

## CHAPTER VI

# *Life and the Lake*

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### *Shipwrecks, A Part of the Maritime Game*

Just as the sea attracts men, so too it takes them. Many a Great Lakes sailor has found Lake Michigan to be a wild uncompromising foe during the periodic storms that hit our coastline. At least 40 ships have foundered and sank in an area of Two Rivers coastline which measures some seven miles in length.

Most of the wrecks were schooners, a few were steamers, and smaller numbers were motor barges or yachts. The first ship to sink off our shores was the schooner *John Irwin* which went aground and broke up a short distance south of the Twin Rivers Light Station in 1855 (See "Shipwrecks" Map). The most remembered shipwreck was that of the passenger steamer *Vernon* in 1887. Another well-remembered ship of the past was the steamer *Continental* which went down in 1904.

In many of the sea disasters, the Coast Guard and the commercial fishermen of our port have been of considerable help. At times, however, the seas have been so stormy that the most anyone could do was to go about the grim task of collecting and identifying bodies.

The maritime story of our community would not be complete without considering some of the famous shipwrecks that have occurred along our coastline.

### *The Steamer Vernon*

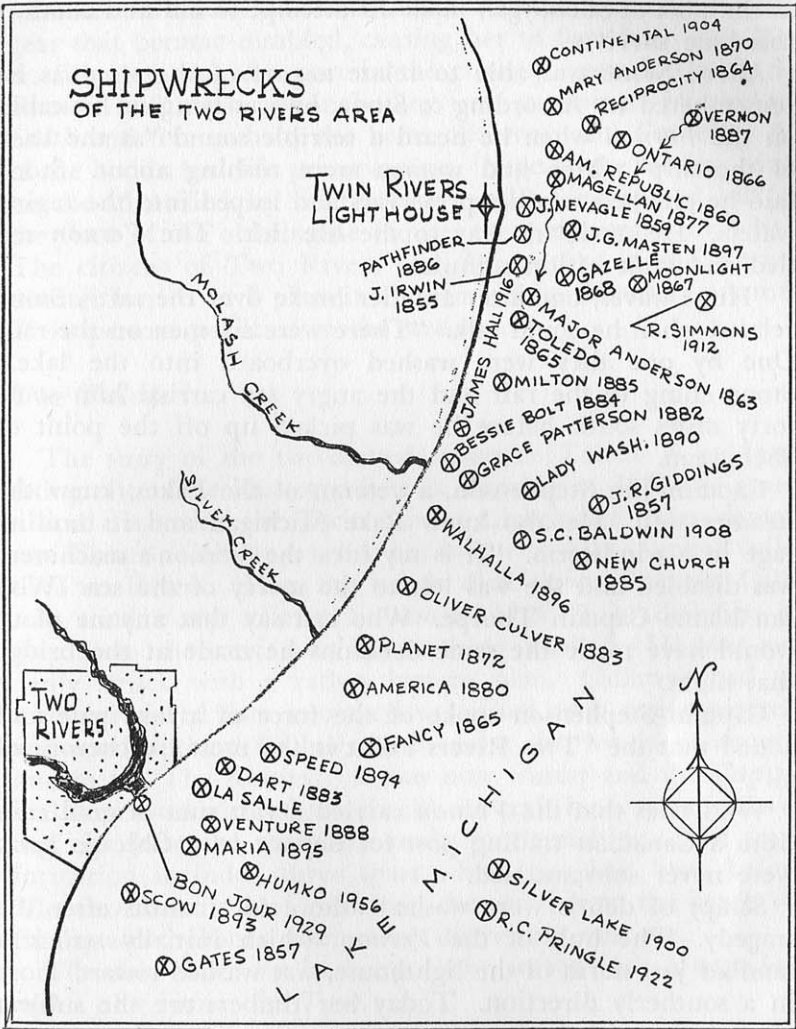
A violent northeast gale whipped the waters of Twin Rivers Point on October 29, 1887. The steamer *Vernon*, just a year out of the ways, was on one of its runs from Mackinac to Chicago and had last left the port of St. James on Beaver

Island. The big steamer measured 160 feet long and had a displacement of 560 tons. She was considered a sturdy vessel and had withstood Lake Michigan storms on other voyages. Her engine was located amidships and was one of the best on the lakes.

