

# Getting to Know the Great Lakes



## Deseronto, Ontario, Canada

### Queen Anne's Communion Service

Mohawk native tribes had settled the Mohawk Valley in what later would become New York State long before Europeans arrived in the New World in the late 15<sup>th</sup> Century.



In the seventeenth century, the Jesuits and later missionaries from the Church of England introduced the Mohawks to Christianity.

In 1710, a delegation of Mohawk chiefs traveled to the Court of Queen Anne in England with a special mission. They informed Queen Anne that they wished to become Christians and the Queen arranged for a chapel to be built for the Mohawk people at Fort Hunter in the Mohawk Valley in New York.

In 1712, the Queen gave them an eight-piece silver communion set for their new chapel.

After seventy years of peaceful Mohawk worship in the Chapel, the Revolutionary War broke out in the British Colonies in 1775. The Mohawk congregation buried the Queen Anne Communion set at Fort Hunter to keep it safe from looting.

The Mohawks remained steadfastly Loyalist during the war, and when the Treaty of Paris ended it in 1783, they were angry and alarmed to discover that the new American government considered them Rebels and had made no arrangements to return their ancestral lands in New York to them.

Mohawk chiefs John Deserontyon, Joseph Brant, and other representatives from the Six Nations presented their case to Frederick Haldimand, Governor General of the Province of Quebec, who encouraged them to settle on Lake Ontario's northern



shore. Chief Brant chose to settle along the Grand River, but Chief Deserontyon and his people chose to relocate along the Bay of Quinte. Before he left the new United States, Chief Deserontyon returned to Fort Hunter and dug up the silver communion service.

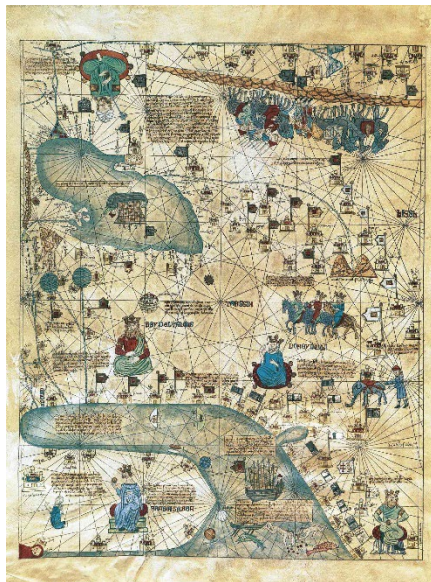
On May 22, 1784, Chief Deseronto and about one hundred Mohawks arrived west of the modern Deseronto and they held a flag raising ceremony and rededicated the silver communion service to their new country. Eventually, the pioneering Mohawk settlers built new churches and new communities, St. Paul's in Brantford, and St. Georges in Tyendinaga.

Meanwhile, the victorious Americans had used the Queen Anne Chapel as a tavern and stable. They eventually tore it down and used its stones to line the first Erie Canal. More spiritually minded Americans recovered a few of the stones and sent them to the two Anglican churches in Canada.

Christ Church, the wooden Anglican church built in 1784 and located in Tyendinaga Mohawk Territory on the Bay of Quinte sheltered the silver communion service until a new brick church was built in 1843. A historical landmark sign on the original site, serves as a reminder of the collaboration between the British Crown, Ontario's First Nations, and the Mohawk Loyalist emigres from the new United States of America.



## Journey to Cathay(Now Known as China)



In 1634, Samuel de Champlain, Governor of New France, sent an expedition to the west with the goal of finding furs, charting unexplored land, and discovering a new route to the Orient, specifically Cathay (China). Expedition leader Jean Nicolet voyaged westward to the Lake Michigan shores, landing near Green Bay where Native Americans greeted him in a strange dialect. Believing he had reached China, Nicolet wore Oriental robes to greet what he believed were Chinese people.

Jean Nicolet soon discovered that the population was not Chinese, but residents of Winnebago Indian country, now Wisconsin. He had the background and experience to deal with the situation. Born in France, he had immigrated to Quebec and earned varied experience with Native American tribes. His experience included living with an Indian tribe on Allumette Island in the Ottawa River, learning the Algonquian language and culture and participating in negotiations with the Iroquois. Later he lived with the Nipissing tribe, eventually becoming their interpreter. In 1629, he went to the Three Rivers settlement in New France, becoming the colony's official interpreter.



Early in 1634, Nicolet and his expedition embarked on their search for China. They headed westward into Huron territory where he secured a large canoe and with seven Huron tribesmen, they paddled down Lake

Huron to the Straits of Mackinac into Lake Michigan and to Green Bay. Drawing on his experience with Native American tribes, Jean Nicolet immediately took charge of the situation, arranging for future fur trade with the Winnebago and claiming the new territory for the French North American Empire.

