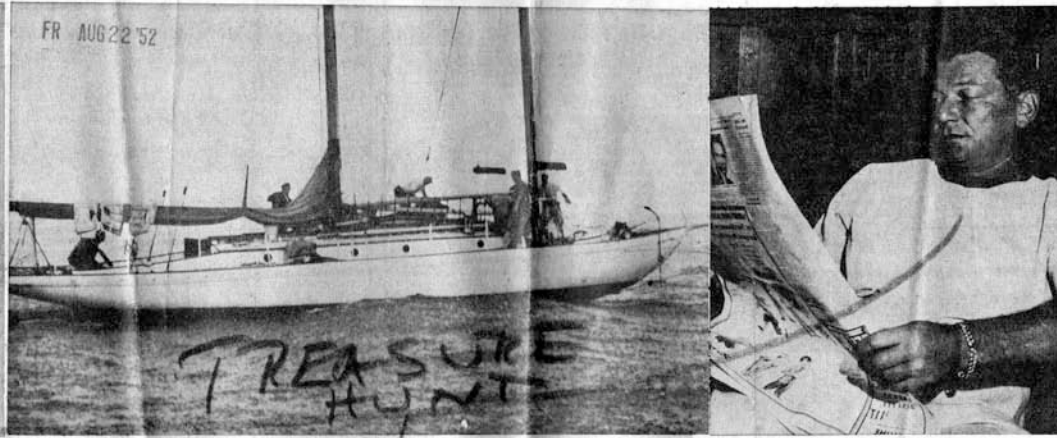




He's Keeping Posted

Julius F. Roth, 82-year-old adventurer who for almost 10 years has been on the elusive trail of the wreck of the Kitty Reeves and her legendary 500-ton copper cargo valued as high as \$300,000 by some speculators, takes his case in his East Tawas hotel room after several days in Detroit, where he reportedly consulted attorneys in an effort to block attempts of a Saginaw expedition to salvage the wreck before he does.



About This Ship's Activities

This is the Saginaw-owned, 60-foot schooner, the Bercliff, shown here Thursday afternoon as her crew reefed sail in a brief squall and left the Tawas Bay treasure-search scene on orders of the Coast Guard until the blow subsided. The schooner is fitted with a powerful jet hose to push aside sand on the lake floor for drilling apparatus. The treasure hunters hope the drill bit will come up

with copper flakes, indicating the object below is the lost Kitty Reeves and not the worthless hull of another vessel. This picture was shot from the Tawas Coast Guard Station's rescue ship, a World War 2 land and sea "duck". At the time a four-foot sea pitched the craft from side to side and a slashing rain added to difficulties.

He's Interested, Too

This is David L. Keller, Chicago metal broker and a key figure in the Saginaw expedition, which operates under a Government search permit issued to W. G. Shannon of Saginaw. Like Roth, Keller watches the papers to see what the "opposition" is up to. The search—and the competition between the rival parties—has captured the imagination of the nation with both sides being "plagued" by newsmen. (Saginaw News Photos by Wilbur E. Gustafson.)

Rumor Now Has It That Kitty Reeves Has Been Located

By EDWARD W. MILLER
(News Staff Reporter)

EAST TAWAS—P-o-s-s-i-b-l-y—let on to anybody else, but—

The fellow down the street, who knows a fellow, heard another fellow say, that they've actually found the wreck of the Kitty Reeves because they found traces of the 500 tons of copper she's supposed to have carried.

Understand, now, that may be just hearsay.

Just the same, the so-called Saginaw expedition searching for the wreck and the prize cargo which some say may be worth as much as \$300,000—give or take a barnacle or two—today reportedly is ready to spend up to \$1,500 a day for heavy dredging equipment needed to salvage the wreck.

David L. (Dan) Keller, 47-year-old Chicago metal broker and one of the leaders of the Saginaw search party, said his group was prepared to pay that sum. He didn't say so in loud, ringing tones in the lobby of the Holland Hotel here, where he stays.

He said it quietly, with the kind of smile you use when you have a dandy straight flush and some silly fellow is betting you didn't fill it.

"What we've got to have now," "is some heavy equipment and some good equipment. We need a dredge, good sand-sucker and clamshell bucket."

"And," he continues, "we may have to spend \$1,500 a day to get it."

Dan Keller, a World War 2 veteran who says he knew something of the Normandy hedgerows after D-Day, while serving three years with the 55th Automatic Weapons Company, says his party hasn't hit the copper yet.

Some members of the treasure-hunting party are said to think newspaper cameras and typewriters have a lot in common with tarantulas and are tolerated best out of range. Anyhow, they're mighty quiet.

They didn't always feel that way, it seems. But all the newspaper ink, radio time and magazine interest has set swarms of Tawas area resorters to hiring small boats to cruise the treasure-hunt scene. They even button-hole party members

metallurgist; Leo W. Burr, 43, Chevrolet Foundry tool and die maker.

