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James A. Meier









W. L. Jenkins

# ST. CLAIR COUNTY MICHIGAN

ITS HISTORY AND ITS PEOPLE

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A Narrative Account of its Historical Progress  
and its Principal Interests

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BY

WILLIAM LEE JENKS

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VOLUME I

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ILLUSTRATED

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## PREFACE

The preparation of this work has proved a pleasant and interesting task, but more difficult in some respects than was anticipated. I realized the among the most valuable qualities of such a work, were accuracy and reliability, and have spared no pains to obtain them, by going to original sources in every case where that was possible, and consulting all official records and papers accessible. Unfortunately, such records in this county are lamentably deficient in the earlier and even later days. County, city, village and township records are often entirely lacking for periods of years. Public authorities have generally failed to realize the importance of preserving evidence of official action, and it is only in recent years, when interest has come with relation to the pioneer times and early settlement, that the importance of these early records has been appreciated. As illustrations, the proceedings of the Board of Education of Port Huron, prior to 1875 cannot be found, and a few years ago a thrifty county clerk sold for waste paper a considerable amount of the oldest files and records of the county. Fortunately before they were destroyed, most of them were recovered, but large gaps must now exist forever covering that period.

In addition to the official records, the papers and documents of the St. Clair County Pioneer Society have been consulted, and many of the older citizens still living called upon, and endeavor has been made to check from official data all recollections.

I am under obligations to a large number of friends who have been helpful in suggestion and information, and I owe especial thanks to Mr. C. M. Burton of Detroit, who has generously thrown open for use his splendid library of books and manuscripts relating to early Michigan; to Senator Thomas W. Palmer of Detroit, for gifts of books and papers and access to others of his father relating to the early history of St. Clair; to Miss Anna Brakeman, who has a remarkably well stored and retentive memory regarding many of the old families of the county; to Mr. W. R. Chadwick of Port Huron, for most valuable aid in relation to marine matters; to Mrs. Lucy Vance of St. Clair for her recollections of early days in that locality.

It is too much to hope that a work of this kind can escape errors in names and dates, although extreme care has been used in all cases to obtain accuracy in them. Many interesting subjects relating to the early history of the county have been left untouched, but I trust that the work in its present condition will be found a valuable addition to the history of this portion of Michigan.

W. L. JENKS.

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# History of St. Clair County

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## CHAPTER I

### INTRODUCTORY

FRENCH CONTROL OF GREAT LAKES REGION—ENGLISH-IROQUOIS ALLIANCE—ENGLAND SUPPLANTS FRANCE—AMERICAN GOVERNMENT ESTABLISHED—TERRITORY OF MICHIGAN CREATED—INDIAN TITLES EXTINGUISHED—NATURAL RICHES FINALLY RECOGNIZED—MICHIGAN BECOMES A STATE—PROGRESS UNDER STATEHOOD.

The history of St. Clair county comes at so many points in contact with that of the state and Great Lakes region, that a brief sketch of their history seems desirable.

The settlement of North America after its discovery proceeded slowly. America was discovered because it lay in the way of the supposed short and direct route to the East, the source of the luxuries of the old world. The discovery of the metallic wealth of Mexico and Central and South America, and the fruitless expedition of De Soto, concentrated the efforts and attention of the Spaniards upon the middle sections of the continent, and detailed and accurate maps of the coast and interior of Central America and Mexico were common for a century when the United States and Canada west of the Appalachian Range were as unknown as the interior of Africa.

#### FRENCH CONTROL OF GREAT LAKES REGION

The Frenchman, Cartier, discovered and sailed up the St. Lawrence river as far as Montreal in 1534, but it was three-quarters of a century later before any use was made of that remarkable natural pathway leading far into the interior of the continent.

It was in 1608 that Champlain, the "father of New France," as Canada was long called, established at Quebec the beginnings of the French settlement, and this was upon an entirely different theory and conducted in an entirely different way from the English settlements just begun on the soil of Virginia. The latter carried with them as little as possible of the English government. They came to occupy the land, till the soil, grow its natural products and develop the coun-

try; the French came as wards of their government—their wants supplied by it, their actions controlled by it to the minutest degree. Instead of producing wealth from the soil, they calculated upon a rich return from a source unknown to and unappreciated by the Spaniards on the south—the abundant supply of fur-bearing animals, and the Indians at hand trained in their capture. From the very beginning the government at Paris issued minute rules and directed individual actions. It was not intended that any person within French dominion should trade with the Indians, or trap or buy furs, except under government supervision, and when some of the more lawless or independent broke away from these petty and confining restrictions and engaged in business on their own account, stringent regulations were issued against them and they became in fact almost outlaws.

Such a system was doomed to failure from the outset. A king or his minister three thousand miles across the sea cannot successfully prescribe the daily actions of the man upon the ground, nor so far as he could do this would it be wisely done. While the difference in results between the French and English colonies in America was not wholly due to the difference in governmental interference, this had a very important influence.

It is difficult to realize how much the fate of America would have been altered if the French, to their characteristics of bravery, hardihood, facility with the savages, and acuteness of intelligence, had added the liberty, freedom of action and of religious thought enjoyed by the English. If the situations had been reversed, with the French upon the coast and the English upon the waterways into the interior, it is safe to say that by 1760 there would have been such a formidable string of forts and settlements upon the Great Lakes and streams emptying into them, that no force could have dislodged them.

Champlain, the first governor of New France, was as well an earnest, intrepid explorer. In 1615, ascending the Ottawa river, by way of Lake Nipissing, French river and Georgian bay, he came to Lake Huron, the *Mer Douce* of the early French maps. Already the French priests, zealous and heroic, had preceded him among the Huron Indians at the foot of Georgian Bay, and in all the early French history we find the warrior and the priest pushing together out into the unknown, suffering martyrdom and death, the one to extend the sway of his king over new territories, the other to convert the heathen, and bring them safe into the Christian fold.

Further exploration by Brulé, Nicollet, and the priests and traders rapidly followed, and there was published at Paris in 1650 the first map of America in which the Great Lakes region was delineated. It is evident that M. Sanson, "the geographer of the king," as he is termed, and the author of this map, had received much information of which no record is now known, as he shows all the Great Lakes, even including Lake St. Clair, although Joliet, who explored Lake Michigan and returned to Montreal in 1669 by way of Lake Huron, Lake St. Clair and Lake Erie, has been supposed the first white man to know of all those lakes.

In 1671 the French formally laid claim to all this region by a great

ceremony at the Sault, to which all the Indian nations who could be reached were invited. Missions and trading posts were established at Mackinac, the Sault, Green Bay and other places, the Mississippi rediscovered, the country west and northwest of Lake Superior explored, and a vast tract of territory thus became subject to French rule.

#### ENGLISH-IROQUOIS ALLIANCE

In the meantime the English, having come into the possession of New York, had taken over the dominion of the Dutch and formed a friendly connection with the Iroquois Indians—those “Romans of the West,” as they have been termed—and this connection was to mean much.

Champlain had early come into conflict with the Iroquois, and the enmity thus created was extremely injurious to the French; as the Iroquois who occupied all central New York and were banded together into the most formidable Indian confederacy ever known, fierce and implacable warriors, so controlled Lake Ontario, Lake Erie and connecting streams, that for many years the commerce of the western Indians with the French was necessarily conducted through the Ottawa river, a roundabout and hazardous route. Secure in the friendship of the Iroquois, the English pushed their trading expeditions westward until they reached the Niagara river, and as early as 1686 a party had gone up the lakes and rivers to Mackinac. Free from the petty and harassing restrictions of the French government, the English traders were able to pay better prices and offer better bargains to the Indians for their furs, and it required all the French diplomacy and tact, and religious influence with their savage friends, to retain their trade, and even then they were continually losing.

In 1649 the Iroquois virtually annihilated the Huron Indians and from that time, by numerous and generally successful war expeditions as far west as the Mississippi, they greatly terrorized most of the Indian tribes under French influence.

The importance of controlling the inland waterways was early seen by the French leaders, and in 1666 under the orders of Denonville, the French governor, a fort was established at the entrance of St. Clair river, and in 1701 Cadillac, who had successfully represented to the French government the necessity of the step, established at Detroit a post, to which he brought for trade many of the tribes.

#### ENGLAND SUPPLANTS FRANCE

The age-long rivalry of the French and English came to a termination in America by the defeat of Montcalm in 1759, and the region of the Great Lakes passed under English rule. Possession of Detroit and other French posts along the Great Lakes was taken in 1760. The American Revolution was already preparing, and England was soon to see a large part of the territory which she had wrested from France turned over to become a part of her former colonies, now formed into an independent nation.

It was soon after the English obtained control at Detroit and Mackinac that the famous Pontiac war occurred. The capture of Mackinac and the unsuccessful siege of Detroit have formed the theme of one of Parkman's most delightful volumes—"The Conspiracy of Pontiac."

During the period of English control the fort at Mackinac was transferred at enormous expense from the south mainland to the island, the fort at Detroit was rebuilt, and a few Scotch and English traders and army men settled at the forts, or along the waterways.

#### AMERICAN GOVERNMENT ESTABLISHED

By the treaty of peace between Great Britain and the United States, made in 1783, the boundary line between the two countries in this region was to be the Great Lakes, but the actual possession of the forts controlling the lakes was not delivered until 1796, and as all the population residing in what is now Michigan was around or near enough to the forts to be controlled by them, the result was to leave this section of country under British control for thirteen years after it was theoretically a part of the United States. In the meantime, the famous ordinance of 1787 had been adopted by the congress of the confederation organizing all the territory belonging to the United States lying northwest of the Ohio river, into what is always referred to as the Northwest Territory, although in the ordinance itself no name is given to it; but this was inoperative over what is now Michigan until the forts were surrendered.

In 1800 the territory of Indiana was created to include all of the Northwest Territory west of the line between the present states of Ohio and Indiana, and the formation of the state of Ohio out of the remaining Northwest Territory followed in 1802, when the territory of Indiana was extended to take in the present Michigan, and the "Northwest Territory" ceased to exist.

#### TERRITORY OF MICHIGAN CREATED

By act of congress passed January 11, 1805, the Territory of Michigan was established. The original limits of the territory were not as extensive as the subsequent state, comprising only the lower peninsula and the eastern part of the upper peninsula. It had a white population of about three thousand, which was confined to Detroit and a narrow fringe along the Detroit river as far south as the Raisin river and northward to Lake Huron, together with a small settlement at Mackinac and one at the Sault.

The government of the new territory was substantially that of the Northwest Territory and consisted of a governor and three judges, all appointed by the president and who combined in an unusual way the legislative, judicial and executive functions. Acting together, the governor and judges enacted laws, the judges, when occasion arose, construed them, and the governor administered them. This anomalous form of government was so extremely centralized that it is difficult now to realize that men who had fought the war of the Revolution

in order to be free from distant management, could frame and adopt articles of government under which the governed had no voice in electing their legislators or rulers. It was in no sense a representative government, but the people at that time, who were mainly French, were not accustomed to political independence, and did not desire it, and even as late as 1818, when the question came before them, they voted not to change the form so that they might have a voice in the selection of their legislature. This was no doubt largely due to the great preponderance of the old French element, accustomed to be governed by officials appointed, not elected. In 1824, however, the territory passed under an advanced stage of government provided by congress, with a legislative council of nine members elected by the people.

The president appointed as the first governor, William Hull, who had performed a creditable part in the Revolution and had attained the position of colonel in the army, and afterwards while living in Massachusetts was major general in the militia and a man of wealth and prominence. The judges were Augustus B. Woodward, a man of great abilities, but of equally great idiosyncrasies; Frederick Bates, soon succeeded by John Griffin, and James Witherell.

#### INDIAN TITLES EXTINGUISHED

By 1810 the population of the territory had increased to 4,528; its administration in the hands of Governor Hull and the three judges proceeded rather inharmoniously, and its development was slow, for several reasons. It lay to the north of and out of the path of ordinary travel from the settled east to the territories of the west. Until 1807, with the exception of Detroit and a strip six miles wide along Detroit river, practically all the rest of the territory was recognized as belonging to the Indians, from whom no valid title could be obtained by individuals. In 1807 a treaty was made with the Indians by which they ceded their rights to a considerable area in the southeastern part of the territory, including St. Clair county. In 1819 another treaty was made by which a large part of the central portion of the state was ceded, and this was followed by other treaties until in 1842 all Indian rights, except to certain small reservations, were extinguished.

#### NATURAL RICHES FINALLY RECOGNIZED

The War of 1812, including the surrender of Detroit to the British, temporarily destroyed the American jurisdiction, but the battle of the Thames, October 5, 1813, restored the former status, and the appointment of Lewis Cass as governor, in the place of William Hull, imparted a vigor and spirit to the administration of affairs which were soon felt in many directions. The question of land titles was unsettled for several years after the Americans came into possession in 1796. Efforts were slowly made by congress to provide a method by which people who had gone into actual occupation of land might obtain title to it, but it was not until 1807 that an act was passed for this purpose, and the claims author-

ized by this act were not surveyed until 1810 and 1811. Although by the Indian treaty of 1807 about six million acres of good land in the southeastern part of the territory became public land, subject to survey and sale, the treaty line itself was not surveyed until 1815, and in that year Edward Tiffin, the surveyor general of the United States, reported that all the lower part of Michigan was extremely sterile and barren and that not more than one acre in a hundred, or one in a thousand, would admit of cultivation.

It is probable that this report did not do much damage, as it was not published at the time and the survey of public lands in the territory began the following year. Efforts were made to attract immigration, and to diffuse knowledge of the quality and extent of the land available for purchase from the government, and the developments of later years have made the "Tiffin Report" a subject of ridicule.

Wm. Darby, the author of an "Emigrant's Guide" and other descriptive works, visited Detroit in 1818, and in his book, "A Tour From the City of New York to Detroit," gave a favorable report upon the territory, its soil and climate, timber and products of the soil.

In 1818 Estwick Evans, a noted and eccentric traveler, made a trip from New Hampshire to New Orleans, returning by way of Detroit, and published an account of his journey in a book with the peculiar title, "A Pedestrious Tour," and in it he said: "In traveling more than four thousand miles in the western parts of the United States I met no tract of country which upon the whole impressed my mind so favorably as the Michigan territory. The soil of this territory is generally fertile and a considerable portion of it is very rich. Its climate is delightful, and its situation novel and interesting." One observation which he makes shows how great was the ignorance at that time of one of the greatest sources of Michigan wealth: "The growth of timber here is principally black walnut, sugar maple, elm, sycamore, and pine. There is not, however, an abundance of the latter." Such reports began to draw attention to the possibilities of Michigan. In 1825 the opening of the Erie canal made the transportation of people and products between the east and Michigan easy and rapid. The population of the territory increased between 1820 and 1830 from 9,048 to 31,639, and during the next decade at even a much higher ratio.

#### MICHIGAN BECOMES A STATE

By 1832 the people of the territory felt that they had increased in number and importance enough to entitle them to statehood, and in December of that year formal application was made to congress for admission as a state. A census was taken in 1834 to determine the population and it was found that in the four years since the last national census there had been an increase to 87,278, or nearly three hundred per cent.

In January, 1835, the legislative council, feeling that a population of this size should no longer be deprived of state government, particularly as by the ordinance of 1787 it was expressly provided that when the free inhabitants of any of the three or five states which might be formed out of the Northwest Territory should number 60,000 they might form a perma-

ment constitution and state government, called a convention to meet in May and form a constitution. This convention was held, a state constitution framed and adopted, senators and a representative elected, and a memorial from the senate and house of representatives of the state of Michigan sent to congress requesting admission into the Union.

Action upon this request was complicated by the controversy which had been going on for some time with increasing bitterness between the state of Ohio and the territory of Michigan over their common boundary line. After much trouble, and many threats of war and arming of forces, and marching and counter-marching, congress settled the matter by allowing the disputed territory to Ohio and compensating Michigan by the addition of what is now the Upper Peninsula and required Michigan to assent to these conditions before it could be admitted as a state. One convention was held in April, 1836, and this provision rejected, but as the people were anxious for statehood, another convention was held in December, the conditions of congress accepted and Michigan was admitted as a state in January, 1837.

#### PROGRESS UNDER STATEHOOD

All this controversy and danger of war had not diminished the inflow of settlers. In 1836 considerably more than four million acres of public land was sold, an amount greater by more than one million acres than was sold in any other state or territory in the same period.

The census of 1840 showed a population of 212,267, an increase during the decade of six hundred per cent. At the time of the adoption of the first state constitution, the people were ambitious and optimistic, and incorporated a provision expressly encouraging the state to aid in the making and extension of internal improvements. During the first four years of the new state, railroads and canals, calling for the ultimate expenditure by the state of many million dollars, were authorized. The appropriations for railroads and canals by the legislature of 1838 amounted to over one and one-half million dollars. The traffic to supply these arteries of trade did not exist, the state was still a wilderness, with a multitude of new clearings and new homes just in the process of creation, but everyone was hopeful. By 1840 the opposite state of mind existed; the panic of 1837 had come with its destruction of credit, the building of canals and railroads ceased, and the state was glad, in 1846, to sell its railroads and retire from business in those lines. When the people came to adopt a new constitution in 1850, the memory of the results of the former state activity was so strong that they expressly provided that the state should not aid in internal improvements.

A period of fifty-seven years elapsed before another constitution was adopted, and the people of the state are now living under their third charter of government, adopted in 1907.

Since Michigan became a state three-quarters of a century has passed, and many and marvellous changes have come. From a population of about 175,000 it has increased to nearly three millions. Its largest city then contained less than 9,000 people; now 500,000. Its railroads have

grown from less than 30 miles to 13,000 miles; its taxes for state purposes have increased 30 times.

The vast extent of valuable timber which then covered the state was often regarded as a hindrance to development, rather than an asset of great value, and the state and the nation both pursued the short-sighted and extravagant policy of giving away to a few enterprising individuals a property which, administered with ordinary prudence, would have created a heritage so great that the state of Michigan would never have needed to collect a state tax to support and extend all desirable forms of state activity.

In many ways, however, Michigan has done much to be proud of. Its system of education has been thorough and extensive, culminating in a university standing high among the world's educational institutions. It has had a long line of public officials, capable and honest; its judiciary has ranked among the highest, and in its material resources, minerals, timber, fertility and variety of soil, its climate and its unequalled water advantages, it furnishes to its citizens the widest opportunities, and it is no mean boast for a man to proclaim himself a citizen of Michigan.



## CHAPTER II

### EARLY MAPS AND DESCRIPTIONS

THE GALLINEE MAP—LA SALLE-HENNEPIN VOYAGE AND NARRATIVE—LAHONTAN AND CADILLAC—GEOGRAPHER TO THE UNITED STATES OF AMERICA—DE LISLE, POPPLE AND OTHERS—FIRST AMERICAN GEOGRAPHY—EMIGRANT'S DIRECTORY—SCHOOLCRAFT ON THE ST. CLAIR REGION.

The first white men to traverse St. Clair river, whose records have been preserved, were Dollier and Gallinée, two French priests who came up the river in the spring of 1670. It is true that Joliet had come down the river the preceding year, but unfortunately his maps and records were lost by the overturning of his canoe in the St. Lawrence river as he approached Montreal. In 1650 Sanson, the French geographer, had published a map of North America, which was the first to show all the Great Lakes, including Lake St. Clair, and their intercommunication and connection with the St. Lawrence, but this map gives no details of this region.

#### THE GALLINEE MAP

The map of Gallinée, who was an engineer as well as a priest, while poorly proportioned and not at all exact in its relative positions of the bodies of either land or water—he had no instruments of precision with him on the journey—is, however, of much interest and importance. It notes the chief physical characteristics of the route traveled, which included the Upper St. Lawrence river, Lakes Ontario, Erie, St. Clair and the east shore of Lake Huron, with return down the Ottawa river.

The descriptive account of the journey says that after passing up the Detroit river they “entered a small lake about ten leagues in length and almost as many in breadth, called by M. Sanson the Salt Water lake, but we saw no sign of salt in this lake. We entered the outlet of Lake Michigan, which is not a quarter of a league in width (by which he means St. Clair river). At length, after ten or twelve leagues, we entered the largest lake in all America, called the fresh water sea of the Hurons or in Algonquin Michigan.” (Lake Huron was called by some early geographers, Lake Michigan.)

Upon the map opposite the St. Clair flats are the words “great

meadows (or prairies),” and the mouths of two streams emptying into St. Clair river upon the west side are shown.

#### LA SALLE-HENNEPIN VOYAGE AND NARRATIVE

The second traveler and explorer of whom record remains was La Salle, who had formed the ambitious program of uniting by a chain of posts and settlements the French territory along the St. Lawrence with the settlement at the mouth of the Mississippi. In the historic “Griffon,” the first sailing vessel upon the western lakes, La Salle set sail from his shipyard upon the Niagara river August 7, 1679. Fortunately for posterity, he was accompanied by Louis Hennepin, a Recollect priest, who has preserved for us the main incidents of the journey, and whose descriptions are in the main reliable, although he was absurdly egotistic in the importance he assigns to himself, and on all occasions minimizes or entirely omits to mention the services or importance of others.

After Hennepin’s return to Europe he published in 1697 an account of his experiences in a book entitled “A New Discovery of a Large Country in America,” and in it, after narrating the incidents of the preparation and trip through Lake Erie, and referring to the country between Lakes Erie and Huron, he says: “The country between those two lakes is very well situated and the soil very fertile. The banks of the strait are vast meadows, and the prospect is terminated with some hills covered with vineyards, trees bearing good fruit, groves and forests so well disposed that one would think nature alone could not have made, without the help of art, so charming a prospect. That country is stocked with stags, wild goats and bears, which are good for food, and not fierce, as in other countries; some think they are better than our pork. Turkey cocks and swans are there also very common; and our men brought several other beasts and birds whose names are unknown to us, but they are extraordinary relishing.

“The forests are chiefly made up of walnut trees, chestnut trees, plum trees and pear trees, loaded with their own fruit and vines. There is also abundance of timber fit for building; so that those who shall be so happy as to inhabit that noble country cannot but remember with gratitude those who have discovered the way, by venturing to sail upon an unknown lake for above one hundred leagues. That charming strait lies between 40 and 41 degrees of northern latitude.”

This language is perhaps a little strongly colored, and it is probable that where he says wild goats, he had seen small deer, but it requires little imagination even at the present, with the river banks no longer covered with the beautiful timber native to them, to reconstruct the panorama as it slowly spread before the eyes of those Frenchmen more than two centuries and a quarter ago, as they came up the noble St. Clair river. A little further on in his account, Hennepin says: “The current of that strait is very violent, but not half so much as that of Niagara, and therefore we sailed up with a brisk gale, and got into the strait between the Lake Huron and the Lake St. Claire; this last is very shallow, especially at its mouth. The Lake Huron falls into this of St. Claire by several canals, which are commonly interrupted by sands

and rocks. We sounded all of them and found one at last about one league broad without any sands, its depth being everywhere from three to eight fathoms water. We sailed up that canal, but were forced to drop our anchors near the mouth of the lake for the extraordinary quantity of waters which came down from the upper lake and that of Illinois because of a strong northwest wind had so much augmented the rapidity of the current of this strait that it was as violent as that of Niagara.

"The wind turning southerly, we sailed again, and with the help of twelve men who hauled our ship from the shore, got safely the 23rd of August, into the Lake Huron."

By the upper lake and the lake of Illinois, Hennepin means Lake Superior and Lake Michigan.

The map made to accompany the "New Discovery" indicates approximately the general location of the Great Lakes and St. Clair river, but is on too small a scale to show any detail, except that the country lying west of St. Clair river is densely wooded.

#### LAHONTAN AND CADILLAC

Nine years later, in 1688, Louis, Baron de Lahontan came up the St. Clair river to take over from Duluth the charge of Fort St. Joseph, which had been built two years before on the site where Fort Gratiot was afterwards placed. He thus describes his journey: "September 6th we entered the strait of the Lake of Huron, where we met with a slack current of half a league in breadth that continued till we arrived in the Lake of St. Claire, which is twelve leagues in circumference. The 8th of the same month we steered on to the other end, from whence we had but six leagues to run against the stream till we arrived in the mouth of the Lake of Huron, where we landed on the 14th. You cannot imagine the pleasant prospect of this strait, and of the little lake, for their banks are covered with all sorts of wild fruit trees. 'Tis true the want of agriculture sinks the agreeableness of the fruit, but their plenty is very surprising. We spied no other animals on the shore but herds of harts and roebucks. And when we came to little islands we scoured them in order to oblige these beasts to cross over to the continent, upon which, they offering to swim over, were knocked on the head by our canoemen that were planted all round the islands."

About 1701 either Cadillac or some one connected with his establishment at what is now Detroit, but at that time was nameless, wrote so enthusiastic a description of this general locality that it is worth repeating: "Since the trade of war is not that of a writer, I cannot without rashness draw the portrait of a country so worthy of a better pen than mine; but since you have ordered me to give you an account of it, I will do so, telling you that Detroit is, probably, only a canal or a river of moderate breadth, and twenty-five leagues in length, according to my reckoning, lying north-northeast, and south-southwest about the 41st degree (of latitude), through which the sparkling and pellucid waters of Lakes Superior, Michigan and Huron (which are so many seas of sweet water) flow and glide away gently and with a moderate current into Lake Erie, into the Ontario or Frontenac, and go at last

to mingle in the River St. Lawrence with those of the ocean. The banks are so many vast meadows, where the freshness of these beautiful streams keep the grass always green. These same meadows are fringed with long and broad avenues of fruit trees, which have never felt the careful hand of the watchful gardener; and fruit trees, young and old, droop under the weight and multitude of their fruit, and bend their branches towards the fertile soil which has produced them. In this soil so fertile, the ambitious vine which has not yet wept under the knife of the industrious vine-dresser, forms a thick roof with its broad leaves and its heavy clusters over the head of whatever it twines round, which it often stifles by embracing it too closely. Under these vast avenues you may see assembling in hundreds the shy stag and the timid hind with the bounding roebuck, to pick up eagerly the apples and plums with which the ground is paved. It is there that the careful turkey hen calls back her numerous brood, and leads them to gather the grapes; it is there that their big cocks come to fill their broad and gluttonous crops. The golden pheasant, the quail, the partridge, the woodcock, the teeming turtle-dove, swarm in the woods and cover the open country, intersected and broken by groves of full-grown forest trees, which form a charming prospect, which of itself might sweeten the melancholy tedium of solitude. There the hand of the pitiless mower has never shorn the juicy grass on which bisons of enormous height and size fatten.

“The woods are of six kinds—walnut trees, white oaks, red, bastard ash, ivy, white wood trees and cottonwood trees. But these same trees are as straight as arrows, without knots, and almost without branches except near the top, and of enormous size and height. It is from thence that the fearless eagle looks steadily at the sun, seeing beneath him enough to glut his formidable claws.

“The fish there are fed and laved in sparkling and pellucid waters, and are none the less delicious for the bountiful supply (of them). There are such large numbers of swans that the rushes among which they are massed might be taken for lilies. The gabbling goose, the duck, the teal and the bustard are so common there that, in order to satisfy you of it, I will only make use of the expression of one of the savages, of whom I asked before I got there whether there was much game there. ‘There is so much,’ he told me, ‘that it only moves aside (long enough) to allow the boat to pass.’

“Can it be thought that a land in which nature has distributed everything in so complete a manner could refuse to the hand of a careful husbandman who breaks into its fertile depths the return which is expected of it?

“In a word, the climate is temperate, the air very pure; during the day there is a gentle wind, and at night the sky, which is always placid, diffuses sweet and cool influences, which cause us to enjoy the benignity of tranquil sleep.

“If its position is pleasing, it is no less important, for it opens or closes the approach to the most distant tribes which surround these vast sweet water seas.

“It is only the opponents of the truth who are the enemies of this

settlement, so essential to the increase of the glory of the king, to the spread of religion, and to the destruction of the throne of Baal."

#### GEOGRAPHER TO THE UNITED STATES OF AMERICA

In 1778 Thomas Hutchins published "A Topographical Description of Virginia, Pennsylvania, Maryland and North Carolina," which was intended to accompany and explain "A New Map of the Western Parts of Virginia, Pennsylvania, Maryland and North Carolina." This map was  $35\frac{1}{4} \times 42\frac{3}{4}$  inches and included not only the territory named in the title, but also part of the Mississippi and Illinois rivers, Lake Erie and part of Lakes Huron and Michigan, with the peninsula between. In the preface to his "Description" he states that the lakes shown in his map were done from his own surveys made preceding and during the French and English war, and since that time in many reconnoitering tours which he had made between the years 1764 and 1775.

Thomas Hutchins, the only person ever having the right to the title of "Geographer to the United States of America," is generally credited with having devised the rectangular system of surveys of public lands, and it is certain that he was the first to put it in practice. His map gives the relative locations of Lake Erie, Lake St. Clair and Lake Huron with approximate accuracy. It is the first to show the different channels at the mouth of St. Clair river. There are three rivers emptying into the St. Clair from the west, one a short, unnamed stream representing Belle river, as opposite its mouth is a small island. A few miles above and evidently intended to represent Pine river is a stream named Riviere a Chines; a short distance above that is another small island, and a little south of the entrance of St. Clair river is a stream coming from the west of considerable length, called Riviere au Sapine, and three or four miles above its mouth is marked "Saw Mill." It seems probable that Hutchins had depended somewhat on his memory here. Riviere au Sapine means river of the pine, or pine lumber, and the mill indicated may be the Sinelair mill built about 1765 on Pine river or a mill said to have been built on Bunee Creek about 1740.

In the "Description," referring to this locality, Hutchins says: "The route from Lake St. Clair to Lake Huron is up a strait or river about 400 yards wide. This river derives itself from Lake Huron and at the distance of 33 miles loses itself in Lake St. Clair. It is in general rapid, but particularly so near its source, its channel and also that of Lake St. Clair are sufficiently deep for shipping of a very considerable burthen. This strait has several mouths, and the lands lying between them are fine meadows. The country on both sides of it for 15 miles has a very level appearance, but from thence to Lake Huron it is in many places broken and covered with white pines, oaks, maple, birch and beech."

#### DE LISLE, POPPLE AND OTHERS

It was nearly a century after the Sanson map of 1650 before maps of this section began to show knowledge of details, such as the tribu-

tary streams running into the river and lake. A map by DeLisle, one of the most noted French geographers, issued in 1703, shows but one stream in St. Clair county, a river running into Lake Huron a short distance above the entrance to the St. Clair river, the small stream having its source near the southwest corner of the county, and a northeasterly course.

The English map of Popple of 1733 shows an unnamed river of considerable size, having an easterly course, and emptying into St. Clair river at about the mouth of Black river, while the map of D'Anville of 1746 shows three streams, one quite long, and toward the lower end of the county, named Belle Chasse, and two shorter ones unnamed above it. This map is evidently followed by the well known English map of Mitchell of 1755, which, however, shows but one stream, the long one bearing the name Belle Chase.

#### FIRST AMERICAN GEOGRAPHY

The first American geography, issued by Jedediah Morse in 1789, is probably indebted to Hutchins, but the maker of its map of the Northwest Territory, in which Michigan was then included, shows a fine independence in the way in which he distributes rivers and names in this locality. His map shows no rivers emptying into St. Clair river from the west, but between that river and Saginaw bay there are three streams called, respectively, Sawpine river, River a Chines and Belle Chase river. The first is evidently a transference from the Hutchins map of the Riviere au Sapine, and the last is from the Belle Chasse of D'Anville, but these names in their Americanized forms are meaningless.

It seems quite probable that the present name of Belle river is derived from Belle Chasse, or fine hunting, and that River a Chines, which has no meaning, was originally a mistake for River a Chènes, or river of oaks.

#### EMIGRANT'S DIRECTORY

In 1820 there was published in England a "View of the United States of America, Forming a Complete Emigrant's Directory," based upon the fullest reports then obtainable of the different parts of the country. It thus describes our county: "The straits of St. Clair are twenty-six miles long. The land on both sides is partly prairie, interspersed with strips of lofty woodland, consisting of oak, sugar maple, poplar, black walnut, hickory and white pine. Nature has here planted groves of the latter timber suitable for masts, boards and shingles, which is much increased in value by the scarcity of this excellent wood, since it can be transported to distant parts destitute of so very useful a material. In the straits there are several valuable islands and there is water sufficient for a twenty gun ship."

#### SCHOOLCRAFT ON THE ST. CLAIR REGION

In May, 1820, Henry R. Schoolcraft, who subsequently was for many years U. S. Indian agent in the Upper Peninsula, and a voluminous

and important writer upon Indian subjects, passed up the St. Clair river as a member of Governor Cass' expedition to the headwaters of the Mississippi. In his account of the journey, he says: "The principal tributary streams of St. Clair river are Belle river and Black river, both entering on the United States shore, the former at the distance of fourteen and the latter at the distance of two miles below Fort Gratiot. The banks of the River St. Clair are handsomely elevated and well wooded with maple, beech, oak and elm. Settlements continue for a considerable part of the way on the American shore and contribute very much to the effect of a district of river scenery, which is generally admired. The lands are rich and handsomely exposed to the sun. The river is broad and deep, with a gravelly shore and transparent water, and its surface is chequered with a number of the most beautiful islands. Indeed, the succession of interesting views had afforded us a continued theme of admiration and we can fully unite in the remark of Baron La Hontan, who passed this strait in 1688 'that it is difficult to imagine a more delightful prospect than is presented by this strait and the little Lake St. Clair.'"

It is obvious that Schoolcraft gave the name of Belle river to what was in fact Pine river, and he probably passed by the mouth of Belle river without observing it, owing to the angle at which it enters the St. Clair river. In going up the river, the party passed nine boats at anchor, because of head winds, and the amount of shipping attracted the travelers' attention. The wildest imagination possessed by any member of that party could not have conceived the number and size of the boats which would be met in a similar trip today, less than a century later.

## CHAPTER III

### BOUNDARIES AND NAME

#### LIMITS OF ORIGINAL COUNTY—INTERNATIONAL BOUNDARY COMPLICATIONS —ST. CLAIR COUNTY REDUCED—ORIGIN OF NAME.

The county of St. Clair was created by Governor Cass by his proclamation of March 28, 1820, as follows:

“Whereas, a petition has been presented to me, signed by a number of the citizens of the said territory, requesting that the boundaries of a new county, and the seat of justice thereof, may be established by an act of the executive, which shall not take effect until the arrival of a period when its population may require such a measure.

“Now, therefore, believing that a compliance with this request will have a tendency to increase the population of such part of the Territory as may be included within these boundaries, and to prevent those difficulties which sometimes arise from the establishment of counties, when the settlements are formed and conflicting opinions and interests are to be reconciled; I do, by virtue of these presents, and in conformity with the provisions of the ordinance of congress of July thirteenth, one thousand seven hundred and eighty-seven, lay out that part of the said Territory included within the following boundaries, namely: Beginning at the southeast corner of township number three north, range number fourteen east; thence north to the northeast corner of township number four in the same range; thence west to the county of Oakland; thence north to the northeast corner of township number six north, and range number eleven east; thence west to the Indian boundary line as established by the treaty of Detroit, November seventeenth, one thousand eight hundred and seven; thence north with the same, north and northeasterly to the boundary line between the United States and British Province of Upper Canada; thence with the said boundary line southwardly, to a point due south from the place of beginning; and thence to the place of beginning, into a new county to be called the county of St. Clair. And I do, in conformity with the report of the commissioners appointed for that purpose, establish the seat of justice of the said county, at the town of St. Clair.

“And I do further declare, that this proclamation shall take effect and be in force after the same shall be so declared by the Governor of the said Territory, or other competent authority therein for the time being, and not sooner.



“In testimony whereof, I have caused these letters to be made patent, and the Great Seal of the said Territory to be hereunto affixed. Done at the city of Detroit, this twenty-eighth day of March, in the year of our Lord one thousand eight hundred and twenty, and of the Independence of the United States the forty-fourth.

“By the Governor: LEW CASS.

“W.M. WOODBRIDGE, Secretary of Michigan Territory.”

#### LIMITS OF ORIGINAL COUNTY

The county thus formed had an area about four times as large as the present county, and included not only the present county, but a large part of Sanilac, Lapeer, Tuscola, Genesee and Shiawassee counties, and a small part of Macomb, Saginaw and Huron counties. The west and northwest boundary was the Indian treaty line of 1807. When the territory of Michigan was created by the Act of January 11, 1805, the only portion of land within its boundaries under the absolute jurisdiction of the United States, was a strip six miles in width along the Detroit river, and a small area at the Straits of Mackinaw. In order to enable settlements to be made and titles to be given in accordance with the policy which had been begun by the United States, Governor Hull on behalf of the government made a treaty with the Chippewas, Ottawas, Pottawatomies, and Wyandots, thus including all tribes who might have any possible claim upon the territory to be ceded. This treaty was made at Detroit, November 17, 1807, and by its terms “the sachems, chiefs and warriors of the above nations ceded and quit claimed to the United States all right, title and interest which the said nations then had or claimed, or ever had or claimed, to the following land: Beginning at the mouth of the Miami river of the lake (now Maumee river at Toledo); thence running up the middle of said river to the mouth of the great Auglaize river; thence due north until the line intersects the parallel of latitude to be drawn from the outlet of Lake Huron, which forms the River St. Clair; thence running northeast leading in a direct line to White Rock in Lake Huron; thence due east until it intersects the boundary line between the United States and Upper Canada in said lake; thence southerly, following the boundary line down said lake; through River St. Clair, Lake St. Clair, and the River Detroit, into Lake Erie to a point due east of the aforesaid Miami river; thence west to the place of beginning.”

This north and south line was not surveyed until 1815, at which time the system of public surveys was instituted in Michigan, and it was adopted as the line of the principal meridian of Michigan. The line running to the northeast was never surveyed, and became of no consequence by reason of the treaty with the Chippewa Indians, made by Governor Cass in 1819 by which all the Indian rights were ceded to a considerable distance west of that line.

The eastern line of the county was the international boundary line between the United States and Great Britain. When the treaty of peace between these countries was made in 1783, no portion of the territory through which the boundary line would run had been sur-

veyed, and but a small part of it had ever been explored. There were many maps in existence, both English and French, which delineated the country, but they were all more or less inaccurate. The map most generally known at that time, both in England and the United States, was the map made in 1755 by Dr. John Mitchell. Dr. Mitchell, an Englishman who had come to the United States on a scientific expedition, and remained here for some years, later returned to England and constructed, under the supervision of the Board of Trade, a large map of North America. A copy of this map was used by the Peace Commissioners in agreeing upon the boundary line between the two nations. Upon this map the Great Lakes are shown with some approach to accuracy, but very inaccurate in details. The delta at the mouth of St. Clair river is not shown at all, nor any of the islands there located. St. Clair river appears to have a width of from two to three miles, and contains numerous islands, and has a length of not more than twenty miles.

In the language of the treaty, the boundary line was to run through the middle of Lake Erie until it arrives at the water communication between that lake and Lake Huron, "thence along the middle of said water communication into the Lake Huron: thence through the middle of said lake to the water communication between that lake and Lake Superior."

#### INTERNATIONAL BOUNDARY COMPLICATIONS

It is obvious that this description, based upon such insufficient knowledge of the actual geography of the territory, would lead to misunderstandings, and this became true not only of the Great Lakes region, but also of various other points along the boundary line. The Mitchell map failing to show the islands in the delta at the outlet of St. Clair river, and the ordinary channel traveled by boats being the north channel, for a number of years after 1783 all of the islands, including Dickinson's and Harsen's Island were claimed by the British and some English citizens who did not desire to give up their English citizenship, settled there. For some time after the English acquired the French territory, the locality in which Michigan is situated was not under any recognized jurisdiction. In 1763 the so-called Quebec Act was passed which, however, did not extend to Detroit and vicinity, and it was not until 1774 that that district was placed under the jurisdiction of the British officials. After the War of the Revolution, the English instituted a method for granting lands to her citizens, and divided Quebec into four districts, one of which was named Hesse, extending from Long Point in Lake Erie to Lake Huron. In order to receive applications and grant awards of land in these districts, land boards were created, and to the Land Board of Hesse applications were made for some land upon these islands, and now within American lines. About 1809 the surveyor for the English government made a map of the lower end of St. Clair river and Lake St. Clair, and upon this map the boundary line is shown to follow the north channel. Upon the same map Anchor bay is shown and named with the explanation that

there was a bar at the mouth of the north channel in consequence of which loaded vessels were required to anchor and lighter.