## Canoeing the Great Lakes



For nearly three hundred years, the simple birch bark canoe has shaped the history of the Great Lakes as an important transportation and practical commercial tool. Although there are many varieties of birchbark canoes in the world, the birchbark canoe is noted for its light weight, speed, efficient shape, and its convenient carrying and portaging.

The Algonquin Indians were among the first tribes to use the birchbark canoes in what is now the northeastern United States and Canada. Birchbark canoes ranged from about 15 to 20 feet long to about one hundred feet long for some of the war canoes. The canoes carried goods, fishermen, hunters, and warriors. At times, twenty paddlers would navigate the war canoes.

Most Great Lakes Native American tribes were skilled birch bark canoe builders and operators. They used birch bark for the outer skin, reinforced it with cedar

wood ribs sewn together with small roots of spruce trees, and sealed with pine gum. This method produced a strong and durable birch bark canoe.

French trappers, explorers, and missionaries valued these canoes as the most practical way of carrying supplies on rivers and creeks. Birchbark canoes also encouraged them to eventually use the Great Lakes as highways. Canoes could navigate the streams and rivers threading their way through the vast timbered wilderness that separated Montreal from the western lakes and in time voyage from Lake Ontario all the way to Lake Superior. Samuel de Champlain canoed as far as Georgian Bay in Lake Huron in 1615. Canoes played a significant role in exploring North America.

Many French canoes measured over thirty feet long and often carried an eight-man crew. They could and often did carry a cargo of furs and provisions weighing over 6,000 pounds. The French and English settlers used these sturdy canoes well into the early 1800s.

Artisans still craft birchbark canoes for historical and traditional reasons. Some are used for recreation, camping and racing.

#### Captain Frederick Pabst, Lake Captain, and Beer Baron



Frederick Pabst was born in Saxony, Germany on March 28, 1836. His family migrated to America when he was about twelve years old. This voyage inspired a love of the sea and ships in him that lasted long after he disembarked at Milwaukee, Wisconsin.

After moving to Chicago and returning to Milwaukee with his father after his mother's death in a cholera epidemic, Frederick turned to the lakes for his living. He signed on as a cabin boy aboard the Great Lakes steamer Sam Ward of the Ward line. His 1904 obituary in the Milwaukee Sentinel highlighted his reputation for fairness, honesty, and perseverance with this reminiscence. One day, one of Frederick's duties involved monitoring the cabin door checking for tickets. His orders were not to let passengers leave the Sam Ward without showing a valid ticket. When the ship's owner, Samuel Ward, attempted to leave without showing a ticket, conscientious Frederick stopped him. Captain Ward tried to force his way out of his own ship, but Frederick forcibly detained him.

Captain Ward angrily paced back and forth and finally attempted to bribe Frederick with a dollar. Frederick angrily refused the bribe. Fuming, Captain Ward returned to his cabin. The captain's cabin confinement helped him calm down enough to think about Frederick's perseverance and devotion to his duty and his ship. Samuel Ward became Frederick Pabst's friend, and the two captains enjoyed a lifelong friendship.

Frederick continued to study navigation and sail the lakes. In 1857, when he turned twenty-one, Frederick Pabst earned his maritime pilot's license and "the captain" was born – not only by occupation but also by personality. During the next six years, he navigated the ships of the Goodrich Transportation Line: the *Traveler* between Milwaukee and Chicago; the *Huron* between Milwaukee and Two Rivers; the *Sea Bird* between Milwaukee and Manitowoc;

The Goodrich steamer *Comet* plied *between* Milwaukee and Sheboygan, serving an important barley market that provided the key ingredient in beer. This last route brought Captain Pabst into contact with Phillip Best, who was a frequent passenger on his ships, and they became good friends. Philip sometimes took his eldest daughter Maria along with him and she and Captain Pabst became acquainted. After two years of courtship, Frederick and Maria married on March 25, 1862.

Frederick decided to remain a ship captain after his marriage, but he changed his mind when the *Sea Bird* ran aground off the shore of Whitefish Bay on its way to Milwaukee during a winter storm in December 1863. Unable to pay for repairs to the vessel himself, he decided to join the brewing business of his father-in-law.

Captain Pabst retired from sailing in 1864, and invested his money, energy, and talent in the Philip Best Brewery. He made many innovations and the brewery prospered. In 1889, the stockholders recognized the contributions that Frederick Pabst made by changing the name of the brewery to Pabst Brewing Company.

The highlight of Frederick Pabst's career came at the 1893 Columbia Exposition in Chicago when his beer won top honors, which inspired its brand name, "Pabst Blue Ribbon Beer."