Captain Thorpe guided his ship from St. James across to Charlevoix and then headed to the west shore of Lake Michigan where the storm of October 29th was growing in intensity. Thorpe, like many of the Great Lakes sailors, was a Canadian and was considered to be a skilled mariner. His ship now approached the coastline off the Twin Rivers Light-house.

Captain Edward Carus is a noted authority on wrecks of the period. He related that "the first intimation of the disaster came from Capt. Morgan of the Steamer Superior who arrived at Milwaukee at 8 P.M., Saturday, October 29, and reported that at 9 A.M., when six miles off Two Rivers he passed a raft with a man on it, also a lifeboat with three men and one woman on it. They were signalling for help. Then another raft with a man on it was met. Capt. Morgan said it was heartrending in the extreme to pass those shipwrecked people, how inhuman they must have thought us when we passed them by. We also were fighting for own lives, our steamer having become disabled in the heavy sea, our tiller had broken out from the rudder post, and we were unable to steer. Our entire crew of 18 men, even the engineer, were down below making repairs. It took them five hours to rig up a temporary tackle and with this we managed to keep our vessel out of the trough of the seas, until we reached Milwaukee.

"The first positive evidence that the wreckage was from the *Vernon* was when the Two Rivers fish tug *Maggie Lutz* brought in some wreckage and life preservers marked "Vernon". Other fish tugs went out Monday, October 31 to lift their nets and brought in 19 bodies, 17 men and two women. All were fully dressed and had life preservers on indicating the *Vernon* broke up gradually. On November 1, the schooner *S.B. Pomeroy*, Capt. Comstock arrived at Sturgeon Bay from Chicago and the captain reported that he picked up one body and the sole survivor of the *Vernon* floating on a raft six miles northeast of Sheboygan. He was a fireman on the *Vernon* named Alfred Stone. The fifty hours of intense suffering on the raft weakened his mind so that he was unable to give



Shipwrecks of the Two Rivers Area

a correct account of the disaster. He died without giving a coherent account of the loss.”

Captain Carus’ account of the disaster might be challenged at this point. The Swedish fireman Alfred Stone, who was the sole survivor of the tragedy, did give some testimony as to what had occurred.

Stone described the sea as “very rough”. After spending four days on the wintry seas he was “more dead than alive”

as the port of Sheboygan made its attempt to aid and comfort this lone survivor.

Alfred Stone was able to relate a part of the story as he remembered it. According to Stone, he was lying in his cabin on the *Vernon* when he heard a terrible sound "at the back of the ship". Men and women were rushing about. Stone said he grabbed two life preservers and leaped into the raging waters. He made his way to the life raft. The *Vernon* settled and sank within minutes.

"Huge waves, one after another broke over the raft", Stone related when he could talk. "There were six men on the raft. One by one they were washed overboard into the lake." Stone clung to the raft and the angry sea carried him some forty miles south before he was picked up off the point of Sheboygan.

Captain Jim Stephenson, a veteran of the Lakes, knew the steamer well. He also knew Lake Michigan and its boiling rage in a windstorm. "It is my idea the *Vernon's* machinery was disabled and she was left to the mercy of the sea. Who can blame Captain Thorpe. Who can say that anyone of us would have made the same decisions he made at the bridge that night."

Captain Stephenson spoke of the force of a lake gale and added that the "Two Rivers Point is the most treacherous of all".

Wild tales that the *Vernon* carried a vast sum of gold coin from a Canadian trading post for deposit in a Chicago bank were never substantiated.

Scraps of debris were washed ashore for months after the tragedy. The hull of the *Vernon*, which initially struck a sandbar just north of the lighthouse, was washed toward shore in a southerly direction. Today her timbers are the subject of curiosity with both area tourists and serious-minded excavationists.

Each spring the tricky lake winds have a habit of exposing a bit of the *Vernon's* timbers. The wind and waves also have a way of sneaking back and quickly piling up the lake sand which restores the *Vernon* to a temporary grave.