At the treaty of peace after the War of 1812 concluded at Ghent in December, 1814, in article 6, the provisions of the former treaty relating to the boundary upon the north of the United States, were referred to, and the treaty continues: "And, whereas, doubts have arisen, what was the middle of the said river, lakes, and water communication, and whether certain islands lying in the same were within the dominions of his Britanic majesty, or of the United States," in order to decide these doubts, two commissioners were to be appointed and to declare and designate the boundaries and decide to which country the several islands belonged. Acting under this provision of the treaty, commissioners were duly appointed. They held their first meeting at Albany, November 18, 1816, and began their work the following year upon the St. Lawrence river. Their survey of the Detroit river, Lake St. Clair and St. Clair river was performed during 1819, and 1820, and they made a map of the entire survey upon a large scale. They arrived at their conclusions and executed their final award June 18, 1822, and their decision, so far as relates to this locality, was that the line coming north should run through the middle of Lake St. Clair, "In a direction to enter that mouth or channel of the River St. Clair which is usually denominated the Old Ship Channel; thence along the middle of said channel, between Squirrel Island on the southeast, and Herson's Island on the northwest, to the upper end of the last mentioned island, which is nearly opposite to Point aux Chenes, on the American shore; thence along the middle of the River St. Clair, keeping to the west of, and near, the islands called Belle Riviere Isle, and Isle aux Cerfs, to Lake Huron."

This settled finally the international boundary line at this point. By the treaty of 1842, between the same countries, it was agreed that all water communications should be free and open to the use of the citizens and subjects of both countries.

#### ST. CLAIR COUNTY REDUCED

The boundaries of the county remained as above stated but a short time. The governor, by proclamation, dated September 10, 1822, reciting that, "Whereas, circumstances require that the boundaries of certain counties in this territory should be more clearly defined, and the lines thereof made to correspond with the public surveys, and with the convenience of the settlements which have been recently formed; and whereas, it is expedient as well to prevent collision of interests and opinions which generally attend the laying out of counties after a country is settled, as to hold out inducements to migration and enterprise by the establishment of counties in every part of the territory, I have therefore, in conformity with the provisions of the ordinance of congress of July, 1787, altered, defined and established the boundaries of certain counties heretofore organized, and have laid out certain other counties in the manner hereinafter described." He then proceeded to change the boundaries of Macomb county by adding to

it from what had been St. Clair county territory, township No. 5 north of range 12 east, and the west half of township No. 5, north of range 13 east, and fixed the boundary of St. Clair county as follows: "Beginning on the boundary line between the United States, and the province of Upper Canada, where the boundaries of the counties of Wayne and Macomb intersect the same; thence with the said boundary line between the United States and the province of Upper Canada, to a point in Lake Huron east from the eastern termination of the line between sections thirteen and twenty-four, fourteen and twenty-three, fifteen and twenty-two, sixteen and twenty-one, seventeen and twenty, and eighteen and nineteen, in the township number ten, north of the base line; thence from the said point west to the shore of Lake Huron; thence with the said line, between the said sections, to the line between the twelfth and thirteenth ranges, east of the principal meridian; thence with the said line south, to the northern boundary of the county of Macomb; thence with the said northern boundary east to the line between the third and fourth sections in the fifth township north of the base line, and thirteenth range east of the principal meridian; thence south to the line between the fourth and fifth townships, in the last mentioned range; thence east to the line between the fourteenth and fifteenth ranges, east of the principal meridian; thence south to Lake St. Clair thence in a direct line to the place of beginning."

The effect of this act of the governor was to leave the county of St. Clair somewhat larger than at present, and very much reduced in size from its original boundaries. It included the lower one and one-half surveyed townships of what is now Sanilac county, and a township and a half of what is now Macomb county, with what is now St. Clair county proper. The boundary remained in that condition for ten years when by an act of the legislative council, approved June 22, 1832, the east half of township 5 north range 13 east and the entire township 5 north range 14 east, were annexed to and made a part of Macomb county. The boundaries then remained unchanged until 1848, when townships No. 9 north and the south half of No. 10 north, ranges 13, 14, 15, 16 and 17 were taken from the county of St. Clair, and added to the county of Sanilac, thus reducing the boundaries of St. Clair county to their present condition.

#### ORIGIN OF NAME

There is some difference of opinion as to the origin of the name of the county. One view is that it was so named in honor of General Arthur St. Clair who was the first governor of the Northwest Territory. At least as early as 1797 there was a township of St. Clair in the county of Wayne, and from a tax roll of 1802 of the township of St. Clair, it is evident that this included the present St. Clair county. On January 5, 1818, while the present county of St. Clair was included in the county of Wayne, the court of general quarter sessions of the peace for the county of Wayne (that long and cumbersome name indicating a body roughly approximating the board of supervisors), divided a part of the county into townships and submitted the



GENERAL PATRICK SINCLAIR

same to the governor for his approval and acting under the provisions of the ordinance of 1787, Governor Cass, by proclamation, established a township within the following limits, viz.: "Beginning at the opposite (north) shore of the River Huron (now Clinton river in Macomb county) including the shore and running along the shore of Lake St. Clair to the mouth of the River St. Clair, and along said river to Fort Gratiot, and extending in the rear as aforesaid;" this township to be called the township of St. Clair; the depth of the extension apparently being, by reference to other townships created at the same time, three and an eighth miles, or 80 arpents, that being the depth of the most of the French or private claims together with the extension claim in the rear.

The county of Macomb was set off by Governor Cass on January 15, 1818, and the court of general quarter sessions of the peace for that county, having divided the county into townships and submitted the same to the governor for his approval, he did on the 8th day of April, 1818, lay out all that part of the county of Macomb lying north of a line drawn due west from the mouth of Swan creek to the Indian boundary line, into a township to be called the township of St. Clair. This substantially included all the territory within the county of St. Clair, as it was established in 1820, and the new county therefore appropriated the name which had formerly been attached to the township.

Another view is that the name St. Clair came from the fact that the township and county extended along the shore of the Lake and River St. Clair. The name of the lake and river was not derived from General St. Clair, but properly spelled, would be St. Claire. When LaSalle in 1679 sailed in the "Griffon" from Lake Erie up through the Detroit river, he entered upon Lake St. Clair upon the 12th day of August, which was the festal day of Santa Clara, and in consequence of that fact he bestowed her name upon the lake. Hennepin, the historian of the trip, describes that in this language: "Betwixt the Lake Erie and Huron there is almost such another streight thirty leagues long, which is of an equal breadth almost all over, except in the middle that it enlarges itself by help of another lake far less than any of the rest, which is of a circular form, about six leagues over, according to the observation of our pilot. We gave it the name of Lake St. Claire, although the Iroquese who pass over it frequently when they are upon warlike expeditions, call it Otseketa. The country between those two lakes (Erie and Huron) is very well situated and the soil very fertile."

From an historical address by Bela Hubbard on the occasion of the second centennial anniversary of the discovery, I quote:

"It was a custom of French voyageurs in new regions to bestow upon any prominent feature of the landscape the name of the saint to whom the day of the discovery was dedicated in the church calendar. The saint whose name was really bestowed, and whose day is August 12, is the female 'Sainte Claire,' the foundress of the order of Franciscan nuns of the thirteenth century, known as 'Poore Claires.' Clara d'Assisi was the beautiful daughter of a nobleman of great wealth, who early dedicated herself to a religious life and went to St. Francis to ask for advice. On Palm Sunday she went to church with her family

dressed in rich attire, where St. Francis cut off her long hair with his own hands and threw over her the coarse penitential robes of the order. She entered the convent of San Damiano in spite of the opposition of her family and friends. It is related of her that on one occasion, when the Saracens came to ravage the convent, she arose from her bed, where she had been long confined, and placing the pyx, which contained the host, upon the threshold, she kneeled down and began to sing, whereupon the infidels threw down their arms and fled. Sancta Clara is a favorite saint all over Europe, and her fame in the New World ought not to be spoiled—like the record of the dead in a battle gazette—by a misspelt name!

“She was one of the most celebrated foundresses of orders in the Roman church. Besides the Clarisses, instituted in 1212, she is said to have founded the Capucines, the Amnonciades, the Cordolieres or Gray Sisters, the Nuns of the Ave Maria and of the Conception, and the Recolletes. At a time when all the communities were extorting from the popes the authorization to possess property, she solicited from Innocent IV., in favor of her order of Franciscans, the privilege of perpetual poverty! F. Way, in his work on Rome, published in 1875, says: ‘Sancta Clara has her tomb at the Minerva, and she dwelt between the Pantheon and the Thermae of Agrippa. The tenement she occupied at the time of her decease still exists, but is not well known. In a little triangular place on or near Via Tor, Argentina, lodged the first convent of the Clarisses. If, crossing the gateway, you turn to the left of the court, you will face two windows of a slightly raised ground floor. It was there Innocent IV. visited her, and there on the 12th of August, 1253, listening to the reading of the Passion, in the midst of her weeping nuns, died the first abbess of the Clarisses and the founder of 4,000 religious houses.’

“We are not told with what imposing ceremonies the christening was performed, but surely some inspiration was derived from the beautiful scenes of nature through which the voyageurs had just passed, which then surrounded them, and which to our eyes this day are no less lovely and inspiring. The natural beauty of the region lying between Lakes Erie and Huron had been recorded by all the early travelers, with words of admiration. Many of the islands were low, and some of the river margins scarcely above the water. But all was green and peaceful. Dark forests extended to the river edge, and many a tall monarch of the wood waved its gigantic arms over the brink, and was reflected in a glassy surface which no tide or flood ever disturbed. The marshes were luxuriant with wild rice, that furnished a sumptuous repast to a great variety of birds and water fowl, and even a welcome supply to the Indians. Occasional villages and bark wigwams enlivened the shore, surrounded with gardens and corn fields, and the most elevated points were crowned with burial mounds. Most of the shores had high banks and were covered with timber.”

The name if properly Anglicized would appear as Saint Clare, and in most of the English maps for fifty years, beginning with 1710 the name does appear in that form, but the present hybrid form soon came into use

and upon the English maps beginning as far back as 1755 the name appears as in its present form.

Before the time of La Salle the lake had many names. The first map of this region was made by Sanson in 1650, and upon that map the lake is named Lac des Eaux de Mer. Upon various other maps the name appears as Otsiketa, Ganatchio, Lac de la Chaudiere, Kandequio, Oiatinatchiketo, and Oiatinonchikebo. The name Lac des Eaux de Mer, or Sea Water, has the same meaning as Otsiketa, and evidently was derived from the existence of salt springs at several places along the northwest shore of the lake. Lac de la Chaudiere—Lake of the Kettle—was evidently so named from its circular shape. The last two names are the same and appear to refer to the Wea or Miami Indians who probably had at one time a tribe in that vicinity.

The name which was used by the Missisauga Indians who came into its vicinity the latter part of the seventeenth century and established a village near it, was Wahwehyahtahnoong, meaning the round lake.



## CHAPTER IV

### COUNTY GEOGRAPHY AND GEOLOGY

#### STREAMS AND DRAINAGE—GLACIAL AND GEOLOGICAL ACTION—KNOWLEDGE DERIVED FROM DRILLINGS—ST. CLAIR FLATS AND RIVER—IMPROVEMENTS OF RIVER CHANNELS.

St. Clair county is the easternmost county in Michigan, the city of Port Huron containing the point extending farthest east, just north of the mouth of Black river. It lies between  $82^{\circ} 24'$  and  $83^{\circ}$  W. longitude, and parallel  $43^{\circ}$  N. of latitude crosses at the entrance of St. Clair river. The county contains 16 full surveyed townships, and 8 fractional townships, without including the islands, it has a width at the widest point of 27 miles and a length of about 45 miles.

There are in the county 22 organized townships, 4 cities, 3 villages and parts of 2 more.

#### STREAMS AND DRAINAGE

St. Clair river, which forms a large part of the eastern part of the county boundary, has a length of approximately 30 miles with a trend to the westward, its mouth at Algonac being about 7 miles farther west than its entrance. Into this river empty all the streams which form the drainage system of the county, there being three streams of importance: Black river, which finds its main source in the swamps along the north line of Sanilac county, whose chief affluent within St. Clair is Mill creek, which has its own sources in Lapeer county, Pine river and Belle river. Into these rivers flow a large number of creeks of varying length and size, which together form a very complete system of outlets and drainage for all the low or swamp land within the county. The sources of the rivers are in all cases much to the north of their mouths so that their general direction is from nearly south in the case of Black river, to southeast with the other two rivers. In general, the surface is quite level, and at no places reaches the height above the lake level of more than 150 feet. With the exception of some miles along Black river there are few elevations, and little rough or broken surface. Originally a considerable portion of the county was swampy, but these swamps are readily drainable, and under the provisions of the drainage laws practically all of the so-called swamp land within the county has been drained and reclaimed.

## GLACIAL AND GEOLOGICAL ACTION

At the time of the glacial period in America this part of Michigan was entirely covered with ice, but the warmer region toward the Ohio river melted the ice as rapidly as it was pushed southward. The under layers brought imbedded pieces of rock and stone from the far north, and as the climate grew warmer the ice melted more rapidly, the stones and drift were deposited in places, and lakes were formed. There was thus formed a large lake including Lake St. Clair, the greater part of St. Clair county, and extending a considerable distance southwest of Toledo, and this lake found an outlet to the southwest and the Mississippi valley.

As the time went on, the ice receded and finally as the front end of the ice wall reached the upper end of Lake Huron, the waters found an outlet into the St. Lawrence valley by way of Lake Nipissing and the Ottawa river. This ancient outlet was the route used by the early French explorers who found only a short portage between the head waters of the Ottawa and the streams emptying into Lake Huron.

There then came a time when the land on the north of Lake Huron began to rise more rapidly than at the south, and that movement has continued at the rate of a few inches a century up to the present time.

The result of this geological action was to open a new outlet for the waters of Lake Huron, Lake Superior, and Lake Michigan into Lake Erie, and the St. Lawrence river, and this condition still exists. If the tilting toward the south continues it is quite conceivable that the waters of the upper Great Lakes may again find their way into the Ohio valley and the Mississippi.

Another result of this tilting action from the northeast has been the drowning of the rivers opening into St. Clair river from the west. Black, Pine and Belle rivers are all dead streams for some distance from the mouth.

## KNOWLEDGE DERIVED FROM DRILLINGS

There is no rock exposure at any point within the county, nor indeed does it anywhere come near the surface, our knowledge therefore of the underlying formation of this locality must be based upon the data derived from the wells drilled within the county and fortunately there are enough of those whose records have been faithfully kept to furnish us complete information. Thus the Miller salt well at the extreme south end of the county shows 208 feet of surface soil, 85 feet soft white shale, 20 feet soft brown limestone, 200 feet soapstone, then 1,120 feet mainly limestone with one layer 75 feet in thickness of blue shale and an 80-foot layer of shale and salt mixed. At 1,633 feet a hundred foot bed of salt was struck.

A well at Marine City shows surface clay 145 feet, then mainly slate of varying color and hardness to a depth of 930 feet when limestone is struck at 1,170 feet, a layer 200 feet thick of sandstone is found, then follows lime rock and shale and at 1,675 feet a hundred foot bed of salt is found.

The F. L. Wells well at Port Huron showed a surface mostly clay 102 feet, 83 feet black slate and shale, 450 feet lime rock, at 810 feet a bluish black marl about 90 feet thick, at 1,000 feet a brine, at 1,150 feet sandstone, at 1,255 feet a dolomitic limestone which continues down about 300 feet, then layers of salt and shale to a little above 1,700 feet, when the bed of solid salt is reached.

These drillings show a substantial uniformity above the salt rock: At Port Huron the Huron formation extending to a depth of 200 feet, then the Hamilton to about 750 feet, the Corniferous to 1,000 feet, the Oriskany to 1,150 feet, the Helderberg to 1,535 feet, when the Salina formation begins.

At Marine City the Huron extends to 360 feet, the Hamilton to 635 feet, the Corniferous to 1,060 feet, Oriskany to 1,130, Helderberg to 1,485, when the Salina formation is found.

The establishing of the great salt deposit within a practicable distance from the surface, under the entire eastern portion of the county was of great economic importance. A company was formed at St. Clair about 1865 to make salt from brine, and a well was drilled on the property afterward occupied by the Oakland Hotel, but although brine was found and buildings erected, the plan did not prove successful and it was not until the foresight and courage of Crockett McElroy demonstrated by deep drilling the actual existence of the salt bed at Marine City that St. Clair county became aware of one of its greatest sources of wealth.

### ST. CLAIR FLATS AND RIVER

In the St. Clair flats, the county of St. Clair possesses an unusual though not unique natural feature. It is unusual in that a delta such as this is commonly formed at the mouth of a long river which has brought down from long distances mud and silt which it deposits upon coming into contact with the ocean. In this case it is at the mouth of a river thirty miles long which itself is the outlet of a large lake which does not contain silt in the ordinary sense, and takes and holds earth of any kind in suspension only as the result of storms.

St. Clair river has an average breadth of about half a mile, and except at the rapids, just below the entrance of the river, an average current of about two and one-half miles per hour.

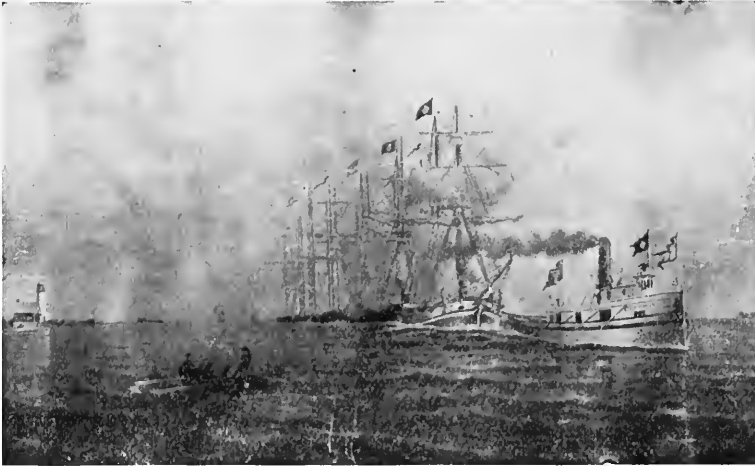
The banks are generally low below the middle of the township of East China, and above that vary from 15 to 50 feet in height and are of blue clay with yellow clay and sand above.

As the river approaches Algonae it sends one channel off upon the Canadian side, which forms Walpole Island, and is named Chenal Ecarté, or Side channel, commonly corrupted into Sny Cartey. This probably marks the upper part of what was originally Lake St. Clair. A little further down, the main river divides into two channels, the North channel turning rather sharply to the westward, the other named the South channel, continuing more in the course of the river. The North channel is considerably the larger and deeper, and has the stronger current. About five miles from the turn, the Middle channel

branches off, turning to the south from the North channel, and between it and the South channel lies Harsen's Island. Continuing to the west it again branches off to the south into the Chenal à Bout Ronde—commonly called Snybora channel—or Channel of the Round End. Between this and the Middle channel lies Stromness or Dickinson Island. Pursuing its course still further, the North channel opens into Anchor Bay.

#### IMPROVEMENTS OF RIVER CHANNELS

This channel was until the construction of the Ship canal by the government, the one commonly used by shipping, although a bar at



SCENE ON ST. CLAIR RIVER, 1865 TO 1875

the mouth prevented any boats except those of light draft from going through. It was not an uncommon thing in early days for a ship to run aground upon the bar and be compelled to partially unload. Indeed, upon a map of this locality, made in 1809 by Thomas Smith, a surveyor for the British government, opposite the mouth of the channel are these words, "Here vessels lighter to pass the bar," from which fact the name Anchor Bay is derived.

The South channel, along which the international boundary line was established in 1821, is more direct, and of ample depth—30 to 40 feet, until approaching the lake proper, when it was so much shallower that none except small boats could use it.

As early as 1834 the necessity of having the channel deepened and improved was felt, and the legislative council memorialized congress to assist commerce by removing the bar. At that time, however, congress could not be roused to activity in this direction. In 1856 General Cass secured from congress an appropriation of \$45,000 and with this a channel 6,000 feet long, 150 feet wide, and 9 feet deep was made.

By this time the lake shipping was assuming quite respectable proportions, and boats were increasing in size and draft, and in 1857 Senator Zaehariah Chandler introduced a bill in congress appropriating \$55,000 to deepen this channel to 13 feet; the bill passed but was vetoed by President Buchanan on the two grounds that the shipping itself ought to bear the expense, and that it was unconstitutional.

Soon followed the Rebellion and for a time the money and energies of the nation were directed elsewhere, and improvements of this character languished. In 1866, however, an appropriation was made to secure a channel 300 feet wide and 13 feet in depth, and in 1872 the plan was modified to give a depth of 16 feet. Again in 1886 the depth was increased to 18 feet, and later it was given a depth of 20 feet to make it a part of the great 20-foot channel. Dikes were formed on each side of the dredged cut, the faces of which were supported by sheet piling, the length of the dikes being 7,221 feet. In 1902 in order to meet the demands of the greatly increased commerce, and to avoid the serious consequences in stoppage of traffic which might follow a collision in the single channel, funds were appropriated to build a second channel 20 feet deep and 300 feet wide alongside and westward of the existing channel. This new channel was opened in 1906. The total cost of the channels from 1866 being \$1,181,301.

That part of the county known as the Flats consists of the various islands of all sizes and height above the water lying south of the North channel. Various estimates have been made of the quantity of land embraced in the Flats, but this amount depends so much upon the height of water, and the strictness with which the different channels and bays are outlined, that all estimates are misleading.

For many years this locality has been a favorite summer resort, and its development in that direction has been limited chiefly by the inability to obtain legal title, which is more fully described in another chapter.

The state geological survey has made a thorough examination of this delta, and reports as a summary of its investigations: That the land area is being increased slowly by the deposit of fine sand and clay, which materials are for the most part derived by the action of waves on the shores of Lake Huron, with additions brought in by the rivers tributary to the St. Clair, and with some material from the banks of St. Clair river itself, and that it would require from 20,000 to 40,000 years to complete the filling up of Lake St. Clair with the exception of one deep channel extending through from St. Clair river to Detroit river.

This relieves the dwellers on the Flats of immediate danger, and allows a reasonable time for the readjustment of boundary lines and improvements.

## CHAPTER V

### FLORA OF THE COUNTY

BEFORE THE PALE FACE CAME—THE AGGRESSIVE, DISTURBING WHITE MAN—PRIMITIVE LANDSCAPE VIEW—NATURAL GROWTH SWIFT AWAY—FAVORABLE CONDITIONS FOR PLANT LIFE—ALLEGHANIAN FAUNAL AREA—SPECIAL PLANT SPECIES—PLANTING OF NATIVE TREES—PROPOSED PUBLIC RESERVATION.

*By Charles K. Dodge*

In our day perhaps one of the most difficult things for us to realize fully is that we live in a new country. Busily engaged in our daily occupations for a living and deeply interested in the pursuit of happiness, we are very liable not to notice particularly and partially to forget the changes that have been and are gradually taking place, although often reminded of the real facts by our immediate ancestors. In looking about we notice that nearly everywhere the original timber except small patches is substantially removed and the land cleared up. Large trees and the primitive forest have almost entirely disappeared, leaving quite without exception what is popularly known as "second growth." The country is considered well settled, fields are cultivated, and agriculture on the whole is in a fair state of advancement. Busy cities and villages have grown up, and every day we see around us the life, activity and implements of what is known as advanced modern civilization. Thus in so many ways our surroundings have somewhat of an outward appearance of age. But in fact all around us even to a casual observer, the evidence of the comparatively recent advent of the white man is overwhelming. The numerous monuments and ear marks, not yet wholly obliterated, showing this to be a new country, are perhaps quite as convincing as written history.

#### BEFORE THE PALE FACE CAME

Comparatively speaking it was but a short time ago when St. Clair county was densely covered with a primitive forest of large trees, shrubbery and herbaceous vegetation, penetrated only by paths and trails. It was what nature had made it, and this condition had no doubt prevailed for hundreds, perhaps for thousands of years. Present surface conditions have been forming since the last glacial age. Nearly

every species of plant had fought its way, struggled for existence and finally become established where it could best maintain itself against others and where the environment in every particular was most suitable and congenial. In the fierce contest for place and room the strong had prevailed and taken possession. Plant life had long become settled into a kind of equilibrium of existence. The Indian and our fauna and flora are intimately connected. Our primitive native animals, not yet having come in contact with the dreaded white man and his destructive and murderous weapons, lived here and roamed at will in the woods and on their borders, apparently with little fear of the Indian. Deer, elk, moose, otter, beaver, mink, muskrat, squirrels, bear, the wolf, lynx, and wolverine were common. Sylvan game birds, the turkey, partridge, and quail were numerous. The bald eagle, large owls and hawks, building their nests in large trees, were not rare. The wild pigeon, greedily devouring acorns and beechnuts and now believed to be extinct, came by the million at the proper season. Ducks, wild geese and other water loving birds feeding greedily on the natural aquatic products fairly covered our clear and beautiful waters. Even the graceful swan was a frequent visitor. Lakes, rivers and creeks were filled with the finest and most delicious fish. The Indian, except when at war with other red men, roamed over the country without restraint. In fall and spring large fleets of birch bark canoes filled with shouting aborigines, plied upon Lake Huron, Lake St. Clair and their connecting streams. Among their favorite landings and abiding places were the shores of Lake Huron and St. Clair river where the city of Port Huron now stands, at Point Edward in Lambton county, Ontario, and the high banks of Black river, where Fred A. Beard and David Beard now live in the township of Clyde. The Indians were not then imbued with civilized commercial avarice, nor did they indulge appreciably in the destructive and exterminating processes of mere gain. Only a very small portion of timber and other natural products were required and taken for their uses. With their primitive needs, implements and weapons, it was quite impossible to destroy the forests or exterminate the game, fur animals, and ferocious sylvan beasts of the country. Only such part of the natural products was taken as was actually needed for present use and only so much game was killed or fish taken as was necessary to supply actual wants. The red man having very probably through hundreds of years, may be ages, learned to limit his wants mostly to what nature produced without human assistance, knew well where to find the useful wild products. For his canoes he had taken the bark of the white birch, quite common here, different parts of other trees and shrubs for his rude and temporary dwellings, used the edible portions of other wild plants like the tubers of the wild bean, sometimes called the groundnut, jack-in-the-pulpit, the corn of which, although biting to the tongue of the white man, he knew how to prepare for palatable food, and many medicinal plants having astringent, laxative and tonic properties. The black walnut, butternut, hickory nut, hazelnut, beechnut, huckleberries, raspberries, wild plum, and wild cherries were delicious. Game and fish were always plentiful. For all these natural products as for nearly every stream, lake and native

animal he had appropriate and euphonious names which have been preserved to us only in part, a fact to be regretted. To him it appeared beyond doubt that the Great Spirit had kindly provided for all his wants. It was indeed quite natural for him to think and say, "The Sun is my father, the Earth my mother, and on her bosom I love to repose." From his standpoint this beautiful country had been created for and given to him forever for his hunting grounds. Apparently he lived in perfect harmony with his natural surroundings.

So far as is known very little of the land in our vicinity was cultivated previous to the advent of the pale face. The conditions of drainage then were such that there was little danger from devastating forest fires. All nature here so far as living things were concerned was in a comparative state of equilibrium. The use and destruction of what Mother Earth produced were not then far outstripping her ability to furnish. There was at that time no occasion to intrude the present popular idea of conservation.

#### THE AGGRESSIVE, DISTURBING WHITE MAN

And so, as it were only a short time ago, right here in the land of comparative comfort and so many beautiful homes, primitive life went on in its own natural way, apparently without being materially affected by extraordinary and disturbing outside forces. In the highest and truest philosophical language of modern thought, "the fittest survived." But on the coming of a different race, of men with inventive genius, of men with an intense desire for gain, willing to suffer deprivation and severe hardships and even to endanger life in order to acquire wealth, an immense change took place. The poor red man, unskilled in the ways of bargaining, without the real knowledge of the true value of his country, quite unable for the most part to withstand the accompanying vices of civilization, and not fully foreseeing the profound consequences of his acts, traded away his lands and privileges for "fire-water," trinkets, mere promises, and small sums of money, surely a very inadequate compensation in exchange for this extensive and beautiful country. As many cities and villages below this region began to appear, the best lumber was in great demand and along these Great Lakes and their connecting waters, transportation was comparatively economical. As a natural consequence the noble white pine, white oak, and other timbers became valuable and were felled without further thought than mere gain, seeming quite proper at the time as the forests of Michigan were then considered inexhaustible. Our great men had not then made plain and urged the principle, necessity and duty of conservation, and the methods of lumbering were wasteful in the extreme. Here and there small tracts were being cleared for general farming. On the lumbered portions the parts of trees not then considered valuable and their tops were left to decay. Systems of partial drainage after a time began to be inaugurated. All the activities of the white man tended directly to disturb seriously the equilibrium of life and existence so long established by nature. As a natural and we might say necessary result devastating forest fires from time to time visited



particular spots or swept over the whole country. In many places like the swamps near Capae, a complete change took place, every tree, shrub and herbaceous plant having been destroyed, leaving a bare tract for the appearance of another race of plants. Without doubt in this way many species of native plants have become lost forever to this locality. Under the influence of progress and civilization, even in its early stages, which so changed natural conditions and the superficial appearance of the country, the poor Indian, now a sad relic of his former active and brave ancestors, and at present treated as a legal infant, quite disappeared from view, like so many of the native plants and animals, and is found now only living here and there on small spots of his former extensive land doled out to him by the white man. Such immense changes in human, native animal, and plant life are really tragic and incredible were we not by the very best of evidence certain of their historic truth. And these great events have come about in our very midst. But yesterday as it were, our immediate ancestors struggled, suffered and succeeded in this new part of the world and were instrumental in bringing about such a radical revolution. The history of our fauna, flora and the Indian in North America and particularly in our county is no doubt only a slightly variant account of the history of numberless races and localities all over the world. The weaker races, meaning those who cannot defend themselves successfully against superior numbers or superior methods of warfare are overcome, undermined and taken advantage of through their ignorance and imperfections, and are absorbed or disappear, like weaker plants before the more vigorous and stronger. In primitive times no land was usually allotted to a conquered inferior race except as slaves of the conquerors. Such kindness and partial justice is a late or modern humane idea.

#### PRIMITIVE LANDSCAPE VIEW

No doubt one of the most striking and interesting features of the earth's land surface is its plant covering, much of it pleasing to the eye and beautiful quite beyond poetic description. The development of our native vegetation as a whole is indeed very grand, but a few individual members are worthy of special mention. The pitcher plant and lady's slipper, the one so curiously formed and often beyond reach in swampy ground, the other, exquisitely beautiful, the very queen of our orchids, usually hidden away in a quiet and shady nook and out-of-the-way place, as it were, modest, blushing, shy and shrinking from the gaze of the multitude,—these, our noble trees and many others of our beautiful plants were the admiration and wonder of the first European visitors. The extremely pleasing appearance of our primitive landscape can hardly be overdrawn or in contemplating it can the imagination mount too high. To roam about in such a wealth of plant life whether on river bottom, plain or hillside, to walk along the streams and among giant pines, to observe such sylvan life as then most everywhere existed, to hear the drum of the partridge, the coo of the mourning dove, the song of the woods thrush, and the brown thrush, the

sudden whirl of the woodcock, the shrill call for "bob white" and the varied notes of other living things, to see the wild pigeon, chewink, fox sparrow, bobolink, scarlet tanager, the bright-eyed and bushy-tailed squirrel, the graceful motions of water birds, the vines and exquisite flowers, until then without a civilized admirer,—it is all these the skillful painter has tried to represent on canvas, and the poet to recount as best he can in measured lines. The actual reality as carved out by evolution far excels as would be expected all human but partially effectual efforts to portray by painting or words. This is a view of our primitive condition that many will linger to think and philosophize over.

#### NATURAL GROWTH SWEEPED AWAY

But there is another view in this connection of perhaps much deeper human interest to us of the present day. To satisfy even our ordinary wants, all this wild and attractive scenery, all this natural growth, had to be disturbed and substantially swept away. We were compelled to fell the forest, clear and cultivate the land, raise crops and other things so necessary to our present condition of life. Fields of grain, orchards and pastures took the place of these wild productions. Roads and comfortable homes gradually covered the land. In doing these necessary things, however, the natural and congenial homes of many of our native birds and mammals were quite destroyed and their food supply seriously curtailed. Their disappearance or flight to other regions to get food, to nest, and escape the disturbing influences of the white man, became a necessity. Those insects upon which these birds fed and kept reduced to a harmless minimum, suddenly and vastly multiplied beyond control, not only injuring seriously the balance left of the wild plants, but ravenously attacking cultivated vegetation and becoming a menace to the successful raising of crops, especially fruits. To counteract these evils successfully has indeed severely taxed the patience and ingenuity of the white man. At present the wild plum, wild cherry, hazelnut, thorn apple, and vegetation in general, even trees, are attacked and extinction apparently threatened by moths and numerous other troublesome and dangerous insects, the natural food of the birds we have so completely driven away. So much has man, though calling himself civilized, yet to learn! Today he does one thing. Tomorrow his former act is regretted and recalled. His true course is very probably to seek and rely upon scientific knowledge.

#### FAVORABLE CONDITIONS FOR PLANT LIFE

In early times only general references were made to the wild plants of our county and this part of Michigan, botanists and other close and scientific observers not having visited here till much later. It is therefore very fitting that in a general history of St. Clair county its flora should, even at this late date, receive some notice. It is a new departure in local history. Our county is very happily situated to harbor a large number of individual plants. We have all the natural habitats of vege-

table life from the extremely dry, flat, and sandy land and sandy ridges as along some of the streams and the Lake Huron shore, to the marshy and very wet as exists about Lake St. Clair and on the west side. On the east side north of the city of Port Huron, it has about 12 miles of Lake Huron shore, consisting of sand dunes, low wet strips between ridges and damp rich woods; it extends over 30 miles south along the banks of St. Clair river if Harsen's Island is included, and at the south it includes the delta islands formed by the mouths of St. Clair river westerly of the main channel and borders on one of the mouths, the North branch, with a winding course about fifteen miles, where the ground throughout is generally flat, low and includes a large area of shallow water. On the west next to Lapeer county, there are extensive marshes and swamps formerly covered for the most part with tamarack and as has been reported some spruce. There are no prominent hills or rock exposures in the county. Black river, the largest stream, coming from the north, flows nearly parallel with the Lake Huron shore, making a turn to the east near Wadhams. Into this just below Beard's mill in the township of Clyde flows a considerable stream called Mill creek, coming from Lapeer county on the west. These two streams, sinuous and winding in their courses, have deeply worn into the land surface creating in many places high and precipitous banks, often as is reported, over 80 feet high, which are roughly cut and jagged by wooded ravines. Along Black river near Beard's mill there is a narrow flood plain and rich bottom lands still partially covered with a portion of the original forest. Pine river and Belle river flowing from the northwest reach St. Clair river, the first at the city of St. Clair, the second at Marine City. Along the lower banks of these streams there is much sandy land. A large area of flat sandy land also extends through the townships of St. Clair, Kimball and the lower part of Clyde, all formerly covered well with white pine. In many parts there are considerable tracts of rolling land at one time, and now partially, covered with beech, maple, oak and some pine. In early days the county was considered one of the finest and most valuable pine districts, and the thousands of old stumps still seen in place and fences at this date prove the fact that this noble tree was abundant throughout except perhaps in the southern part. There was also a large quantity of white oak. These two kinds of timber were the substantial foundation of the first active business in this new country. Within the memory of many now living, the streams before mentioned, and even smaller ones, for their whole lengths, were in the spring filled with logs. The demand for lumber and staves was so great that the destruction of the primitive forest was soon accomplished. At this time, December, 1911, very little pine and oak remain. The last piece of pine of any size, standing on and near the high banks of Black river above Beard's mill, was recently sold and cut. A few small tracts of beech, maple, birch, ash and elm exist, but even these are about to disappear. The largest area still standing is a piece known as Bacon's woods west of the city of St. Clair in the neighborhood of Adair. A large sawmill has lately been erected there and even this piece, during the winter of 1911-12, is to disappear forever.

## ALLEGHANIAN FAUNAL AREA

Through careful observation and study of the distribution of our fauna and flora, experts have been able with considerable accuracy to divide our whole country into life zones and crop zones. As nature by means of its products points out for each locality almost with unerring hand what is best fitted to grow, so such experts by inspection can readily say, without the long and expensive methods by experiment, what cultivated crops will very probably best succeed. Our county, according to such division, comes within the Austral zone and Alleghanian faunal area. C. Hart Merriam in Bulletin No. 10, U. S. Department of Agriculture, at page 20, says: "In the Alleghanian faunal area the chestnut, walnut, oaks and hickories of the South meet and overlap the beech, birch, hemlock and sugar maple of the North. The southern mole and cottontail rabbit meet the northern star-nosed and Brewer's moles and varying hare, and the southern bob-white, Baltimore oriole, blue bird, catbird, chewink, thrasher and wood thrush live in or near the haunts of the bobolink, solitary vireo and hermit and Wilson's thrush. Several native nuts of which the beechnut, butternut, chestnut, hazelnut, hickory nut and walnut are most important, grow wild in this belt." After years of careful observation it is found these words of Mr. Merriam are almost literally true. We live right where the northern species of plants, birds and many other animals meet and co-mingle with those of the south.

## SPECIAL PLANT SPECIES

To ascertain with any degree of accuracy the approximate number of plant species in any given locality, requires considerable time and attention. It is in fact a work of many years and of many hands. The earliest known collector and student of botany here was Dr. Zina Pitcher, an army surgeon, stationed at Fort Gratiot over 65 years ago. And it is perhaps an interesting bit of local history to note that a native thistle known only about the upper three of the Great Lakes, growing in shore and dune sand, has been named in his honor and is now known as Pitcher's thistle, *Cirsium Pitcheri*. Some time previous to 1860, Prof. Alexander Winchell of the University of Michigan, while on a geological expedition, stopped here a few days and collected many specimens. About 1890 Mr. A. F. Foerste, while teaching near Adair, examined the plants of that part of our county. The writer began the study of our flora in 1876 and since 1892 has spent much time in searching out all plants growing wild within our limits and their comparative distribution. Much valuable assistance was received from W. S. Cooper who visited at Algonac for two or more summers, from the Rev. J. W. Stacey who was for several years stationed at New Baltimore, Macomb county, and from Thomas M. Danger of the city of Port Huron, who has given much assistance and encouragement. Many of the best and most expert botanists in North America have rendered valuable aid in the examination of difficult species.

In treating of our flora it must be remembered that only flowering

plants, ferns and their allies are referred to, mosses, lichens and fungi not being considered. Keeping this explanation in view it may be of some interest to speak of our flora something as follows: Up to this time there have been found within the limits of St. Clair county, 1,193 species and 67 varieties of plants growing wild. Of these, 971 are native and 222 introduced, 64 of the varieties native and 3 introduced. These are distributed among 39 orders, 122 families and 464 genera. This statement is at least a close approximation to the actual facts. In the last Michigan Flora recently issued with additions, the number of species and varieties mentioned for the whole state is 2,365, and it is believed that a fair estimate at the present time for the whole state is not far either way from 2,500 species and varieties. It will be seen, therefore, that within the limits of our county more than one-half as many are found as are known to exist at present in the whole state.

It will be impossible anywhere within the limits allowed for this subject even to mention all of the several interesting things about the individual members of our flora. Perhaps our observations here should be confined mostly to fairly well known species. Of the ferns there are 21 species and 2 varieties. In the pine family we have the white and Norway pines, black spruce, tamarack, white cedar, hemlock, juniper and red cedar. Tamarack swamps were formerly abundant, more particularly in the west and northwest, but a small one existed at one time within the limits of the city of Port Huron near the intersection of Jenkinson and Eighth streets. The tamarack now is becoming rare, drainage, fires, and the woodman having nearly brought about its extinction. The black spruce is said to have been abundant in spots at one time in the swamp west of Capac. A few specimens were noticed in recent years on section 16 of the township of Fort Gratiot, but it is very probable the last one has disappeared. A few years ago the late A. R. Avery called the writer's attention to red cedar on the farm of Solomon Pierce, section 15, township of Kenockee. On investigation it appeared that when Mr. Pierce settled on the farm over 50 years ago, many large red cedar logs, some of them 18 inches and more in diameter, then lay on the ground apparently having fallen many years before. Subsequently on making a search two small red cedars were found near by on the high banks of Mill creek, which he transferred to his yard, only one living. The living one is believed to be the only native red cedar left in the county. A few hemlocks, very beautiful trees, still remain, but no doubt are doomed to extermination. White cedar is plentiful and thrives near the Lake Huron shore, but large trees long ago disappeared. Just north of the city of Port Huron and even within the limits of the city Norway pine reaches its southern limit on this side of the state. There are 117 species of grasses and one variety, 22 of these being introduced. Many of them are fine pasture grasses, the most prominent one being Kentucky blue grass, the common grass of our pastures, roadsides and lawns. The sand bur, bearing one of the most cruel burs and justly regarded a menace by women and children, is now a very common roadside weed on sandy ground, and a serious pest in sandy pastures. The reed, our largest native

grass, and very striking at a distance, looking much like broomeorn, is common about Lake St. Clair. The famous Indian rice, perhaps, often as large as the reed, is abundant in shallow water about the same lake. The sedges, growing mostly in low, wet land, many of them valuable pasture plants, and popularly known as grasses, number 116 species and 25 varieties. Of the lily family 30 species are known still to exist. Two noted plants of this family, the wild onion (*Allium cernuum*) and the chive, reported as noticed here formerly, have not been seen in recent years and are probably extinct. The wild leek, so common in damp, rich woods in early days, and then a menace to buttermaking in spring, is now becoming rare. There are 23 orchids, one of the most beautiful members of which, the showy lady's slipper (*Cypripedium hirsutum*), is nearly extinct. We also have 16 species of willow and four varieties, six poplars and one variety, three hickories, two hazelnuts, at least three birches, six oaks, three elms, three ashes and one variety, eighteen violets, five maples and one variety and one hundred and thirty-seven species of the composite family and nine varieties. The goldenrods, eighteen species, and two varieties, and the asters, fifteen species and two varieties, are among the very attractive members of this family. The pin oak (*Quercus palustris*) is known in Michigan only on the east side of the state in spots from Monroe to Adair, west of the city of St. Clair. On the delta islands and in wet ground near Algonac it is the dominant tree. The black walnut, as a native tree, is becoming rare. Formerly on section 32, town 7 north, range 17 east, now a part of the township of Port Huron, there was a large grove of native chestnuts, the most northern point known for that tree in this region. All have disappeared except five trees on the high right bank of Black river.