Langdon and Burr contrived the electronically-operated metal-indicating device which made such a fuss with its dancing needle and whining alarm, when now in a boat over the treasure hunt scene because, they believe, the wrecked freighter and its copper lay below under 23 feet of water buried by almost as much sand.

Keller said the two men will be in for a percentage cut, if the copper is salvaged. Other crewmen of the Bercliff are Bruce Arneson, 26, 1011 South Washington, former Navy diver; Carl Jorgenson, 26, also 1011 South Washington; Peter Bergman, 17, 1675 Schust

Keller said Julius F. Roth, 82-year-old retired grocer who has been dogged by misadventure in several attempts to find and salvage the wrecked copper freighter in the past 10 years, was the man he had talked to first about an expedition. He said he talked with Roth about a joint venture before he and associates worked out a deal with Shannon.

"Roth was the first man I heard of who knew about the copper and he had the experience of looking for it," said Keller. "We offered him a good deal, but he wanted too much."

Roth, who until Monday had a sand-sucker and a rented fishing tug on the scene, circling the Bercliff and her busy—and wary—crew, had accused the Saginaw expedition of some maritime blots below the belt in the duel to find the copper cargo first.

Roth left for Detroit Tuesday. There he told the U. S. District Attorney that the Bercliff purposely put Elver Arneson overboard in his rig every time Roth, aboard the tug, Gary B., approached. Roth said their strategy was to keep him from getting closer than 800 feet to a diver—a provision of admiralty law.

Roth was told by the U. S. District Attorney his recourse if any, lay under the same admiralty law he could properly bring suit.

Concerning Roth's threatened legal action Keller said: "He

They didn't always feel that way, it seems. But all the newspaper ink, radio time and magazine interest has set swarms of Tawas area resorters to hiring small boats to cruise the treasure-hunt scene. They even button-hole party members while they're in the hotel lobby. It gets kind of bothersome.

Keller's business partner is Harry Bernberg. The two operate the Foundry & Industrial Equipment Co. of Chicago. A big Chicago firm is ready and eager to buy the 500 tons of bar copper said to have been the cargo of the Kitty Reeves, when she cleared Copper Harbor in the fall of 1870. If and when the copper is salvaged, it eventually will go to the Navy, Keller said.

Like others who talk of the old three-masted schooner, the Kitty Reeves is a real "mystery ship" in his book. "I've hunted all over for records of that ship," he said. "I've been on the main roads, side roads and all over. I talked with an old-timer in Milwaukee. He had the names and records of all the Great Lakes wrecks. Yes, he'd heard of the Kitty Reeves and her cargo. But he had no records."

Keller said he'd heard, he thought, most of the hand-me-down stories about the will-o'-the-wisp wreck of the Kitty Reeves off Tawas Point. He is certain she is there—where the Saginaw-owned schooner, the Bercliff, has sought diligently and valiantly with her crew in fair weather and foul—the past two weeks.

Saginawians with Keller and his partner are Wilford G. Shannon, 62-year-old oil lease broker who holds one of the permits issued by the Army Corps of Engineers to search for the wreck and her fortune in copper bars.

Three other Saginawians who are principal figures are John H. Rogers, 30, 95 Center Road, trucking firm operator and owner of the Bercliff; Donald W. Langdon, 40, 208 South Fifth

sumratty law. Roth was told by the U. S. District Attorney his recourse if any, lay under the same admiralty law if he could properly bring suit.

Concerning Roth's threatened legal action, Keller said: "He hasn't a leg to stand on. We aren't trying to steal his copper, as he goes around saying. We're within our legal rights. "If God is with us and we find the copper, we'll still give him a chunk of money, even if he is fighting us now. It will be enough to last him the rest of his years. Harry (Bernberg) and I have agreed to that."

Late last night, the word went around the hotel lobby: "Old Mr. Roth's back from Detroit." Somebody said he had hitch-hiked. Julius Roth looks different than he did back in 1946, when he lived alone in a tarpaper shack, near the Coast Guard station on Tawas Point, where he already had set crude range markers to establish where the moldering Kitty Reeves must be.

Then he had a fine, white mane of hair—much thinner now. Then he wore no eye-glasses. Now he wears thick-rimmed ones and since has had serious eye surgery.

What does he plan to do? More searching for the copper? An injunction to bring the Bercliff to dock and away from "his treasure"?

"We won't let them get away with it," he said, clapping a blue-veined hand against his trouser leg. "I'm busy working out things I can't talk about now. I'll know something big by Monday."

He thought a moment. "You may say," he added, "that Mr. Roth was wearing a big smile and that he's got something under his hat and that he's on the right side of the argument." Then old Julius Roth smiled, as if to prove it.