritus" of the Frankfort Station; highly respected and always accepted its Captains and Surfmen as a *de facto* lifetime member of the crew.



Harrison and Ruth Haas, at home in Frankfort, Michigan - c1950's

MIA.Org - Merlene Richardson Collection

Author's Comment: "Uncle Harry" was my dad's favorite Uncle. Although we stopped by to visit Uncle Harry and Aunt Ruth several times at their home by the channel in Frankfort, I never got to know him. He and Dad were both career Coast Guardsmen, so they always had a lot to talk about, and as a boy, there was nothing I would have been able to add to those conversations. My dad's instructions were always the same: "When he offers you the cider, don't take it." Beyond that, I knew I was supposed to shut up or get lost. They were both "Chiefs." I was just a kid.

It never occurred to me before, but Uncle Harry was probably my dad's role model and mentor. Dad joined the Coast Guard on the Island as soon as he turned seventeen, which was in October of 1927. Harrison had been around within the service by then, and was no doubt senior among the Surfmen at the South Manitou Station, and perhaps already a Chief Boatswain's Mate. He would have also known that Dad was lying about his age. But what else was there for an island boy to do in 1927?

Harry didn't see much of WW-II, and none of the declared war. Dad did, however. In the late 1930's, Coast Guardsmen like him were quietly transferred to the North Atlantic, escorting "Canadian" convoys. He wound up on the DE-386, a brand new destroyer escort, otherwise known as the "Savage," and aboard that warship, sailed in every ocean on the globe. By the war's end, he too had reached the rank of "Chief," and was assigned to the Grand Haven Lifeboat Station. He'd probably done his favorite Uncle proud.



Jim Flynn - from indicatorloops.com



## Some Just Called Him “Ben” ... ... with Nancy Johnson

I'm reminded of the old Bill Saluga “Raymond J. Johnson Jr.” bit ... “You can call me ‘Ray’, or you can call me ‘J.’ or you can call me ..., but ya doesn’t has’ta call me ‘Johnson’.”



Ben Johnson might have said, ‘You can call me, *Benth*, or you can call me *Bent*, or you can call me *Benneth*, or you can call me *Bernt* or you can call me *Ben* ... but you don’t have to call me *Bernt Sakarias Berntsen*.’

According to old articles and letters, he was indeed referred to by all of those handles, nobody seeming to know exactly what to call him. One who knew him quite well on the island was his “right-hand boy” Glenn Furst, his helper and young apprentice fisherman. He later wrote about his life and times with “Benth S. Johnson,” so we take it that was probably his preferred Americanized version of his name.

But in a recent article, we wrote that his real name was “Benth Sakarias Jonasen.” That seemed logical, but was not correct, as subsequently pointed out by Johnson family genealogist and historian, Nancy Marie Johnson. Nancy explains that Ben was the son of “*Bernt Zackarias Jonassen, and in Norway at that time, the children became the son or daughter of their dad. So in this case ... Bernt-sen. Bernt Jonassen dad's first name was Jonas. ... the girls ... took the last name Berntsdatter, and the boys took the last name Berntsen. Kind of sounds like daughter (datter) or son (sen).*”

This is called *patronymic* naming. Norwegian last names were also sometimes given by using farm names, or the name of the place where a person originally kept his home. Thus, in Norway at that time, people didn’t yet use family surnames. That would finally become a matter of law in 1979. So Ben came into the world as *Bernt Sakarias Berntsen*.

We also said that Ben came to the island with his wife and children, she originally named Petrine Gesine Gabrielsen. That would not have made sense from the *patronymic* point of view, and Nancy points out that she was enumerated with her family as *Petrine G. Gabrielsdatter* in a Norwegian census. Her first marriage was to Tarold Thodor Tomassen. His father’s name was, of course, Thomas. They had two sons in Norway before Tarold’s untimely death, and under the *patronymic* convention, they might have been *Thomas Edward Taroldsen* and *Tarral Theodore Taroldsen*. Upon coming to America, however, they

initially assumed the surname Ben had chosen for himself and his family, and were known as Thomas and Theodore Johnson. When the boys eventually married, they reverted to an Americanized version of their father’s name, then becoming Thomas and Theodore Thompson. Meanwhile, their mother chose to drop the name *Petrine*, in favor of using the name Gesine Johnson.



## MIA Website Update

In the [Genealogy](#) section of the website, you’ll find a new audit of the **1850 U.S. Census** for Mackinac County is complete. This new audit corrects several errors and omissions found in other online listings. A web-searchable plain text listing has been created, page-by-page, with links to the original documents. Unfortunately, the census-taker didn’t annotate his pages in any way that would indicate his location from one day to the next, and Mackinac County at the time included all of Michigan’s Lower Peninsula north of a line between present-day Monroe and Allegan counties, and all of the upper peninsula. Location notes have been added where known names appear, and the public’s further help is solicited.

A partial audit of the **1860 U.S. Census** for Michigan’s Manitou County has also been newly created, with plain text web-searchable pages for North Manitou and South Manitou Islands, with links to the original documents. In this instance, the census taker was good enough to include location notations, but made up for that by his poor spelling and penmanship. The public’s help is again solicited in the effort to identify listings that are obfuscated and misspelled.