A popular subdivision of our woody plants is into trees and shrubs, not a very scientific one, for the reason that any small woody plant may be denominated a shrub, but after growing beyond a certain size is very properly called a tree. Taking, however, for this purpose Dr. W. J. Beal's definitions in the last Michigan Flora, that a shrub is a woody plant less than one foot, and a tree one foot and more in diameter, St. Clair county has fifty-seven species of trees and one variety and one hundred and fifteen shrubs. There are forty-nine well recognized medicinal plants admitted into the U. S. Pharmacopœa, and one hundred and nine others often used in domestic remedies, many of them for sale by druggists. Among our plants now growing wild, one hundred and forty-one may be regarded as weeds, of which ninety-two originally came from Europe, forty-seven from other parts of North and Tropical America, and two from Asia. The climbing plants or vines are poison ivy, bittersweet, a honeysuckle (*Lonicera glaucescens*), moonseed, wild bean (*Apios tuberosa*), hedge bindweed, field bindweed, wild yam-root, hop, fringed black bindweed (*Polygonum cilinode*), halbard-leaved tear-thumb, climbing false buckwheat, black bindweed, nightshade (*Solanum dulcamara*), matrimony vine, climbing fumitory, virgin's bower (*clematiss*), Virginia creeper, summer grape, river-bank grape, wild balsam apple, one seeded bur cucumber, hispid greenbrier (*Smilax hispida*), and rough bedstraw (*Galium asprellum*). Other

species of *Galiun* often take the form of vines, as does also the carrion-flower. There are two plants poisonous to some and not to others, the poison ivy, abundant nearly everywhere, and poison sumach, a shrub mostly in swampy ground. Water hemlock (*Cicuta maculata*), very common here in damp meadows, prairie-like ground, and damp open woods, is reported to be one of the most poisonous plants in North America, and when the tuberous root is eaten and retained on the stomach, no antidote or remedy is known to prevent its fatal effects. Its root, very aromatic in taste and smell, is said to be mistaken often for that of the sweet cicely, although the two plants do not much resemble each other. The tuberous root of the bulb-bearing water hemlock, quite abundant in marshy ground, is also said to be very dangerous. There are a number of other plants with poisonous properties which it is best to know and perhaps avoid. Among these are the three introduced species, the poison hemlock and the two stramoniums, all quite frequently seen about cultivated grounds and in out-of-the-way places. Recently two children at Alpena were fatally poisoned from eating the seed of the stramonium.

#### PLANTING OF NATIVE TREES

When studying the flora of any locality, many questions arise of great interest to humanity in general. It seems to the writer it has been established beyond cavil that a country cannot be stripped of its trees, shrubs and herbaceous plants without the greatest danger to its welfare. Accordingly, the planting of trees to counteract somewhat such evils should be constantly taught, urged and encouraged. It is a matter about which, in this country, there is a widespread and almost universal popular ignorance and unpardonable apathy. Here we can only hint at one way of starting a very important work. In our county there are hundreds of miles of public road along which native trees might be planted without appreciable injury to crop cultivation. Occasionally an energetic man with advanced modern ideas and a commendable sense of adaptation, beauty and usefulness, has set out road trees which have become a fine object lesson for others. But it is a fact that a large majority of his neighbors will, during a great portion of their lives, pass by almost daily without apparently giving such beautiful trees a thought. Popular movement in this direction, as along many other very important lines, is so slow and the necessity for uniform methods is so great that it will yet probably result as perhaps it should in government action and control. Our general government at Washington is attempting to inculcate advanced ideas, not only in tree planting, but in all matters pertaining to agriculture and the general betterment of the country. The writer has now been over much of St. Clair, Sanilac, Huron, Tuscola, Lapeer and Macomb counties in Michigan and Lampton and Essex counties in Ontario. Most all our native and introduced trees in one place and another have been noticed along highways and nearly all are at least partially a success. The very best of information and education along these lines is near at hand and to be had. The people in general must become interested if

tree planting is to be a success. The very best of material is at our doors. Every one, even with a small piece of land, can have, if he desires, his little tree nursery or go to the woods and get what is needed. After many years of observation, within the territory mentioned, it has been concluded that for cities and villages, our native maples and elms are the best street trees, that the introduced Norway maple is very good, that for road trees in the country, if set out merely to be ornamental maples and elms are perhaps first choice, that oaks and many other native trees are a success. However, it is believed to be very proper on the whole to set out along our country roads our native nut bearing trees, the black walnut, butternut, chestnut and hickory nut. These are all very beautiful trees and produce delicious nuts. In the western part of Lapeer county many of these, especially the hickory nut, have grown up along roadsides in abundance and are a success. It should be remembered that poplars and willows for such purposes should be avoided. We have no land in our county so dry and poor that most of our native trees will not grow and thrive in it. If under intelligent management we gradually set out trees, so many every year, St. Clair county, including its cities and villages, would within twenty-five or thirty years, become one of the most beautiful counties in the world.

#### PROPOSED PUBLIC RESERVATION

Very close to this subject lies the great modern question of the conservation of our natural resources. By a very slow process nature has brought together and developed all we have. The very meat of this idea of conservation is to use with moderation, not to waste, and to preserve what has been developed and seemingly laid up for us by Mother Earth. Perhaps no general human movement of the past or recent date is so pregnant with matters of importance and benefit to humanity. The needs and strenuous activity of men tending to destroy the natural balance in the development of life conditions already established, something should be done to counteract this evil so far as possible. To carry out this great idea, regulation in the use of forests, and the setting aside of land for public reservations, are heartily recommended by our greatest men. A public reservation of 3,000 or 4,000 acres in one piece for St. Clair county would not be too large. It is believed that such a piece would soon more than pay for itself in general benefits over and over again. It should not be at all ornamented like village and city parks, but left substantially to itself where nature can run riot at its will. Let us have in every county at least one spot where trees, shrubs and herbaceous plants can thrive and not only for the most part be let alone, but encouraged by man, where our native birds and other small animals, beneficial and necessary to our welfare, can have a congenial home fully protected against the boy with his small weapons, and against the hunter, his dog, and his murderous gun. These little and interesting living things of the forest love their native haunts and were thought of by intelligent men more than 3,000 years ago. If we are not wise and neglect to keep up a life balance, there



will, no doubt, hereafter be a sad reckoning and the coming punishment will be unerring and just. The present condition of many countries in both Europe and Asia, where once the land was fertile and dense populations existed, is a fair and certain warning. There are many other things to be thought of as well as the sowing of seeds and the reaping of crops. It is often well to look somewhat to the future. As time goes on and no precaution is taken there may be sowing but very little reaping.

The very best place for such a proposed reservation in this county is in the township of Clyde where Mill creek joins Black river. Here conditions are such that most all species of both plants and animals of our county, if not of the whole of the Lower Peninsula, could find a congenial home and be made comfortable. Such a place left to itself for a number of years and under intelligent management would not only be a benefit to ourselves, but to our successors, a sight worth seeing by lovers of nature, a place where the scarlet tanager, one of the most beautiful of our feathered tribes, and other birds beneficial to man, could feed, nest, fly and flit about from tree to tree in peace, where the woodcock could raise her young unmolested by the hunter and his dog, where the partridge could drum at will, and all living things enjoy fully their share of life.

## CHAPTER VI

### OUR FIRST FAMILIES—THE INDIANS

THE ALGONQUIN FAMILY—THE IROQUOIS AND HURONS—THE “NEUTRALS” DESTROYED—INDIANS OF THE ST. CLAIR REGION—INDIAN RESERVATIONS AND LEADERS—MOUND BUILDERS AND MOUNDS.

When the Europeans first came to the Atlantic shores of North America, they found in possession a dark skinned people whom they called Indians, in the mistaken idea that the search for a short route to the East had been successful, and that those people were inhabitants of outlying parts of India. It needed but little investigation to discover that the Indians, though having some resemblances, differed greatly among themselves in language, physical characteristics and degree of civilization.

The name Indian is not only inappropriate, but leads to confusion with the actual inhabitants of India, and for that reason it has been suggested that the name Amerind, composed of the first parts of the words America and India be coined, and used to designate the American Indians.

Upon the basis of language resemblances and differences, the Indians have been divided into fifty-five great families, some of which are now extinct. In our description of the Great Lake Region we are concerned with but two, of these families, the Algonquian and the Iroquoian.

#### THE ALGONQUIAN FAMILY

The Algonquian family spread over a larger area than any other; they extended from Newfoundland to the Rocky Mountains, and from Churchill river to the coast of North Carolina. They included in the extreme east, the Abnakis, the Miemaes of Nova Scotia, the Massachusetts, Narragansetts, and Delawares; in the center the Sauks and Foxes, Miamis, Potawatomies; in the north the Ottawas, Chippewas and Mississaugas; in the west the Blackfoot, Arrapaho, and Cheyenne tribes, and there were in addition other tribes or nations properly included within this family. In endeavoring to classify the tribes now extinct, it must be remembered that the early travelers were generally ignorant of any basis of division, and from the ease and rapidity with which the Indians changed locations, the same tribe might often be designated

by different names. It is only in the case of those tribes which were sedentary or nearly so in their habits, that we can feel much confidence in the early descriptions.

#### THE IROQUOIS AND HURONS

The Iroquoian family was much more compact, and not nearly so numerous as the Algonquian. It included the Five Nations in New York (the Mohawks, Oneidas, Onondagas, Cayugas and Senecas), commonly called the Iroquois, the Huron, Tobacco and Neutral Nations in Ontario, the Tuscaroras and Cherokees, with a few others.

The Iroquoian tribes were sedentary and agricultural and generally noted for their skill in fortification and house building, as well as their ferocity and endurance in fighting. The Five Nations furnished about the only example known of a real Indian confederation, formed probably about 1470, and its results were very important.

When the French first came up the St. Lawrence river in 1534, they found both banks above Quebec inhabited by an Iroquoian people, but seventy-four years later, when Champlain established Quebec they were all gone, and Algonquins were the only Indians to be seen in that locality.

Early in the time of Champlain's leadership, he came into hostile conflict with the Iroquois, and this produced momentous consequences upon the development of the interior, around the Great Lake region, and on the outcome of the English and French rivalry for the control of the Indian trade.

At the time of Champlain's coming to take charge of French interests in New France, the Five Nations occupied all central New York, and west nearly to Niagara river, the Hurons occupied the country at the lower end of Georgian bay where they had villages and cultivated considerable land; west and south of them were the Petuns or Tobacco Nation, and south and east of the latter, extending from St. Clair river through to Niagara river, were the Neutral Nation.

Although related in blood and language to the Iroquois, the Hurons had been from time immemorial at deadly enmity with them, and this finally in 1648-9 involved their practical annihilation as a powerful people, and their being divided and scattered, some incorporated with their victors and some after long and devious wanderings, through many years in the country northwest of Michigan, coming to settle near Detroit and in northern Ohio.

#### THE NEUTRALS DESTROYED

The Neutrals had for many years successfully maintained neutrality between the Iroquois and Hurons, but not long after the latter's general defeat, they too were attacked by the Iroquois and their power broken in 1651.

During all this time the lower peninsula of Michigan had been occupied by various Algonquian tribes; the Potawatomes, Sauks, Foxes, Miamis, and in the northern part, Chippewas and Ottawas. The oldest

map now known of this region, the map of Nicholas Sanson of 1650, was largely based upon the Jesuit Relations, the published accounts of the Jesuit priests among the Indians, and probably also to some extent upon other information not now known. This map, the first to show all the Great Lakes, indicates the Neutral Nation east of St. Clair and Detroit rivers, and south of Saginaw bay in the Michigan peninsula, the Nation of Fire or Potawatomes.

The edition of Sanson's map made in 1657 indicates knowledge of the Iroquois war with the Neutrals as the latter nation no longer appears, but just west of the head of St. Clair river are the Couaeronon, and between Saginaw bay and Lake Huron the Ariatoeronon, with the Potawatomes in the center of the peninsula as before. In 1660 Du Creux published in Latin a history of Canada, and accompanied it with a map, somewhat more full in its details of this region than any preceding. Just west of St. Clair river are indicated three tribes, Assistoius, Ondatouius, Teoronius. In the district east of Saginaw Bay appear the names E. Kandechildius, and Schenkioetontius.

In 1674 another map by Sanson was published and in this appears west of Lake St. Clair the Couaeronon, making it probable that in the map of 1657 the "e" is a mistake for "e."

The people "Assistoius" of the Creuxius map are undoubtedly the Fire Nation or Potawatomes, who must have been very numerous at the time of the coming of the French. In the Jesuit Relation of 1643, Pere Lallemand, who was writing from the country of the Hurons, says: "These peoples of the Neutre Nation are always at war with those of the Nation of Fire, who are still further distant from us. They went there last summer to the number of 2,000 and attacked a village, well protected by pallisades and strongly defended by 900 warriors, who withstood the assault. Finally they carried it after a siege of ten days. They killed many on the spot and took 800 captives, men, women and children. After having burned seven of the best warriors, they put out the eyes and girdled the mouths of all the old men whom they afterwards abandoned to their own guidance, in order that they might then drag out a miserable life. Such is the scourge that depopulates all these countries, for their wars are but wars of extermination. This Nation of Fire alone is more populous than all the Neutre Nation, all the Hurons, and all the Iroquois, enemies of the Hurons put together. It consists of a large number of villages wherein is spoken the Algonquin language, which prevails still further on."

It seems probable that the Ondatouius was another band or tribe of the same nation. The Teoronius and E. Kandechildius people have not been identified. The Schenkioetontius were the Foxes. It is possible that the Ariatoeronon of the Sanson map are the Potawatomes, but the Couaeronon are still unidentified.

The dispersal and destruction of the Neutrals by the Iroquois in 1651 was not so complete as that of the Hurons a few years before, but sufficient to destroy them as a united force.

In the Journal of the Jesuit Fathers for 1653 under date of July 31, it is said: "On the 31st, a canoe from Three Rivers arrives which brings us the news of the arrival of three canoes from the country of

the Hurons. \* \* \* These seven savages have brought news that all the Algonquin Nations are assembled with what remains of the Tobaccoc Nation and of the Neutre Nation, at A, Otonatendie, three days' journey above the Sault Skia,e toward the south. Those of the Tobaccoc Nation have wintered at Tea,onto'rai. The Neutres to the number of 800 at Sken'ehio,e toward Te,o'chanontian. These two nations are to betake themselves next autumn to A,otonatendie, where even now they number a thousand men."

The name of the wintering place of the Tobacco Nation is the Iroquoian word for Mackinac, and that of the Neutres means the place of the Foxes and is probably somewhere in the eastern part of the lower Michigan peninsula. Teo chanontian is another form for the same name as "Teuchsa Grondie," the title of a long epic poem by Levi Bishop of Detroit relating to the Detroit river. The word has a number of different forms, and means the place of many beaver dams. Upon Evans' map of 1755 which was regarded at the time as the most accurate map in existence of the territory it covered, the word appears under the form Tiiuxsonruntie, and extends along the west side of Detroit river, Lake St. Clair and St. Clair river. In the famous Mitchell map of 1755 the name appears along the west side of St. Clair river.

Detroit has unjustly appropriated this word to itself and the Detroit river, and by many writers references in the old French authors to the entire district between Lake Huron and Lake Erie have been used as if they referred specially to the City of Detroit and vicinity, while in fact until some time after the settlement by Cadillac in 1701 the word "detroit," meaning strait, was used by the original writers to designate the entire water channel from Lake Huron to Lake Erie; the "detroit of Lake Huron," the "detroit of Lake Erie," being phrases often found.

From the earliest time this immediate region was noted for its beaver. LaHontan, who spent part of the years 1687-8 at Fort St. Joseph, at the entrance of St. Clair river, produced a map which he attached to a book published by him in 1709, and this map has near Fort St. Joseph the words, "Beaver hunting of the friends of the French." This map also has on the western side of Lake St. Clair Auittanons, who later in the southwestern part of Michigan and northern Ohio became known as Weas; they were a branch of the Miami. At the making of the Treaty of Greenville in 1795 by General Wayne with all the Indians with whom the United States had been at war in the Northwest Territory, Little Turtle, a leading Miami chief, was one of the active participants and at one of the council meetings he said that his forefathers kindled the first fire at the detroit, thereby claiming to have been the original occupants of that district, and this claim was apparently conceded by Missas a Chippewa chief from St. Clair river; also a participant, who said that the great calumet of peace which he presented did not come from the little lake (probably Lake St. Clair) but from the great Lake Superior to the north, from which their great chiefs and warriors came. These claims are in

accordance with the LaHontan map, and the fact that the Chippewas were comparatively late comers into this locality.

After the dispersal of the Neuters, the Iroquois were free to direct their attention to the Algonquian nations or such portions as might be remaining in the Michigan peninsula. It will be remembered that the Neuters had long been bitter enemies of the Potawatomes, Sauks and Foxes, and had in 1642 administered to them a crushing defeat. In 1666 the Sauks and Foxes are found at La Pointe in the upper peninsula, and the Potawatomes around Green bay.

Evidence of the old hostility and the conflicts in this vicinity are found in the names of two rivers, Clinton and Cass rivers, the former name of which was Huron. The Indian name of each of these streams was Nottawayseepee, Nottaway or Nadoweg, an Algonquin word strictly meaning adder, and was applied by them to their enemies. Seepee means river, thus the name of the stream meaning river of our enemies, probably indicates the place of some conflict with the Neuters, and when the name thus given came long afterwards to be translated into English, under the impression that "Nottaway" meant to the Algonquin, the Huron-Iroquois, the name became the Huron river, when properly it should have been the Neutral river, as the Hurons were never in this section of country.

#### INDIANS OF THE ST. CLAIR REGION

When Cadillac established Detroit in 1701 he introduced a great change in the method of treatment of the Indians. Hitherto the outlying posts had not been encouraged by the French authorities, but the Indians had been taught to bring their peltry to Montreal as in this way a much closer control could be kept over the trade. Cadillac encouraged the Indians of all tribes to come and settle near his fort, and he promised to protect them from their active enemies, the Iroquois, who in their forays had penetrated into Wisconsin, the Upper Peninsula of Michigan, and as far as the Mississippi. One result of this movement on the part of Cadillac was the bringing into this region a new nation of the Algonquian family, the Chippewas, or at first a nation closely allied to them, the Mississaugas; these people, when the French first came to Lake Huron, occupied a portion of the north shore of the lake, and in the early part of the eighteenth century, gradually drifted in and occupied the country formerly occupied by the Neutrals. In 1736 a report of the Indian tribes connected with the French, under the heading "Lake St. Clair, which leads to Lake Huron," states, "At the end of the little Lake St. Clair there is a small village of Mississauges which numbers sixty men," and as in this case by men is meant warriors or fighting men there would probably be 300 or 350 people. All maps after that time show Mississaugas located east of St. Clair river.

As early as 1688 the Hurons who were left in the Ontario peninsula complained to the French governor that the Mississaugas had taken their beaver hunting grounds and desired him to remove them.

LaHontan, in the map accompanying his "New Voyages to North

America," shows as the only tribe adjacent to Lake St. Clair on the west of the Auouittanons, a Miami tribe. In a list of the savage nations of Canada, he locates the Mississaugas and the "Outchipoues Alias Saulters," or Chippewas, along Lake Huron. In 1702 Cadillae reports that the Saulteurs and Mississaugas had united in forming a village on the river. It therefore seems evident that the Chippewas were comparatively late comers in this region. They probably worked down the west shore of Lake Huron from the Upper Peninsula, and there is a tradition of a desperate conflict between them and some allies of theirs south of Saginaw Bay with the Sauks when the latter were located upon Saginaw river, and the practical destruction of that tribe of Sauks. By the early part of the nineteenth century, the Chippewas were the only Indian nation occupying the eastern part of Michigan north of Detroit or Lake St. Clair, the Mississaugas being by that time generally called and known as Chippewas. In the treaty of 1807 between the United States and several Indian nations, by which the former secured the undisputed rights to the southeastern part of Michigan, this treaty was signed by the Ottawas, Wyandots and Potawatomies, because they had rights and interests around Detroit, and toward and in Ohio, and by the Chippewas, because all the northern part of the territory ceded was recognized as belonging to them. Provision was made for several reservations within the ceded district, and the reservations in this and Macomb counties were occupied and claimed only by the Chippewas, and when, in 1836, these reservations were ceded to the United States, the Indians making the cession are called in the treaty the Black river and Swan creek bands of Chippewas.

We conclude, then, that within historic times this county was occupied by the Neuters, possibly to some extent by the Foxes, Miamis and Potawatomies, and finally by the Mississaugas and Chippewas.

In their native condition the Chippewas were a timber people, living mainly by fishing and hunting. They were first found by the French at the Sault, and hence were called Saulteurs or people of the Sault. They were expert fishers, and while they had no settled habitation to the same extent as the Iroquois, they cultivated maize and a few vegetables.

They were a brave, courageous people, expert in the use of the canoe and the arrow, as upon these they depended for their livelihood in fishing and hunting.

After they came into contact with the white man they felt the same attraction as most other Indians for strong drink, and suffered greatly from it.

Many of the implements used by the Indians in their warfare and domestic life have been found within the county, and a number of their burial places were known when the county was organized. There was one upon the north side of Pine river at its mouth, one on the south side of Black river near the end of Sixth street, and one on the east side of Military street some distance south of Griswold street in the city of Port Huron.

The weapons and tools found in these burial places indicate the same degree of civilization found elsewhere among the Indians before

coming in contact with white men, and their number and kind offer evidence that some of them did not belong to the Chippewas, but to the older tribes, as after the French and English came in contact with the Indians, the latter used iron tools, utensils and guns.

When the electric railway between Port Huron and Detroit was under construction in 1901, in grading through the hill then existing south of Bunce's creek, the skeleton of a man was found several feet below the surface, and with it a copper hatchet and beads and a double pointed instrument of unknown use. This copper must have come from Lake Superior and indicates the existence of some sort of traffic. The stone arrowheads found here are of flint, which cannot be found nearer than the central part of Ohio, so that a more extended commerce between Indian tribes perhaps existed than has been commonly believed.

#### INDIAN RESERVATIONS AND LEADERS

When St. Clair county was created it contained two Indian reservations, provided for in the treaty of 1807, one upon Black river, the other upon Lake St. Clair. The Indians did not occupy their reservations throughout the year, but during the hunting and trapping season would move to more favorable locations, returning to this locality for the fishing, which was very good in St. Clair river. About 200 Indians are credited to the Black River reservation, and 150 to the Swan Creek, but this number is probably too high, as Schoolcraft, who was Indian commissioner in this state for several years, estimated in 1839 the total number of both bands at 198.

When the treaty was made in 1836 ceding these reservations, it was signed by Eshtonoquot, Naykeeshig, Mayzin and Keewaygeezhig. The Indian name of the Black river band was Mekadewagamitigweyawiniwak and of the Swan Creek band Wapisiwisiwiniwak.

Naykeezhig, or Driving Clouds, was the grandson of Masheash, or Musquash, and the nephew of Nimekas, or Animikans, who was one of the signers of the treaty of 1807. Masheash was one of the prominent chiefs along St. Clair river during the time of the British occupancy of this region and signed many of the deeds given by the Chippewa chiefs of land in this county at that time. He died shortly after the close of the War of 1812 and was buried on the Indian reservation north of Mt. Clemens.

Naykeezhig, who frequently was employed by Judge Bunce, and was called one of Bunce's Indians, was the uncle of Keewaygeezhig, whose name means returning sky, and who also signed the treaty of 1836.

Animikans, or Nimekance—the name is spelled in a great variety of ways—was one of the principal chiefs of the Chippewas and lived to a great age, at least 106 years, dying about 1825 on the Indian reservation at Sarnia, where he had lived for many years. When a comparatively young man, he had served as a soldier under Patrick Sinclair at the fort built by the latter on St. Clair river just below the mouth of Pine river. As a reward for his services, the English had given him the dress and uniform of an English brigadier general, and this he pre-



served until his death, wearing and displaying it on occasions with great pride. Nimekance was a friend and frequent visitor of Z. W. Bunce, and made him a friendly call, clad in his uniform, within a year before his death.

A granddaughter of Maskeash, well known to the early settlers in this county, was old Mother Rodd, as she was familiarly called. Her portrait, presented by D. B. Harrington, hangs in the rooms of the Michigan Pioneer and Historical Society at Lansing. Mother Rodd lived to an extreme old age, considerably over 100 years, and while her home was on the Indian reservation at Sarnia, and she received an annuity from the British government, she had many friends among the Americans, and for many years spent a considerable part of her time here. She made brooms, baskets and mats, and was honest and industrious. In winter she camped in the woods, and in the summer on the bank of the river, gathering berries or making maple sugar to exchange for provisions. She also had a good knowledge of herbs and frequently acted the part of physician. It is related of her that upon one occasion she applied a remedy which modern society seems to be greatly in need of. A young Indian, distantly related to her, had fallen in love with a squaw, although he was already married. Mother Rodd took charge of the case and a visitor to her camp found the young man looking very solemn with his head bent over a vessel containing water, and a heated stone producing steam, and around him was wrapped a large mackinaw blanket. In fact, she was applying the sweat cure to rid him of his disease, and in this case, at least, the method was successful.

Another Indian chief who was well known in the state, and whose portrait is also found at Lansing, was Okemos, who did not belong in this county, but was occasionally here. Okemos was a nephew of Pontiac, and was therefore in part, at least, of Ottawa descent, but had been made a chief of the Chippewas because of his daring and bravery on the side of the British near Sandusky in 1813. He was severely wounded and until his death carried a long scar on his head, caused by a saber cut. After the War of 1812 he became satisfied that he had been on the wrong side of the controversy, and took the oath of allegiance to the United States. In spite of this, however, he tried to obtain an annuity from the British government, which continued for many years to distribute yearly at Malden on the Detroit river, large sums of money and valuable presents to the Indians friendly to them.

When the Americans came to build Fort Gratiot in 1814 they found an Indian on the Black River reservation, whose name is perpetuated in one of the townships of our county, John Riley. He was a half-breed, his father being James Van Slyck Riley, or Ryley, a man of good family from Schenectady, N. Y., and Menawamegoqua, his mother, a Chippewa woman of Saginaw.

John Riley was a large, athletic man, of commanding appearance, good manners, spoke English well and was fairly well educated. During the War of 1812 the Rileys were friendly to the United States and of great help to them in many directions. It is related by Judge Witherell that when John Riley was a youth he was in Detroit about 1786, and

was ordered by a British officer to work on the highway. This he refused to do, and the soldiers were about to flog him when he dared them to do it, and the major in command, surprised by his appearance and courage, let him go.

In 1815 he was one of the official Indian interpreters at Detroit. At the treaty with the Saginaw Chippewas made in 1819 there was reserved for the use of John Riley 640 acres of land near what is now Bay City.

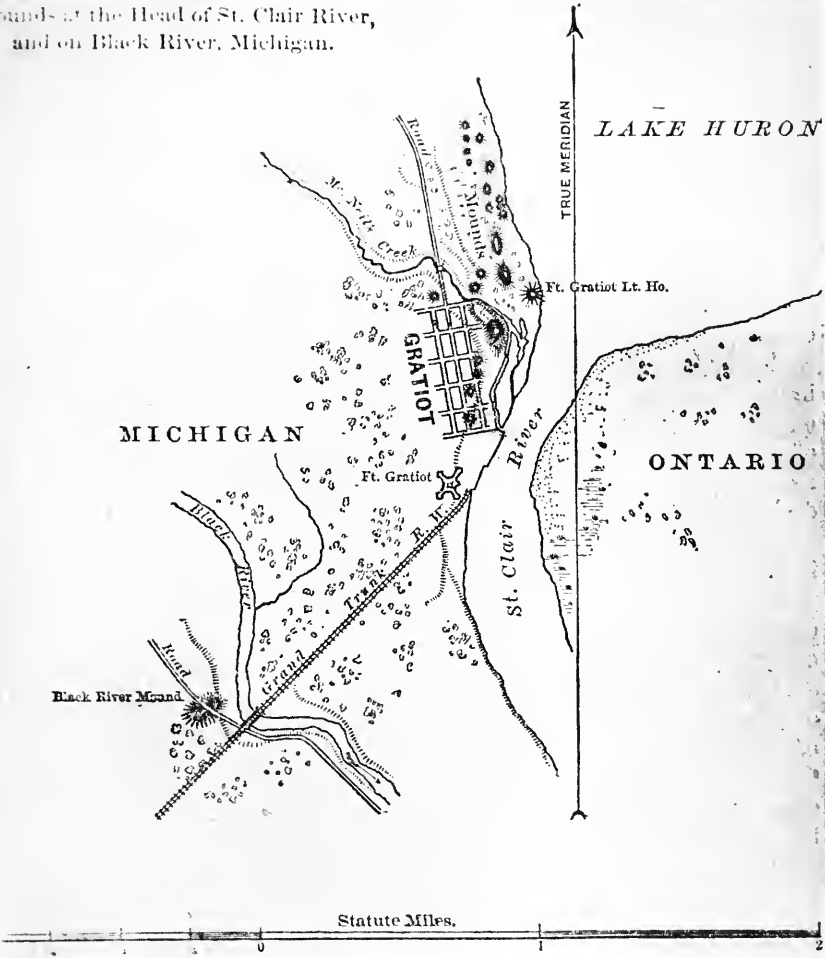
When Judge Bunce came to the county in 1817, Riley was living near the northeast corner of the Indian reservation, and he made his home here until the sale of the reservation in 1836. He claimed in a petition to Congress in the year of the sale that in consideration of his services the Chippewa chiefs had deeded to him in 1825 80 acres of the Reservation but his claim was not allowed. After that event he opened a store in the present township of Riley, but trusted his customers too freely and in consequence went out of business, and a few years later moved to Canada, where he died in 1842.

#### MOUND BUILDERS AND MOUNDS

Scattered over the central United States, including Michigan, are evidences of a people antedating the Indians of historic times. These evidences consist mainly of mounds of various shapes, and in consequence the people have been generally called the Mound Builders. It has been the general belief until quite lately that they were of a civilization higher than the Indians, as the white men have known them, and that they were perhaps connected with the Aztecs, or the more civilized races of Mexico and Central America. "The more careful exploration of the mounds in recent years, and the more thorough study of the data bearing on the subject have shown these opinions to be erroneous. The articles found in the mounds and the character of the various monuments indicate a culture stage much the same as that of the more advanced tribes found inhabiting this region at the advent of the whites. The conclusion reached chiefly through the investigation of the Bureau of Ethnology and now generally accepted, is that the Mound Builders were the ancestors of the Indians found inhabiting the same region by the first European explorers."

There were Indian mounds in St. Clair county until a few years since, but unfortunately no attempt was made to explore them thoroughly or scientifically, and for our knowledge of them we are compelled to rely upon the report concerning them made by Mr. Henry Gilman, of Detroit, in 1872 to the Peabody Museum of Archaeology and Ethnology. Mr. Gilman was at that time assistant superintendent of the light house service on the lakes, had before that been connected with the geodetic survey and later was for a time librarian of the public library in Detroit, and consul at Jerusalem. A portion of his report is as follows: "The mounds situated at the head of the St. Clair river extend from south of Fort Gratiot for one and one-half miles northward, along the west shore of the river and of Lake Huron. It is altogether probable that they reach much farther, both northward and

Mounds at the Head of St. Clair River,  
and on Black River, Michigan.



southward; but I have traced, examined and fully identified them for the distance mentioned. Similar works have been found on the opposite side of the river in Canada. Isolated mounds in the interior also exist, an interesting example of which is seen on the west shore of the Black river (a tributary of the St. Clair), at a point about one and three-quarter miles southwest of Gratiot; the mound referred to having been exposed, some years ago, by the grading of a road through it, which, as usual, resulted in the loss of a large amount of valuable relics.

“With few exceptions, all these mounds have a general resemblance, and bear the appearance of terrace-like embankments from ten to twenty and twenty-five feet in height; they are much longer than wide, and run nearly parallel to the general direction of the river and lake shore, which here does not vary much from north and south. They are mostly of the drift formation, subsequently modified or added to by man for the various objects for which they were occupied, whether for the purposes of interment, habitation, or the manufacture of the rude implements connected with the daily life of that period; and, from the topographical features and the geographical position, they must have formed favorite places of retreat in war time.

“Mound No. 1 is composed chiefly of sand and gravel, is about two hundred feet long by fifty feet wide, and is fifteen feet above the level of the river. It has rather abruptly-curving sides, and is built on a slope of the ridge, of drift formation, on which the village of Gratiot stands.

“A large excavation, made about fifty feet from the south end of the mound, disclosed the remains of four human bodies, at a depth of four feet from the surface. In an area of about ten feet square the four crania, with a portion of the accompanying bones, were taken out, but were in so decayed and tender a condition that, with the exception of a skull and a few of the long bones and vertebrae, they mostly fell to pieces. The bodies evidently were buried in a sitting posture. This was very apparent in one case, where the femora were found bent upon and above the tibiae, the vertebrae, etc., resting upon these, while the skull lay on top, face downward, as though it had leaned forward originally, and had finally fallen over into that position. This cranium is that marked Skull No. 1, Mound No. 1; and the vertebrae and other bones thereto belonging may be found correspondingly marked. With these remains were associated fragments of pottery, the bones of fishes and birds, flint chips, and some stone implements of the rudest character. These last were mostly water-worn boulders, apparently used as hammers, and almost invariably shattered, and net sinkers, flattish, irregularly-elliptical stones, notched on the edges or partially grooved toward the center. It is interesting to notice that the tibiae present the peculiar compression which I have found so marked a characteristic, and in such extreme degree in the tibiae from the mounds on the Detroit river and the River Rouge, Michigan, establishing the fact that these, too, were platyenic men.

“After excavating to the depth of six feet, the coarse gravel of the drift was encountered; but no further objects of interest being met with,

the opening was extended in other directions to the westward, so as to open a lateral trench through the mound. This revealed several fireplaces, solid beds of black ashes from one foot to eighteen inches thick, with fragments of pottery and bone, flint chips, sinkers and broken hammers interspersed. The fireplaces were invariably at or near the surface of the mound, showing it to have been occupied for habitation subsequently to being used for burial purposes. Openings made at two points, about fifty feet from the north end of the mound, and also at a third point, half-way between these and the first excavation, added no facts of special interest. Two excavations were then made at twenty-five feet from the south end of the mound, showing fireplaces with the beds of black ashes two feet thick, and intermingled relics similar to those of the fireplaces already mentioned. Some of the fragments of pottery taken out here were uncommonly thick and coarse. Beneath were small pieces of the bones of man, but nothing further worthy of mention. The encroachment of the town on this mound, and on those to the west of it, prevented a more satisfactory examination.

“The oldest residents (some born and brought up here) knew nothing of the character of the mound, though they remember that, many years ago, it was covered with a large forest growth.

“Mound No. 2, which lies two hundred feet northwest of Mound No. 1, is over five hundred feet in length by from one hundred to one hundred and fifty feet wide; and of the general height of twelve feet above the level of the St. Clair river. It is bounded on the north by a small stream known as McNeil's creek, which also runs southwardly all along its eastern slope, as well as a part of the south end of the mound. The ordinary observer will scarcely fail to notice that this mound is something more than the work of nature. Its sides have a graceful, gradual slope, with the exception of the side fronting the river, which is abrupt and terrace-like, even where not washed by the creek. Between the creek and the River St. Clair is some low lands with ponds, where are a few outlying mounds, small and of slight elevation. About two hundred feet of the south end of Mound No. 2 is clear of trees, except on the sides, and is covered with a smooth, green turf. Excavations were made in a number of places, showing that this entire end of the mound was covered with a solid crust of black ashes from eighteen inches to two feet thick. So hard and solid was this crust that layers of it in large pieces several inches square and thick were taken up unbroken. Fragments of pottery, showing a great variety of patterns, bones of animals, birds and fishes (some of the larger bones evidently smashed), flint flakes and chips, with stone implements, consisting principally of arrowheads, hammers and sinkers, were found intermixed with the ashes. The abundance of the sinkers and particularly of the broken hammers is a remarkable feature. Though such rude utensils, a selection from them is preserved, so as to give an idea of their character. I have not found elsewhere a similar condition of things, and believe that this end of the mound furnishes a nearer approach to the 'refuse heaps' of the Atlantic coast than anything I have seen elsewhere on the shores of the Great Lakes. The absence of the shell deposit, however, makes a marked difference. I cannot find that those

ancient inhabitants of this region had much recourse to shell-fish as an article of diet. The great abundance of fishes, and the ease with which they were captured, together with the multitude of land game, left them under no necessity to use the inferior fresh-water mussels for food.

“From the large quantity of pottery fragments and broken hammers together with the thick bed of ashes covering so wide an area of this mound, I incline to think that this must have been a point where the manufacture of their pottery was carried on to an unusual extent. The broken hammers may be accounted for by their having been fractured in pounding the grains used as food, and in cracking the bones of animals for the extraction of the marrow, indications of which are not wanting. The pottery found in both these mounds exhibits an unusual variety of patterns, though not a single utensil was taken out entire.

“From want of time, the investigation of the northern part of the mound, which is elevated at its center from two to three feet above the portion covered with the ash-bed, was confined to three points. No additional information was obtained, however, further than establishing for it a like origin with the other mounds.

“All the northern portion of the mound and also the sides of the southern portion are covered with a large second growth of trees. These consist chiefly of white pine, scarlet oak, white oak and basswood. The trunks of some of these trees have a diameter of from eighteen inches two to and one-half feet. A few decayed stumps of the original forest still remain. These average four feet in diameter.

“Mound No. 3.—After the exploration of four other mounds, three lying northward, the fourth northwestward of Mound No. 2, which contributed no additional facts of particular value, other than their identity of origin with the rest of the group, attention was next directed to Mound No. 3, which proved to be the most interesting of the entire series. This mound is situated three-quarters of a mile northeastward of Mound No. 1. It is about five hundred feet in length, and in breadth varies from seventy to ninety feet; while its height above the surface of Lake Huron is twelve feet, or not more than five feet above the general level of the surrounding land. In general direction it corresponds to the other mounds, and there is little in its appearance to suggest its character or call the attention of any other than a practised eye.

“A large excavation was made at its widest part, and about its center. Within two feet of the surface the bones belonging to a single body were unearthed, but in so tender a condition from age that they mostly crumbled to pieces. A few bones of birds and fishes were found with them. Some of the decayed roots of an oak tree stump, ten feet to the westward (and which will be further alluded to), had grown over and around these bones. The excavation was deepened, widened and carried farther to the eastward, opening a trench to the depth of six feet, but only small fragments of human bones resulted. The trench was then opened to the westward, toward the stump of the oak. When at the depth of five feet, we came to a skull (No. 1, Mound 3). Some of the bones first taken out overlay this, and decayed roots of the oak, as thick as a man's arm, stretched above it. The other bones belonging to the body appear dwarfish. It was buried with the head to the east,

and the legs seem to have been drawn up, and not stretched out at full length. On removing these remains, we found, immediately beneath, a third body, placed so closely that the skull of the upper rested on that of the lower. At the head was a large quantity of the bones of birds and fishes, in a compact mass, as though once held in some wrapping or vessel which had decayed. These were pressed against the skulls, so that in some cases they adhered to them, and are, no doubt, the remains of the food placed with the dead. Such of the bones as could be removed are preserved, but a great portion crumbled to pieces. This body was buried with the head to the eastward. The roots of the oak tree had penetrated the bones in many cases, the long roots presenting some interesting examples of this, as the roots in their natural growth had first filled, then burst the bones, so that in several instances the parts of the bone surrounded the now decayed root imbedded in it. Such pieces as held together are forwarded. This tree, which evidently belonged to the second growth of timber, was, I think, a scarlet oak, as the majority of the wood covering the southern half of the mound is of this species, together with the white pine. The decayed stump was two feet in diameter at the base, and at one foot above the ground divided into three trunks or main branches, each nine inches in diameter. These had been cut down, apparently, many years ago; and as between the first and two subsequent burials must have occurred, in all probability, some lapse of time, and the oak must have sprung up, reached its growth, been cut down, and its stump finally have decayed long afterward, some slight idea may be had as to the age of the first burial.