Suggestions have come from area citizens saying that something in the way of an historical marker should be established at this site. Perhaps some day the hull of the *Vernon* will be a recognized or curated item that will underline the interesting history of a storied Great Lakes point.

Some authorities believed that it was the *Vernon's* steering gear that became disabled, causing her to founder. Two Rivers fish tugs played a part in the cleanup operation after the *Vernon* had sunk. Nine bodies were recovered by the tug *Edith* and five each by the boats *Albatross* and *Carnette*. All of the bodies had life preservers on. Nine of the victims could not be identified by relatives as the 19 were spread out on the floor of the old Engine House, the community town hall. The citizens of Two Rivers had the victims of the *Vernon* disaster buried in 2 plots in Pioneer's Rest Cemetery. A total of 40 persons perished in the wreck.

### *The Toledo*

The story of the two-masted schooner *Toledo* is an interesting one. One blustery night in October of 1865 she struck a sand bar near the Twin Rivers Lighthouse. Her captain was Thomas Callaway, a brother-in-law of Mrs. Agnes Weilep of Two Rivers. After the winds died down, Captain Callaway tried every scheme he could think of to dislodge his ship from the sand bar, but nothing worked. He was suddenly struck with a rather bizaare plan. Callaway had the schooner sawed into two sections, raised each one separately, and hauled them farther south along the beach to an area known as "The Raines". It was now winter and the Captain and crew worked hard to rebuild the craft for a summers' sailing. In June the craft was ready for launching. The transformation included three spars where two had been before. The enormous task of launching the vessel from the beach was finally accomplished after many distressing mishaps.

The ship was now back upon the waves with a new look and a new name; the *Tyro*.

### *The Continental*

Another famous wreck was that of the steamer, the *Continental*. The wind once more was from the northeast. On the night of December 13, 1904 the *Continental* struck bottom off Rawley Point lighthouse. She did not sink immediately. On this trip the *Continental* was minus a cargo and her wooden hull rode high in the water. This fact allowed her to approach the inner areas of the sandbars. When the ship did strike a sand bar, the entire crew was able to make their



way to shore safely.

The Continental did not break up and as less violent weather set in attempts were made to dislodge her from the sandy bottom. The wintery season nevertheless proved to be too great an obstacle for the Continental's rescuers and she broke up sometime later.

The engine of the ship is visible on the surface of the lake today and it marks what is left of the 244 foot hull of the ship. The Continental had been a veteran of the lake since 1882 when she was launched in Cleveland at a cost of \$22,500.

Naturally the wrecks along the Point Beach Park area have, in modern times, attracted skin divers. On the 13 of May, 1965, a diver named Robert Reller discovered a body in the wreckage of the Continental. The body was believed to have been the product of a modern lake tragedy.

### *The Wreck of the Rouse Simmons*

In late November of 1912, the "Christmas Tree Ship," the Rouse Simmons, Captain Herman Schuenemann in command, out of Chicago, foundered between Twin Rivers and Kewaunee Harbor. The little schooner had last been sighted officially off Kewaunee at 3:10 p.m. on November 23rd. She was running before a northeastern gale some five miles out in the lake and had her distress flags flying.

Captain Craite of the Kewaunee life saving crew, noting the signals, telephoned Captain George E. Sogge, head of the United States Coast Guard Station at Two Rivers. In an hour a boat and a crew of men were rounding Twin Rivers Point six miles to the north of the station. From this point the crew had a clear view for miles in the direction of Kewaunee. They sighted nothing but the violent breaking of the waves.

The lifesaving crew then cruised in a southerly direction before giving up the search.

In the opinion of Captain Sogge, the Simmons was waterlogged when reported off Kewaunee Harbor and the crew was unable to keep her on course and squared away before the wind and sea in an effort to keep her afloat. Containing a heavy load of Christmas trees, the Simmons probably foundered off the port of Two Rivers in mid-lake.