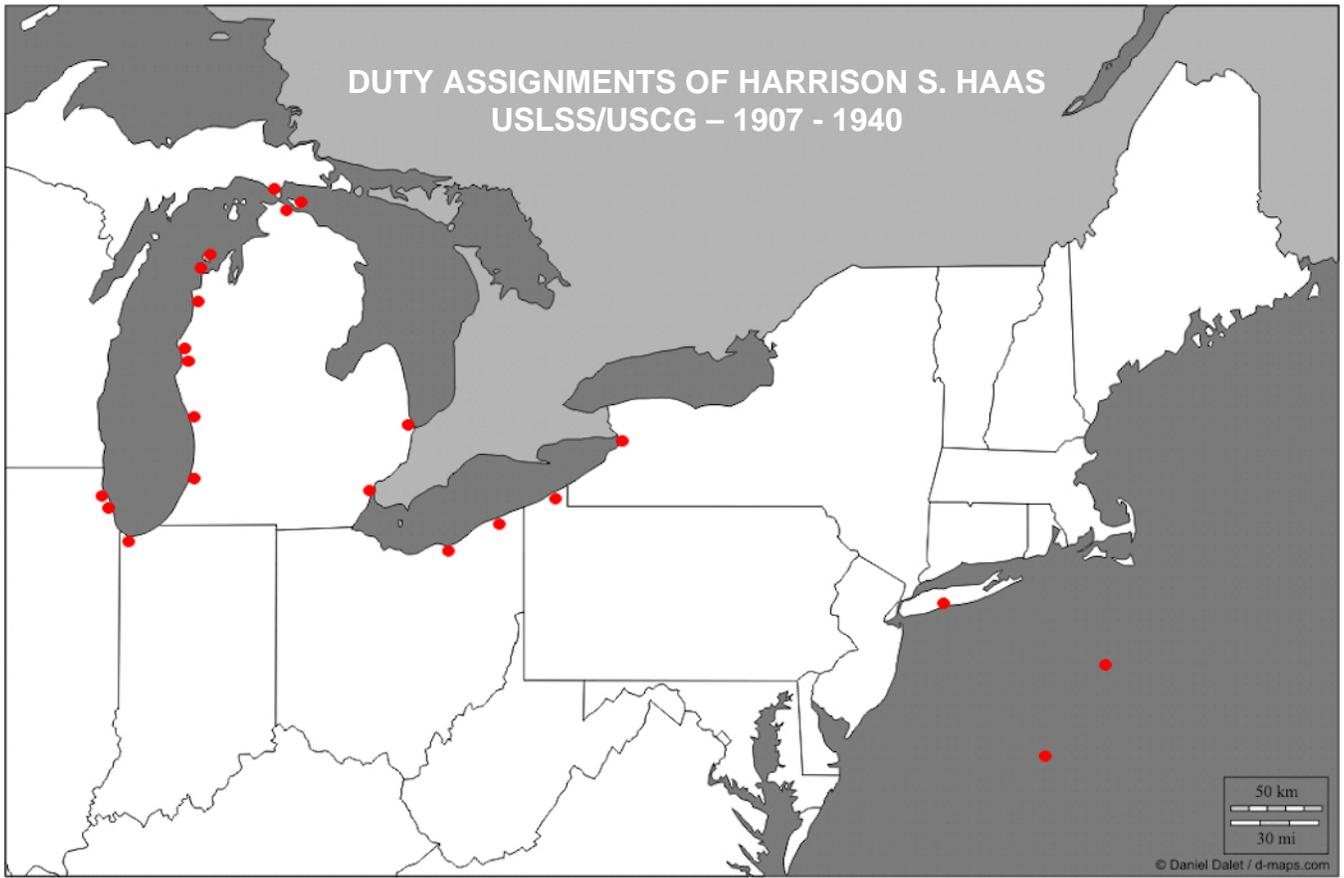
**1920 U.S. Census** audits have also been newly created for Leelanau County’s Glen Arbor, Cleveland, and Leland Townships. Plain text web-searchable listings have been created, with links to the original census sheets.

In the [History](#) section, you’ll find newly authored biographical essays for **Albert W. Bacon**, **Edwin H. Munger** and **Peter Nenno**. Never heard of ‘em? Read the essays, or listen to them online in streaming audio. These three happen to be connected to both islands, and with surprising stories.

Biographical essays will eventually be authored for all of the original holders of land patent on North and South Manitou Islands. For those who don’t like to read, online audio versions are also provided, with an accompanying transcript. They’re also supported by bibliographies.

A severely damaged audio tape was recently received from Keith Johnson. It was an interview with **George and Goldie Johnson**, recorded in August of 1972 in the “Johnson House” on South Manitou Island. After some extensive audio engineering, the recording is mostly listenable, and we were able to create a printed transcript of the conversations. Listen closely, and you’ll discover some new facts (such as who really built the “Johnson house,” and their fluky source of materials.)





ManitouIslandsArchives.Org  
PO Box 604  
Grand Haven, MI 49417-0604 USA