“The trench was now opened to the oak stump, when, from directly beneath it, Skull No. 3 was taken out with the accompanying bones. Upon this skull lay a plate of mica, five by four inches, of a quadrilateral shape, the corners worn off. A pebble of water-worn coral rested upon the mica, as if to keep it in place. About the neck of the deceased a necklace of remarkable construction had apparently been hung. This uncommon ornament was composed of the teeth of the moose, finely perforated at the roots, alternating with wrought beads of copper of different lengths, and the perforated bones of birds stained a fine green color, the stain, in the few pieces preserved, being wonderfully fresh. Small portions of the cord to which they had been attached are still partially preserved and remain in the apertures of the copper beads. I suppose that the teeth alternated with the copper beads and the stained bones. One copper bead, which adheres by its oxidation to the perforated part of a tooth, sustains this conclusion. A rude stone axe, partially polished, lay beside these remains. All indicated that the dead had been peculiarly honored in his burial, and that he had been, perhaps, a noted personage.

“Immediately to the northward of this body another was taken out, Skull No. 4, with the remaining bones. These were under the edge of the oak stump, and, as well as the remains No. 3, were surrounded with masses of roots. Both bodies lay nearly side by side, and at the same vertical plane, five feet below the surface. As in the other cases, the

bones of birds and fishes were found with the remains, but in small quantity.

“The excavation was next carried southward, through the center of the mound, for a short distance; but no relics being met with other than a few fragments of broken hammers and flint chips, it was next opened in the opposite direction, northward, thus giving it the form of an irregular Latin cross. When a few feet to the northward of the remains last taken out (No. 4), we came upon Skull No. 5, and following up the indications, recovered such of the remaining bones as could be preserved. With this body a flint arrowhead and some other rude stone implements were found; also a number of small shells, the species of which I have not determined, but which appear to have been used for some special purpose, perhaps as ornaments, as they were ground smooth at the base. About twelve of these were recovered, but there must have been many more originally, as a large number of them crumbled to dust, and also some of them might easily have been overlooked. A short distance westward of the last relics, Skull No. 6 was taken out. The accompanying bones, as in the cases of the others, were very tender, and it was with extreme difficulty that any of them were recovered. The tibiae exhibited the compression previously referred to in a marked degree. A large mass of fish bones lay in front of this body, which, like the previous remains (Skull No. 5, etc.), was buried placed on its right side with the head toward the east, and the limbs drawn up closely to the chest. It is possible that they may have been buried in a sitting or crouched position, and have afterward fallen over, but I think they were buried as first mentioned. The absence of pottery with the interments in this mound is worthy of note, only two fragments being found in any part of the mound, and these apparently accidentally dropped.

“Isolated excavations in different places throughout the extent of Mound No. 3, as also in a mound sixty feet to the west of it, contributed nothing specially entitled to record.

“Mound No. 4.—Mound No. 4 is eight hundred feet northeast of Mound No. 3. It is three hundred feet long by from thirty to fifty feet wide, and is a low, sandy ridge, with a series of nine conical elevations running along its length, and rising two or three feet above its general level, they having a diameter of from twenty-five to thirty feet.

“Mound No. 5 is fifty feet to the westward of Mound No. 4, and is of a conical shape, forty feet in diameter, and nearly twelve feet above the level of Lake Huron, being between three and four feet higher than No. 4. Two other mounds of smaller size but similar shape lie to the north of it.

“From Nos. 4 and 5 were obtained a few stone implements, fragments of bones and pottery, with flint chips and the usual boulder-hammers, mostly fractured. Our limited time prevented as thorough an investigation of these mounds as their appearance certainly warrants. I believe the removal of those conical elevations in Mound No. 4 would be rewarded with interesting discoveries.

“Other mounds to the northward and westward, belonging to the series, were also examined to the extent of confirming their claims to a like origin with those more thoroughly explored. A mound south of



Mound No. 1 (the first investigated) contributed a few stone implements, which are forwarded. The large implement appears to me to resemble a spade, but may have been designed for some other use than that apparently indicated.

“In conclusion, I would say that the facts observed fully prove this extensive group of mounds a rich field for more exhaustive research. And here I repeat the interesting fact that all the tibiae unearthed invariably exhibited the compression or flattening characterizing platyemic men. Unfortunately, the bones generally crumbling to pieces prevented satisfactory measurements. But sufficient evidence was obtained (in connection with my discoveries in other parts of Michigan) to establish the point that this race, from the Detroit river to the St. Clair and Lake Huron was marked with platyemism to an extreme hitherto unobserved in any other part of this country, or perhaps any other country in the world. I cannot but believe, from what I have seen, that future investigation will extend the area in which this type of bone is predominant to the entire region of the Great Lakes, if not to the great west; or, in other words, that at least our northern ‘mound-builders’ will be found to have possessed this trait in the degree and to the extent denoted. I am unable to say whether this peculiarity prevails in our modern Indian or not.

“With the exception of the rude stone hammers and the sinkers, the number of perfect stone implements seems to me unusually small throughout this entire series of mounds. The question arises: Had this people the habit of sometimes breaking the stone implements cast into the burial mounds? Or were broken ones selected for this purpose as being of little other use?

“On the west bank of the Black river, a tributary of the St. Clair river, is a burial-mound which exhibited some unusual features. A road having been cut through the easterly slope of this mound, the excavation consequent on grading, etc., revealed a large number of human bones, pottery, stone implements, and other relics. Stone-lance or spearheads of great length were taken out, two of them being over a foot long, and one sixteen inches in length. But the most interesting feature of this repository of relics was a grave, the interior of which was described to me as being lined with pottery similar to that of which the vases, pots, etc., are formed. This was so peculiar a circumstance, no other instance of the kind having come to my knowledge, that at first I considered the statement rather doubtful. But not long after I availed myself of an opportunity of visiting the locality and making an examination.

“Though the construction of the road through the mound had destroyed most of the original features and scattered a multitude of valuable remains, further excavation revealed a considerable quantity of fragments of the pottery above referred to as having been said to have lined the grave. This certainly appeared to confirm the statement. I found this pottery to be of rather a coarser description than usual, and marked abundantly with the cord pattern, found to be of such frequent employment, but in this instance made with a large cord or small rope. The side so ornamented was invariably

concave, while the other side was convex and unsmoothed, different from any other specimens I have seen elsewhere. So rough and unfinished was the unornamented side, that it had every appearance of having been pressed upon the ground while yet plastic, and sand, and even small pebbles, adhering to it sustained this impression. After having viewed the evidence, I had no longer any great difficulty in receiving the statements previously made.

“My chief informant was perfectly uneducated in such matters, and even attributed the peculiar formation lining the sides of the grave to the coagulation and final hardening of blood, accounting for its presence in such large quantity by presuming a battle to have been fought in the vicinity.”

## CHAPTER VII

### SOURCES OF LAND TITLES

THE IROQUOIS TITLE—QUEBEC—COLONIAL CLAIMS—INDIAN TREATIES AFFECTING THE COUNTY—REPORTS OF INDIAN AGENT JOUETT AND JUDGE WOODWARD—CONGRESSIONAL REGULATION OF TITLES—LAND CLAIMS IN THE COUNTY—LANDS IN ST. CLAIR RIVER AND LAKE—SURVEY INTO TOWNSHIPS—PUBLIC AND SCHOOL LANDS—RAILROAD LANDS—INDIAN RESERVATION LANDS—SWAMP LANDS—ST. CLAIR FLATS.

Ordinarily in the examination of title to land in this state it is satisfactory if a complete connected chain of title is found, beginning with a deed or patent from the state or United States, but it may be of interest to go further and see what claim or right that original grantor had. In the state of Michigan, the state itself or the territory preceding it, had no title to any land except such as was derived by conveyances from the United States, so that we are led back to inquire into the latter's title, and then follow the various channels by which title has come to the present owners; in that pursuit we shall find that there is but one other county in the state—Wayne—which has a title history of as many channels.

When the white men first came to America it was occupied in a way by the Indians, only a small part of whom, mainly the Iroquoian tribes, had a settled habitation and cultivated the soil. Much the larger part depended chiefly upon hunting and fishing for a livelihood, and as large areas are required to support life by hunting, they roamed over a territory very large in proportion to their numbers. But for even these roaming tribes there were always recognized limits within which they were entitled to be, and if they went outside of those limits they knew and felt they were acting as enemies to some other tribe.

In this way it might be said with some propriety that each tribe or nation had title to the territory over which they roamed. In any event, there was no higher authority to which they owed or gave allegiance. Under the feudal system the title to all land was in the king, and in consideration of certain services to be rendered, he gave to his vassals certain rights over or to the land and its use, but in theory, and often in practice, these rights were forfeited and the king could therefore treat the property as his own and hand it over to an abler or more desirable vassal.

The individual ownership of land, free from any claims or rights of

a superior, was an idea slow in coming, and did not arrive until the decay of the feudal system.

Such ownership as was possessed by the Indians was a tribal or national ownership, to be exercised by them in common, and was subject to be taken from them by a victorious enemy; there was never any idea of attempting to pass any rights by voluntary action, although cases did occur where one tribe would permit another to enter territory "belonging" to it, and live within it, as a matter of friendship.

Until the Europeans came, the occupancy of land merely meant the opportunity of killing enough animals to supply food and clothing, except in the few cases where cultivation of corn and some vegetables required a fixed place of living.

The Europeans brought to the Indians a great change in their mode of living; the bow and arrow gave way to the gun, which enabled them to kill animals more surely and rapidly; the skin of the wild animal gave way to the blanket, and many other articles of fancy or use were made known, and new desires created. At the same time a means of satisfying these desires and obtaining these articles was furnished in the willingness of the white man to purchase the skins of all fur bearing animals, and of all animals the beaver became the most important, and the localities where it flourished the most valuable. The Iroquois, the most settled, as well as the fiercest fighters among the Indians, coveted the fine beaver hunting of the Canadian peninsula between Lake Ontario and Lake Huron, and this furnished a strong motive for the destruction of the Hurons and allied nations in the territory which they had occupied and claimed from time immemorial.

#### THE IROQUOIS TITLE

The other raids incessantly carried on by the Iroquois gave them a claim over a great extent of territory around the lakes, which they insisted upon as theirs in their dealings with the English.

The Europeans, however, did not recognize that the Indians had any title, in the modern sense of the word, to any of the territory they occupied, and with few exceptions treated them as occupants without real rights, and claimed absolute ownership and sovereignty in their own particular ruler. Thus the English king gave to individuals or companies vast tracts of land in the newly discovered country, without any thought that title rested anywhere else except in him, or that there could be any imperfection in his title. The French king had the same view and took the same course. By them both the Indians were regarded not as having rights, but as privileges which might properly be taken away from them if their conduct was not at all times entirely satisfactory. Each king assumed a sort of protectorate over all the tribes which could be induced to accept it, and each king also claimed as his own all the territory occupied or roamed over by his wards.

In the discovery and exploration of the country, the English settled along the sea coast, the French entering the St. Lawrence, explored the Great Lakes and the Mississippi region, thus extending all along in the rear of the English.

The line of demarcation between New France or Canada, the French possessions, and the English colonies, was always vague and indefinite and became the subject of many quarrels. In 1701 the authorities of New York obtained from the Iroquois a deed which will be found interesting as indicating the character of the respective claims to the territory in which St. Clair county is located: "To all Christian & Indian people in this parte of the world and in Europe over the great salt waters, to whom the presents shall come—Wee the Sachims Chief men, Captns. and representatives of the Five Nations or Cantons of Indians called the Maquase Oneydas Onnandages and Sinnekes living in the Government of New Yorks in America, to the north west of Albany on this side the Lake Cadarachqui sendeth greeting—Bee it known unto you that our ancestors to our certain knowledge have had, time out of mind a fierce and bloody warr with seaven nations of Indians called the Aragaritkas whose Chief comand was called successively Chohahise—The land is scituate lyeing and being northwest and by west from Albany beginning on the south west side of Cadarachqui lake and includes all that waste Traet of Land lyeing between the great lake off Ottawawa and the lake called by the natives Sahiquage and by the Christians the lake of Swege and runs till it butts upon the Twichtwiehs and is bounded on the right hand by a place called Quadoge conteigning in length about eight hundred miles and in bredth four hundred miles including the country where the bevers the deers, Elks and such beasts keep and the place called Tieugsach-rondio, alias Fort de Tret or wawyaektenok and so runs round the lake of swege till you come to place called Oniadarondaquat which is about twenty miles from the Sinnekes Castles which said seaven nations our predecessors did four score years agoe totally conquer and subdue and drove them out of that country and had peaceable and quiet possession of the same to hunt beavers (which was the motive caused us to war for the same) for three score years it being the only chief place for hunting in this parte of the world that ever wee heard of and after that wee had been sixty years sole masters and owners of the said land enjoying peaceable hunting without any internegotion, a remnant of one of the seaven nations called Tionondade whom wee had expelled and drove away came and settled there twenty years ago, disturbed our beaver hunting against which nation wee have warred ever since and would have subdued them long ere now had not they been assisted and succoured by the French of Canada, and whereas the Governour of Canada aforesaid hath lately sent a considerable force to a place called Tjeugh-saghronde the principall passe that commands said land to build a Forte there without our leave and consent, by which means they will possess themselves of that excellent country where there is not only a very good soile but great plenty of all maner of wild beasts in such quantities that there is no maner of trouble in killing of them and also will be sole masters of the Boar hunting whereby wee shall be deprived of our livelyhood and subsistance and brought to perpetual bondage and slavery, and wee having subjected ourselves and lands on this side of Cadarachqui lake wholly to the Crown of England wee the said Sachims chief men Captns and representatives of the Five nations after

mature deliberation out of a deep sence of the many Royall favours extended to us by the present great Monarch of England King William the third, and in consideration also that wee have lived peaceably and quietly with the people of albany our fellow subjects above eighty years when wee first made a firm league and covenant chain with these Christians that first came to settle Albany on this river which covenant chain hath been yearly renewed and kept bright and clear by all the Governours successively and many neighboring Governmts of English and nations of Indians have since upon their request been admitted into the same. Wee say upon these and many other good motives us hereunto moving have freely and voluntary surrendered delivered up and for ever quit claimed, and by these presents doe for us our heires and successors absolutely surrender, deliver up and for ever quit claime unto our great Lord and Master the King of England called by us Corachkoo and by the Christians William the third and to his heires and successors Kings and Queens of England for ever all the right title and interest and all the claime and demand whatsoever which wee the said five nations of Indians called the Maquase, Oneydes, Onnondages, Cayouges and Sinnekes now have or which wee ever had or that our heirs or successors at any time hereafter may or ought to have of in or to all that vast Tract of land or Colony called Canagariarchie beginning on the northwest side of Cadarachqui lake and includes all that vast tract of land lyeing between the great lake of Ottawawa and the lake called by the natives Cahiquage and by the Christians the lake of Swege and runs till it butts upon the Twichtwicks and is bounded on the westward by the Twichtwicks by a place called Quadoge containing in length about eight hundred miles and in breath four hundred miles including the Country where Beavers and all sorts of wild game keeps and the place called Tjeughsaghrondie alias Fort de tret or Wawyachtenock and so runs round the lake of Swege till you come to a place called Oniadarundaquat which is about twenty miles from the Sinnekes castles including likewise the great falls oakinagaro, all of which (was) formerly posest by seaven nations of Indians called the Aragaritka, whom by a fair warr wee subdued and drove from thence four score years agoe bringing many of them captives to our country and soe became to be the true owners of the same by conquest which said land is seitate lyeing and being as is above expressed with the whole soyle the lakes the rivers and all things pertaining to the said tract of land or colony with power to erect Forts and castles there, soe that wee the said Five nations nor our heires nor any other person or persons for us by any ways or meanes hereafter have claime challenge and demand of in or to the premises or any parte thereof alwayes provided and it is hereby expected that wee are to have free hunting for us and the heires and descendants from us the Five nations for ever and that free of all disturbances expecting to be protected therein by the Crown of England but from all the action right title interest and demand of in or to the premises or every of them shall and will be uterly excluded and debarred for ever by these presents and wee the said Sachins of the Five Nations of Indians called the Maquase, Oneydes, Onnandages, Cayouges and Sinnekes and our heires the said tract of land or Colony,

lakes and rivers and premises and every part and parcel thereof with their and every of their appurtenances unto our souveraigne Lord the King William the third & his heires and successors Kings of England to his and their proper use and uses against us our heires and all and every other person lawfully claiming by from or under us the said Five nations shall and will warrant and for ever defend by these presents.— In Witness whereof wee the Sachims of the Five nations above mentioned in behalf of ourselves and the Five nations have signed and sealed this present Instrument and delivered the same as an Act and deed to the Honble. John Nafan Esqr. Lieutt. Govr. to our Great King in this province whom we call Corlaer, in the presence of all the Magistrates officers and other inhabitants of Albany praying our Brother Corlaer to send it over to Carachkoo our dread souveraigne Lord and that he would be graciously pleased to accept of the same Actum in Albany in the middle of the high street this nineteenth day of July in the thirteenth year of His Majty's reign Annoque Domini 1701.”

Signed by the chiefs of the four nations named, but also of the Cayugas, with their various clan totems.

In this deed the Maquase are the Mohawks, Lake Cadarachqui is Lake Ontario; Lake of Ottawawa, Lake Huron; Lake of Swege, Lake Erie; Twichtwichts, the Miami Indians, located at the south end of Lake Michigan.

At the conclusion of the French and English war all the rights of the French in this region passed to the English and in turn those rights passed to the United States by the treaty of 1783.

#### QUEBEC

Although by the treaty between the French and the English this region passed under the dominion of the English, and even at that time Detroit was a post of some importance, the English government was in deep ignorance about the situation, and when the government of Quebec was established in 1763 the western line was so drawn that no part of this region was included, and for some years Detroit and Mackinac and other western posts were in an anomalous position, and under no government except the personal government of the king of England. In 1774 this situation was corrected by extending the lines of Quebec to take in this section.

The king's proclamation of 1763 provided that all the territory not included within any of the new provinces or within the land of the Hudson Bay Company and lying west of the Alleghanies, be reserved for the Indians until further consideration. At that time the English government had just begun to realize that the Indians disliked and feared the English because they were continually spreading out and encroaching, and that the Pontiac war was the strongest evidence of this feeling. In recognition of this feeling, and to prevent its extension, the proclamation further provided that no governor or commander-in-chief should presume upon any pretence whatever to grant warrants of survey or pass any patents for lands beyond the bounds of their respective governments, or upon any lands which, not having been ceded

to or purchased by the English king, were reserved to the Indians for hunting grounds. It further prohibited any private persons from making any purchases or settlements, without special license, and provided that if at any time the Indians were inclined to dispose of any of their lands, they could be purchased only for the king, at a public meeting of the Indians held for that purpose by the governor or commander-in-chief. All these prohibitions continued in effect so long as the English controlled the situation, but as we shall see, were not always obeyed.

#### COLONIAL CLAIMS

When the treaty of peace between Great Britain and the United States was made in 1783, and the United Colonies obtained from England a cession of its rights to this region, complications at once ensued over the respective claims to all the territory northwest of the Ohio river, Virginia, Massachusetts, Connecticut, and New York all having claims to part or all of it.

The claim of Virginia was based upon the charter granted by King James I in May, 1609, to the "Treasurer and Company of Adventurers and Planters of the City of London for the First Colony in Virginia." The territorial limits granted by this charter extended along the sea coast 200 miles in each direction, northward and southward from Cape or Point Comfort, "and all that space and circuit of land lying from the sea coast of the precincts aforesaid up into the land throughout from sea to sea west and northwest." This modest gift of a tract 400 miles in width, extending from the Atlantic to the Pacific, made by a king whose only right consisted in the fact that an English subject had been the first of white men to coast along its shore, or make short incursions up a few of its rivers, has some justification in the ignorance enjoyed by the English of what extent of territory lay back of the sea coast. This tract would extend about to 40 degrees north latitude and would not include any portion of Michigan, but a good deal of the Northwest territory.

The claim of Massachusetts was based upon a charter from James I to the "council established at Plymouth in the County of Devon, for the planting, ruling, ordering and governing of New England in America," dated November 3, 1620. This granted the territory "lying and being in breadth from forty degrees of northerly latitude from the equinoctial line to forty-eight degrees of said northerly latitude inclusively, and in length of and within all the breadth aforesaid throughout the main land from sea to sea, together also with all the firm land, soils, grounds, havens, ports, rivers, waters, fishings, mines and minerals," and would include the entire State of Michigan, and as will be noticed, if King James owned it, the Plymouth council obtained all there was of much value.

In March, 1628, the Council of Plymouth sold to Sir Henry Roswell and his associates that part of their grant lying between the parallels passing through a point three miles north of the mouth of the Merrimac river and a point three miles south of the mouth of Charles



river and extending westward to the Pacific. This sale was confirmed by Charles I in March, 1629, to Roswell and his associates incorporated as the Governor and Company of Massachusetts Bay in New England. Its territory would be a narrow strip about thirty-five miles wide, and would cover the lower half of St. Clair county.

In 1684 the charter of Massachusetts was vacated and in October, 1691, a new charter was granted by William and Mary consolidating the colonies of Massachusetts Bay, New Plymouth, Maine and Acadia, or Nova Scotia, and the intervening territory into one colony under the name of Massachusetts Bay. By this charter the territory of the colony was largely increased so that from the east line of Connecticut westward it would include the land from sea to sea between parallels 42° and 42° 40' north latitude, or a somewhat wider strip in lower Michigan than before.

#### CONNECTICUT CLAIM

In 1630 the Council of Plymouth made a grant of another part of its territory to the Earl of Warwick, which was by him transferred on March 19, 1630, to Lord Say and Seal and Lord Brooke. This grant covered that part of New England west of the Narraganset river "extending the space of forty leagues upon a straight line near the sea shore toward the south and west as the coast lieth toward Virginia, accounting three English miles to the league, and also all and singular the lands and tenements whatsoever lying and being within the lands aforesaid north and south in latitude and in breadth and length and longitude of and within all the breadth aforesaid throughout the main lands therefrom the Western Ocean (Atlantic) to the South Sea."

In April, 1662, Charles II granted the charter of Connecticut, which consolidated all the settlements within its limits into one colony by the name of "the governor and Company of the English Colony in Connecticut in America." The limits of this colony were described as "all that part of our dominions in New England in America bounded on the east by Narragansett River, commonly called Narragansett Bay, where the said river falleth into the sea, and on the north by the line of the Massachusetts' plantation and on the south by the sea; and in longitude as the line of the Massachusetts' colony running from east to west, that is to say, from the said Narragansett Bay on the east to the South Sea on the west part, with the islands thereunto adjoining." This would include all the lower part of Michigan south of the Massachusetts line.

This was then the situation of the so called northwestern lands at the beginning of the year 1781; a few posts were occupied by the English with small cultivated settlements around them, but practically the entire territory was in the roaming occupancy of the Indians, who had a few settlements of their own, while the title to it all was claimed by several of the colonies under grants from English kings made in ignorance of the character and extent of land westward of the Appalachian mountains.

These conflicting claims on the part of the colonies who were engaged in their life and death struggle for independence, seemed likely

to produce much dissension and trouble among themselves, but happily a way out was found through the ceding by each of the colonies interested of its rights in these western lands.

New York, which claimed under its deed from the Six Nations, led the way, and in March, 1781, her delegates in congress conveyed all her claims outside the present limits of the state to the Confederate States, and this cession was accepted by the congress of the Confederation, October 29, 1782.

The next state to follow this patriotic action was Virginia, which after some delay, on March 1, 1784, through its delegates in congress, ceded to the Confederation all its right, title and claim to the tract of country lying to the northwest of the River Ohio with certain exceptions.

On November 13, 1784, Massachusetts authorized her delegates in congress to cede her claim to the western lands to the Confederation, and congress having agreed to accept the cession, the delegates on April 19, 1785, executed a formal deed to the United States of America of all her right, title and estate to these lands.

But one state remained which had made any claim to land now included in Michigan, and on September 13, 1786, the delegates from Connecticut granted and ceded to the United States all the right, title, interest, jurisdiction and claim of the state of Connecticut to its western lands, except the so-called Western Reserve in Ohio.

England in the meantime having by the treaty of 1783 ceded all its rights and claims to the United States, the latter now united in itself all claims or rights of every kind to this land except such as might be recognized as belonging to the Indians.

Under authority of congress, a proclamation was issued September 22, 1783, prohibiting all persons "making settlements on lands claimed by Indians without the limits or jurisdiction of any particular state, and from purchasing or receiving any gift or cession of such lands or claims without the express authority and direction of the United States in congress assembled."

The Articles of Confederation gave to congress sole power to manage affairs with the Indians, but this provision was not carried into the new constitution, and in its conduct with the Indians the congress of the United States under the constitution acted under its general powers and from the beginning until 1871 congress pursued the uniform course of extinguishing the Indian title only with the consent of those tribes which were recognized as having claim to the soil by reason of occupancy.

#### INDIAN TREATIES AFFECTING THE COUNTY

The first treaty made with the Indians affecting land in St. Clair county was with the Ottawa, Chippewa, Wyandot and Potawatomic tribes, and was made at Detroit by Governor William Hull, November 17, 1807. By this treaty those tribes ceded to the United States all claim to the following described tract of country, viz.: Beginning at the mouth of the Miami river of the lakes (Maumee river) and running thence up the middle thereof to the mouth of the great Au Glaize

river, thence due north until it intersects a parallel of latitude to be drawn from the outlet of Lake Huron, which forms the River Sinclair, thence running northeast the course that may be found will lead in a direct line to White Rock in Lake Huron, thence due east until it intersects the boundary line between the United States and Upper Canada in said lake, thence southwardly following the said boundary line down said lake through the River Sinclair, Lake St. Clair and the River Detroit into Lake Erie to a point due east of the aforesaid Miami river, thence west to the place of beginning."

From this grant there were made several reservations, including six sections of one mile square each, to be in such situations as the said Indians should elect, subject to the approval of the president of the United States. Under this provision and acting under the direction of Governor Hull, Aaron Greeley, the government surveyor of private claims, surveyed and located two tracts within the county of St. Clair, one tract of 1,200 acres upon the south side of Black river, near its mouth, and one tract of 5,760 acres at the mouth of Swan creek of Lake St. Clair.

This treaty was signed by seventeen Chippewa chiefs, five Ottawas, five Potawatomes, and three Wyandots, probably expressing in some degree the relative numbers of the Indians affected by the treaty.

The tract granted by the treaty included about six million acres within the state of Michigan, and its west line was subsequently adopted as the principal meridian of Michigan, in the system of public surveys, and forms the western line of the counties of Lenawee, Shiawassee and Saginaw.

By the treaty of 1807 the United States became the sole and absolute owner of all the land within the boundaries of the treaty, except the reservations, and also except the obligations arising from the treaty with Great Britain of 1794, by which it was agreed that British subjects holding lands in the territories of the United States should continue to hold them according to the nature and terms of their respective estates and title, but what that title was to land in this section of country was very uncertain. In Detroit and vicinity there were persons occupying land under grants from French authorities made prior to 1760, under deeds from Indians, and under British grants.

#### REPORTS OF INDIAN AGENT JOUETT AND JUDGE WOODWARD

The United States did not obtain possession of this region until July, 1796, and although there was considerable clamor to have congress adopt some system by which land titles could be adjusted and settled, matters proceeded very slowly. In 1803 C. Jouett, the Indian agent at Detroit, was instructed to report on the claims to land in his district. In following out his instructions he evidently proceeded to visit all the settlements from Otter creek below Detroit, up along Lake St. Clair, and St. Clair river, and in a report dated July 25, 1803, he describes with some fullness the existing situation. The part of his report relating to St. Clair county is as follows: "From the salt springs (which are located on a small stream four miles east of Huron river and three miles up the stream), to the mouth of the River Sinclair,

the lands are rather too low and marshy. Two Canadian families have notwithstanding settled on them, who took possession of the spots they respectively occupy in the year 1801.

“From the mouth of the River Sinclair (by which he means the North channel from its entrance into Anchor bay), six miles up, are twelve farms that front the river in the usual manner from three to four and five acres, and forty back, none exceeding in quantity 240. This land differs from the face of this country generally. Its soil possesses every mark of poverty, sandy and low in the extreme. Nothing exists to recommend this settlement except its bordering on one of the most delightful rivers in the western world. The only pretension these people have to their farms is derived from a simple possession taken unobtrusively in the years 1780, 1785, and 1790. They are all Canadians (meaning of French descent). From this settlement for twelve miles up the river not a vestige of a house can be seen, owing, I suppose, to its being for that distance a perfect barren. When you are suddenly and agreeably surprised with a presentation of fertile and well improved farms, edging the river to the extent of ten miles to the amount of twenty-five farms now under cultivation and laid off on the river as other settlements in this country, with this difference, that the claimants extend their farms ten and twenty acres in front of the river and in two instances from forty-five to fifty, all running back to one rear line which is by survey forty acres. Three thousand seven hundred and fifty-nine acres of this land were purchased of the Indians by Patrick Sinclair, British commandant at Fort Sinclair, in the year 1765, who held it until the year 1782, during that time deriving from it a considerable profit as a pinery. In the year 1782 he left this country and gave it by deed of gift to a Canadian by the name of Vairen, who sold it in the year 1784, by the auctioneer at public sale, at which time Meldrum & Park, a mercantile house of this country, became the purchasers, who have since that period claimed it as their property, and erected upon it valuable improvements. There are, notwithstanding, five families upon it besides a tenant of Meldrum & Park, who forcibly settled farms they severally occupy, in the year 1800. The other nineteen farmers claim under Indian deeds, in the years 1780 and 1782.

“The River Sinclair is in length forty-five miles and in beauty and convenience of navigation preferable to Detroit, though it is not quite as wide. Such is its transparency that the eye can distinguish at its bottom in fifteen feet of water, the most minute object. In it there are no shoals and in depth, generally five and six fathoms.”

In March, 1805, congress passed an act providing for the appointment of commissioners to examine the claims of persons claiming lands in the district of Detroit, and for the filing of notice of claim by such persons, whether the claim be made under grants from the French or British governments, or by virtue of actual possession and improvement or for any other account whatever. Claims were required to be filed by the first of November following.

In reply to inquiry made by Albert Gallatin, secretary of the treasury, Judge Woodward, the presiding judge of the territory of

Michigan, made a report dated January 4, 1806. He divides the titles of the lands in the territory into six classes. No. 5, consisting of occupancies without any permission whatever, but accompanied by undisturbed possession, together with extinguishment of native right by individuals, while the country belonged to Great Britain. No. 6 consisting of occupancies and extinguishments of native rights by individuals since the country has appertained to the United States, and states that along and north of Lake St. Clair in a country of which the Indian title is not yet clearly extinguished by the government of the United States, there are 123 farms claimed under these two classes of title.

In a supplemental report dated January 17, 1806, Judge Woodward refers to the proclamation of the English king made in 1763, restricting the extinguishment of native title, but states that notwithstanding this proclamation the British officers and subjects continued to make purchases and settlements, and cites the case of Patrick Sinclair, commandant of Fort Sinclair, who purchased 4,000 acres from the Indians in 1765, and says in 1780 there were four settlements made at Pointe au Tremble, in 1782 there were nineteen settlers adjacent to the tract of Patrick Sinclair, in 1785 four settlers were added to those at Pointe au Tremble, and in 1790 a few more were added to the last settlement, in 1800 and 1801 about six families were added to those on the River Sinclair. During all this time great anxiety existed among the people to obtain regular titles.

In December, 1805, the commissioners of the district of Detroit made their report, and in March, 1806, Judge Woodward made an examination of their report for the benefit of congress, and among other things reported "though it is more than twenty years since the right of the United States to the territory of Michigan was acquired, though twelve years have elapsed since the possession under that right has been made secure and though the actual possession is of ten years' duration, yet there exists at this day in a country nearly a century and a half old, and nearly a quarter of a century the property of the United States, *only eight legal titles to land*, and those still wearing the fetters of antiquated despotism." He then recommends the confirmation to the occupants, who were mainly poor Canadians—meaning those of French descent—of the land occupied by them up to 640 acres.

#### CONGRESSIONAL REGULATION OF TITLES

All these considerations finally induced congress to act, and March 3, 1807, an act was approved to regulate grants of land in the territory of Michigan, and on April 25, 1808, after the Indian rights to this section had been obtained, a supplemental act was approved for the same purpose.

Under these acts every person claiming lands within that part of Michigan Territory, to which the Indian title had been extinguished, either by virtue of any legal grant made by the French government prior to February 10, 1763—the date of the treaty of Paris—or of any legal grant made by the British government after the treaty of Paris,

and prior to the treaty of peace. September 3, 1783, and every person in the actual possession, occupancy and improvement of any tract or parcel of land in his own right at the time of the passing of the act which tract or parcel was settled, occupied and improved prior to July 1, 1796, and the occupancy had continued up to the passing of the act, should be confirmed in the title to the land as an estate of inheritance in fee simple, provided that the tract claimed should not exceed 640 acres.

The act further provided for a board of commissioners to whom the claimants should present evidence of their claim, and who should have power to hear and decide in a summary manner all matters respecting said claims. They should keep minutes of their proceedings and decisions and give to claimants entitled to them, certificates stating the land to which they were entitled. The tracts were then to be surveyed and upon return to the secretary of the treasury, patents should issue. The time for filing these claims was set for January 1, 1809. Subsequently in 1820 the powers of the commissioners were revived and claimants given further time to file notice of their claims and this time was again extended to November 1, 1823. Under the revived commission, however, the board was required to report its findings and conclusions to congress, and did not have the power itself of final decision, but in April, 1828, congress passed an act that all claims purporting to be confirmed or recommended for confirmation by the commissioners, should be confirmed. Under the acts of 1807 and 1808 the commissioners sat at Detroit, and many claims were presented. Records were kept as prescribed by the acts, and when Detroit was surrendered to the British in 1812, these records fell into their hands and were not all restored at the termination of the war. The first meeting was held June 29, 1807, and the last meeting of which the records are preserved was held February 28, 1811, when adjournment was taken to the next morning. During this time 738 claims were presented to the board, of which forty-six related to land in St. Clair county. Of these claims all were allowed, generally for the amount claimed, except seven, and possibly some of these may have been allowed, although there is now no evidence upon the subject.

#### LAND CLAIMS IN THE COUNTY

When the commission was revived there were presented sixteen claims for land in St. Clair county and of these thirteen were allowed or recommended for confirmation. The total number of claims presented before both boards was 754 and the number of claims presented for land in St. Clair county was sixty-two, of which fifty-two were allowed, granting a total acreage of about 19,500 acres. Nine claims for land in St. Clair county were allowed upon the testimony of Jean Marie Beaubien, who was himself a claimant.

Although none of the claimants based any rights upon the conveyances from the Indians, yet as a matter of fact in a good proportion of the cases the original possession had been taken under such conveyances, which, when obtained, were for the most part in direct opposition to the

proclamation of the English king, and the acts of congress of the Confederation. Apparently in two cases some attempt was made to obtain the official sanction of the English government. Patrick Sinclair, about 1765 received a deed from the Indians which he stated in 1783 to have been executed in the presence of the officer commanding at Detroit, and of his majesty's Indian agent, and also to have been authorized by General Gage, commander-in-chief of the English forces in America.

Subsequently in 1795 George Meldrum and William Park, merchants of Detroit, obtained a confirmation of this grant by another deed from the Chippewas, signed by twenty-seven chiefs. This tract as described in the subsequent deed, began at a creek opposite the end of Stag island, called Isecorse river, then down St. Clair river to a point about two miles above the entrance of Belle river, extending back four miles in depth, containing as surveyed 33,759 acres.

In 1780 five chiefs conveyed a large tract immediately north of and adjoining the Sinclair tract, to Duperon Baby, of Detroit, a prominent and influential French trader, who afterwards became Indian agent and member of the Hesse Land Board. This tract began at the lower end of Isle au Cerf, or Stag island, thence up river to Lake Huron, thence along the lake two leagues and up Riviere Du Lhud or Black river "as far as said river is navigable for rafting timber, the whole tract 5 leagues in depth." This deed is certified to before a justice of the peace at Detroit, and A. S. De Peyster, major of King's regiment, commanding at Detroit.

Other deeds of considerable amounts of land along St. Clair river were given by the Indians at about the same time, in a number of cases the same land was granted two or three times. Thus deeds were given to William Tucker, Jr., a son of William Tucker, official interpreter for the Chippewas, and highly regarded by them; to Alexander Dyce, Thomas Cox, and his wife, Margaret; Thomas Williams, James Thompson, Meldrum & Park, all merchants of Detroit; to George Cottrell, then a dealer in furs, afterwards a prominent man in this county; to Thomas Smith, afterwards member of the Hesse Land Board; to Richard Cornwall, a master shipbuilder; to James May, a very prominent official in Detroit; to Bernardus James and William Harsen; to Graveraet and Fontenoy, and to a few others. These deeds all purported to be in consideration of the good will experienced by the Indians toward the grantees, and while with the possible exception of the Sinclair and Baby deeds they were of no validity whatever, they did furnish in a number of cases, by reason of the possession taken under them, the basis of the claim made to the United States authorities under the act of 1808. Thus George Cottrell went into possession under his Indian deed as did Meldrum and Park in several places, obtaining a grant for each place they could prove possession of, and in several other cases there had been a transfer of rights to the claimant by a grantee from the Indians.

When the proceedings were taken before the Land Board in 1808 and following years, evidently there was little formality. Each claimant was required to file a claim stating in general terms its location, boundaries, and amount of land included. In most cases the claim was in

terms of arpents, thus, on July 1, 1808, Pierre Mini entered his claim for a tract of land on St. Clair river as follows:

“DETROIT, July 1, 1808. To Peter Audrain, Register of the Land Office at Detroit. Sir: Take notice that I now enter with the Commissioners of the Land Office at Detroit my claim to a tract of land situate on the River St. Clair, containing six arpents in front by forty in depth, bounded in front by said River St. Clair, in rear by unconceded lands, above by Francois Chartier, and below by unconceded lands. I claim and I set up title by virtue of long possession, occupancy, and improvements made by me or those from whom I derive title.

his  
PIERRE X MINI.  
mark.”

“Witness, PETER AUDRAIN.

After hearing the testimony offered, the record continues: “And thereupon it doth appear to the Commissioners that the claimant is entitled to the above described tract of land, and that he have a certificate thereof which certificate shall be No. 203, and that he cause the same to be surveyed and a plot of the survey with the quantity of land therein contained, to be returned to the Register of the Land Office at Detroit.”

An arpent was a French measure of area, somewhat smaller than the English acre, but for purposes of convenience it was generally reckoned as substantially equivalent to the acre, although in fact it is about eight per cent less. The allowance by the commissioners and the subsequent patents issued by the United States all state the quantity granted in terms of acres.

The claims presented to the Land Board of 1808 are as follows, beginning at the southwest corner of the county, the line between the counties of St. Clair and Macomb cutting through the two first claims:

No. 614. Francois Marsae, 12 acres wide by 40 deep. Allowed on testimony of Pierre Yax, that he had been in possession before July 1, 1796, and that it was sold to claimant in February, 1808. In this deed the land is described as situated “on Pointe au Cotoner,” or at the Cotton point.

No. 627. Pierre Yax, 12 arpents by 40. Allowed on testimony of Louis Champagne that claimant was in possession July 1, 1796, and had about five acres under cultivation.

No. 203. Pierre Mini, 6 arpents by 40. Allowed on testimony of Antoine Nicholas Petit as to requisite possession.

No. 311. Pierre Delorme, 3 arpents by 40. Allowed on testimony of Francois Chartier, that on July 1, 1796, Jacques Toulouse was in possession, who afterwards sold to one Reynier, who sold to Brindamour, who in turn conveyed to claimant.

In a return of the taxable property in St. Clair township in September, 1802, at that time a part of Wayne county, Jacques Toulouse appears as a taxpayer, probably of this property. The Brindamour is the same



man who occupied at an early date land in what is now the city of Port Huron, and is described in his deed as carpenter, of River St. Clair. One of the witnesses to the deed to claimant is Marie Racine, the daughter and sole heir of Jean Baptiste Racine, through whom the land included within Thorn's Plat in Port Huron was obtained by Thorn.

No. 198. Ignace Champagne, 4 arpents by 40. Allowed on testimony of William Hill as to occupancy. In the tax list of 1802 the claimant appears.

No. 309. Francois Chartier, Sr., 3 arpents by 40. Allowed on testimony of Jean Marie Beaubien that claimant had been in possession since 1791 or 1792. The name of this claimant, as of many other of the early French names, has been changed and corrupted so as to be scarcely recognizable. As now commonly spelled and pronounced, it appears as Shirkey. This claimant also appears on the 1802 tax roll.