She would spread no more cheer, this gallant little ship of the lakes. This was the last load of Christmas trees she

would attempt to haul from Michigan lake ports to Chicago. She went to the bottom somewhere off Two Rivers with her entire crew of fourteen men.

### *The Magellan Goes Down*

The Magellan was a three-masted schooner loaded with a cargo of wheat and a veteran of the lakes. Her 1877 voyage along the west shore of Lake Michigan provided still another sea disaster. Caught in the turbulent waters off Twin Rivers Point, the Magellan ran aground. Her crew lashed themselves to the ship's rigging after which she "turned turtle" and all were drowned. Her upturned hull drifted near the Two Rivers harbor pier the following morning and eventually came to rest near the beach at Kuehn's farm midway between Two Rivers and Manitowoc.

The remains of the vessel could be seen as late as a few years ago, bottom side up. The Magellan carried a cargo of corn and was reported to have carried seven men. Hands and pieces of flesh were found still fastened to the rigging where the crew had lashed itself for safety in vain hope of being rescued.

### *The Schooner Maria*

In the fall of 1895 the schooner Maria was busy taking on a load of ties off the Port of Two Rivers. Heavy seas struck the ship and her crew of six were rescued by Joseph Cayo and three other eastside fishermen in their Mackinaw boats. By the next morning, the storm had driven the Maria aground and the vessel broke into pieces at this point.

### *The LaSalle Joins the Parade*

The three-masted schooner LaSalle was added to the list of local shipwrecks when she was driven aground on the eastside beach just before the local life guard station was built. A volunteer crew took Captain John Parker and eight men off the ship and transported them to shore in their mackinaw. The ship had been loaded with a cargo of wheat and was bound for Buffalo, New York. In three days, she pounded to pieces on the sand bar.

### *The Dart*

Another visitor to the eastside beach was the schooner, Dart, which ran aground in 1883. The circumstances were none too pleasant as the Dart had only a passing chance to be saved. The Dart was carrying a load of apples and a small crew. The Coast Guard personnel made a number of trips to the stricken vessel and unloaded both crew and cargo. The next day the government tug, Andy Johnson, attempted to free the Dart from the sand bar. A tow chain was fastened around the spar of the Dart and the Andy Johnson tried to pull her out into safe water. The spar pulled out and the Dart was lost.

The citizens of our Community viewed a great variety of products which washed ashore from the various vessels that sunk in the Two Rivers area.

The Rouse Simmons carried Christmas trees while the Mary Anderson held a cargo of beer. The Reciprocity carried tombstones and the ship Pathfinder was carrying a cargo of iron ore. Other cargoes of sunken ships included coal, lumber, sundries, marble, lath, china, plaster, kitchenware, wire, and furniture.

### *The Early Lake Port of Two Rivers*

Even as late as 1865, the Commerce of Manitowoc did not equal that of Two Rivers: "the exports of the former in that year totaled \$12,122 while the latter amounted to a sum of \$112,762."<sup>1</sup> The population of Two Rivers in 1855 was 1852, double the figure of 1850. By 1870 the population showed a drop to 1,365; probably both the gold rushes and the general westward expansion plus the Civil War were causes for the decline. By 1880 our port boasted 2,052 souls and in 1890 the population shot up to 3,593.

Within five years of the date of founding, the village of Two Rivers was being visited by lake schooners on a somewhat regular basis. Noted as an early caller was the schooner Liberty under Captain Guyles which stopped off on its voyage to Milwaukee. In 1841 the schooner Ocean began to anchor off our sand bars for an exchange of goods. About the year 1842 such ships as the Gazelle, Milwaukee, Savannah, Jesse Smith, Wave, Meeme, and Mechanic made Two Rivers a reg-

<sup>1</sup> L. Falge, *History of Manitowoc County*, Vol. I, p. 37





*The first home built in the Two Rivers was the log house of Oliver Lougrine.*

ular port-of-call. "Four schooners clearing in one day from Two Rivers was not an unusual occurrence."<sup>2</sup>

As one might expect, most of the imports were manufactured merchandise. Also, lime, salt, and apples were on the import list. The list of exports showed considerable variety



*An early view of the harbor showing the old life saving station and the Mackinaw boats used for fishing.*

<sup>2</sup> E. Beth, *A History of Two Rivers, Wisconsin*, pp. 19.

and was typical of an agricultural and lumbering center on the Great Lakes. A list of exports would likely include barrels of flour, half-barrels of fish, oats, potatoes, timothy seed, maple sugar, butter, pearl ash, rags, leather, lumber, shingles, oak staves, pickets, cedar posts, cords of bolts, railroad ties, and cords of wood.