No. 202. Pierre Mini, 6 arpents by 40. Allowed on testimony that claimant had been in possession for more than 20 years. He also was on the tax list of 1802.

No. 301. Joseph Bassinet, 3 arpents by 40. Allowed on testimony of J. M. Beaubien as to possession. The name of this claimant has in the process of time become Basney, in which form it now generally appears. Bassinet was in the tax list of 1802.

No. 196. Heirs of Jacob Hill, 6 acres by 40. Allowed on testimony of Ignace Champagne. Jacob Hill was living in 1802, as his name appears on the tax list under the form Jacob Ille, the list being made by Louis Campau, a Frenchman.

No. 732. Meldrum and Park, 3 acres by 40. Allowed on testimony of Jean Semar.

No. 197. Heirs of Jacob Hill, 3 acres by 40. Allowed on same testimony as No. 196.

No. 190. Alex Harrow, 8 acres by 40. Allowed on testimony of Ignace Champagne that Louis Champagne had occupied the land before July 1, 1796, and in 1797 he had sold it to one Pratt, who sold it the same year to the claimant, who appears in the 1802 tax list as Alex Harris, employing two hired men and owning three horses and six cows, one of the largest taxpayers in the township.

No. 200. James Harrow, 16 acres by 40. Allowed on testimony of George Cottrell. This claimant was a son of Alex.

No. 188. Alex Harrow, 16 acres by 40. Allowed on same testimony as No. 200.

No. 245. Toussaint Chovin, 3 acres by 40. Allowed on testimony of Jean Simare.

No. 318. James Cartwright, 6 acres by 40. William Thorn furnished the necessary evidence of occupancy. Cartwright purchased from Alex Harrow in 1796.

No. 191. Samuel Cribble, 4 acres by 40. This claimant also purchased from Alex Harrow, and the evidence of possession was furnished by George Cottrell.

No. 253. William Thorn, 7¼ acres by 40. Allowed upon the evi-

dence of George Meldrum. In the tax list of 1802 this claimant is credited with one hired man, two horses and six cows.

No. 252. Heirs of John Wright,  $4\frac{3}{4}$  arpents by 40. Allowed upon the testimony of George Meldrum that Wright was in possession many years before 1796.

No. 568. James Robison,  $6\frac{3}{4}$  acres by 40. The name of this claimant was properly Robertson and allowance was made on the testimony of William Hill. The name appears on the tax list of 1802.

No. 206. Antoine Nicholas Petit, 7 arpents by 40. Allowed upon the testimony of Joseph Mini that the land had been occupied continuously from before July 1, 1796 by Antoine Mini, Robert McNiff and Joseph Rowe and claimant.

No. 204. Heirs of Antoine Mini,  $6\frac{1}{2}$  acres by 40. The testimony of Antoine Nicholas Petit indicated that Mini and his family had been in possession since 1788 or longer.

No. 186. George Cottrell, 10 acres by 40. Cottrell had gone into possession of this and Claim No. 188 under a deed from the Indians made in 1781, and this claim was allowed for 300 acres on the testimony of Alex Harrow. Cottrell is in the tax list of 1802 with two hired men, four horses and sixteen cows, and with one exception is the largest property holder in the township.

No. 308. Jean Baptiste Daunay, 3 arpents by 40. Possession shown of Joseph Ambroise Tremble before 1796, followed by that of Beaubien, Jean Baptiste Yax and claimant. Allowed.

No. 187. George, Jr., Henry, John, James, David Cottrell, 16 acres by 40. This claim was made by George Cottrell in the name of his sons, and allowed upon the same testimony as No. 186, for 400 acres.

No. 598. Heirs of Jean LeMay, 5 acres by 100. Possession established by testimony of Joseph Robitaille.

No. 358. Meldrum and Park, 10 acres by 30. Harry Saunders and Peter Curry testified to possession of this tract for the necessary time. Saunders was a negro, who was for a long time the servant or slave of Meldrum and Park, merchants of Detroit, and it is said they gave him the use of this farm during his life, and certain it is that they did not sell it until after his death. At the time of the proof of claim in 1808 there were 50 acres enclosed. On the tax list of 1802 appears Henry le negre assessed with one horse and one cow.

No. 243. Jean Marie Beaubien, 16 acres by 40. Allowed upon the testimony of Toussaint Chovin. Beaubien had in 1781 obtained, with Meldrum and Park, a deed from the Indians to a large tract, and had occupied more than one parcel. This claimant appears in the tax list of 1802, and in August, 1805, was commissioned by Governor Hull, a justice of the peace, and the following month he was appointed lieutenant of a militia company to be composed of the men living along the river from Lake Huron to Lake St. Clair. This tract was in 1815 sold to Andrew Westbrook, who occupied it as his home farm.

No. 302. Joseph Ricard,  $3\frac{1}{2}$  arpents by 40. Allowed upon testimony of George Meldrum, that this had been part of the Meldrum and Park land (see above), and sold by them to claimant in 1806. It had been occupied by Lariviere and Gerard as tenants.

No. 310. Oliver Ricard, 4 arpents by 40. Allowed on testimony of Francois Chartier, Sr., that J. M. Beaubien had been in possession prior to July 1, 1796, and continued until he sold to claimant in 1802.

No. 303. Jean Marie Beaubien, 16 arpents by 40. Allowed on testimony of George Meldrum.

Nos. 304, 305, 306, 307—Were claims originally belonging to Meldrum and Park, but presented and allowed for 640 acres each in the names of four sons of George Meldrum, named respectively, John, James, William and David Meldrum. These claims were part of the tract purchased by Meldrum and Park from Patrick Sinclair, near the mouth of Pine river, and for which later in 1795 they obtained a deed from the Indians. Nos. 304 and 305 front on St. Clair river. Nos. 306 and 307 are along Pine river and back of the other two. The proof regarding possession of this claim was furnished by Jean Marie Beaubien, who testified that Meldrum and Park had occupied No. 304 by tenants since before July 1, 1796; upon this claim south of Pine river was the big house—probably the one built by Sinclair. These same tenants also used No. 305, which before July 1, 1796, was used by George Knaggs as tenant. Hay was cut every year on No. 306 and five or six acres cultivated. The claim presented for No. 307 describes it as being where there was formerly a large and commodious water grist and saw-mill, built in the year 1793, and consumed by fire in 1803. Beaubien testified that the claimants were in possession before 1796 and the buildings were consumed by fire in 1803, which occurred, according to tradition, at a time when all the people were at Detroit attending some church ceremony.

Although the claim was granted because of the occupancy through these buildings, it happened that when these claims were surveyed the permitted amount of land, 640 acres to a claim, was laid off, and the location of these improvements left outside the lines, and they fell within the lines of section 27, St. Clair township.

No. 406. Meldrum and Park, 30 acres by 20. Allowed on testimony of Jean Simare that before July, 1796, claimants were in possession by tenants René, Tremble and others. After that Ignace Krisler and Jean Baptiste Deschamps occupied it.

No. 255. Meldrum and Park, 20 acres by 30. In the notice of claim this tract is described as bounded on the south by Mill creek. J. M. Beaubien testified that in 1790 apple trees were planted, houses built and a saw-mill erected and that the claimants had continued to occupy it from that time.

No. 244. Francois Bonhomme, 16 arpents by 40. Allowed on testimony of J. M. Beaubien that before 1796 Pierre Bonhomme was in possession and that claimant had occupied since 1802.

No. 357. Antoine Lasalle, Jr., 16 arpents by 40. Allowed on testimony of Charles Pouier that Alexander Bouvier was in possession from 1785 to 1808, when he sold to claimant.

Of the claims presented to the land board in 1808, relating to land in St. Clair county, seven were disallowed.

No. 189. Alexander Harrow, 16 acres by 40. The evidence offered

was that the land had been used for meadow since 1796 but there were no improvements. Claim rejected.

No. 201. John Harrow, 16 acres by 40. Rejected on same testimony as No. 189.

No. 457. John McGregor, 3 acres by 80. Bounded northeast by Jacques Toulouse, southwest by Jacob Thomas; no evidence was produced or action taken by the board.

No. 642. Francois Fontenoy, 6½ arpents by 40. Rejected as testimony of George Cottrell, Ignace Morass and Jean Baptiste Comparet did not show continuous possession. The father of claimant had a deed from the Indians.

No. 666. Pierre Bonome, 8 arpents by 40. Situate on the River a Dulu. Testimony was taken of Joseph Moras that his father, Antoine, was in possession before July 1, 1796. The record does not show any action taken on this claim, and it was presented before the revived board in 1821.

No. 676. James Baby, 16 acres by 40. Eight acres on each side of his saw-mill situate on River a Gervais, bounded in front by River St. Clair. George Meldrum testified that a saw-mill had been erected on the premises before 1790, and that Negig, an Indian chief, had lived on it for six years before his death in 1809. J. M. Beaubien testified that for thirty years (before 1810) he had known the premises to belong to the Baby family; that they were known and called Baby's mills by the whites and Indians. Further hearing of this claim was postponed.

No. 677. James Baby, 16 acres by 40. Bounded in front by River St. Clair, on the upper side by River a Dulu. Francois Ricard testified that many years previous to July, 1796, claimant was in possession. This claim was also postponed, and no final action appears on the records preserved, although the evidence seems as conclusive as in many of the others which were allowed. James Baby was a son of Duperon Baby, who obtained a deed of land from the Indians which included these claims in 1780, and who died in 1790.

At the meeting of the revived board, in 1821, Pierre Bonhomme presented three claims:

No. 1. Six arpents in front by 40 deep, bounded in front by River St. Clair.

Pierre Brandimore testified that Ruse Lovielle was in possession of the land near where Fort Gratiot was then standing (1821) about 1794; he occupied it until he sold to claimant. Pierre Lovielle testified that he took possession of the land in the fall of 1792 and built a house and raised crops, and sold to claimant in 1799. Jean Baptist Cavity testified that he made the deed from Lovielle to claimant; there was then a house, stable and blacksmith's shop on the premises.

The commissioners on this testimony confirmed the claim, but observed that Fort Gratiot stood upon the land; but as the claim was made in 1808 it was before the land had been reserved for military purposes.

No. 2. This is the same claim as No. 666 before the former board. In addition to the testimony taken then, Alexander Beauvin testified

that claimant had been then (1821) in possession of the land for 20 years. This claim was confirmed, provided the eastern boundary should not come nearer to Lake Huron than ten arpents. This claim was included within the Fort Gratiot military reservation, and does not seem to have been patented, although it was surveyed by the United States district surveyor in 1828.

No. 3. Land on the south side of River a Delude, 16 arpents in front by 40 in depth. This claim was filed in 1808 but no action taken. In 1810 Alexander Beauvin testified that claimant had been in possession for sixteen years. In 1821 Pierre Brandimore testified that about 1791 he took possession of this land, fenced in and cleared two acres, and two years later sold it to claimant.

The board confirmed the claim but referred to the fact that it was within the Chippewa reservation. After the reservation was bought by the United States in 1836, this land was by act of congress, authorized to be patented to Joseph Campau, assignee of Bonhomme.

No. 4. John Askin claimed a tract five acres wide by 150 deep situate on border of River St. Clair at a place called the Bell river. The claim had been presented to the first board and rejected, and no new testimony being offered it was again rejected.

Nos. 5, 6, 7, 8 and 9 were for Harsen's Island in claims of 640 acres each to Francis, William and Jacob Harsen and Mary Stewart; Francis also having one claim as assignee of his brother James.

The evidence of William Thorn was that he knew of the occupation by Jacob Harsen, the father, in 1786, and it had been continued. All the claims were confirmed.

The same land board considered another class of cases: Those in which a strong equity appeared although the claim was not filed within the time required by the act reviving the board. Such claims as relate to land in St. Clair county were:

No. 1. Victor Morass, 640 acres on south side of River Dulude, bounded on the lower side by the Chippewa reservation.

Pierre Bonhomme testified that in 1798 Antoine Morass was in possession of this tract and had a saw-mill which was then in operation. Jean Baptiste Deschamps testified that before 1796 Antoine Morass had a mill and lived on the tract. Ignace Morass testified that as early as 1792 his father, Antoine, built a mill on this tract on Gorse creek. Pierre Brandimore also testified, and the board recommended this claim for confirmation except such part as was included in the public surveys and already sold, but no patent ever issued to the claimant. In 1854 congress passed an act allowing Morass to enter without payment at any land office in Michigan, 280 acres upon his releasing this claim.

No. 2. Victor Morass, 640 acres on border of River St. Clair, to be laid out in a square form and to include the mouth of Baby creek as near the center of the front as may be practicable.

This is practically the same land as is included in the James Baby claim, No. 676, to the former board. In that claim the creek is called River a Gervais, while in this it is called Baby creek, and later became known as Bunce creek, its present name. A part of this land was that

upon which Z. W. Bunce settled in 1817, and purchased from the government in 1818, and he was in possession at the time of these proceedings before the land board.

To support the Morass claim, Ignace Morass testified that about 1786 his father, Antoine, built a house and saw-mill on Baby's creek and cleared two or three acres of land.

Pierre Bonhomme testified that in 1793 or 1794 he worked for Antoine Morass, who was in possession of land on which there was a saw-mill—the land now in possession of Mr. Bewel (probably a misprint for Bunce).

Jean Baptiste Deschamps testified that before 1796 there was an improvement and mill on the tract. It appearing that the greater part of the land had been sold, the board recommended the confirmation of other land to the claimant, but this does not seem to have been done.

No. 3. Jean Marie Beaubien, land in sections 17 and 18, township 5 north, range 17 east, fronting on River St. Clair.

Pierre Bonhomme testified that claimant was in possession and had improvements on the land in 1793. This was corroborated by John Baptiste Laderoute and Peter Livea, and the board recommended it for confirmation to the extent of 640 acres, and the patent was issued to Joseph Campau, assignee of claimant.

No. 4. Ann Smith, 1,500 acres, claimed under a purchase from Richard Cornwall, who had a deed from the Indians. On the evidence the claim was rejected, but the board recommended it because of claimant's poverty, to the favorable review of congress, which, however, took no action upon it.

No. 5. Angus McDonald. Land on Thompson's or Stromness (now Dickinson) Island, 600 acres. William Harsen testified that in 1792 there were four improvements on the island, two belonging to Thompson and two to Captain John Laughton.

William Thorn testified that in 1784 there were four farms on the island occupied and improved.

Angus McDonald was a printer who had come from Scotland to Baldoon with the Earl of Selkirk's colony, and in 1800 had taken from James Cartwright a bond for deed of this tract. The board, entertaining doubts of this transfer, postponed action, and do not seem to have afterwards acted upon it, except as shown in the following claim:

No. 6. Gage and Davenport. Land in Thompson's or Stromness of Cartwright's Island, which includes same land as No. 4. After hearing considerable testimony regarding conflicting claims, the board recommended the confirmation in such way as to preserve all rights.

Jean B. Racine had made claim for land on north side of Black river, at its intersection with St. Clair river, but no record remains of it. In 1823 the board considered it and took the evidence of Pierre Bonhomme that Racine, who was killed by the Indians in 1811 or 1812, had occupied the property in 1801 or 1802, which he had bought from Alexis Bouvier, the previous occupant.

The board recommended this for confirmation. It was this grant which, through the daughter of Racine, came to John Thorn, and is now Thorn's plat of Port Huron. It contained, when patented, only

59 acres, as on account of delay in the presenting of the claim, due probably to the death of Racine, adjoining land, now included in Butler's plat, Port Huron, had been surveyed and sold by the government.

Aaron Greeley was appointed in 1807 surveyor of private claims, and in that capacity he surveyed out the claims in this county in 1810. In his surveys Mr. Greeley did not always pay the closest attention to the boundaries stated in the claim, but in general he was careful to give good measure. After completing his surveys he went to Washington to prepare his final certificates, maps, etc., and in 1812, while on his return to Detroit, having in his possession many of the patents to the private claims for delivery to the owners, he was captured by the British near Malden, and the papers taken and never returned. These patents, however, were not of as much importance as in ordinary cases, as by the terms of the act of 1808, title to the land became vested in the claimant upon the favorable decision of the land board and the issue of its certificate to that effect. The subsequent survey and issue of patent by the government, while evidence of title, were not necessary.

From the foregoing it will be seen that the title to a large part of the river and lake front of the county originated in possessions taken, frequently under deeds from the Indians, from about 1780.

#### BRITISH GRANT

The title to Dickinson's Island, of Strommess, or Thompson's, or Laughton's, or St. Clair's Island, has been held by the Michigan supreme court to be presumptively based on a British grant, and under the treaty, between the two countries entitled to recognition by the United States as a complete title.

In September, 1780, five chiefs of the Chippewa nation executed to James Thompson, a merchant of Detroit, a deed of the island called Pakasanecayank, lying between the north and middle channels. It seems probable that Thompson's deed was at least partly in the interest of John Laughton, naval storekeeper for the British at Detroit, and who gave the island the name Strommess, from a town on one of the Orkney islands. Until 1821 it was generally understood that all the islands in Lake St. Clair belonged to Canada, and no attempt was made by the occupants of them to obtain confirmation of their title from the United States. Don M. Dickinson succeeded, upon the death of his father, Asa C. Dickinson, to all the old rights, and in 1895 the state of Michigan brought suit against him to recover the island upon the claim that it had acquired from the United States all the latter's rights, which had never passed to private ownership. Mr. Dickinson made a vigorous defense, which was upheld by the Supreme Court, chiefly upon the ground that from the fact of the Thompson deed, made in 1780 and then put on record, the consequent knowledge of the British authorities to the claim, the further fact that no attempt was ever made by the British to disturb

the Thompson or Laughton possession during all the time the island remained under their jurisdiction, together with the fact that there were several records lost covering the time in which the formal British confirmation of grant would have been made, and that no attempt was made to sell the island to others, coupled with the long continuous possession of more than a century, with claim of title, there was a reasonable presumption that Thompson or Laughton did have a conveyance from the then recognized source of title, the English government.

When the surveys of the private claims were completed in 1810, and a map made of them, it showed two claims in the very southwest corner of the county, through which the present county line runs, fronting on Anchor bay. Ten claims in the present township of Clay, fronting on the North channel, and two more above Algonac, fronting on St. Clair river, twelve claims in the township of Cottrellville, five claims in the township of East China, six claims in the city and township of St. Clair, eight claims in the city of Port Huron, five claims on Harsen's Island and one on Strouness Island. Considerable distances often intervened between claims, and with the exception of the claims all the rest of the county was unceded and unsurveyed land.

In 1807, Abijah Hull was appointed deputy surveyor of the United States, and shortly after the Indian treaty made by Governor Hull he received instructions from the surveyor general to run out and mark the Indian boundary line, but shortly after resigned, and the line was not surveyed until 1815.

#### SURVEY INTO TOWNSHIPS

By an act of congress, approved by Washington, May 8, 1796, the system of rectangular surveys of public lands into townships of six miles square was firmly established. An act of March 26, 1804, authorized the opening of a land office at Detroit, and the sale of land in quarter section tracts. There was not at that time, nor for fourteen years afterward, any public land for sale at the Detroit office, as the public land had not been surveyed. One cause of the delay was the necessity of providing for and locating the private claims, but even after their survey had been completed, it was four years before the survey of the public lands in Michigan began, and it was not until 1817 that any of the lands in St. Clair county, except private claims, were surveyed. During the years 1817 and 1818 all the townships in the county south of the north line of Port Huron township were surveyed, while the townships north of that line were not surveyed until 1823, when that work was done by Lucius Lyon, one of the first United States senators from Michigan.

#### PUBLIC AND SCHOOL LANDS

Although there was a strong demand for the opening up to sale of the public domain in Michigan, it was not until 1818 that such lands were offered for sale. Under the laws then in force the price of all land was two dollars per acre, one-fourth down, and the remainder in



the second, third and fourth years, with six per cent interest. But few purchases were made in this county under those terms. Z. W. Bunce, who had taken possession of the land the previous year, purchased land in sections 28 and 29 of Port Huron township. Solomon Sibley purchased the land included within Butler's plat of the city of Port Huron. Jean Baptiste Yax, Samuel Ward and Gabriel Richard, bought land in section 1, and the heirs of Bazil Petit, land in section 12 in Cottrellville township.

April 24, 1820, the law was amended, the price of public land was reduced to \$1.25 per acre, cash; all credit being abolished, and that has since remained the price in general; with the exception of section 16 in each township, reserved for schools, all land which had been surveyed was open for sale at the fixed price. However, the sale of land in this county proceeded very slowly. There were no sales between 1818 and 1822, and in the latter year but one, in 1823 two, in 1824 fourteen, and in 1825 thirteen. In the latter year Hartford Tingley, of Providence, R. I., appeared as the first land speculator on a large scale in the county, purchasing about 3,500 acres in eighteen sections. For some years sales languished. In 1826 there were but eight purchasers, in 1827 three, in 1828 five, in 1829 two. From 1830 the tide began to rise and in 1836, at the height of the speculative land fever then raging in the eastern United States, and which was felt more in Michigan than in any other territory or state, there were nearly 200,000 acres of government land purchased, almost half the entire county.

In the act of congress of June 23, 1836, relating to the admission of the state of Michigan into the Union, it was provided that section 16 in every township should be granted to the state for the use of schools, and that all salt springs within the state, not exceeding twelve in number, with six sections of land adjoining, or as contiguous as may be to each, were granted to the state to be selected on or before January 1, 1840, to be used as the legislature might direct, but not to be sold or leased for a longer period than ten years without the consent of congress.

Under these provisions there passed to the state for school purposes every section 16 in the county, in all 17,040 acres. These lands throughout the state provided the basis of the primary school fund, which has been of the utmost importance in establishing primary education.

Under the act, by what seems a somewhat liberal interpretation, the state legislature selected for a part of the salt springs' land, seventeen sections in the township of Emmett, although there is not known to be a salt spring in that vicinity.

In 1847 congress authorized the state to sell the salt springs land in such manner as the legislature might direct, and in 1852 congress confirmed the selection by the state, of sections 2, 3, 4, 5, 8, 9, 10, 11, 12, 14, 15, 17, 21, 22, 28 in township 7 north, range 14 east, in lieu of twelve other sections incorrectly noted. In 1855 the state appropriated this land, which amounted to 9,525 acres, for the benefit of the State Agricultural School.

## RAILROAD LANDS

June 3, 1856, congress granted in aid of a railroad from Grand Haven and Pere Marquette (now Ludington), to Flint, and thence to Port Huron, every alternate section of land designated by odd numbers for six sections in width on each side of said road, with provision for making up any deficiency caused by lands having been previously sold or otherwise appropriated. This grant was accepted by the state by act approved February 14, 1857, which provided that the lands granted by congress to aid in the construction of a railroad from Grand Haven to Flint and thence to Port Huron vested in the Detroit and Milwaukee Railway Company and in the Port Huron and Milwaukee Railroad Company. The eighth section of this act established a board of control to manage and dispose of these lands.

This grant, so far as related to the Detroit and Milwaukee Railway Company, was declared forfeited by the board of control August 26, 1857. The Port Huron and Milwaukee Railway Company had been incorporated in 1855 and it accepted the terms of the grant. It bought property for terminals at Port Huron and graded a short distance westward and then ceased operations. There was a Port Huron and Lake Michigan Railroad Company incorporated in 1847, to construct a railroad from Port Huron to some point at or near the mouth of Grand river on Lake Michigan, and in 1866 the Port Huron and Lake Michigan Railway Company was organized by W. L. Bancroft, and this company claimed to succeed to the rights of the Port Huron and Milwaukee Railroad Company.

The act of 1856 had fixed the period of ten years in which the roads receiving the grant must be completed, and as the Port Huron and Milwaukee road had failed to comply with the terms of the act, it no longer had any rights in the land. However, in 1869 Amos Gould, as judgment creditor of that company, levied upon all the lands which had been set aside for the railroad, and upon sale, became the purchaser.

In 1871 the board of control decided that these lands should be transferred to the Port Huron and Lake Michigan Railway Company, which had then built a railroad from Port Huron to Flint, and on May 30, 1873, the governor, in pursuance of the action of the board of control, made a patent to the company of the lands, and the company immediately deeded them to one William R. Bowes as trustee.

May 14, 1877, the state legislature passed an act ratifying and confirming the action of the board of control in conferring upon the Port Huron and Lake Michigan Railway Company these lands. March 3, 1879, congress released to the state of Michigan the reversionary interest of the United States, which might exist by reason of the non-construction of the railroad within the time limited. Bowes had in the meantime sold a large part of the lands, and was succeeded in his trust by Augustus D. Griswold, who also sold a portion. Finally, in order to clear up the title to these railroad lands, the legislature, by act approved June 9, 1883, made provision for the giving of patents to such lands as had been purchased in good faith from W. R. Bowes or

Augustus D. Griswold, or from Amos Gould. The lands in St. Clair county, aggregating 3,568 acres, had been bought by one purchaser from Bowes, and the same purchaser also obtained a deed from Gould, so that the way was at last made clear for the obtaining of a good title to these lands.

#### INDIAN RESERVATION LANDS

By the treaty made with the Black river and Swan Creek bands of Chippewas in 1836 they ceded to the United States their reservations in this county. This land was to be sold and the proceeds distributed in annuities and a part retained by the United States and the interest divided. The two reservations were surveyed and subdivided in 1837 and the land was sold at public auction in 1839. The Black river reservation included parts of sections 3, 4, 9, 10, 15, 16 in the township of Port Huron, in all 1,287 acres, and the Swan Creek reservation contained all or part of eighteen sections in Ira and Casco townships, in all 6,135 acres.

#### SWAMP LANDS

The public domain of the Mississippi valley and the Lake States contained a large amount of swamp and overflowed land and Michigan ranked fourth in the amount of such land within its borders. The surveyor-general of the United States reported in 1815 that a large part of the southeastern portion of the territory of Michigan was swamp and practically worthless.

As early as 1826 attempts were made in congress to have land of this character granted to the states, but it was not until the act of September 28, 1850, that a general swamp land law was enacted. By that act all "swamp and overflowed lands made unfit thereby for cultivation," were granted to the state, and it was further provided that all legal subdivisions, the greater part of which was wet and unfit for cultivation, should be included in the lands to be granted, and that the proceeds of all such lands, whether by sale or by appropriation in kind, should be applied exclusively, as far as necessary, to the purpose of reclaiming such lands.

The reasons actuating congress in making this donation were:

1st. The alleged worthless character of the lands in their natural condition, and the inexpediency of attempting to reclaim them by national effort.

2nd. The sanitary improvement from the reclamation of marshy districts.

3rd. The readier sale and increased value of the adjoining government land.

The state, in accepting this gift from the nation did not feel itself bound to strictly follow the terms of the donation as to the purposes for which the land or its proceeds should be used. While large amounts were used for the construction of drains and roads, a considerable amount was diverted to other purposes.

Both the nation and the state were in the carrying out of this piece of legislation, inexcessably careless. Nearly six million acres of so-called swamp land was patented to the state. As a matter of fact, much of this land was not swamp or overflowed, but high, and even well timbered with pine and other valuable woods.

The state made no examination whatever of this immensely valuable donation: it assumed from the outset that it was all equally valuable, or worthless. In the making of contracts for roads or drains to be paid for in state swamp land, it was customary for the state to issue scrip, with which swamp land in any part of the state could be taken up. This scrip was generally on the market at a considerable discount. Many fortunes were made by buying this scrip, and locating timber land worth from ten to thirty dollars per acre, at a cost of not over a dollar per acre in cash.

In a case coming before the supreme court of Michigan relating to swamp land scrip, Judge Morse took occasion to say (89 Mich. Rep., page 274): "The magnificent dowry of many thousand acres of valuable lands under the grant of swamp lands by the general government to this state has been frittered away by the inattention and neglect of state officers, and the reckless donations of the legislature, until nothing of any value is now left to the people. A few speculators in every county of the state have been enriched, with no corresponding benefit to the great mass of our citizens. It is shown that for all these years since 1850 there has been no examination or classification of these swamp lands as to their value. A tract of worthless bog has been held at the same price as a tract of most valuable pine lands: and contractors under the various jobs, inspired in most instances by the speculators who subsequently acquired the lands, have been free to make their own lists and selections of lands donated, limited only by locality."

While undoubtedly much good was done with the swamp land, yet it cannot be denied that the state wasted a large part of its heritage to the lasting injury of its sons and daughters.

Largely owing to the fact that so much of the land of the county was taken up during the speculative period, culminating in 1836, there was not so much land left upon which the swamp land act could take effect, and there was conveyed to the state as swamp land within the county of St. Clair, only 29,552 acres.

#### ST. CLAIR FLATS

The title to the land included within the district long known as the St. Clair Flats, has been for many years a matter of judicial dispute, and is not yet settled beyond doubt. With the exception of a part of the islands which is high and originally covered by timber and subject to cultivation, the largest part of the so-called flats consists of submerged land coming in many places close to the surface of the water, and at times exposed by low water, but for the most part covered with rushes in the summer time. These flats for many years were the paradise of hunters and fishers.

This desirable quality led to the erection of buildings upon all of

the channels, either upon piles or upon land which had been created by dredging, and although it was known to be No Man's Land, where title could not be obtained, buildings, in many cases large and expensive, were erected, the Lake St. Clair Fishing and Shooting Club having expended upwards of \$80,000 in improvements upon the property occupied by it. The United States itself made no claim to the territory, but in 1886 the state land commissioner caused a survey of the entire locality to be made by one Bartholomew, and endeavored to have the commissioner of the land department at Washington adopt this survey and convey the territory to the state of Michigan as swamp land, but this was refused.

If it were strictly swamp land and the title had been originally in the general government, it would have passed to the state by the Swamp Land Act of 1850. If, however, it was submerged land, that is, covered at all times by water, it belonged to the state as trust land which could not be conveyed under ordinary circumstances to private owners. After the survey had been made in 1887 the legislature in 1895 passed a resolution authorizing the beginning of legal proceedings to determine the title, and in pursuance of that act, a suit was brought by the state against the St. Clair Fishing and Shooting Club. Under the testimony produced before the circuit judge, he held that the property occupied by the club was in fact swamp land, and upon the case being removed to the supreme court it was held by a majority of that court that there was some evidence to justify the finding of the circuit judge, and if it was swamp land it came under the Swamp Land Act and the state was entitled to recover possession.

After this case was decided, Schuyler S. Olds, as the owner of swamp land scrip entitling him to locate swamp lands belonging to the state, applied to the state land office to permit him to locate with that scrip lands on the St. Clair flats, to the amount of 757 acres. A part of the land involved was the land occupied by the St. Clair Shooting & Fishing Club. The commissioner refused to permit the location, and the supreme court was asked to compel permission, and it granted an order to that effect on July 10, 1901. The matter being of so much importance, an application for rehearing was granted, and another opinion was filed in September, 1903, and the supreme court decided that so far as related to the land occupied by the club was concerned, it having been previously determined as a fact to be swamp land, that Olds was entitled to a patent, but left the questions relating to the remaining land undetermined.

Mr. Olds then attempted to obtain a patent of the land not occupied by the club, and evidence was taken and submitted to the court, which decided that the rest of the territory involved was submerged lake bottom, and not swamp or overflowed land, and therefore was not subject to location by swamp land scrip. This decision was made in July, 1907.

Another phase of the same question came before the supreme court in a suit brought by the state against the Venice of America Land Company, which claimed all of the lower part of Harsen's Island, not included within the limits of grants made by the United States to the

Harsens. The state claimed title to the land; first, by the so-called Swamp Land Act; and second, because the premises were submerged land at the time Michigan became a state, and that by the act admitting the state, it acquired title as trustee for the people of the state. A large amount of testimony was taken and the supreme court decided that the premises were a part of the bed of Lake St. Clair at the time Michigan became a state, and that the title therefore passed to the state, which held the lands in trust for the use and benefit of the people for navigation, fishing, etc. The legislature of the state has since passed an act authorizing the sale of the Flats in parcels upon certain conditions, but its action in that direction has been enjoined upon the theory that the state has no power to sell and permanently pass title to that portion of such property, which it holds in trust for the benefit of the entire people of the state and this suit is at present undecided.

## CHAPTER VIII

### ST. CLAIR COUNTY UNDER THREE FLAGS

FRENCH FORTIFIED POST UNDER DULUTH—FORT ST. JOSEPH—FORT ABANDONED BY LAHONTAN—SKETCH OF DULUTH—THE ENGLISH FORT SINCLAIR—PATRICK SINCLAIR—THE AMERICAN FORT GRATIOT—CHARLES GRATIOT—TEMPORARILY ABANDONED—SUCCESSIVE COMMANDANTS—CHOLERA AT THE FORT—FINALLY ABANDONED (1879).

This county is one of very few counties in the state within whose borders has floated the flag of more than one nation over a fortified place. Fort St. Joseph established by the French, Fort Sinclair by the British, and Fort Gratiot by the Americans, all bear evidence of the great changes, political and social, through which this region has passed in a little more than two centuries.

In the latter part of the seventeenth century the French had establishments at the Sault, Mackinac, Green Bay, and controlled the fur trade of the Great Lakes and regions farther west. The Iroquois, however, occupied a very advantageous position south of Lake Ontario, and near the English, and wanted to act as middlemen in the exchange of peltries from the west, for the cloths and guns and other manufactured articles of the English. The English themselves were anxious to get in closer touch with the western fur trade, and for that purpose only freedom and access to the great lakes was needed.

#### FRENCH FORTIFIED POST UNDER DULUTH

The French had much more minute knowledge, through maps and reports, of the water communications, than did the English, and they knew that a fortified place well located anywhere upon the Detroit, as they called the entire straits from Lake Erie to Lake Huron, would be a great protection to the Indians friendly to them, from the Iroquois, and would be also a barrier to English trade and exploration. The beaver trade alone was in itself very profitable, and if it could be controlled and the English excluded from it, the business would rival in wealth-producing power the silver mines of Mexico and Peru. To do this, however, there was needed an intelligent monopoly, one which would prevent destruction of the source of supply, but would encourage proper exploitation.

The French government had very positive ideas about the necessity

of monopoly, but unfortunately could not or did not accompany them with any sufficient knowledge of conditions, or intelligent methods of operating. Its method of controlling the business was to bring it all to Montreal, and it was practically forbidden to trade with the Indians elsewhere. Finding this impracticable, they tried to control it by a system of licenses limited in number, and with restrictions as to number of canoes, amount of goods carried, and other particulars. One result of these restrictions was that many of the most vigorous, hardy and enterprising of the young Frenchmen avoided them by going into the woods on their own account, owing no allegiance to the French king or his government, and became that class most obnoxious to the king's representative at Montreal, but which carried the name and fame of the French far into the interior of this continent—the *courseurs de bois*. If their hardihood, bravery, and facility in managing the Indians had been properly recognized and supported, the results to France might have been vastly different.

Denonville, the governor of New France from 1685 to 1689, was an intelligent man and a good soldier, but weak and greatly subservient to the priests.

In 1686 De la Durantaye was commanding the post of Michilimackinac, and to him, in June, the governor wrote to fortify the portage of Toronto, which, as he explains in a letter to M. de Seignelay, the French minister for the colonies, with the post to be established by M. du Lhu, will block the passage against the English should they attempt to go again to Michilimaquina, and serve as retreats to their Indian allies either while hunting or while marching against the Iroquois. The governor also wrote June 6, 1686, to Du Luth, the most famous and most capable of the adventurous young Frenchmen then in the west, to choose a post at the strait (detroit) of Lake Erie, in an advantageous spot so as to secure this passage, protect the savages who go hunting there, and serve them as a refuge against the designs of their enemies and ours, to do nothing and say nothing to the Iroquois unless they venture an attempt. He gives the further instruction that Duluth should go to this post as soon as ever he could, with about twenty men, only, and station them there under the command of whichever lieutenant he might choose. He should then repair to Michilimackinac and wait for the Rev. Father Angelran who would bring him full information and instructions. After receiving these he should return with thirty more men received from De la Durantaye to the post. He continues, "The post to which I am sending you is of all the more importance as I expect it will put us in connection with the Illinois, to whom you will make known the matters of which the Rev. Father will inform you." He cautions him, however, "I beg you to say nothing about our plans which you may catch a glimpse of." The Illinois were hostile to the Iroquois, and the plans may have had something to do with encouraging their hostility.

Denonville writes the same fall in November to M. Seignelay that he has word of Duluth arriving at his post with fifty men.



## FORT ST. JOSEPH

The fortified post thus established by Duluth was undoubtedly at about the place where Fort Gratiot was placed 128 years afterward. Baron Lahontan, who as a French officer was himself in command of the fort in 1688, published in 1703, in English, his "New Voyages to North America," which contained a map of New France. This map shows the fort under the name Fort St. Joseph, just below the entrance of St. Clair river upon the American side. This would seem conclusive proof of its location, but other and later maps indicate a fort, sometimes called Fort Detroit, or Fort Duluth, upon the eastern side of St. Clair river. This location elsewhere is probably due to ignorance of Lahontan's map, and to the fact that the word "detroit" was used by the French to designate both St. Clair and Detroit rivers, and it is called indifferently, the "detroit" or strait of Lake Huron, or the "detroit" of Lake Erie. This fort was probably a stockaded structure and similar in size and form to the one constructed by Cadillac in 1701 at the place where the city of Detroit is now located.

Duluth—whose name is spelled by the French writers of the time, de Lude, du Lhut, Dullhut—remained in command of the fort until the following year. It had not been built any too soon. In the previous fall a party of thirty Englishmen in search of trade had penetrated as far as Mackinac, where they were captured and their goods confiscated. In the following spring, Denonville, the French governor, determined to proceed against the Iroquois and compel them to cease attacking their Indian allies, and for this purpose sent orders to Mackinac and other posts to collect all the French and Indians possible and meet him at the place of the Senecas. Nicholas Perrot, a Frenchman, well known to all the Indian tribes around the Great Lakes, and very influential with them, had spent the winter in collecting the Indians, especially the Ottawas and Hurons, for this purpose. He says, in his "Memoire," that he joined M. de la Durantaye, who had met Tonty at the fort of M. de Lude, situate at "the Detroit," and they had just stopped another party of thirty English.

At the end of this expedition against the Iroquois, which was moderately successful, Denonville ordered Baron Lahontan to return with Duluth and take charge of this fort. In his book Lahontan says, "This fort, which was built by M. Dullhut, was garrisoned upon his own charges by the *courseurs des bois*, who had taken care to sow in it some bushels of Turkey wheat, which afforded a plentiful crop that proved of great use to me." Lahontan sent some of his soldiers to Mackinac to trade with the Indians there, and obtain more wheat for his winter's needs. In spite of this addition to their supplies, they would have suffered during the winter if four young Canadians, good hunters, had not stayed with him all winter.

## FORT ABANDONED BY LAHONTAN

In the spring of 1688, a party of Hurons from Mackinac, having made their headquarters at the post, on a war expedition against the

Iroquois, returned with the news that the Iroquois intended to attack the post. Lahontan, finding his provisions nearly gone, and not daring to do much hunting, through fear of the Iroquois, went to Mackinac in April to obtain more corn. He did not return till July 1, and upon July 3, left again for another attack upon the Iroquois. Returning from that in August, he found a party of eighty-one Miamis at the fort, who had come from Niagara, and informed him that Denonville was negotiating a peace with the Iroquois. After considering the situation, that a peace would probably be made, that Fort Niagara had been abandoned, and without its support Fort St. Joseph would be of no use, that he had provisions and ammunition for only two months, he resolved to abandon the position, and on August 27 he set fire to the fort and embarked for Mackinac. It is generally assumed that this ended the French occupation at this point, but there is some doubt about it. The English, of course, knew of this fort, and in February, 1688, Thomas Dongan, governor of New York, wrote to the French agents in behalf of the Five Nations, demanding "that the forts at "cadaracqui (Kingston) and Tireksarondia (St. Joseph) may be demolished," and in the same month these Indians again take the matter up with Dongan and say, "Let the governor go forward and remove the French from Onyagra (Niagara), Cataracque and Tyscharondia, which is the place where we go a beaver hunting, for if those forts continue in the French hands, we are always besieged."

In a French memoir, prepared about 1689, it is said, "If the Iroquois be in the English interest, it will be almost impossible to maintain the establishment at the Detroit without very considerable expense, to garrison it two or three hundred picked men at least, would have to be sent thither."

In 1691 in a French document recommending measures for the better defense of Canada, it is said: "It is well to preserve the posts we occupy in their country, namely, Fort St. Louis of Louisiana, Detroit, and Michilimaquina. These can be kept up at a very trifling expense, which will not be of less utility to us than if it were more considerable."

In 1694 at a conference or council between the French and Indians, the Detroit is spoken of as a fine rendezvous and in 1700 a council is held by M. de Longeuil, commanding for the French king at Detroit with the four nations belonging to his post, these four nations being the Ottawas, Hurons, Potawatomes and Mississauges. It must be remembered that the word Detroit at that time had no reference whatever to the locality of the present city of that name, but covered the whole waterway from Lake Erie to Lake Huron, and these references make it probable that there was a continuance until 1700 of the post erected by Duluth.

#### SKETCH OF DULUTH

Daniel de Gresollon (or Greysolon), Sieur du L'hut, one of the ablest of the French leaders in America, and one whose name should have been retained for the river running through the city of Port

Huron, was born about 1650, near Paris. Having noble blood, he was as a youth, enrolled as a member of the Royal Guard. Finding advancement slow, he applied for and obtained a captain's commission in the troops of the marine and came to Canada in 1674; when he was little more than twenty. The next year he returned to France in time to serve with his former comrades in hard fought battles in the Netherlands. The second year following finds him again in Montreal, retired from his company on half pay, and engaged in the fur trade. In 1678, fired perhaps by love of wandering or desire to explore new lands, or by adventure, he left Montreal destined to spend the greater part of his remaining life in fighting, trading and exploring. The following summer he had reached the country of the Sioux, the first white man to explore that territory. In 1680 he rescued from the Sioux the friar, Hennepin, who later returned to France and wrote a book about his travels. For four years he was constantly on the move, extending the influence of the French among the western Indians, risking life and property and apparently with little gain. By his boldness and persistency he had aroused some official opposition, and had been placed by the intendant among the *coureurs de bois*. To the official mind nothing could be worse than this. A free, unlicensed, unrestricted trader and wanderer, he interfered with the government monopoly, often upset the official plans, but in spite of all it was to his control and authority over the Indians that much of the extension of the French flag was due.

The official clamor against Duluth became at length so strong that in 1682 he felt compelled to go to France, where he was entirely successful with the authorities, and returned the same year, and was called in council by the new governor, La Barre. The next year, under the orders of the French government, he put the post of Michilimaekinae in thorough repair and also built a fort on the north shore of Lake Superior, a short distance up the Kaministiquia river. While in charge at Michilimaekinae he performed an act so indicative of his boldness, activity and good judgment, that it is worth recording.

The Chippewas near the Sault had killed two Frenchmen; realizing that the power of the French over the Indians depended on their commanding respect, he set out at once with six men and a Jesuit priest and arriving there, at once arrested one of the murderers, a man of importance among the tribes. He was then in a most delicate position, he must persuade the Indians that there was no course open except that the murderers should be punished with death. The French in the country were so few that if the Indians became antagonistic, they could not hope to escape, and yet their future safety and success depended on his ability to convince the Indians that a Frenchman could not be killed or injured with impunity. After anxious days of councils, where firmness, tact, and knowledge of Indian character were finally successful, the culprits were put to death, and French authority was triumphant. When Denonville became governor in 1685 he recognized Duluth's knowledge of Indian matters by asking him to come down to Quebec for a conference, but later sent the order to build the fort at the Detroit, which was obeyed by the building of Fort St. Joseph. He remained in charge at this post until replaced by Lahontan; in 1690

he went to Montreal, where he remained until 1695, when he took command of Fort Frontenac, and two years later became captain of a regiment. During the later years of his life he suffered greatly from the gout, which must have been doubly painful to a man of his active habits. He died in February, 1710, at Montreal.

#### THE ENGLISH FORT SINCLAIR

The second flag to wave over the soil of this county was that of England, raised over Fort Sinclair, located just south of the mouth of Pine river. This fort was built about 1765 by Lieutenant Patrick Sinclair of the British army, and existed for twenty years, when it gradually fell into decay. Nothing is known of its form or size, but it contained at least one brick building, as some portions of it were still standing in 1830. One purpose of its erection was as a trading post with the Indians, and it was used for that purpose until about the time the Americans obtained possession of this section. The situation of this fort, and its name, so nearly resembling the name of the lake below, and also the name of the first governor of the Northwest territory, have caused so much confusion over the name of St. Clair river, and lake, that it seems worth while to inquire into the career of the man responsible for it.

#### PATRICK SINCLAIR

Patrick Sinclair was born at Lybster, a small village in the county of Caithness in the extreme northeast part of Scotland, in 1736; while his given name seems Irish to the modern, it is in fact old Scotch as well. He entered the British army in 1758 as ensign in the second batallion of the Forty-second Highlanders, and the following year served in the West Indies. In 1760 he was in America, becoming a lieutenant that year, and when in 1761 his regiment was ordered again to the West Indies, he decided to remain here, and exchanged into the Fifteenth regiment. In 1763 he came to Detroit, and was placed in command of transporting the supplies between Detroit and Michilimackinac. While acting in this capacity, he obtained a deed from the Indians of a large tract of land at Pine river, and erected Fort Sinclair as a post or depot, between the two terminals. This act he later insisted was approved by General Gage, then commander-in-chief of the British forces in America, and was impliedly assented to by the English government. The deed was executed in the presence of the officer commanding in Detroit and of the Indian agent at that point.

Sinclair is said to have erected a mill upon this tract, and he cleared land, built houses and barns, set out orchards and evidently set about creating for himself a manor in size befitting a duke of England. It appears from a subsequent conveyance and survey, that the tract deeded to him contained over 24,000 acres. In his correspondence a few years later, when he was established at Mackinac, he refers to the property as the pinery, and his mill was probably built about four miles above the mouth of Pine river, at a point where remains of an

old dam were still in existence a few years ago. This mill was the only source of supply of pine lumber to Detroit. In his transfer to the Naval department he evidently was made a captain, and must have commended himself strongly to the people of Detroit, as in September, 1767, they presented him with a silver goblet upon which was inscribed: "In remembrance of the encouragement experienced upon all occasions by the merchants and traders in the Indian countries from Captain Patrick Sinclair of the Naval Department, not as a reward for his services, but a public testimony of their gratitude, this is presented instead of a more adequate acknowledgment which his disinterested disposition renders impracticable."

The following year Captain Sinclair returned to England and in 1772 was appointed captain in his regiment, and applied for return to America, and after some delay, was, in 1775, appointed lieutenant-governor of Mackinac. This position gave him no military authority, but gave him general control in civil affairs. Sinclair set out for his post and landed in Maryland, and not believing that the Americans were really in earnest in their opposition to England, went to New York City on his way west. To his surprise, he was arrested and sent to Long Island as a prisoner. He was soon paroled, however, remaining as a prisoner on parole until released by resolution of the Continental Congress March 11, 1776. He made another attempt to reach his post in 1778 and this time succeeded, going first to Halifax and arriving in Quebec in June, 1779. He at once set about the fixing of his command so that he should have the military, as well as civil control, but did not succeed until the following year when he purchased the commission of Captain George McDougall of the Eighty-fourth regiment. In the meantime he had gone to Fort Mackinac, which was at that time on the mainland of the Lower Peninsula of Michigan, arriving there October 4, 1789. He immediately began to urge the removal of the fort to the island, which was accomplished under his superintendence, but at enormous cost. Having incurred expense contrary to the orders of General Haldimand, the British officer in general command, his drafts were protested and he was recalled to Quebec in the fall of 1782, to explain his accounts. During 1783 and most of 1784 he was at the Isle of Orleans near Quebec, and in the winter of the latter year sailed for England. Upon his arrival there he was arrested and thrown into Newgate, the debtors' prison, on account of his protested drafts, but remained there only a short time. His troubles in Canada do not seem to have interfered with his advancement in the army, as he became in turn major, lieutenant-colonel, colonel and major-general, which rank he held at the time of his death, January 31, 1820.

While General Sinclair was at Mackinac he kept in touch with his property at his old post on St. Clair river. In May, 1780, A. S. De Peyster, the commanding officer at Detroit, writes him that his man is at the pinery, and will remain there till a vessel from Mackinac comes. During this time Alexander Harrow, who later became a resident of this county, taking possession of a large tract above Algonac, a part of which his descendants still occupy, was the commander of the sloop "Wellecome," which was used in transporting supplies between Detroit

and Mackinac. In June, 1780, De Peyster writes that the "Wellcome" had been assisting the "Yandot," another boat in the same service, and that he heard "they are much difficulted to get her (the 'Yandot') off and that the 'Welleome' has not got further on her way than the Pinery."

It appears that at this time Francis Belcour, the British agent at Detroit, had been in charge of the post at Fort Sinclair, and for some reason he was not acceptable to the Indians along the river, as in July, 1780, Maskeash, one of the Chippewa chiefs on St. Clair river, came to Mackinac on board the "Wellcome" to ask him to send them in place of Mr. Belcour, Baptiste Point de Sable, a free negro, who had been a trader with the Miamis until arrested the year before and taken to Mackinac. This request was granted and Sinclair returns the Indians with directions to land them wherever they wish in the river, and to land Point de Sable at the Pine river.

In a letter to De Peyster, he justifies this change of agents, basing his rights to do so upon the commander-in-chief's (Gage's) letter, Indian deed, tacit consent of government waiting the decision of the king in council, possession and property.

Two incidents occurring at this time throw much light on Sinclair's disposition, his touchiness, and insistence upon proper respect shown to his rank. The soldiers of two companies stationed at Mackinac had not received their pay, and complained to De Peyster, and say that they have been with complaints to the lieutenant-governor, "but his answer always is, 'Damn you for a pack of villains and scoundrels.'"

Commander Harrow, who was lieutenant and commanded a ship in the naval armament on the Great Lakes in Canada, arrived at Mackinac with the "Wellcome" July 29, 1780, and was at once arrested by order of the governor, and detained for some time, without any apparent ground for action. Harrow must have been soon released, as the following spring he is again in charge of the "Wellcome," and in 1783 he is designated as commodore.

While Sinclair was at the Isle of Orleans awaiting the adjusting of his accounts, a young man from there, by the name of Nicholas Boulvin, or Boilvin, was just setting out for the west to grow up with the country and to him Sinclair gave a power of attorney to take charge on the first of May, 1783, of his farm at Pine river, his "stock houses, barns, orchards, gardens, timber and every other article thereto appertaining." He also recommends Boulvin to the protection of the officers at Detroit that any other person may be prevented from cutting timber, or from trading near the post to the detriment of Boulvin.

When Boulvin arrived at Detroit he did not make a long stay, but decided to go on to St. Louis where he was soon after appointed Indian agent for the United States, and after some years removed to Prairie du Chien, where he acted in the same capacity, and while living there he was appointed, in 1818, justice of the peace, by Governor Cass.

When Boulvin determined to leave Detroit he turned over his power of attorney to David Ross, September 20, 1783, and on May 19, 1788, the property was sold at public auction to Meldrum and Park, merchants of Detroit, who in 1795 obtained a deed from twenty-six of the

Chippewa chiefs and tribesmen, which refers to the deed previously given to Sinelair by their ancestors, late chiefs of the Chippewa nation, and confirms and approves the grant, and the transfer to Meldrum and Park. The land is described in this deed as a tract on the west side of the river. "The north boundary whereof commences at a small creek or river known by the name of River Isecorse, adjoining the lands of the late Duperon Baby, Esq., thence running down the bank of the said River Sinelair to a blazed white oak tree about two miles above the entrance of the Belle river, marked with the initials MPK, and extending back" four miles in depth. The River Isecorse, referred to, is probably the small creek emptying into St. Clair river at the village of Marysville, as in 1817 Preston, the U. S. surveyor of the public lands, in meandering section 32, town 6 north, range 17 east, refers to this stream as River Ecorse, and this creek is in the north line of private claim 255, granted to Meldrum and Park, which was the northernmost of their claims.

The location of Fort Sinclair is shown upon most of the important maps made of this locality after its erection, but not always correctly. It occasionally appears about where Fort Gratiot subsequently stood, and the name is as frequently St. Clair as it is Sinclair. In the plat made by Aaron Greeley, surveyor of private claims, made in 1810. "Fort St. Clair" is indicated just south of Pine river. In the map made in 1820 by the commissioners to locate the international boundary line, there is noted just below the mouth of Pine river "old Fort St. Claire." For nearly fifty years the name Sinclair was quite generally given to the river, and often to the lake, but after the Americans obtained undisputed possession of the west bank of river and lake, the name of both gradually settled into their present form.

#### THE AMERICAN FORT GRATIOT

The third and last flag to float over a fortified place in this county was the American flag, raised over Fort Gratiot, built in 1814. In the War of 1812, after the experiences of the United States with the British and the Indians near Detroit, additional protection for this part of the country, especially against the Indians, seemed necessary to the authorities, and in 1814 General Harrison directed Major Thomas Forsyth, with Captain Cobb, and a detachment of forty men, with Captain Charles Gratiot as engineer, to locate a post and erect defenses near the entrance of St. Clair river. The force arrived on the site of the fort May 14, 1814, and in the following month another detachment, mainly of militia arrived, and during the summer the fort was constructed, with embankment of earth on the north, south and west sides, and with stronger fortifications on the east or river front, large logs entering into the construction. When completed it was called from the engineer in charge of its construction, Fort Gratiot.

## CHARLES GRATIOT

Charles Gratiot was born in that part of Louisiana which subsequently became Missouri in 1788 and after going to West Point was appointed second lieutenant of engineers in 1806, and captain in 1808. His rise in the army was rapid, undoubtedly due to his ability and in the War of 1812 he was the chief engineer of Harrison's army, and breveted colonel. In 1815 he was appointed major of engineers, and in 1828 he became colonel, and principal engineer in charge of the engineer bureau, and the same year was breveted brigadier-general for meritorious services and general good conduct, and appointed inspector at West Point. In this position he remained for ten years, until 1838, when he was dismissed by the President for claimed irregularities in his financial relations with the government. From 1840 to 1855 he was a clerk in the Land Office at Washington, and the latter year went to St. Louis, where he died. Few officers of the army have displayed greater ability or risen more rapidly, until he met with disaster. It should be added, however, that upon the petition of General Gratiot for an investigation of his conduct the judiciary committee of the U. S. Senate reported in high terms upon his character and ability, and that no authority existed in congress to undo the action.

At the time Fort Gratiot was located in 1814, it was assumed that no private rights existed to interfere with the government, but the fact was that in 1808 Pierre Bonhomme had presented to the land board in Detroit his claim for 240 arpents, six arpents in front on St. Clair river, by forty deep, which included the land upon which the fort was erected, but so far as appears from the records which have been preserved, no testimony was produced, and certainly no patent was issued by the government. It appears, however, from the testimony which was taken in 1821, when the land board was revived and the Bonhomme claim renewed, that as early as 1803 there was a house, stable and blacksmith shop, and improvements upon which crops had been raised.

By 1818 the idea had crept into the official mind that it might be desirable to have the title to the fort put in proper shape, and on July 18th of that year General Macomb, then at Detroit, wrote to the secretary of war that on examining the surveys of the lands which were to be sold in the Territory of Michigan, he found that no reservation had been made of the site upon which Fort Gratiot was built, and suggested immediate action to reserve the section on which the fort stood.

August 20, 1818, J. C. Calhoun, the secretary of war, wrote to the commissioner of the general land office requesting him to instruct the proper officer to make a reservation in accordance with a sketch which he enclosed. At that time the system of public surveys had been extended over this area, and the fort lay near the north line of section 3, town 6, north range 17 east.

August 21, 1818, the commissioner wrote the superintendent of land sales at Detroit to reserve for military purposes the five fractions of sections lying between St. Clair river and River de Lude. By this he undoubtedly meant the parts of fractional sections 2, 3, 4, 10 and 11, lying north and east of Black river, but before that order reached Detroit,



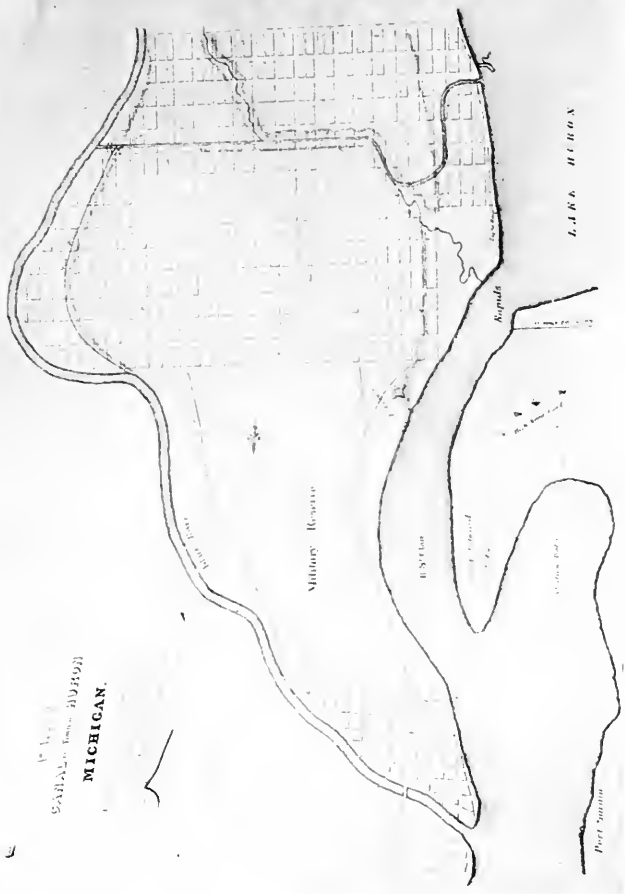
owing to the slowness of mail connections, all public lands within the Indian treaty line of 1807, which had been surveyed, were placed on sale, and on September 19, 1818, Solomon Sibley of Detroit, purchased fractional section 2, and that part of fractional section 10 lying north of Black river. Matters remained in this shape then for ten years longer. In the meantime the land board in 1821 had acted upon the Bonhomme claims, which included the fort itself, and an additional claim lying north of this one, and adjacent to it, and observing that Fort Gratiot stood upon the lands, confirmed the claims, as they had been preferred in 1808, prior to the location of the military site, and prior to any reservation by the government.

In November, 1828, General Macomb, then major-general and general-in-chief of the army, some months after congress had passed an act confirming the action of the land board, wrote to the secretary of war recommending that all the land lying north and east of Black river and south of private claim 244, and also the east fifty acres of that claim, be reserved for military purposes. He probably included the latter parcel because the government had in 1825 erected upon it a lighthouse, without troubling itself to secure any conveyance from Francois Bonhomme, to whom it had been patented in 1881.

The following day, November 11th, the secretary of war, P. B. Porter, concurred in the recommendation and the President, J. Q. Adams, ordered the reservation to be made. But even the government could not "reserve" what it had already granted, and as by this time all of the tract indicated by the President, except that part of section 3 not included in the Bonhomme claims, and the small parts of fractional sections 34 and 35 in town 7 north range 17 east, had been sold, the reservation actually made could only apply to the unsold part, and the government was forced to purchase, in 1833, from Andrew Westbrook, and P. J. Desnoyers, the owners of the Bonhomme claims, their rights and to surrender any claim to sections 2 and 11, which are now included in the Thorn plat, and to section 10, which is included in the Butler plat. This, however, left a reservation of 614 acres, which was sufficient for all needs.

It was during the year of the fort's construction that William Brown, one of the enterprising and capable pioneers of the county, performed an act of greatest importance to the garrison. The supplies had fallen very short, starvation, or at least, short rations, was imminent; although Detroit was only sixty miles away, the intervening country had many Indians, mostly hostile, and the taking of supplies was not only difficult, but extremely dangerous. Colonel Butler, in charge of the American forces at Detroit, looking for a capable man who knew the country to convoy a train to Fort Gratiot, selected Brown, who at the time was living in Detroit. He was born in Detroit in 1784, and when twenty-two years old married Martha Thorn—a sister of John Thorn—and moved to Canada, upon what was known as the Sutherland place, opposite the upper end of St. Clair city. In 1814 he was confronted by the British authorities with the order either to take the oath of allegiance or leave the country, and promptly left for Detroit. He conducted a troop of forty men with sixty head of fat

1871  
CANAL AND TOWN OF HURON  
MICHIGAN.



PLAN OF CANAL AND TOWN OF HURON

cattle, to Fort Gratiot in safety, delivering them the second night after the start from Detroit.

#### TEMPORARILY ABANDONED

The earliest return on file in the War department relating to the fort is for August, 1815, and is signed by Captain William Whistler, Third Regiment U. S. Infantry, with First Lieutenant John Butler (discharged June 15, 1815), Twenty-fourth Regular U. S. Infantry, temporarily serving.

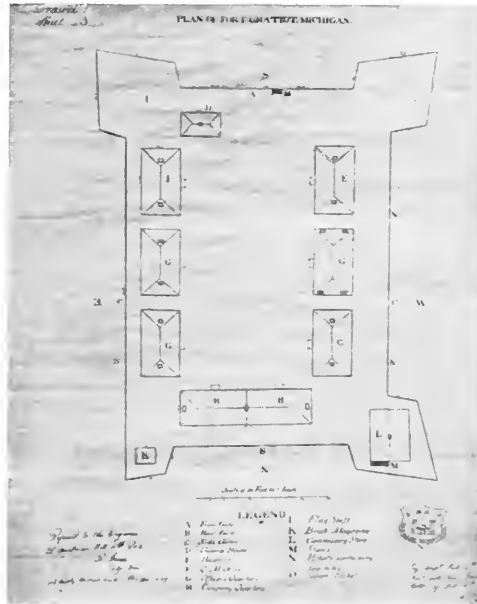
In October of the same year Brevet-Major Sullivan Burbank came and assumed command, and there were two companies present and a detachment of artillery. Between that time and the abandonment of the fort for a time in 1821, it was under the charge of Brevet-Colonel John McNeil, Major Peter Muhlenberg, Brevet-Major John T. Chunn, Major Alex Cummings, and the following captains: Peter Pelham, David Perry, John Fowle, Jr., Brevet-Captain Joseph Gleason, George H. Grosvenor, C. L. Caps, John Farley; First Lieutenants Joseph Plympton, Collin McLeod, Robert A. McCabe, Otis Fisher, Charles Mellon; Second Lieutenants William Downey, Samuel S. Stacey, Ephraim K. Barnum, Peter T. January, Samuel W. Hunt, John Peacock, Peter W. Grayson, James Watson Webb, John M. Tufts, Robert Wright. The earlier part of the time the fort was garrisoned by a company or companies from the Fifth Regiment U. S. Infantry, and during the latter part by a company from the Third Regiment U. S. Infantry.

In the spring of 1820 when Governor Cass and his party passed up St. Clair river on their way to the Indians at the headwaters of the Mississippi, they found Major Alexander Cummings in command at Fort Gratiot. Upon the return of the party in September, H. R. Schoolcraft, the historian of the trip, says, they stopped at the fort, but finding none of the commanding officers present, continued their journey toward Detroit and when they came to the mouth of Black river, they met a boat with a few soldiers under command of Lieutenant Webb returning with a load of watermelons obtained up Black river. This Lieutenant Webb was James Watson Webb, who entered the army in 1819 as second lieutenant, becoming first lieutenant in 1823, resigning in 1827, to become the editor of the *New York Courier*, and later of the *Courier and Enquirer*. This very influential newspaper he owned and edited until 1861 when it was merged with the *World*, and the same year he became minister to Brazil, continuing until 1869. While in that position he had great influence in causing the withdrawal of the French from Mexico, owing to his intimacy with Napoleon III, the French emperor. For many years he exercised a powerful influence on the politics of the United States.

In 1821 the army was reduced in numbers and Fort Gratiot as one of the comparatively unimportant posts, was abandoned, and was only occupied by two Presbyterian missionaries, Hart and Hudson, who used the buildings from early in 1822 until the following year as a school for a short time. The missionaries did not meet with much success, and left in 1823 for Mackinac. The fort gradually fell into decay, and

in 1826 it was described by Schoolcraft, who passed it upon another official trip, as a mass of ruins.

In 1828 the fort was reoccupied by troops under the command of Brevet-Major Alex R. Thompson and it was largely rebuilt during that and the following year. From this time until June, 1837, a garrison was continuously maintained under the successive charge of Major Thompson, from 1828 to July, 1832; Brevet-Major Mathew M. Payne, from July, 1832, to winter of 1833, and Brevet-Major William Hoff-



PLAN OF FORT GRATIOT

man, who followed Payne and was in command until the fort was abandoned in June, 1837.

Major Thompson and his wife were cultivated people and the latter possessed a piano, the only one probably in the county at that time, and they formed the center of a small social circle which extended many miles but embraced few people within its circumference, as that was several years before there was any settlement at what is now Port Huron.

In the year 1832 occurred the terrible cholera epidemic; the Black Hawk war was in progress and troops from the east were ordered by way of the lakes to Chicago. On their arrival at Detroit two men were taken with the disease and died, and the force was hastily sent on to Fort Gratiot to be out of danger. They did not leave the scourge behind, however, and by the time of their arrival at the head of St. Clair

river a number of the men were seized with the disease. The facilities at Fort Gratiot were inadequate to properly care for the number disembarked and sick, and panic seems to have caught the commanding officers as well as the people. The soldiers apparently were turned loose on shore, many of them died, others wandered down the river, and were generally met by the settlers with help, but often by frightened refusals of assistance or even food. Those dying at the fort were buried in a small cemetery upon the military reservation, and when the reservation was divided and sold, their remains were removed to Lakeside cemetery.

At that time Louis Facer occupied a building on the north side of Black river, east of Huron avenue, and his son, W. D. Facer, related that upon the coming of the cholera infected troops, his father boarded up the windows and barred the doors, but the soldiers came in such numbers begging for coffee that his mother could not refuse, and all day long, through a broken window pane, cups of strong coffee were handed out to the men, who in turn paid so liberally that at the end of the day she had received seventy-two dollars.

During the period from 1828 to 1837 Captains Thomas J. Beall, Waddy V. Cobbs, Levi Whiting and Owen Ransom—who died after a short service here, July 3, 1836—were stationed here with William W. Morris, Frederick Searle, Edward C. Ross, Amos B. Eaton and James M. Hill, as first lieutenants, and Isaac P. Simonton, Samuel P. Heintzleman, Julius Kingsbury, George W. Patten, John M. Clendenin, Danforth H. Tufts, John H. Miller, Thomas Johns, Silas Casey, and Henry W. Wessels as second lieutenants.

From June, 1837, the fort was unoccupied for about a year, when it was again garrisoned with troops, this time under the command of Colonel John L. Gardner, who was followed in 1841 by Lieutenant-Colonel James S. McIntosh, under whose superintendence the fort was entirely rebuilt. A plan of the fort as rebuilt is subjoined.

It was during the fall of 1837 that a detachment from the Brady Guards of Detroit came to the fort and removed the military property, stored there, to Detroit. It was the time of the so-called Patriot war. All along the border from Niagara Falls to Port Huron there was excitement and alarm. There was much unrest in Canada and many sympathizers in the United States were ready to take up arms and go to the assistance of the oppressed Canadians. The United States government issued a proclamation of neutrality but many hot-headed partisans were ready to violate that. It was feared that these military supplies would be seized by the "Patriots" and to avoid that danger, the detachment above referred to was sent with the steamer General Macomb to take the supplies to Detroit. After some trouble, and a narrow escape from alteration, the material was put on board, and started for Detroit. The steamer, however, was stopped by the ice, was compelled to come back to St. Clair, and from there everything was carried safely overland to Detroit and kept until all danger was over.

From 1845 to July 14, 1846, the fort was under the command of Brevet-Captain James W. Anderson, and at the latter date the troops were withdrawn and sent to take part in the Mexican war, leaving the

fort unoccupied until 1848, when it was again garrisoned for a period of four years, first commanded by Brevet-Major Benjamin Alvord, who subsequently became paymaster of the army, and while here was with his wife an active participant in the social and intellectual activities of the small village of Port Huron.

Major Alvord was followed in 1851 by Major Gabriel J. Rains, who resigned from the army in 1861 to enter the Confederate army, in which he served with distinction.

During the period from 1838 to 1852 Captains Isaac Lynde, James L. Thompson, Samuel P. Heintzleman and Charles S. Merchant, with First Lieutenants Randolph B. Marcy, William P. Bainbridge, Simon H. Drum, Thomas R. McConnell, Edmund Russell and Thomas J. Montgomery, and Second Lieutenants William A. Nichols, Leslie Chase, William Irvin, Pinkney Lugenbeel, James W. Schureman, C. W. Howard, Richard I. Dodge, William A. Slaughter, and James M. L. Henry, were stationed at the fort, and two of them indicated their approval of their surroundings by taking wives from the county, Lieutenant Montgomery marrying a daughter of Duthan Northup, a former county treasurer, and Lieutenant Slaughter, a daughter of John Wells, and sister of Fred L. Wells. Both of these officers lived but a short time to enjoy their happiness, Lieutenant Montgomery dying in Oregon in 1854, and Lieutenant Slaughter was killed by the Indians in Washington territory in 1855.

From the time the troops left in 1852 the fort remained unoccupied until 1866, except that during the Civil war it was used to some extent as a rendezvous in recruiting various regiments, especially the Twenty-seventh Michigan Infantry. It was during this period that Samuel Edison, the father of the celebrated electrician, Thomas A. Edison, occupied a house upon the reservation which had been built about 1841 by Chancellor Walworth of New York, for his daughter, Mrs. Edgar Jenkins, the wife of the post storekeeper.

In the summer of 1866 Captain David L. Montgomery, shortly succeeded by Captain and Brevet Major Fergus Walker, with Captain William P. Atwell and Lieutenants John L. Worden and John J. O'Connell, and a small company, took charge of the fort. Captain Walker remained for about two years, and it was while he was in charge that a bloody affray took place between some of the soldiers and some members of the volunteer fire brigade of Port Huron. Several men were severely injured, and it became known in local history as The Riot.

Captain Walker was followed in 1869 by Lieutenant Colonel Pinkney Lugenbeel, who after remaining about a year was succeeded by Major Martin D. Hardin. With the latter was Captain Calvin D. Me-haffey, who retired in December, 1870, because of failing health, and was succeeded by Captain Thomas M. Tolman, who had command until July, 1874. During this period of occupancy Captain Alfred E. Bates and William H. Sterling, First Lieutenants George H. Zeigler and John Hamilton, with Second Lieutenants George Duff, and Hugh T. Reed and Edward W. Casey, son of the Silas Casey stationed here in 1834-6, were also stationed at the fort, Lieutenant Duff coming in 1869

and continuing to make his home at Port Huron after his retirement from the army in 1878.

In July, 1874, Captain Francis Clarke with Lieutenants William Conway, and Edward W. Casey brought a company to garrison the fort, but during most of the two following years the troops were away, first in fighting the Indians in the western territories, and then in protecting property during the labor riots in Pennsylvania. Captain Clarke returned in October, 1877, and remained until Fort Gratiot was finally abandoned as a military post in the spring of 1879. From 1877 to the abandonment, Lieutenant Conway and Lieutenant John J. Crittenden were at the fort, and the latter followed the worthy example of some of his predecessors, marrying the daughter of Judge William T. Mitchell. In 1907, after distinguished service in the United States, Cuba and the Philippines, Colonel Crittenden retired from the army to make his home in Port Huron.

The abandonment and the sale of a part in 1870, and the balance in 1881 of the military reservation by the government form the last scene of the military occupation of this county, and thus passed away forever the visible evidence in this county of the nation's power in arms. When first established it was literally an outpost on the frontier, a defence against the British and the Indians, and with only a few scattered white people between it and Detroit. Sixty-five years later it was hemmed in and encroached upon by all the evidences of modern civilization. The frontier had many years before retreated farther and farther west and finally vanished. The Indian, once an uncertain friend or dangerous enemy, had ceased to exist so far as concerned this part of the country, and the extensive and increasing friendly relations with Canada have made unthinkable the need of any defence against her aggression or of any basis for attack upon her.

A considerable number of the officers stationed at Fort Gratiot during its existence became distinguished in the history of the United States, at least twenty having obtained sufficient reputation to justify their inclusion in the ordinary biographical dictionary of Americans.

Captain William Whistler, who was stationed at the fort in 1815, with a company of Third U. S. Infantry, was the son of an Irish soldier who served in the English army and was serving under Burgoyne at the latter's surrender. After the close of the Revolutionary war, he entered the American army and becoming captain, was stationed for some time at Detroit. The son was appointed a lieutenant in 1801 when he had just become of age, and in 1812 was promoted to a captaincy. He took part in the war of that year near Detroit and was among the officers surrendered with General Hull. After long service he retired and at his death in 1863 he was, with one exception, the oldest army officer in the United States.

General John McNeil, who was in command in 1816 was at the time a major U. S. A., but had been brevetted colonel in 1814 for notable services at the battles of Chippewa and Niagara, having been severely wounded in the battle of Lundy's Lane, so that he remained lame during his life. He was brevetted brigadier general in 1824 but resigned from the army in 1830 and was appointed by President Jackson, sur-

veyor of the port of Boston, which position he held for several years, dying in 1850 at the age of sixty-six. His name is perpetuated in the McNeil tract in Port Huron, his connection with that property being more fully referred to in another chapter.

Major Alex R. Thompson, who was in command from 1828 to July, 1832, was the son of a Revolutionary soldier and after graduating from West Point in 1812 became a captain in 1814, served in the Black Hawk war, leaving Fort Gratiot in 1832, and was killed December 25, 1837, in the Seminole war in Florida.

Samuel P. Heintzleman served at Fort Gratiot at two periods in different capacities, in 1828 as second lieutenant, and in 1846 as captain until the force was withdrawn and sent to Mexico. After distinguished service in the Mexican war, he was stationed some years in California and among the Indians in the west, and at the breaking out of the Civil war was appointed brigadier-general of volunteers. He served during the war and was retired in 1869 by special act of congress with the rank of major-general.

Silas Casey served as second lieutenant at the fort from 1834 to 1836. He took an active part in the Seminole and Mexican wars and was promoted for gallant conduct and thanked by the legislature of Rhode Island, his native state. During the Civil war he occupied important positions and in 1865 was brevetted major-general in the regular army. He retired from active service in 1868 and died in 1882 at the age of seventy-five. He was a leading authority on "Tactics," having published two books on the subject, which were much used and highly commended. A son, Edward W. Casey, also served at the fort as second lieutenant in 1874.

Major John L. Gardner entered the army in 1812, serving first in Canada, later in the Florida war, and after serving at frontier posts, including Fort Gratiot, commanded a regiment throughout the Mexican war. In 1860 he was stationed at Charleston harbor and in command of Fort Moultrie. Although he had less than fifty men, he announced his intention of defending the fort to the last extremity against the secessionists. Thereupon Secretary of War Floyd relieved him from command and he was succeeded by Major Anderson, who removed the garrison to historic Fort Sumter. In 1865, at the age of seventy-two, he was brevetted brigadier-general for long and faithful service.

Benjamin Alvord was a native of Vermont, born in 1813; graduating from West Point at the age of twenty, he served in the Seminole war, and then for two years as instructor in mathematics at West Point. In the Mexican war he was promoted for gallantry in several engagements, and after return from there, came to take command of Fort Gratiot where he was stationed four years, and until the fort was abandoned in 1852.

In 1854 he became paymaster, serving for eight years, and served during the Civil war as brigadier-general of volunteers. From 1872 until his retirement in 1881 he was chief of the pay department, with rank of brigadier-general. He ranked high in authority on mathematics and kindred subjects, having written several treatises.

For about a year prior to May, 1852, Fort Gratiot was under the



command of Major Gabriel J. Rains, who was born in North Carolina in 1803, and graduated from the Military Academy in 1827. He was severely wounded in the Seminole war, and his death in 1881 was the result of these wounds. He served with high reputation through the Mexican war and then for several years was in the west, chiefly engaged with the Indians. He was made lieutenant-colonel in June, 1860, but resigned in July, 1861, and entered the Confederate army in which he was made brigadier-general. He rendered valuable service in many directions for the Confederates.

Charles S. Merchant, captain at the fort, in 1838-9, was the first cadet at the West Point Military Academy in 1812. After serving on the northern frontier posts, he was placed in command of Fort Brown on the Rio Grande, during the Mexican war. In 1853 he was sent with troops to California on the steamer San Francisco, which was wrecked off Cape Hatteras, and Major Merchant, as he was then, proved himself a brave and capable officer and was the means of saving many lives. He remained in active service throughout the Civil war, and at the time of his death in 1879 he was the senior officer of the army in date of original commission.

Other distinguished officers who served at the fort were Colonel James S. McIntosh, Lieutenants Kingsbury, Patten, Morris, Wessels, Marey, Nichols, Drum, Dodge and Eaton, all of whom established records of efficiency and gallantry, which are a source of pride to the army and to the people of the United States. In addition to his military service, Marey was a famous hunter and sportsman and also wrote a number of books, the best known of which is "Border Reminiscences."

## CHAPTER IX

### EARLY GOVERNMENT OF THE COUNTY

FIRST COUNTY COMMISSIONERS—FIRST COMMISSIONERS' MEETING—JAIL BUILT—THREE ROAD DISTRICTS CREATED—SAMUEL WARD—JUDGE GEORGE A. O'KEEFE—JUDGE Z. W. BUNCE—EXTRAVAGANT COMMISSIONERS—MISCELLANEOUS COUNTY LEGISLATION (1824-1827)—BOARD OF SUPERVISORS CREATED—SINCLAIR BECOMES ST. CLAIR—STATUS OF COUNTY BUILDINGS (1827-8)—PLAINFIELD TOWNSHIP CHANGED TO CLAY—FIRST BRIDGES BUILT—RALPH WADHAMS—SIX SUPERVISORS IN 1836—PINE RIVER BRIDGE AT ST. CLAIR—BELLE RIVER BRIDGE AT NEWPORT—COURT HOUSE IMPROVEMENTS.

When the county of St. Clair was organized in 1821 it came under the operation of a law which had been in force since May 8, 1820, providing for the appointment by the governor of three county commissioners in each county who were to hold sessions on the first Mondays of March, June, September and December in each year, and on other days to which they might adjourn.

They were to adjust all claims against the county, determine what property should be assessed, divide the county into townships, submitting the same to the governor for his approbation, recommend persons for constables, and divide the townships into road districts and appoint overseers of the districts. For these duties they were to receive the salary of thirty dollars a year, while their clerk, who was the clerk of the county court, was to receive fifty dollars yearly.

#### FIRST COUNTY COMMISSIONERS

Shortly after the proclamation organizing the county, Governor Cass performed the duty of appointing the county commissioners, and he selected Andrew Westbrook, George Cottrell and John K. Smith. This was a trio of notable pioneers.

Andrew Westbrook was a native of Massachusetts, born in 1771, and while a child, was taken by his father to Nova Scotia. When about twelve years of age he came with his parents to Delaware, on the Thames, Upper Canada, where, as he grew to middle age, he acquired considerable wealth, several thousand acres of land, and good buildings, including a distillery, which seems to have been in those days a not uncommon property. When the War of 1812 broke out he was offered a commission

as captain in the Canadian militia, but refused, and came to Detroit and offered his services to Governor Hull, which were accepted, and he performed many and valuable services as captain of a company of scouts. The British official despatches of the time contain frequent reference to the "traitor Westbrook," as they almost invariably term him. Shortly after leaving his home to join the American army, his merchandise was destroyed by the British, and a company of American soldiers was sent to bring away such of the remaining personal property as they could. Westbrook accompanied the force, and as the enemy was near, he himself set fire to his buildings and property to prevent their use by the British. His landed property, for which he had paid over thirteen thousand dollars, was confiscated by the British government. He had at that time a large family of twelve or thirteen children, and after the war, came up the St. Clair river in 1815 and purchased two private claims, Nos. 243 and 303, in what is now the township of East China, and soon became the largest and most prosperous farmer in the district. He became a considerable owner of land in the county, buying among other tracts a part of what became the Fort Gratiot Military Reservation, which he sold to the government, and about 200 acres in the south part of section 15 in the city of Port Huron. In 1828 congress passed an act granting him two sections of land in consideration of his services in the War of 1812, and he selected the largest part of it from public lands in the township of Clay.

While this county was still a part of Macomb county he was appointed, by Governor Cass, supervisor of highways.

His first wife having died in 1815, he married Naney Thorn, daughter of William Thorn and sister of Major John Thorn, and after her death married Margaret Ann Crawford, whom he divorced in 1834 and he subsequently married a fourth time.

In June, 1826, Thomas L. McKenney, United States commissioner of Indian affairs, on his way from Detroit to the Indian tribes near the head waters of the Mississippi in the schooner "Ghent," was becalmed not far from the Westbrook farm. In company with Colonel Croghan, Westbrook's old commander, McKenney called upon Westbrook, whom he described as being "about six feet two inches tall, his hair once sandy or rather fox-colored, but the fierceness of the reddish cast now softened by an intermixture of gray. A fine face, the features moderate in size, and well proportioned, the expression of the countenance mild but firm. He has a quick moving intelligent eye; his form is good, with broad shoulders and chest. He has no education, yet talks well and is precise and graphic in his expressions." He was then in his fifty-fifth year, married to his second wife, and had a family of fourteen children. "If he once resolves upon the accomplishment of any object he is sure to realize it; the means are mere materials to be judged of by his conceptions of right, and these are generally made to obey the impulses of the moment, come from what quarter or involve what consequences they may." He died in 1835.