Two Rivers men naturally went down to the sea and were hired onboard the schooners and steamers of the period. One of Two Rivers' sailors, Fred Haeffner, was drowned in the Lady Elgin collision in 1860 off Winnetka, Illinois.

By 1854 the lake traffic had grown to a larger proportions. In that year, some 74 steamers and 41 sailing vessels called and did business in our port. Today larger colliers and tankers make infrequent calls to the city's harbor.

A pioneer in lake Commerce was the Goodrich Company. The Goodrich vessels called regularly at such ports as Milwaukee, Sheboygan, Manitowoc, Two Rivers, and Sturgeon Bay. The Goodrich Line came to Two Rivers in 1856 and continued in operation until 1906. Pioneer settlers in the Community remember the Goodrich Dock at the foot of 16th Street. This property consisted of a posted dock and a long shed running parallel to the waters edge. The shed was used to store fuel and products for shipment. Peter M. Feuerstein was the Goodrich Line agent and a nearby store owned by Urban Niquette supplied provisions for the passengers. As the Goodrich Line expanded, palatial side-wheeled steamboats such as the City of Chicago and City of Sheboygan, were added to the run. The local Goodrich agency was under the control of Pierpont, Hall, and Company. While the Goodrich Line owned many other steamers, it is not certain that they made Two Rivers a regular port-of-call.

Another pioneer commercial line that made Two Rivers a port-of-call was the Ward Line. This firm ran the Gazelle between Two Rivers and Manitowoc on a daily basis.

Early manufacturers and merchants pushed harbor development heavily because water traffic was the only sensible means of shipping their products; the railroad not having arrived as yet. In 1854, a new pier was constructed, called the "bridge pier." In 1867 the "Packard Pier" was added to the structure of the harbor. Demands were made upon Congress for harbor appropriations. About 1875 work was begun on the project of constructing two parallel piers at the harbor entrance—these to be set 260 feet apart, with the estimated cost of

\$265,588. Hanson and Scove had the government contract for laying the cribs. The problems of shifting sand deposits hampered the work and raised the cost above early estimates. The pier arrangement, with its novel basin facility, was not completed until 1884.

### *The Shipbuilding Industry*

One of the things that might be expected of a city which is located at mid-coast on a great fresh water lake is that a ship-building industry would arise there. In the thirty years which followed our city's founding a great deal of local ship-building did take place. The vessels built were usually wooden schooners of considerable size. As you can see by looking at the map of shipwrecks in the Two Rivers area, a great many schooners went down off our coast between 1845 and 1875. This tremendous loss of ships plus the growing commerce of the Great Lakes made shipbuilding on a large scale necessary.

Boats and ships have always figured in the history of our community. Some of the first building of boats came when fishermen, anxious to keep costs low, constructed their own mackinaws, scows, and pond net boats. We do not have a good early record on this type of building. The record available is made up primarily of the major vessels that were built in our port.

The building of larger ships for the commerce of the lake begins in the year 1852. In that year a New England ship carpenter named James Harbridge came to Two Rivers, liked what he saw, and decided to start a small shipyard. We know that Harbridge took in a partner named Mayer and hired a crew of four and later Harbridge took in a C. Krause as a new partner. Mr. Krause is an ancestor of the present Krause family of this city. The Harbridge yard was located on the West Twin River on the site where the Pauly and Pauly Cheese Co. building was later to be located.