George Cottrell was born in Detroit in 1783, the son of George Cottrell, Sr., who in 1781 had obtained from the Chippewa Indians a deed to a considerable tract of land upon St. Clair river, to which he

moved in 1784. In September, 1805, he was appointed ensign in a company of militia to be raised in the district extending from Lake Huron to Lake St. Clair. In January, 1806, the territory from which his company was to come was changed to commence at the mouth of Belle river and extend to the mouth of St. Clair river, and include the most southern and western inhabitants in that vicinity. April 8, 1818, Governor Cass appointed him supervisor of highways of St. Clair township, which then included all of what is now St. Clair county. George and four of his brothers, Henry, John, James and David, were granted private claim No. 187, containing 420 acres. James died young, unmarried, and John's interest was bought by his brothers and he removed to Grosse Point, Wayne county. George remained a commissioner until the board was abolished in 1827. He was elected supervisor for 1829 and 1830 for Cottrellville township, and was during his life a man of much influence in his community.

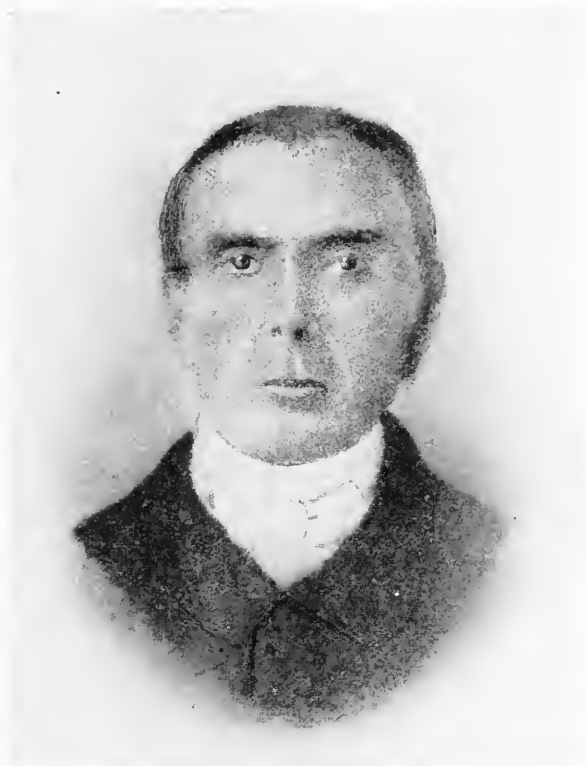
George Cottrell, Sr., was either the son of a Captain George Cottrell of the English army or may have been the son of a German by the name of Hoover. The doubt arises from the fact that when an infant he was taken by the Indians who massacred both the Cottrell and Hoover families then living in the Mohawk valley, and as there were Cottrell and Hoover sons of about the same age, there was no absolute certainty of identity. It is also said that the boy was redeemed from the Indians by a man named Cottrell who brought him up. Mr. Cottrell spelled his own name Cotterall. While a young man he came to Detroit, about 1770, and afterwards settled on the St. Clair river on land some of which is still in the possession of his descendants, obtaining a deed from Chippewa chiefs dated October 5th, 1781, and afterwards presenting claim based on long possession to the board of land commissioners and obtaining patent from the United States.

John K. Smith was born in Westchester county, New York, November 29, 1785. His parents removed to Chittenden county, Vermont, when he was three years of age. Although he had a crippled arm and leg he was active and acquired a fair education and practiced law at Pottsdam, N. Y. for a time. Shortly after the breaking out of the War of 1812 he performed service of value to the American army near him, and at the suggestion of the colonel in charge he became the forage master and licensed trader of the regiment, coming with it to Detroit in 1815, where it was disbanded the following year. Finding that no brown earthenware was manufactured in Michigan and believing there was a good market for such goods, he arranged with two of the newly discharged soldiers who were practical potters, to join with him, and in search for suitable clay, found a deposit on Stromness or Dickinson's Island. He leased the property from one of the Laughton heirs and in the spring of 1817 was actively at work, continuing through that year. The following winter he taught school on Harsen's Island, and in February, 1818, began his official career in Michigan, with his appointment by Governor Cass as justice of the peace for Macomb county. Two years later, while St. Clair county was still attached to Macomb, he was appointed commissioner.

In May, 1821, when the county of St. Clair was organized, Mr. Smith

was appointed one of the three county commissioners, and also associate justice of the county court, and in addition, justice of the peace. He fulfilled all these duties to the great satisfaction of the people, and was continued as justice until his death in 1855.

In 1826, when the postoffice of Plainfield was established, he was commissioned the first postmaster, holding the office until September, 1841, and beginning again in August, 1843, with the name changed to



JOHN K. SMITH

Algonac, he held the position until his death in 1855. He was appointed judge of probate in May, 1828, continuing in that office by reappointment in 1832 until Michigan became a state in 1836, and was the first elected probate judge of the county, holding the office four years.

Mr. Smith was a man of high character, unblemished reputation, strict impartiality and an active influential man in the community. In 1819 he married Catherine McDonald, daughter of Angus McDonald, who had come over to Baldoon, Lord Selkirk's settlement on the Chenail Ecarte, in 1804, and later moved over on Stromness Island.

## FIRST COMMISSIONERS' MEETING

The first meeting of the new commissioners was held June 4, 1821, all being present. Their first official proceeding was to determine what property should be assessed, which they did by the following resolution: "Resolved, that the following property be assessed for taxation the present year (to-wit): Improved lands, wild ditto, orcharding, buildings, distilleries, grist mills, saw mills, horses, three years old and upwards; horses, two years and not three years; oxen, cows, young cattle, two years old or not four years; hogs over one year old, household furniture, callashes, carrialls, wagons, carts, gold watches, silver watches, brass clocks and wooden clocks."

To the modern reader the very names of some of the articles to be assessed suggest a condition of life long since passed away. The caleche now survives only at Quebec for the benefit of the tourist. The wooden clock is a curiosity found only in historical museums, and the cariole, anglicised into carryall, has joined the caleche.

Joseph Mini, who had been appointed by the governor, supervisor of highways, was by the board appointed one of the assessors and directed to assess and return his assessment the first Monday in July.

The board then directed the supervisor to open the highway from the mouth of Belle river to Pine river, or appropriate for that purpose half the labor required by statute for that year, and adjourned. The new county was now fairly under way.

The assessment roll made by the sheriff, James B. Wolverton, and Assessor Joseph Mini, in pursuance of the direction of the commissioners, the first assessment of the county, is of great interest and is reproduced in full in another chapter.

An interesting commentary upon the state of settlement is shown in the action of the board in fixing at their meeting of August 29, 1821, a bounty of one dollar for wolves under the age of six months, and two dollars for those over six months.

## JAIL BUILT

Mr. James Fulton, the proprietor of the land upon which the town of St. Clair was placed and the county seat located, had agreed as an inducement to have the county seat put at St. Clair, that he would donate the necessary land for county buildings and also erect the court house. He was very dilatory in his movements, but had built his own house in the block just south of the public square in St. Clair, and it appears from subsequent proceedings—although there is no record of the action under the proper date—that on October 26, Fulton agreed with the commissioners to erect a building at the rear of his house to be used as a county jail. On December 3, the board voted to pay him for the building \$35, and to Mr. Westbrook, two shillings per pound for the hinges and bolts, and on December 10th, they declared the building to be the common jail for the county until further action.

The first prisoner confined in the new jail was John Harrow, who was under indictment for assault and battery upon a peddler. His

confinement, however, was not very close and he doubtless enjoyed his sociable visit which was not long, with the jailer and his family. Apparently up to this time it had been the custom to have prisoners "boarded around," as three different persons are allowed sums for that purpose.

At the meeting of March 4, 1822, they voted \$100 for public expenses, and raised the bounty on wolves twenty-five per cent. The same classes of property are directed to be assessed for 1822 as were assessed the preceding year.

### THREE ROAD DISTRICTS CREATED

At this meeting the board divided the township of St. Clair, which had theretofore included the whole of the county, into three road districts, and appointed supervisors for them, at the same time directing that the division be submitted to the governor, that he might incorporate them into townships to be named respectively, Plainfield, Cottrellville and St. Clair. Upon this being communicated to the governor, he issued a proclamation in March, 1823, erecting the townships as requested.

The name of Plainfield was taken from the town of that name in Vermont in which Mr. Smith had lived. Cottrellville took its name from the family name of one of the commissioners.

At the meeting of the board, December 2, 1822, Mr. Harvey Stewart, who had been appointed in the place of John K. Smith, appeared to complete the board.

Mr. Stewart, born in Massachusetts, came to Harsen's Island in April, 1815, moving on land belonging to his second wife, Mary Grave-raft, a grand-daughter of Jacob Harsen, the original proprietor of Harsen's Island. He was supervisor of Clay township from 1828 to 1833, the father of Aura P. Stewart, and an influential man.

At this meeting appears the first mention in the official proceedings of another of the notable pioneers of the county, Samuel Ward, who had been previously in the same year appointed by the governor one of the associate judges of the county court.

### SAMUEL WARD

Samuel Ward was born May 20, 1784, in Wells, Rutland county, New York. Working summers and going to school winters, he was brought up to industry and economy. Leaving home at 19, after some years at Syracuse, he was engaged on Lake Ontario during the War of 1812 in transporting supplies for the American army. This gave him a knowledge of and taste for the boat business which determined his after life. In 1817 he moved to Conneant, Ohio, and the next year, having built a small schooner, called the Salem Packet, he traded along the lakes. In that year the public lands in Michigan, which had been surveyed, were first thrown open to purchase, and Captain Ward, as he was generally known, selected and bought the land in sections 1 and 12, lying between Belle and St. Clair rivers. The next spring, with his family, consisting of wife and one son, he moved to his new location.

where he stayed until his death in 1854. At the time of his moving he was thirty-five years of age and worth about \$3,000, a considerable fortune for those days, and what was worth much more, had energy, forcefulness, foresight, and a gift for trading. His locating at the place which was subsequently named Newport, was the means of bringing several others, his older brother, Eber Ward, father of the well known Eber B. Ward, James B. Wolverson, first sheriff of the county, William Gallagher—both of these were nephews of Samuel Ward's wife—and Bela Knapp.

In 1822, Mr. Ward was appointed by Governor Cass as associate justice of the county court, and continued to act in that capacity until that court ceased to exist in 1827. In 1823 he built, in company with William Gallagher, a saw-mill and grist-mill on land in section 15 of what is now China township, which they bought from the government. This mill site, subsequently passed to Mr. Radike and continued to be used for many years for mill purposes. In 1825, settlers were somewhat more numerous and in order that his mills might be reached by wagon or cart, the county commissioners were petitioned to build a road on the south side of Belle river to Ward & Gallagher's mills, which was ordered done.

In 1824, Captain Ward built upon St. Clair river the schooner "St. Clair," of twenty-eight tons burthen, and the following year two more, the "Albatross" and "Marshal Ney," the latter of seventy-three tons. This boat was part owned by Oliver Newberry, of Detroit. In the summer of 1826 he took the "St. Clair" with a load of potash, furs and gun stocks to New York by way of the Erie Canal, and brought back a cargo of merchandise and salt. A part of the eastbound cargo of potash was furnished by Thomas Palmer. In 1831 he procured the establishing upon his property of a postoffice, which was named Belle River, and he was appointed the first postmaster, holding the position until September, 1836. He was a supervisor of Cottrellville township in 1832 and 1833. In 1834 he platted the southern portion of his property, lying between Belle and St. Clair rivers, into lots, naming it the village of Newport, and in 1836, during the height of the speculative land fever, he sold a part of this platted property to five men from Ohio, Messrs. Segar, Ingraham, Tallman, Folger and Phillips, at a very high price. They paid \$3,000 down, and as within a year the panic of 1837 came on, they were unable to pay more and deeded back the land shortly after. Duthan Northup came to the county as the representative of the purchasers, and through their failure was greatly reduced in circumstances. He taught school and singing school and was county treasurer for eight years from January, 1845. He afterwards removed to Ohio where he died.

Captain Ward rapidly extended his interests, chiefly in boats, and in 1839 began the construction of the steamer "Huron," and by 1854 had built by himself, or in company with his nephew, Eber B. Ward, fourteen steamers aggregating over 14,000 tons. At his death he left a fortune of over \$300,000 and no lineal descendants, his only son having died years before. He was about six feet in height, rather spare in form and angular in features, gray eyes, alert but pleasant expression and manners. Though of ordinarily kindly disposition, he became rather



autocratic and disliked opposition. He was determined in character and of the type of man to make a valuable and successful pioneer.

At the meeting in March, 1823, caleches were dropped from the class of assessable property, and double sleighs added, an evidence of the changing conditions.

#### JUDGE GEORGE A. O'KEEFE

In June, 1823, Mr. George A. O'Keefe makes his appearance and is allowed five dollars for his services as prosecuting attorney at the January term, 1823. This O'Keefe was a noted character of the early days. He came to Detroit in 1819; was a liberally educated Irishman, educated in England, but bred to the bar in Ireland, and also spent nearly three years in a law office in New York City before coming to Detroit. At this time he was about twenty-seven years old, about six feet three inches tall, rather thin, handsome, with a decidedly aristocratic air, but wholly indifferent to his appearance and extremely intemperate. Shortly after arriving in Detroit he became a partner of Samuel T. Davenport. He took out naturalization papers in June, 1824. Becoming acquainted with Judge Bunce, through his influence he was made prosecuting attorney of this county, and continued in that office most of the time until 1836, although retaining his residence in Detroit. In 1837 he was elected judge of probate of Wayne county, holding the office one term of four years. In 1844 he was made a justice of the peace. A visitor to the probate office at the time he was judge, calls him the greatest sloven in the state. Able, witty, but erratic, and dissipated, his talents were wasted, and he died in 1853 with but little accomplished.

The Cottrells were much in evidence at this time. George Cottrell was one of the commissioners, Henry Cottrell, a brother, was appointed sheriff at the organization of the county, and with the exception of one short intermission, continued in the office for some years later. He is said to have been energetic, industrious and prompt in the discharge of his official duties. For his services as assessor and prosecutor he was allowed at this meeting, \$11.75. John Cottrell, another brother, who had assisted the sheriff in making the assessment, was allowed \$5.00. David Cottrell, another brother, was treasurer, and received for services in that capacity, \$4.00. Mr. Aura P. Stewart, in his "Reminiscences" calls David a candid, judicious man, possessing good natural abilities and deserving and receiving public favor for many years as justice of the peace, supervisor, and at one time, county judge. There had been another brother, James, who died a young man."

#### JUDGE Z. W. BUNCE

At the session of January 31, 1824, the justices of the county court receive for the first time an allowance, although the court had been in operation since January, 1822. Zephaniah W. Bunce, who had been appointed an associate justice in June, 1821, was in 1822 made chief justice, with Samuel Ward and David Oakes his associates. Mr. Bunce



JUDGE ZEPHANIAH W. BUNCE

was in some respects the most noted pioneer who ever lived in the county. He was born in Hartford, Conn., in 1787. Brought up to the trade of hatter, he early engaged for himself in that, and the dry goods and clothing business. In 1817, when in business in Albany, influenced by stories of opportunity in the territory of Michigan, he left for Detroit, with a stock of ready-made clothing, and after a short delay in Detroit came up the St. Clair river. On arriving opposite the place where he afterwards made his home, he was struck by its appearance and remembered that in a dream before he left Albany he had seen this place and he determined to make that his home.

Mr. Bunce's goods were taken to Fort Gratiot, but he took possession of the property, then government land at the mouth of what became known as Bunce's creek, but which had before been called Baby creek. Although the land had been surveyed by the government, it had not been placed on sale, and it was not until the next year that he could locate the land and obtain any legal rights to it. At the time of his taking possession there was in evidence the remains of an old saw-mill and dam which had been built by Antoine Morass about 1786, and there is tradition that another mill had been built by a Frenchman nearly a hundred years before that.

In 1818 Mr. Bunce built a saw-mill upon his creek, which had a capacity of two or three thousand feet per day, comparing favorably with other mills of the time. The next ten years he spent in operating his mill, dealing with the Indians, buying furs, and performing official duties. His first offices were judicial ones and brought him the title of judge, by which he was generally known during the rest of his life.

On March 28, 1820, Governor Cass appointed Mr. Bunce associate justice of the county court, and also justice of the peace. As St. Clair county was at that time attached to Macomb county, both of these commissions ran to him as of the latter county.

On August 7, 1821, he was appointed by the governor, judge of probate, but it is not probable that the duties of this office consumed much time or brought in much revenue. In 1822 he was appointed chief justice of the county court and continued to hold that position until the court was abolished in 1827. In 1825, he with Martin W. Peekins, leased the Morass mill on Mill creek, at what is now Abbottsford, and operated it a year. September 13, 1827, he married Louise Ann Duryea, of New York City, and bringing back with him a stock of goods, continued the store business for about a year at Fort Gratiot. During that term D. B. Harrington, then a young man of twenty, and Mr. Bunce's wife's brother, John R. Duryea, were employed in the store.

In 1828 Judge Bunce operated a saw mill for Thomas S. Knapp on Black river in what is now Grant township, and then returned to his home on St. Clair river, where he remained until 1833, when he moved to the Morass mill at Abbottsford, which had been purchased by Mr. Abbott, of Detroit, and operated that mill until 1846, when he returned again to his home, this time to remain until the end of his long and eventful life in 1889. He built a new mill at the mouth of Bunce creek upon his return, to be operated by water power, and two years later changed it to steam.

In 1824 the territory passed under the second stage of government, consisting of governor and legislative council, and Mr. Bunce was selected as a member of that body, and acted efficiently in that capacity until the close of the second council in April, 1827.

In 1833 an act went into effect providing for a circuit court of the territory, to consist of a presiding circuit judge and in each county two associate judges, residents of the county, and Mr. Bunce was appointed one of the associate judges of St. Clair county, holding the position until 1840, the last four years by election, after Michigan became a state. In 1846 he was elected "second" county judge. In 1831 the post office of Desmond was established and Judge Bunce made postmaster, which position he filled for two years, until he went to Abbotsford in 1833. In June, 1829, he was appointed colonel of the fifth regiment of militia.

Judge Bunce was a most upright, conscientious man and official, pleasant and courteous in his manner, kind and thoughtful for all, a gentleman in the fullest sense of the word. He lived respected and beloved, dying October 8, 1889, at the great age of 102, having retained his faculties until the end.

#### EXTRAVAGANT COMMISSIONERS

By 1824 it evidently appeared to the people of the county that their county commissioners were drawing too extravagant salaries, as on July 13th of that year Mr. Bunce, member of the legislative council, brought in a bill which was promptly passed and approved by the governor, fixing the salary of the commissioners of St. Clair county at ten dollars, and so far as appears from the records, this reduction to one-third the former salary met no opposition from the officials themselves. County expenses, however, were rising rapidly. At the meeting of March 1, 1824, the sum of two hundred dollars for public expenditures was voted.

#### MISCELLANEOUS COUNTY LEGISLATION (1824-1827)

At the meeting of June in this year, there being present Andrew Westbrook and George Cottrell, the board generously voted unanimously to deduct two thousand dollars from the assessed valuation of Andrew Westbrook's taxable property. It may be that this was to partially compensate for the expected loss of salary.

On September 6th, the board established a road to run from John Riley's to Morass's mills on Black river, and Jeremiah Harrington was the surveyor who laid it out. It is not probable that Mr. Harrington, the father of Daniel B. Harrington, had either the instruments or the technical knowledge of a modern surveyor, but he could view the ground, select the route, and blaze the way as well as if he had the finest instruments. John Riley was a well known half breed Indian, who lived on the Black river reservation, and had his house, the only one on the reservation, near its northeast corner, or about the southwest corner of Water and Military streets in Port Huron. The Morass mill was on section 17 of Clyde township, and was operated the follow-

ing year by Judge Bunce and some years later by James Abbott, who laid out the village of Abbottsford, near the mill.

George Cottrell and Harvey Stewart were the only commissioners present at this meeting and they allowed themselves the salary provided by the new law, but evidently did not think it necessary to make any allowance for Mr. Westbrook.

At the meeting March 7, 1825, the entire board was present. They allowed B. F. H. Witherell, a well known lawyer of Detroit, who had been prosecuting attorney, \$15.00 for services at the January term of court. This was a fifty per cent. increase over his previous allowance, and indicates either that business had increased, or that his rate of charges had risen.

At this meeting Mr. Westbrook received his delayed allowance as commissioner, and a road was ordered on the south side of Belle river from its mouth to the grist mill. This mill was the Ward and Gallagher mill in section 15 of China township, on the site subsequently long occupied by Radike's mill.

To the list of taxable property this year there was added saw and grist mills, sawed lumber, shingles and square timber, merchandise, distilleries and potash factories, and the amount of money provided for current expenditures increased to \$400. This addition of taxable property speaks loudly of the development going on, as does also the increase of 100 per cent in the amount of taxes raised.

At the meeting of March 13, 1826, the same classes of taxable property as in 1825 were made, with the addition of such boats as were not required to pay the fees of the custom house in the district.

The same amount, \$400, of taxes was ordered raised, as during the preceding year. The township of St. Clair was divided into two districts, the first district to include all the people of the township except those on the banks of Black river above the northwest corner of John Riley's fence, the second district to include the dwellers on Black river above Riley's fence corner to the extremity of the settlements. The Riley fence corner was about the intersection of Sixth and Water streets in the city of Port Huron and the upper limit of the district would take in the people at the Morass mill.

Cottrellville was divided into three districts and a supervisor named for each.

At the meeting of June 17th of this year there was allowed to Thomas Rowland \$26 and to Charles Noble \$32 for their services as commissioners appointed by the legislative council to inquire into the expediency of removing the county seat. An account of this transaction will be found in another chapter.

At the meeting in March, 1827, tanneries were added to the list of taxable property, and \$500 ordered raised by taxation for county purposes. Various accounts were allowed, a road established from Pine river to St. Bernard's, a bridge ordered built near the mouth of the mill stream of Z. W. Bunce, and the board adjourned, in ignorance that the next month, by action of the legislative council, all boards of county commissioners would be abolished and their place taken by a board of supervisors.

At this meeting of the board it was ordered that \$5.75 be paid to Harmon Chamberlin, but the character of the services rendered is not stated. This is the first appearance on the official records of old Doctor Chamberlin, as he was familiarly called for many years. Born in Vermont in 1801, he became an orphan at an early age and was brought up by his uncle, John B. Chamberlin, who moved to Auburn, New York, and then to Detroit, where the young Harmon obtained his education, and came to St. Clair county, a young man, about 1820 and settled at first at Point Aux Chenes, but not long after moved to St. Clair. Finding the people and his patients few, he not only took care of such as needed medical services, but turned his hand to a variety of other occupations. Thus, in November, 1827, he is found acting as county clerk, whose duties he also performed during the following year. In 1829 he also acted as clerk of the circuit court. In 1830 he not only filled both those offices, but rented a room for the use of the grand jury, and contracted with the supervisors to make extensive repairs to the court house for the agreed price of \$260. That same year he married the widow of Asa Partridge, who had come to St. Clair in 1827. He was a strong Whig in his political connections, and in 1835 was an unsuccessful candidate on that ticket for state representative. In 1836 he was elected sheriff and re-elected in 1838. In 1849 and 1850 he was elected state representative, and in 1858 was the mayor of the city of St. Clair. It would seem that the practice of his profession would suffer from his official duties, but he found time to do both, to the great satisfaction of the community for a long distance around his home at St. Clair. He was a skillful physician, kind hearted and thoughtful, upright and capable in business, and public spirited, and much credit was due to him for the rebuilding of the court house in St. Clair after its destruction by fire in 1855, and also for the high school building there, and at his death in December, 1865 he was sincerely mourned by the entire community and by large numbers throughout the county.

#### BOARD OF SUPERVISORS CREATED

The act of April, 1827, changed the system of managing county affairs, and thereafter until 1838 there was a board of supervisors, composed of one supervisor from each township, elected by the people. Previous to this time there had been three townships in the county: Plainfield, Cottrellville and St. Clair. By an act approved April 12, 1827, it was probably intended that Cottrellville township should include all the lower end of the county, including what had formerly been the township of Plainfield, and it seems to have been so understood by the people of the county, and the remaining part of the county was divided into Sinclair and Desmond townships. The supervisors composing the new board were John S. Fish, from Cottrellville; Everett Beardsley, from Sinclair, and Martin Peekins, from Desmond. Their first meeting for the transaction of business was held July 16, 1827. After allowing various claims, the board resolved "that three of the east lots in a block situated in the village of Sinclair in the county of St. Clair west of the

court house be and hereby is appropriated to the use of the said county agreeable to a deed given to Lewis Cass or his successors in office by James Fulton for the use and benefit of said county.”

#### SINCLAIR BECOMES ST. CLAIR

It will be noticed that in this resolution the village is called “Sinclair.” The original platting by James Fulton of the county seat was called the “Town of St. Clair.” It seems quite probable that the name in this form was adopted under the mistaken idea that the old fort near the mouth of Pine river was Fort St. Clair, and in fact it does appear in that way upon the map of the private claims made in 1810 by Surveyor Aaron Greeley, and in 1818 Fulton advertised in the *Detroit Gazette* that old Fort St. Clair had been laid out into squares as the town of St. Clair and would be sold at auction in July. In 1828 Thomas Palmer having acquired all the property included within the town site, replatted it without taking the trouble to vacate the old plat, and called the new plat the village of Palmer. It is a singular fact that although this plat was placed of record and lots were bought and sold for some years described as being in the village of Palmer, the name of the postoffice was never changed from St. Clair; and the court records always describe court as being held in the town of St. Clair.

The foregoing resolution was passed after an act had been passed by the legislative council changing the boundaries of Cottrellville and Plainfield and establishing the townships of Sinclair and Desmond in the place of the former township of St. Clair. Though there was never any legislative act changing the name of the township back to St. Clair, all subsequent acts referring to it or altering the boundaries give the name as St. Clair. For many years there was much uncertainty about the proper name of the lake, river and town.

The board adopted what would now seem a heroic rate of taxes by voting fifty per centum for the year, but it is most probable they intended one-half of one per cent; they no longer had the duty of prescribing the classes of property to be taxed, as the legislative council had passed an act to cover the entire subject of taxation.

At a meeting held August 28, 1827, the premium on wolf scalps was raised to four dollars, which indicates that wolves were scarce, or that there was more property which they could kill, and they were therefore more damaging.

At this meeting, also, the board decided that the building in the rear of Fulton's dwelling and heretofore used as jail, should no longer be the county jail.

#### STATUS OF COUNTY BUILDINGS IN 1827-8.

On September 3rd the board passed resolutions regarding the court house buildings, which throw an interesting light upon the buildings of that time: “Ordered, that the Supervisors do receive the Court House and Gaol (but in meantime do not consider the same finished according to contract).

“Ordered, that Notice shall be given by us for the finishing in part of the Court House & Gaol in manner & form herein after described,— 2 Rooms to be finished for criminals, 1 Room to be finished for Debtors, on the North end of said Building, and on the lower floor to be finished in the following manner viz.—The floor to be laid with two Inch oak Plank to be pinned securely, the sides of the same & the Rooms to be lined over head with one Inch oak plank, the Doors to be of 2 Inch plank Double & spiked, the partitions to be of three Inch oak plank & lined with one Inch oak Boards to be lapped or shamfered at the edges, a window in each of the Criminal Rooms two feet by one square, sufficiently secured by Iron Bars, a Window in the Debtors Room of twelve lights, well secured by Iron Bars. the Doors to be well furnished with a good Lock & Barr of Iron—The Hall to be laid with oak Boards one & a half Inch thick well spiked & narrow Boards not over Ten Inches—The Room on the South End for family occupation for Jailor to have the Floor laid with one & a half Inch oak or pine plank not over Ten Inches wide to be well spiked—Also one sufficient Door leading into the Hall from said Room—A good chimney on the south side or end of said Room and a good fire place both below & above. Also a comon partition between the South Room & the Hall. The foregoing described work to be done by the first day of Jany. 1828, & tenders for the same to be made for each part or the whole by 15th day of Oct. next at which time the supervisors will meet & examine the same & will be expected that all offered Tenders will name good and sufficient Security for the performance of the same.”

It will be noted that no provision is made for finishing the second story for court room, and in fact it was not completed and a stairway erected leading upstairs until 1830.

At an adjourned meeting of October 17th, the contract was given to Charles Phillips and Daniel Stewart for \$350. In the meantime the legislative council had appropriated to assist in the completion of the court house the sum of \$150, and this was at once used on this contract.

Charles Phillips was probably the junior Phillips, a capable carpenter who bought land south of Pine river at corner of Fort street, both east and west of Front street. His father, Charles Phillips, Sr., was a blacksmith, a very ingenious man, who devised several inventions of merit, lived for a time at Marine City, and died at Algonac.

The value or the price of attorneys' service was growing, or the amount of crime was increasing, as Mr. Witherell was allowed \$25 for his services at the October term of court.

January 21, 1828, the board formally declared the three north rooms of the lower story of the court house to be the common jaol of the county from that date, and postponed the completion of the court house under the Phillips contract to July 15, 1828.

At the meeting of April 21, 1828, changes appeared in the personnel of the board; Amasa Heminger represented the township of Cottrellville; Jeremiah Harrington, the township of Desmond; and Everett Beardsley, the township of Sinclair.

At the meeting of July 21, 1828, a new supervisor appeared and took his seat: Harvey Stewart, the former county commissioner and



now supervisor of Clay township. It will be remembered that in 1827 it was generally assumed that the old township of Plainfield was incorporated into the township of Cottrellville. This does not seem legally, however, to have been the fact. Undoubtedly the township of Plainfield continued to exist, but with much diminished area, containing, however, the village of Algonae and all of townships 2 north, ranges 15 and 16 east.

#### PLAINFIELD TOWNSHIP CHANGED TO CLAY

When the regular spring election of 1828 came on, Samuel Ward, whose interests and influence were considerable, and who had his slate of township officers whom he wanted elected, insisted that the men from Algonae and the extreme lower end of the county had no right to vote in Cottrellville. They were determined to be represented, and as they were more numerous than Ward's men, they would have carried the election if allowed to vote. In anticipation of the refusal, they prepared a list of the township officers they proposed to elect, and when they were prevented from voting they returned to the office of John K. Smith, held an election, and drew up a petition to the legislative council to have a township established to be called Plainfield. The council did not meet until May 5, and Mr. Buncie was no longer a member, his place being taken by John Stockton, of Macomb county. Mr. Stockton presented the petition which was headed by John K. Smith on May 9; it was immediately referred to the proper committee, and on May 20, it passed the council, cutting off from the township of Cottrellville, as fixed by the act of 1827, the lower tier of townships. The next day the action was reconsidered, and the name of the township changed from Plainfield to Clay, presumably because there already was another township of Plainfield in Allegan county, and Henry Clay was a great political favorite. The bill was approved by the governor May 27th, and thus became law. In the act as passed and printed, the dividing line between the townships is made to run between Sections 23 and 33, which is an impossibility. It is an evident mistake of 23 for 28. The act legalized the election held in April, and thus Mr. Stewart became a member of the board of supervisors.

At the October, 1828, session, one Lewis Austin appears prominently. Charles Phillips is allowed \$6 for making chain and other irons to secure him as prisoner in the jail, and then is allowed the further sum of \$21.50 for his support for eighty-four days. This Austin is finally, the next year, admitted to bail. By this time the price of wolf scalps has risen to five dollars, and at the session of March 25, 1829, five are paid for at that rate.

In October, 1829, Harvey Stewart again represents Clay township, and George Cottrell, the former county commissioner, now represents Cottrellville. William Gallagher, St. Clair township, and John Kennely the township of Desmond.

William Gallagher lived in what is now the township of China and operated the mills upon Belle river, where Radike's mill has now been in operation for many years.

At this session E. W. Ewing was allowed \$25 for services as prosecuting attorney by special appointment of the circuit court, and one-fourth of one per cent taxes was ordered raised. At this time the township of Sinclair contained much more taxable property than any other township, as is shown by its proportion of county tax, \$107.87, while Clay is compelled to raise only \$59.75, Cottrellville \$65.91, and Desmond \$96.88.

In October, 1830, the same supervisors constituted the board; they voted one-half of one per cent tax, and allowed George A. O'Keefe \$25 for services as district attorney for each of the terms of the circuit court held in July and October.

#### FIRST BRIDGES BUILT

At the spring election in 1831 Harvey Stewart was elected supervisor of Clay township, Amasa Hemminger of Cottrellville, Andrew Westbrook, the former county commissioner, of St. Clair (Sinclair as the name of a township never afterwards appears, although no legal steps were taken to make the change), and John Kenelly of Desmond, and they constituted the board at a special session held May 9, 1831. Up to this time there had been no bridges across Pine or Belle rivers near their mouths connecting the main highways along St. Clair river, the crossing being done by small ferry boats which could carry passengers and freight, horses and other animals being compelled to swim. The growth of the population of the county, which at this time was about 1,200, necessitated an improvement and the board resolved: "The supervisors of the county of St. Clair hereby give notice that they will receive proposals on Saturday, the 21st day of May, inst., at the house of H. James for building a floating bridge across Pine river and likewise one across Belle river, of the following descriptions, viz: Five pine stringers 12 inches by 18, hewed on two sides, covered with plank 18 feet long, 2 inches thick, with a swing at each of said bridges suitable to let vessels pass, having 20 feet beam, with an apron at each end 10 feet long confined to the main bridge with iron hooks or snibills, the whole to be confined with braces from the shore, which are to be confined to each mud sill, 40 feet long at each end of said bridge. The whole to be done by the first day of August next in a workmanlike manner according to a plan to be seen by calling on Dr. Amasa Hemminger, or H. James. Good security will be required for the faithful performance of each contract, said bridges to have good substantial railings. Payment to be made as follows: \$250 in an order on the treasurer of the territory, equally divided according to the expense of building said bridges, the remainder in county orders. N. B.—The swinging part of the aforesaid bridges shall shut onto the main bridges with a halving or rabiting of six inches."

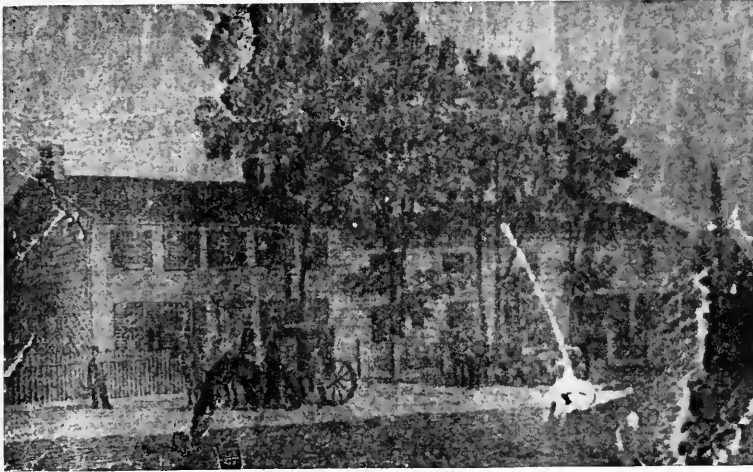
Recognizing the importance to the territory of improved communications, the legislative council had appropriated on February 25th, \$250 for assisting in the construction of these bridges.

The annual session of 1832 brought more changes in the board. Harvey Stewart again appears from Clay township and John Kennelly from

Desmond, but Samuel Ward appears for the first time from Cottrellville, and Edmund Carlton from St. Clair.

#### RALPH WADHAMS

At the October session, 1834, Ralph Wadhams appeared as supervisor for Desmond township. Mr. Wadhams was born in Goshen, Conn., in 1798, and when about seven years old his parents moved to Livingston county, N. Y., where he obtained his education and entered the store of Nicholas Ayrault, who afterwards came to Port Huron as the agent of the Huron Land Company. In 1823 he came west to Detroit and en-



RESIDENCE OF RALPH WADHAMS

(From an Old Painting.)

tered in business with one Reese as general merchants under the firm name of Reese and Wadhams, occupying the first brick store in Detroit, owned by Robert Smart. The firm later changed, the place of Reese being taken by Henry Howard, who subsequently became state treasurer. Through Smart, who, with Oliver Miller, Thomas Scott and John Biddle, all of Detroit, was interested in pine lands in St. Clair county and who built a mill on Black river at the point later known as Wadhams, he became interested in the lumber enterprise and bought the mill, selling a two-thirds interest to Howard and W. S. DeZeng of New York. He operated the mill for some time while he lived in Detroit, but in 1829 he moved to where his mill was located and lived there during the rest of his life. In 1832 DeZeng sold out to Howard and Wadhams, who continued to lumber and manufacture, shipping some of the lumber by vessels which came up Black river as far as the mill, and rafting some down the river. The business met with losses and in 1835 the firm made an assignment for the benefit of its creditors, but satisfactory arrangements

having been made with them during the following year the assignee reconveyed the property to them.

The firm continued to purchase pine land, and to pay for this and other purposes they gave a mortgage for \$18,000 in 1838 to a New York City banking and trust company; with a large indebtedness and the hard times following the panic of 1837 the firm was again compelled in 1839 to make an assignment. This time Mr. Wadhams' father came to the rescue and in 1840 bought the interest of the firm in all the property and in 1844 settled with the New York company by dividing the property covered by the mortgage, and then conveyed his part to Ralph Wadhams, who continued business for many years. Mr. Wadhams built a grist mill in 1830, the second one in the county, and was a very active enterprising man in many ways. He was supervisor of Desmond township, and later of Clyde township for several years, postmaster of Clyde Mills postoffice from its establishment in 1835 to its discontinuance in 1872. He was delegate to the convention which framed the first state constitution. During his later years he devoted his time to farming and the raising of fine cattle, of which he collected a notable herd. He never married and died March 28, 1877.

Another supervisor was Edmond Carleton from the township of St. Clair, who was born in Bath, N. H., in 1783. He married, in 1808, Olive M. Barron, an aunt of W. B. Barron, long a merchant at St. Clair, and came to St. Clair in 1831 and settled upon the place in the township of St. Clair upon which he lived the greater part of the rest of his life. He was supervisor of his township for three years and associate judge of the county court, elected in 1836 and re-elected in 1840. He died at Troy, Ohio, in 1872.

The session of the board held in March, 1836, met at the court house, but evidently the quarters there were not comfortable, as after organizing and electing Charles Kimball from Clay township chairman, they adjourned to meet forthwith at the house of P. Leach, who kept the only tavern then in the village, on the south side of Pine river.

It appears from the records of this session that Sargeant Heath filled two important positions in the county, one that of jailer, for which he received \$71.62 and the other that of county treasurer.

At the same session it was declared expedient to appropriate money for bridges, and \$150 was appropriated to build a causeway across the marsh from Louis Chartier's (near Algonac) to Swan creek, and the sum of \$70 to build a bridge across Pine river on the road leading from the Hoxie road by Cox's to the Fort Gratiot turnpike. This was the bridge across Pine river, on the so-called state road, which crosses the turnpike at Rattle Run and leads to the Hoxsie settlement later called Romeo.

#### SIX SUPERVISORS IN 1836

At the meeting in October, 1836, the members, after electing H. N. Monson chairman, at once adjourned to the office of Horatio James, the county clerk. At this time there were six supervisors from the townships of China, Clay, Clyde, Cottrellville, Desmond and St. Clair. Mr.

Monson, the chairman, was a native of Connecticut and had been consul of the United States in the West Indies. He came to St. Clair in 1834 under contract with Thomas Palmer to join in the erection of a steam mill upon St. Clair river which he operated until it was sold to Truesdail in 1841. He was elected judge of probate in 1838 and held the office four years. He was for several years a director in and cashier of the Bank of St. Clair, and was highly regarded by his fellow citizens. He died in 1852.

Cummings Sanborn, or Big Sanborn, as he was often called to distinguish him from James W. Sanborn, who came to the county about the same time, was the supervisor from Desmond township. He was born in New Hampshire in 1799 and came to this county in 1833. He taught school for some months in each of his first three years here, and in 1835 built a water power saw mill on Pine river in the township of Kimball, and a store at Marysville. Three years later he sold the mill and not long after moved his store to Port Huron, where he entered into partnership with Martin S. Gillett, his nephew. He built a steam saw mill at Port Huron and dealt largely in pine lands and products, and accumulated what was a large fortune in those days before his early death in 1852. He was fully six feet two inches in height, well proportioned, an honorable public spirited and enterprising man, and a good citizen. He was postmaster at Port Huron from 1846 to 1849 and a member of the legislature in 1842. By his will he gave \$500 to the common school library of the township of Port Huron, and thus he became in a real sense the father of the fine public library which the city of Port Huron now possesses, and in commemoration of that gift his portrait was presented to the library by his son in 1907.

The board at this session appropriated \$150 to improve the highway from the north line of the St. Bernard farm to Bunce's creek.

In 1837 L. M. Mason was district attorney and the board allowed him \$90 as salary, which shows a considerable increase from the early salaries for that position.

At the October session of 1837 Z. W. Bunce was allowed \$40 for four years' services as associate judge. It is seldom that public officers are content to wait as long as that for salaries. There were present at this session nine supervisors from as many towns, Lexington, Columbus, and Ira having been added.