James Harbridge brought his family to Two Rivers and they moved into a home at Adams and Twentieth Streets which was later occupied by the Pawlitzke family. He had a son named James and a daughter named Alice. Harbridge's crew of workers had as a foreman a man named Chance Wenn, "a tall Scandanavian who had a fiery red beard and who was always full of cooking good stories and yarns of varying vera-

city.”<sup>3</sup>

The Harbridge and Mayer firm at first specialized in smaller type craft such as canal boats and scows. As the business expanded they took on the building of several schooners.

Perhaps the first schooner launched by the Harbridge firm was the *William Aldredge*, a two masted, 200 ton vessel built under contract for Deacon H.H. Smith. Two schooners, the *Laura* and the *Stella*, soon followed the *Aldredge* down the ways on the West Twin River. Harbridge continued his building during the 1850's as two new schooners, the *Elanor* and *Gertrude*, both of 98 tons were launched. Also, K.K. Jones and R. Klingholz purchased a vessel of 100 tons berthen from Harbridge.

The Harbridge yard must have ceased operation about 1862. Harbridge dissolved his business, moved away, and was never heard from again.

A noted authority on Manitowoc County history, Dr. Falge, relates that two vessels, the *Joseph Vilas* (218 tons) and the *Neshoto* (250 tons), were built by the pioneer firm of Hanson and Rand at Neshoto.

Of the early builders, the firm of Hanson and Scove looms as the most important. The Hanson and Scove firm originated in Manitowoc and in 1872 extended their enterprize to Two Rivers. The company built a shipyard along the Mishicot River on a spot later occupied by the fishing sheds of the United Fisheries, Eddie and Albert Le Clair, and the Lonzo brothers. The spot chosen for the shipyard was at a point where the river channel came closest to shore. Casper Hanson and H.C. Scove felt that their new location would accomodate the launching of large schooners.

The year 1872 found very few buildings on the eastside of town. Of the structures present, most were located near the harbor entrance.

The Hanson and Scove yard was considered large in size for its day. At its peak 80 men were employed and a number of ships and boats were under construction at one time. In the equipment sheds of the firm were to be found most of the best tools available at the time. Scows, canal boats, fishing tugs, and schooners were constructed under contract and by the shipbuilders to be sold on the market after launching.

The *H.M.: Scove*, a three-masted schooner, was the first to be

<sup>3</sup> E. Beth, *A History of Two Rivers*, p. 14.



built at the yard. The proportions and measurements of the *Scove* were almost exactly the same as those of the *John Schuette*, which was the last schooner constructed at Two Rivers. The *H.M. Scove* was built for the market and sold to a shipping corporation. For years her sails and hull were a familiar site to "lake watchers."

"On Saturday, April 18, 1874, the second schooner, another three-master, was launched. She was christened the *Bertie Calkins*, and was built for the firm of Rothschilds and Godman of Chicago, under the supervision of Godman, who remained in Two Rivers through the winter of 1873-74 and endeared himself to the villagers."<sup>4</sup>

Editor William F. Nash in the *Manitowoc County Chronicle* for April 22, 1874, said:

"The launch on Saturday afternoon of the large three-masted schooner now nearly completed by Messrs. Hanson and Scove at this place for Messrs. Rothschilds and Godman of Chicago, was a beautiful one. The last block was removed at about four o'clock in the afternoon when the order to cut the rope was given, and the mammoth craft immediately started down the ways very evenly, and with a rush and a roar, plunged into the water. The launch was witnessed by about 500 delighted people, men, women and children. The new craft is named the *Bertie Calkins*. She has a carrying capacity of 20,000 bushels of wheat, or about 250 M lumber, and will be ready to leave port some time during the present week, taking on a cargo of lumber for Messrs. Cooper & Jones of Chicago, after which she will go into commission for her owners."<sup>5</sup>

On her second voyage, all 256 tons of the *Bertie Calkins* collided with the schooner *R.P. Mason* of Chicago on Tuesday, May 12, 1874. Both ships were badly damaged and put into Manistee, Michigan for repairs.

The next launching occurred on June 7, 1874 when the 366 ton schooner *Granger* slid into the water of the East Twin. Her owner was John Bertschy, a prominent man from Sheboygan. The *Granger* measured 160 feet long, was 29 feet in the beam, had a hold depth of 12 feet and possessed three masts. In her hold she could carry some 26,000 bushels of wheat. The schooner was completely outfitted and sailed for Sheboygan with her first cargo. The *Granger* was commanded by a Captain Griffith.

<sup>4</sup> E. Beth, *A History of Two Rivers*, p. 16.

<sup>5</sup> *The Manitowoc County Chronicle*. April 22, 1874.



The Granger's sister ship was launched next on August 22, 1874. The vessel was christened the *J.O. Thayer* and was built for the same John Bertschy. The new schooner left port under the command of Captain Swinerton. The community appreciated the employment offered by the Hanson & Scove Yard and was proud of the ships being turned out. Following is an excerpt from a chronicle article describing the launch:

"While congratulating our neighbors at Sheboygan, will remind them that Hanson & Scove are willing to build as good vessels as ever carried sails to keep pace with their growing commerce. Next!"<sup>6</sup>

An assortment of smaller craft came into production at the yard. A steam fishing tug launched on July 22, 1874 less than nine weeks after the contract to build was signed. The above mentioned tug was built for the Gagnon Brothers and was named the *Mary A. Gagnon*. The craft was towed to Manitowoc where she received her engine, rudder and other equipment at the Richards Iron Works.

Little is known about the schooner *Mike Corry* except that she was a Hanson & Scove product. Hanson and Scove next launched one of the most familiar schooners on the Great Lakes. The ship was named the John Schuette and was a three-master of some 289 tons displacement. The keel of the Schuette was laid on December 1, 1874. She was 142 feet over all and had a beam of 26 feet. Her captain was Peter Larson. The Schuette was launched on May 1, 1875, and christened after state senator John Schuette from Manitowoc County, "whose course in the legislature last winter met with their (Hanson and Scove) hearty approval."<sup>7</sup>

In addition to sailing on the Great Lakes, the *John Schuette* made six transoceanic voyages, mostly to England. The schooner met its fate in 1908 when it collided with another vessel in Detroit's Lake St. Claire. George Schuette of Manitowoc has donated a large scale model of the schooner to the State Historical Society at Madison, where it is on display.

After the launching of the *John Schuette*, the Hanson and Scove firm went to work on the new pier building project at Two Rivers harbor. They first contracted to lay six preliminary cribs at the entrance of the harbor. Since the harbor

<sup>6</sup> *The Manitowoc County Chronicle*, August 26, 1874.

<sup>7</sup> *The Manitowoc County Chronicle*, April 27, 1875.

work took up most of the firms time, only a few small scows were built at the shipyards in 1875. The firm also built the largest steam pile driver then on the lakes in that year.

H.C. Scove's wife died in 1874, and Casper Hanson sent his wife and family to Manitowoc to live during the winter of 1875-76. When the firm's harbor contract was finished the Eastside shipyard was not reopened. Hanson and Scove moved the operation back to Manitowoc and continued shipbuilding at that site. Thus ended, until the present decade, shipbuilding operations in Two Rivers. Today the Schwarz Shipbuilding company has a yard on the East Twin River between 26th and 27th Street.

The Schwarz Marine Co. was founded in 1945 at Manitowoc, Wisconsin and operated in that city until 1950. The firm had to move to a new location in 1950 due to a zoning ordinance conflict. Their decision was to move the entire operation to Two Rivers.

Since coming to Two Rivers the Schwarz Marine Co. has built boats in both aluminum and steel from 30' to 70' in length. Pleasure cruisers, sailboats, passenger boats, fish boats, auto ferries, research vessels, tow tugs, and barges are the types of craft built by the Schwarz firm. The company also does heavy fabrication in aluminum and steel. In addition subcontracting in the special machinery field is carried on.

A 50 ton dock crane, built in the Schwarz shops, is used for launchings and repair work.

The yard area, located on the East Twin River, is 150' by 300' and the buildings contain some 7000 sq. ft. of floor space.

The company was incorporated in 1949. The company officers are W.H. Schwarz, president; W.F. Schwarz, vice-president; and H.G. Schwarz, secretary-treasurer.