#### PINE RIVER BRIDGE AT ST. CLAIR

Before this time it would seem that there was no stationary bridge across Pine river at St. Clair, as a motion at this session to appropriate \$150 for that purpose was lost, but two years later a bridge was built by Chamberlin and Ogden, costing \$225. This meeting was the last of the first board of supervisors. In 1838 the law was changed so that the county affairs were again administered by a board of three commissioners, elected by the people at large, and the first board so elected consisted of Zael Ward, Justin Rice and John S. Parker. Their first meeting for business was held February 11, 1839. In 1839 John Howard took the place of Justin Rice, whose term expired, and in 1841 Zael Ward was re-

placed by Chester Kimball, and in 1842 Oel Rix replaced John S. Parker. In that year the law was again changed and a board of supervisors was provided, consisting of the supervisors from all the townships—in that year thirteen—and that system of county management has continued to the present.

#### BELLE RIVER BRIDGE AT NEWPORT

The commissioners in May, 1839, in addition to voting \$200 to build a bridge across Pine river at St. Clair, gave \$200 to assist in building a bridge across Belle river at Newport, and at the same session decided to advertise for bids for the erection of two brick buildings, each 26 by 20 feet on the public square. One of these buildings was intended for the county clerk and register, and the other for the judge of probate and county treasurer. By the time the bids came in the commissioners felt so uncertain about the taxes, owing to delay by the legislature in adopting the necessary tax laws, that they decided to build but one building—that for the clerk and register—at a cost of \$650, which was erected near the southwest corner of the Court House block. The board appropriated \$100 to assist in building a bridge across Belle river at Gallagher's mills in China.

One of the prominent objects of expenditure at this time was wolf scalps, the bounty having risen to \$8. In May, 1840, Knawkechigame, a Chippewa Indian from Saginaw, who had bought land in the township of Riley, obtained \$16 for two scalps, and Obedig, who was related to Old Mother Rodd, produced evidence of killing a wolf and received \$8. Later in the same year Wasahcanahbe and Neeick, both Indians, were allowed each \$8 dollars.

In March, 1841, a meeting of the commissioners could not be held, owing to the fact that Chester Kimball, who lived in Ira township, and John S. Parker, who lived in the township of Columbus, could not get to St. Clair on account of the roads being impassable, and their meeting was adjourned until May 3rd, by John Howard, from Port Huron, who was able to be on hand.

At the meeting in May, True P. Tucker was allowed \$50 for half a year's salary as district attorney, which indicated a rising scale in official salaries, and in October, Edmund Carleton and David Cottrell, associate justices in the county court, are allowed \$16 and \$18 respectively, evidently for only half a year.

#### COURT HOUSE IMPROVEMENTS

At a session in September steps were taken to increase the size of the court house by an addition of 6 feet on the south end, and the entire upper story made into one room for a court room. The court house, which was of logs, covered with clapboards, remained unchanged after these improvements, until it was destroyed by fire in 1855. It was then rebuilt of brick at a cost of \$1,500 chiefly contributed by St. Clair citizens under the leadership of Harmon Chamberlin, and dedicated in 1859. A reference to the orders for jury service and official charges would seem

to indicate that it required a large part of the county's population to fill the offices and perform jury duties.

When the county, in 1842, entered upon the system of government by board of supervisors, its records cease to have special interest, or to differ except in amounts involved from the records of today. The county by that time had acquired a population of over 5,000 and the foundations of its political divisions and government were pretty well laid.

## CHAPTER X IN THE EARLY DAYS

THE HOUSE AND HOUSE RAISING—THE SIMPLE, HOSPITABLE LIFE—ST. CLAIR COUNTY IN 1820—ASSESSMENT ROLL FOR 1821—ST. CLAIR IN 1821-1830—EARLY PORT HURON—FROM 1830 TO 1835—EARLY MARINE CITY.

It is difficult if not impossible for us of the present to adequately realize the conditions under which the early settlers of the county lived. The means of communication which we enjoy were entirely lacking. Each family was necessarily almost absolutely independent economically—it made its own living. The house was built of logs cut from the trees which, from the pioneer's standpoint cumbered the ground. No mills were at hand to saw the logs into lumber, but whatever shaping and fitting was needed was done with the axe; generally only the sides of the logs were squared to make the house corners, but occasionally an ambitious pioneer would square the logs so that the outside and inside of the house would present a finished appearance.

### THE HOUSE AND HOUSE RAISING

As the logs were collected, if the family in itself was not numerous enough to raise them without assistance, the neighbors for miles around were invited in to help and by combined effort the exterior walls were built of logs laid one upon the other, to a height sufficient to make a story with a loft above. Then came the roof, with poles for rafters, and strips laid upon these on which were fastened the shooks or large shingles split from the trunks of trees. The floors were made of thick hewed planks and a ladder led to the loft. The cracks between the logs were chinked with wedge shaped strips of wood and plastered with clay. The chimney was made of such material as could be obtained, brick if possible, stone if that could be found in the vicinity, and failing in both of these, the chimney was built of sticks laid in and covered with clay. This was at one end of the house, and within was a large fireplace in which the cooking was done, and which to a large extent furnished all the artificial light used in the family.

To start the fire in the morning was not then the simple expedient of turning on the gas and touching a match. Matches did not exist



and fires were carefully guarded and kept, as it required some time and experience to start a new one, with carefully prepared material and a steel and flint, or a tinder box.

#### THE SIMPLE, HOSPITABLE LIFE

The food was simple and adapted to the hearty outdoor life in which the entire family was engaged. Enough land must be cleared to raise some corn or grain, the meat supply would come from the forest, the deer or bears, wild turkeys and other game, all abundant in the early days, and no family was without the familiar "porker" to supply the winter needs when game was scarce.

Most of the clothing was made at home, "homespun" wearing like iron, unattractive to modern eyes, but admirably adapted to the needs of the time.

Some things there were which could not be made and must be procured from the towns: salt, a prime necessity, powder and lead, flour—it was not until 1823 that the first grist mill was built in this county, upon Belle river—and such delicacies as tea and sugar, if had at all, must be obtained by the exchange for something which the pioneer could get, and in this county in the early days that something was generally the skins of wild animals, which were plentiful.

If sickness came, the homely remedies known to all were tried, and if the patient did not soon recover there was always within reaching distance some good woman of experience and kindness who would gladly go many miles to help a neighbor. If nature was not too much interfered with, the patient generally recovered, and for the most part the pioneers were a sturdy, active, strong, out-of-doors folk, entirely ignorant of many of our modern diseases. True, in Michigan, with its numerous swamps and mosquitoes, there was fever and ague, which everyone was supposed to have, and which was inevitable, as it was due—as then thought—to the breaking up of new ground. The connection between malaria and mosquitoes was not then guessed at.

The law of nature, the survival of the fittest, was in full operation, not impeded by our modern ideas of learned physicians, germs and hospitals, and the survivors were those who were most able to cope with all the difficulties of a simple but strenuous life.

Doctors were either scarce or non-existent, the demand for them was small, and their patrons widely scattered. Dr. Harmon Chamberlin came to the county about 1820, a young physician, well prepared, and after spending a few months near the future Algonac, at that time the most populous section of the county, went the following year to the county seat. Although he was for a time the only physician in the county, in order to keep himself occupied, he was compelled to turn his hand to a number of different vocations, acting as county clerk, sheriff repairing the court house, lumbering, erecting and operating saw mills, besides other minor avocations.

Even when the houses became numerous and close enough to form a settlement, conditions were not much different; the roads were still little better than trails, impassable with wagons during much of the

year; streams were unbridged; in consequence most of the land travel was on horseback.

Wolves were numerous, especially in the winter, and so dangerous an enemy to the pioneers, both in respect to human beings and to domestic animals, that a considerable bounty was paid by the public authorities for their scalps. In 1834 \$110, or one-sixth of the entire tax levy, was paid for wolf scalps.

Owing perhaps to the fewness of the people and the lack of public accommodations, there was a warmth of hospitality which does not exist in modern conditions. Strangers were welcomed, and treated with the utmost kindness. It is told of Judge Bunce that on one occasion a party coming from Detroit reached his house after dark, and mistakenly thinking it a tavern, went in, were heartily welcomed, and stayed all night. In the morning when they offered to pay, they first learned their mistake, and the judge, in his courtly manner, assured them that their visit had brought him great pleasure.

Captain John Clark, of East China, was long renowned for his hospitality to friends and strangers, as were many other of the pioneer families.

#### ST. CLAIR COUNTY IN 1820

In 1920 St. Clair county can celebrate its centennial, and the nearness of that event brings to mind the great changes which have taken place within the century. When the county was set off in 1820 it probably did not contain, exclusive of Indians, 300 inhabitants. With the exception of the few engaged at the Morass mill, in Clyde township, all the remaining people were on or near the St. Clair river. The most northern residents were the soldiers at Fort Gratiot. A few Frenchmen and their families were along Black river, near the mouth, mostly on the upper side; on the lower side were Anselm Petit and Pierre Brindamour. A few miles further down was Z. W. Bunce and his small community of helpers. From there to St. Bernard's was practically an unbroken forest, with some evidences of former clearing and the remains of a small water mill on what is now the Carleton place.

At St. Clair Fulton had done some clearing and built two houses north of Pine river. South of Pine river Old Fort Sinclair gave evidence of its existence, but from that point down to the Westbrook and Ricard (Recor) farms, there was nothing but primeval forest. Just below Belle river there was a settlement of French, the Yax, Petit and Duchene families. Then came the Cottrell, Thorn and Brown settlement, and a short distance above Algonac the Harrow settlement, which was the last upon what is now termed the river proper. Around on the North channel was a small collection of families, mostly French, and another on the north shore of Lake St. Clair. These, with the few upon Stromness and Harsen's Islands, completed the population of the county.

Everything was new and rough and rude. Roads there were none except the great waterway. There was no unsatisfied desire to get near to nature. Nature, with its wildness of animals and verdure, was pressing too close for satisfaction or even safety. A community of civilized

people accustomed to the wants of society cannot long live upon what unaided nature supplies. Hunting and fishing furnish only the most precarious and doubtful existence, as the experience of the Indians proves.

The problems which met the newly organized county were serious, but not complex. A fair proportion of the population was American or British in descent, accustomed to self government, and to the general system of administering laws. Roads must be made and kept in repair so that intercommunication would be possible and easy. Courts and peace officers must be provided so that law and order might prevail and the weak be protected from the aggression of the strong. Domestic animals were a necessity and must be protected from the most dangerous forest enemies, the wolves. For a few years the solution of these problems, simple but important, covered all the official work. At first it was difficult for the governor to find enough competent men to fill all the offices. Most of the French were entirely uneducated, and though keen-witted and shrewd, could speak English very little, if at all, and of course could not read or write it.

Thus we see the reason why Judge Bunce, J. K. Smith, and several others filled several offices at the same time; not that they were so much more capable than modern men, but the supply of official timber was very small.

ASSESSMENT ROLL FOR 1821

There has very fortunately been preserved the record of the first assessment roll of the county made in 1821. Under the law of that time there was but one roll for all the taxpayers in the county, and it is so important from many viewpoints that we reproduce it entire:

Names.	Improved Lands	Wilds Lands	Houses	Barns	orchards	Horses Under Three Years	Horses Over Three Years	Oxen	Cows	Young Cattle	Hogs	House Furniture	Valuation
1 Hezekiah Adams	..	..	.	.	..	.	.	.	2	.	..	..	\$ 24
2 Joseph Bazenett	..	..	.	.	..	2	.	.	.	.	..	..	55
3 Moses Birdsall	9	181	1	.	1	1	.	1	2	2	..	..	588
4 Lambert Beaubien	16	104	1	1	1	1	1	1	1	2	2	20	563
5 William Brown	30	71	1	1	1	1	4	1	9	9	100	1,225	
6 John Brown	30	71	.	.	..	1	1	2	5	1	25	143	
7 Joseph Bourlenau	30	71	.	.	..	1	1	1	1	1	3	5	36
8 Lovin Blanchard	30	71	.	.	..	1	1	1	1	1	6	10	101
9 Z. W. Bunce	30	71	.	.	..	1	1	1	1	1	1	5	394
10 Francois Chortier	55	225	1	1	3	4	1	3	3	6	50	1,722	
11 John Cartwright	9	111	1	1	1	1	1	1	1	1	1	10	224
12 James Cartwright	9	120	.	.	..	4	1	1	1	1	10	300	
13 Louis Chortier	9	120	.	.	..	1	1	1	1	1	1	12	152
14 Joseph Chortier	9	120	.	.	..	1	1	1	1	1	1	5	73
15 John Cottrell	8	187	1	1	1	1	1	1	1	1	1	10	689
16 David Cottrell	20	130	1	1	1	1	1	1	1	1	5	25	789
17 George Cottrell	12	213	1	1	1	1	2	2	3	3	5	25	781
18 Henry Cottrell	28	129	1	1	1	1	2	2	2	2	6	40	1,212
19 Francois Chortier, Jr.	..	..	.	.	..	.	.	.	.	.	3	5	65
20 Louis Casehand	..	..	.	.	..	.	.	.	.	.	5	10	74
21 Laba Campau	..	120	.	.	..	.	.	.	.	.	.	.	150
22 Peter Dupre	..	..	1	.	..	.	.	.	.	.	1	6	68
23 Francois Dechene	..	..	.	.	..	.	.	.	.	.	2	8	148
24 William Duvall	..	..	.	.	..	3	.	.	.	.	.	.	40
25 J. B. Dichard	..	..	.	.	..	1	.	.	1	.	.	5	40
26 John Elliott	..	..	.	.	..	.	.	2	3	2	5	25	150

Names.	Improved Lands	Wilds Lands	Houses	Barns	Orchards	Horses Under Three Years	Horses Over Three Years	Oxen	Cows	Young Cattle	Hogs	House Furniture	Valuation
27 John Elliott, Jr.....	..	..	..	..	..	..	..	..	1	..	..	10	28
28 John S. Fish.....	..	..	..	..	..	..	..	..	3	..	..	40	187
29 John Flynn.....	..	..	..	..	..	1	1	1	3	..	..	8	104
30 N. Frederick.....	10	210	1	..	..	..	..	..	1	..	..	8	580
31 F. Fleurer.....	6	154	1	1	..	..	..	..	1	1	..	12	285
32 James Fulton.....	50	1,230	..	..	..	..	..	..	4	..	..	50	2,941
33 Jacob Guy.....	..	..	..	..	..	..	..	..	4	..	..	10	64
34 Joseph Gear.....	..	..	..	..	..	..	..	..	1	..	..	5	24
35 Est. of Alexander Harrow	17	1,263	1	1	2	..	..	..	1	1	..	20	2,357
36 William Hill.....	16	144	1	1	1 <sub>2</sub>	1	1	..	3	..	..	5	659
37 David Hill.....	5	75	..	..	1 <sub>2</sub>	..	..	..	..	..	..	..	191
38 Francis Harsen.....	..	..	..	..	..	1	2	..	3	..	..	..	165
39 William Harsen.....	..	..	..	..	..	1	1	..	3	..	..	10	120
40 Jacob Harsen.....	..	..	..	..	..	..	..	..	3	..	..	18	72
41 Robert Hamilton.....	..	..	..	..	..	..	..	..	1	..	..	20	62
42 Phillip Jarvis.....	..	..	..	..	..	..	..	..	1	..	..	15	55
43 Jaques Leeson.....	..	..	..	..	..	1	..	..	..	..	..	5	30
44 George Little.....	..	..	..	..	..	..	..	..	3	..	..	8	75
45 Charles Larned.....	..	640	..	..	..	..	..	..	..	..	..	..	200
46 Mariann Minnie.....	28	732	1	2	1 <sub>2</sub>	3	4	4	5	3	..	20	1,975
47 Ira Marks.....	..	..	..	..	..	..	2	2	2	2	13	40	130
48 Joseph Minnie.....	12	163	1	1	1	..	1	1	4	1	..	25	766
49 Angus McDonnall.....	..	..	..	..	..	1	1	3	3	3	..	20	144
50 Silas Miller.....	..	..	..	..	..	..	1	1	2	2	..	5	104
51 Archibald McDonnell.....	..	..	..	..	..	..	..	4	4	3	6	20	134
52 David Meldrum.....	..	640	..	..	..	..	..	..	..	..	..	..	800
53 Park & Meldrum.....	..	..	..	..	..	..	..	..	..	..	..	..	1,600
54 Pascal Podvant.....	9	111	1	1	1 <sub>4</sub>	..	..	..	..	..	..	..	529
55 Joseph Pennoek.....	..	..	..	..	..	1	..	1	1	..	..	..	43
56 Anselm Petit.....	..	..	..	..	..	..	1	..	..	..	..	..	41
57 James Robertson.....	18	252	1	1	3 <sub>4</sub>	..	..	4	1	4	..	20	919
58 Thomas Robertson.....	..	..	..	..	..	..	1	1	1	1	..	10	80
59 Sarah Robertson.....	..	..	..	..	..	1	1	4	1	1	..	10	150
60 David Robertson.....	..	..	..	..	..	..	..	..	..	..	..	..	22
61 John Robertson.....	..	..	..	..	..	..	..	1	1	1	6	..	40
62 Etien Russell.....	..	..	..	..	..	1	4	1	1	1	..	..	100
63 Peter Rice.....	6	..	1	..	..	..	..	2	2	..	..	5	183
64 Oliver Ricard.....	20	127	2	1	1 <sub>4</sub>	3	2	8	12	4	30	..	1,004
65 John K. Smith.....	..	..	..	..	..	1	1	2	2	2	30	..	89
66 Richard Sansbury.....	..	..	..	..	..	..	1	2	4	4	..	5	96
67 Henry Saunders.....	12	288	1	..	1 <sub>4</sub>	1	4	6	5	12	5	..	871
68 Louis St. Bernard.....	..	..	..	..	..	..	2	..	1	1	5	5	100
69 Seth Taft.....	..	..	..	..	..	..	1	1	2	..	..	..	59
70 William Thorn.....	25	255	1	1	1	1	1	4	8	6	8	50	1,479
71 John Thorn.....	..	..	1	..	..	1	1	..	..	..	..	..	90
72 Louis Thebault.....	12	107	1	1	..	1	4	..	..	..	..	10	562
73 Vanwagenan & Jersey...	..	..	..	..	..	..	..	4	..	1	..	30	80
74 Romulus Van Wagenan.....	..	..	..	..	..	..	..	..	..	..	..	10	24
75 James B. Wolverton.....	..	..	..	..	..	..	..	1	1	..	4	25	45
76 Samuel Ward.....	..	..	..	..	..	1	1	3	4	4	16	80	356
77 Andrew Wesbrook.....	100	700	2	1	..	2	4	8	10	8	8	130	3,540
78 Jean B. Yax.....	..	..	..	..	..	..	3	2	3	3	4	10	173
79 Harvey Stewart.....	..	..	..	..	..	1	1	3	9	8	5	28	315

In addition to the property named and valued in above list, L. Beaubien, William Brown, John Elliott and Joseph Minnie were each assessed for a wooden clock; William Brown, D. Cottrell, F. Harsen, Mariann Minnie, W. Thorn and Andrew Wesbrook, each a cart; William Brown, Samuel Ward and Harvey Stewart, each a wagon; J. S. Fish, Samuel Ward and A. Wesbrook, each a silver watch; F. Chortier, David, George and Henry Cottrell, Mariann Minnie, Joseph Minnie, O. Rickard, William Thorn and A. Wesbrook, a cart each.

There were seventy-nine persons assessed upon this roll, of whom seventy-five were probably residents, as they are assessed for either improved land or personal property. Four are assessed for wild lands alone, and one for improved land alone, forty-two for personal property, and one man is assessed for a house and personal property, but no land.

It is evident, however, from a knowledge of the situation with an inspection of the roll that the assessors were rather careless in their

assessments, and entirely omitted from the roll a considerable amount of wild land, and probably some improved land as well.

No. 1—Hezekiah Adams owned two cows, but no other property; he evidently was employed by some property holder, and left the county prior to 1830, as he does not appear in the census of that year. In 1822 he was drawn on the petit jury.

No. 2—Joseph Bazanett, or Bassinet, or Basuey, as the family is now called, was the owner of Private Claim No. 301, containing 120 acres, and it must have had some improvements, as it was testified in 1808 that he had been in possession before 1796. This claim was sold to Henry Ainsworth in 1821 and has remained in his family to the present.

No. 3—Moses Birdsall occupied Claim No. 252, 190 acres, by virtue of his being the husband of Alice Wright, one of the heirs of John Wright, in whose name the land was patented.

No. 4—Lambert Beaubien in 1819 had acquired part of Claim 204 which contained 325 acres, and as he is assessed but 120 acres, the balance, if assessed at all, is to Joseph Mini.

No. 5—William Brown was the son of Mrs. John Wright (No. 3) by her first husband, Darius Brown, and purchased the Damuy Claim No. 308, which contained 120 acres, and was one of the largest taxpayers. He married Martha Thorn in 1806 and came to the county to live in 1816.

No. 6—John Brown was a resident of Clay township at the census of 1830 and in 1824 subscribed \$5 in grain to assist in getting the county seat away from St. Clair.

No. 7—Joseph Bourdenau was a son-in-law of J. B. Yax, who located in 1818 that part of section 12 lying west of Belle river, now part of Marine City. In 1822 he sold his interest in the land and probably moved away, as he was not in the county at the census of 1830.

No. 8—Lovin Blanchard. His location cannot now be identified. He appears as a voter in 1821 and in the following year is a member of the first grand jury drawn in the county, but is not a resident in 1830.

No. 9—Z. W. Bunce owned land in sections 28 and 29, township 6 north, range 17 east, considerably more than 101 acres, and his total assessment of \$304 is certainly modest enough. Judge Bunce was long a prominent man in county affairs.

No. 10—Francois Chortier was granted Claim No. 309 of 120 acres and apparently had bought the Ignace Champagne Claim No. 198 of 140 acres, as in July, 1822, he conveyed both claims to his children. His assessment shows two houses, and a total valuation which made him the fifth largest taxpayer.

Nos. 11, 12—John and James Cartwright owned Claim No. 318, containing 240 acres, but were assessed for 249 acres.

Nos. 13, 14—Louis and Joseph Chortier, assessed 129 acres each, were sons of Francis Chortier. In 1822 Louis was a member of the first grand jury, and in 1825 he was granted a license to operate a ferry over Belle river.

Nos. 15, 16, 17, 18—John, David, George and Henry Cottrell were the surviving sons of the original George Cottrell, who bought this land

from the Indians in 1780 and moved upon it in 1784 and had died in 1817. He had received grant to Claim No. 186 of 320 acres and his five sons (one of whom had died before 1821) received grant of Claim No. 187 of 430 acres. It will be noticed that they are assessed for four houses. The sons had made a division among themselves, and not long after John Cottrell sold out and removed to Macomb county. The other three were officeholders and prominent men for many years.

Nos. 19, 20—Francois Chortier, Jr., and Louis Casehand had no land, but were fairly well provided with personal property.

No. 21—Laba Campau, who is assessed for 120 acres of wild land, is undoubtedly Barnabas Campau, of Detroit, who was nicknamed L'Abbe from his appearance, and who was a man of large property and means. The land assessed to him was probably Claim No. 311 on the north shore of Lake St. Clair.

No. 22—Peter Dupre lived as a tenant upon land in Cottrellville, was a blacksmith and married a daughter of old Mother Rodd, the Indian woman well known to all the pioneers of the county. He qualified as a voter in 1823 and was a resident of Cottrellville in the census of 1830.

Nos. 23, 24, 25, 26, 27—No one of these had any land, but all had some kind of stock. Dechene or Duchene probably lived near the mouth of Belle river, on the west side, in the French settlement there. Nothing is known about Duvall or the Elliots. J. B. Dichard is probably Deschamps, a Frenchman, who lived for some years near Black river, and at other times in Clay township.

Nos. 28, 29, 30—John S. Fish in 1827 was one of the first county supervisors and was quite active in 1824 in assisting Samuel Ward in his attempt to remove the county seat down the river from St. Clair. John Flynn was a resident of Cottrellville, according to the census of 1830. N. Frederick cannot now be identified.

No. 31—F. Fleurer is said to have been a son of the French soldier, Louis de Fleury, who came over from France and took an active and honorable part in the War of the Revolution, and returning to France was beheaded in 1794 during the French Revolution. Francis Fleury was a soldier in the American army during the War of 1812, and came to Cottrellville township in 1821, living there until his death in 1846.

No. 32—James Fulton. His assessment includes Claims 304 and 305, 1,280 acres, upon which there were fifty acres of cleared land for the town plat of St. Clair, and the two houses built by him were upon the west side of Front street, north of Pine river.

Nos. 33, 34—Jacob Guy and Joseph Gear owned only personal property. The latter married Jeannette Mini, daughter of Antoine Mini, who received patent to Claim No. 204, and whose heirs had sold to Lambert Beaubien. Neither was a resident, according to the census of 1830, but Guy was a defendant in county court in January, 1827.

No. 35—Estate of Alex Harrow, 1,280 acres, which probably includes Claims 188 and 200 for 640 acres each, which made this assessment the third largest on the roll. Harrow was long in the British naval department on the lakes and moved on this land about 1794.

Nos. 36, 37—William and David Hill together owned Claim No. 196, as sons and heirs of Jacob Hill.

Nos. 38, 39, 40—Francis, William and Jacob Harsen. They all owned land on Harsen's island, but as they had not had their claims perfected at this time they were not assessed for real estate.

Nos. 41, 42, 43, 44—Nothing is known of Hamilton, unless the Robert is an error for Reuben, who came to the county in 1821 and lived for several years in St. Clair, and about 1829 moved to Port Huron, where he lived until his death, and was well known as a justice of the peace. It is likely Jarvis is properly Jervais, Leeson is sometimes spelled Lozen, and he was the father of Captain J. B. Lozen, of Marine City. Both Gervais and Lozon lived in the Belle river settlement. Little left the county before the census of 1830 and was living in Canada.

No. 45—Charles Larned was a well known lawyer who lived in Detroit and owned Claim 306, which was afterwards owned by Agens and Ham-mill for many years, and is now mainly within the limits of St. Clair City.

No. 46—Mariam Mini was the widow of Pierre Mini, and this assessment includes Claims 202, 203 and 206.

No. 47—Ira Marks lived in the township of Clay at this time and was also a resident in 1830. He came to the county in 1818, and subsequently acquired real estate, and it is said the township of Ira was named for him. It is also said that he brought the first wagon into the county.

No. 48—Joseph Minnie, one of the sons of Pierre Mini, and the father of Joseph P. Minnie, for many years a prominent resident of Port Huron. This assessment probably covers Claim 204.

No. 49—Angus McDonald was a resident of Stromness Island. His daughter married John K. Smith.

Nos. 50, 51—Silas Miller lived just below Algonac, having come to the county about 1820. Nothing is known of Archibald McDonnell.

No. 52—David Meldrum lived in Macomb county, but owned Claim 307, which lies just west of St. Clair city on both sides of the State road.

No. 53—Park and Meldrum, merchants of Sandwich, Ontario, owned Claims 255 and 406, lying on St. Clair river, near Marysville.

No. 54—Pascal Podvant, or Potvin, married Catharine, the widow of Toussaint Chovin, who had received patent to Claim 245 of 120 acres and was assessed for her land.

No. 55—Joseph Pennock owned but a small amount of personal property and probably removed later to Macomb county, but returned to this county in 1832 and bought land in East China township.

No. 56—Anselm Petite had not at this date received a patent for his land, but he owned and occupied that part of fractional section 11 lying south of Black river at the junction with St. Clair river, and which was afterwards platted as the village of Peru, now a part of the city of Port Huron.

No. 57—James Robertson owned and occupied Claim 568.

Nos. 58, 59, 60, 61—Thomas, Sarah, David and John Robertson were children of James.

No. 62—Etien Russell, or Rousselle, lived in the township of Cottrellville in 1830, near the site of Marine City.

No. 63—Peter Rice is assessed with six acres of improved land and a house. He was a member of the first grand jury in the county in January, 1822, voted at the election for delegate in 1823, and in 1826 furnished fuel for the court house to the amount of 75 cents.

No. 64—Oliver Ricard (Recor in its modern form) owned and occupied Claim 310.

No. 65—John K. Smith, who later became and was for many years the most prominent citizen of Algonac, had not at this time acquired the dignity of a land owner.

No. 66—Richard Sansbury lived on the south side of Black river about three miles above its mouth. He was a Virginian and a soldier in the Fort Gratiot garrison until his company was disbanded in 1818.

No. 67—Henry Saunders was a negro, who had been owned by Meldrum and Park, and who was given by them the life use of Claim No. 496 of 300 acres, which they owned. It is evident from the amount of stock he owned that he was in a prosperous condition.

No. 68—Louis St. Bernard lived a short distance north of St. Clair City upon land which he owned but had not at this time received patent for. He came from across the river in Canada.

No. 69—Seth Taft owned no real estate, but the following year became an office holder, being appointed constable by the governor.

No. 70—William Thorn owned Claim 253 and was the father of John Thorn and several other children: Nancy, wife of James Geel; Martha, wife of William Brown; Jane, wife of Abraham Cook, of Detroit; Harriet, wife of James Fulton. Alice, daughter of John Connor of Macomb county; Elizabeth, who entered three times into the bonds of matrimony; and another son, William.

No. 71—John Thorn, son of William, is assessed with one house, one horse and two oxen, but no real estate. He lived for some years in St. Clair, but moved to Port Huron about 1831.

No. 72—Louis Thebault married the widow of Joseph Ricard, who had received patent to Claim 302 for 140 acres.

Nos. 73, 74—Van Wagenan and Jersey, Romulus Van Wagenan. Nothing is known of either of these parties.

No. 75—James B. Wolverton lived for many years in the township of China. He was appointed a constable before St. Clair county was organized and was also sheriff for a few months in 1821 and 1822.

No. 76—Samuel Ward, who afterwards became prominent and wealthy at Marine City, was at this time living on land owned by him in section 1, but probably had not then received his patent and thus escaped taxation except on personal property.

No. 77—Andrew Westbrook, the wealthiest man in the county, owned Claims, 243 and 303, besides a very considerable amount of personal property. Andrew Westbrook was possessed of the largest amount of household furniture—\$130—and the only taxpayer approaching him in that line was William Brown, with \$100 in amount.

No. 78—Jean B. Yax lived at the French settlement on Belle river.



No. 79—Harvey Stewart had married Mary Graveraet, a granddaughter of Jacob Harsen, and lived on Harsen's Island.

There were in the whole county only 106 horses, with 109 oxen and 185 cows. There were six carioles or covered carts, three wagons and nine two-wheeled carts.

That the assessors did not use all the diligence possible in listing property for taxation is shown by the fact that six land claims aggregating over 2,000 acres seem to have escaped entirely. Both assessors lived in the lower end of the county, and probably did not come up to Black river, or they would have found the Bonhomme and Lasselle claims of 640 acres each, and the Sibley land, now Butler plat, but they perhaps should not be blamed for not making the physical effort to row themselves—there were then no roads along the river—twenty miles against the current for the small amount of property to be found at the end of the trip.

At the time of the assessment of 1821 there was but one township in the county, but by 1830 this had been increased to four: Clay, Cottrellville, St. Clair and Desmond. The population had increased to 1,114, which included the officers and company of sixty-six men at Fort Gratiot, eighty in all. When the census was taken, the township of St. Clair included the present townships of St. Clair and China: in that territory there were eight persons assessed in 1821, of whom two were non-residents. In 1830 there were fifty-five resident taxpayers, and twenty-six non-resident. The total property valuation of the eight persons assessed in 1821 was \$10,847, while the total assessment in 1830 was \$41,648.

#### ST. CLAIR IN 1821-1830

A considerable change took place in the county between the years 1821 and 1830. In the county north of St. Clair there were but two or possibly three people assessed in 1821, while the census of 1830 contains the names of fifty-two heads of families, exclusive of the officers and soldiers at Fort Gratiot in the same district, and we know the census omitted some names. In the county south of East China township, there was less change. Upon the assessment roll of 1821 in that part there were sixty-seven names, while the census of Clay and Cottrellville townships in 1830 showed but seventy-eight families. In St. Clair township the population increased but slowly for the first few years after the county was organized. Thomas Palmer and D. C. McKinstry, who came into possession of the town site at St. Clair in 1824, began the next year to advertise the advantages of their location. In addition to the two Fulton claims of 640 acres each, Thomas Palmer had bought the David Meldrum tract, No. 307, of 640 acres and in the spring of 1825 appeared in the *Detroit Gazette* their offer for sale of the 1,920 acres. They stated that the seat of justice was located upon this land and that a court house and jail were then building. White fish and trout were abundant in the river, and the place was twelve miles from Fort Gratiot where a light house was to be erected that summer.

Among the first to respond to this alluring invitation was Mark Hop-

kins, the first postmaster at St. Clair, appointed in February, 1826, who came from Berkshire county, Massachusetts, to New York state in 1806, and arrived in the county seat from New York in November, 1825, and thus was one of the earliest immigrants to this county from the state which was to furnish so large a part of the population subsequently. If Mr. Hopkins expected to find much evidence of the county seat, his disappointment must have been great. There were three houses within the present limits of St. Clair, two built by James Fulton, and one of which—the one on lot 43, later known as the Monson or Stein house—Mr. Hopkins and his family, consisting of his wife, Taey L., and seven children, occupied until the death of Mr. Hopkins in the fall of 1828. There was also a log house on the west side of Second street, north of the present Republican office, built and occupied by Reuben Hamilton. In the period of four years intervening between the coming of Mark Hopkins and his death, the rate of growth in the population was quite remarkable.

At the end of 1824 the population consisted of two families, Hamilton and Fulton, the latter occupying the other or first Fulton house standing on lot 40, and to which a small addition had been built for use as the county jail, and in addition young Dr. Chamberlin and John M. Wilson who had been sent up from Detroit by Thomas Palmer to carry out the Fulton contract of building a court house and also to build a store for Palmer on the east side of Front street, north of Pine river. In the following year, 1825, a considerable increase was made in the community as there were added Everett Beardsley or Deacon Beardsley, as he was commonly called, and who built a house on the river bank just east of the present Hopkins houses; Charles Phillips, the inventive blacksmith who built a house on the south side of Pine river; John Thorn, the brother-in-law of Fulton; George Palmer, the brother of Thomas Palmer, the proprietor of the new city; Daniel Fergusson, who established a brick yard. By the end of 1830, several other families had come and settled in the new town which was at that time called Palmer. Among them was Horatio James with his large and popular family of boys and girls. One of the girls, Elizabeth, married John Thorn. Harriet married Samuel W. Hamilton, son of Reuben Hamilton, who came to St. Clair in 1821 and moved to the Fort Gratiot light house in 1829. Another daughter, Amanda, married Ira Porter, the lawyer, who later moved to Illinois and prospered, and Marilda married Dr. John S. Heath. John F. Bassett, who built just around the first bend of Pine river, and who brought up in virtual adoption John Canan; Asa Partridge, who came to St. Clair from Macomb county in 1827, and died the same year, and whose widow Dr. Harmon Chamberlin married in 1830; Levi Barber, who built a house on the north bank of Pine river, and for whom the road leading from his house northward to the state road, or Clinton avenue was called Barber's Lane.

Thomas Chittenden Fay, who is entitled to the credit of establishing the first newspaper in St. Clair county, was a strange, eccentric man who came to St. Clair in 1829. He was born in Bennington, Vermont, and having learned the art of printing, established, in 1811, a newspaper called the *Lynx* in Onondaga county, New York, which he

managed for about two years, and during this time he had as apprentice, Thurlow Weed, then a boy of 14. He was a man of rather violent temper, and in September, 1812, after a quarrel with his associates, he left them and his family and never returned there. The next known of him is in Georgetown, South Carolina, where, in 1827, he married Mary J. Broderick, and not long afterward went to St. Clair, probably expecting it as the county seat to be a desirable location. He bought several parcels of property for his wife and her mother, Jane Crosby, and in 1830, his family came to St. Clair. He returned south in 1833 and in 1834 shipped to St. Clair as a payment on his land purchases, a printing press and outfit with which the *St. Clair Whig* was issued in the latter part of the same year, Mr. Thomas M. Perry being the printer and publisher. A few years later he died without returning to St. Clair.

James Ogden lived in the township of St. Clair and had a saw mill several miles up Pine river, and later became a partner in the lumbering and saw mill business at St. Clair with Dr. Harmon Chamberlin, until they sold out to Wesley Truesdail in 1852.

Jerauld Miller, who moved to Port Huron in 1836, and later to Lexington, was a resident in 1830.

Mrs. Ruby Cox, with her family of five sons and three daughters, one of whom married Jacob Miller, one David Vance, and one Charles Kimball, came in 1830.

Jonathan Burnham, in default of other residence available, occupied the court house in the winter of 1829-30 as a dwelling.

Thus in 1830 there were fourteen families resident in the village. Mark Hopkins, having died in 1828, his widow, Taey L., continued to live there with her children; his son, Samuel F. Hopkins, had married and after living for a time in East China township, had returned to St. Clair. In the meantime Reuben Hamilton had moved to Fort Gratiot light house. At this time the county officers were: Chief justice of the county court, John K. Smith; associate judges, David Oakes and Lewis J. Brakeman; Henry Cottrell, sheriff; Harmon Chamberlin, county clerk; John K. Smith, judge of probate; John Thorn, register of probate.

The census of 1830, which was taken by James H. Cook, omitted several well known residents of the county. Thus it did not include either John Thorn or his father, William Thorn, David Oakes, George McDougall, Peter F. Brakeman, Isaac Pulcifer, all of the Brandimores, Causleys, and Laforges, and probably a number of others.

#### EARLY PORT HURON

After Fort St. Joseph had ceased to exist, nearly a century passed before the site of Port Huron was again occupied. The establishment of the French fort at Detroit and the slow growth of the settlement there did away with the necessity or desirability of any other settlement in this vicinity. The transfer of the country from the French to the British brought about a somewhat different policy, although for twenty-nine years after that event, the fort of Sinclair was the only evidence upon St. Clair river of the white man's presence. Even at that time there were few of any other nationality than French in this section. When the census of Detroit was taken in 1782, out of 321 names returned, only forty-seven are other than French.

It was about this time that the earliest permanent settlers came to the site of Port Huron, Pierre Brindamour, or in the modern spelling, Brandimore, Denis Caslet, or modernized, Causley, were the first or among the first. Antoine Morass in 1786 came to the locality and either built or took over a mill on what is now Buncce's creek, and within a few years after went up on the south side of Black river a short distance above the Grand Trunk railroad bridge and built another mill on what was then called Gorse creek. He seems to have been the first man of capital, and the first employer. Before 1800 there had come to Black river, then known as River a Delude, or Du L'Hut, (from the famous French officer and voyager, who established in 1686 at the foot of Lake Huron the fort which was called variously Fort St. Joseph and Fort Duluth) a number of Frenchmen who built for themselves small shanties and lived by hunting and fishing. Most or all of them came from Montreal, and free from all restraints of government, lived the simple life.

Among those who are known to have lived here during that period are Pierre Bonhomme, or Burnham, as the Americans generally called him, who worked for Antoine Morass, and who bought, in 1793, from Pierre Brindamour the land on the south side of Black river generally known as the Campau Tract.

Pierre Lovielle, in 1792, took possession of the land upon which Fort Gratiot was afterwards built, and occupied it until 1799, when he sold to Bonhomme. Alexander Beauvier, probably the same person sometimes called Alexis Bouvier, was in occupation of the land just north of Black river, near its mouth.

In 1796 Jean Baptiste Deschamps was in the vicinity. Francois Bonhomme was here as early as 1794 and occupied what is now a part of the McNiell tract. In February, 1797, Capt. Alex Harrow, who was then living on his place, which he called Newburgh, a short distance above Algonac, wrote to a Mr. Bellear at Riviere Delud, or Black river, asking him to tell Louis Baby to cut him several pieces of cedar. This, of course, indicates the presence of those two men at that time in this vicinity.

There seems to be tradition that in 1790 seven Frenchmen, Anselm Petit, Francois Levriere, or Lariviere, Baptiste Levais, Duchien, Michel Jervais, or Gervais, Coarneais and Moreaux, arrived at Black river, but this is rendered doubtful by the fact that the only one who furnishes record evidence of presence here is Anselm Petit, a native of Quebec, who came to Detroit a young man and in 1804 married Angelique Campau, a daughter of Simon Campau. It is probable that he had come to this locality before that time and brought his bride here, and several of their children were born here. It has been said that their son, Edward, who was born February 7, 1812, and who lived to be a prominent citizen of Port Huron, was the first white child born within its limits, but this is probably a mistake. The late Mrs. James Brandimore, who was a Miss Causley, was born here in 1802, and Jean Baptiste Deschamps, who came from La Prairie near Montreal about 1790, married here the widow of one Lavere, and they had a son born here in 1805. This same Deschamps was living on the north side of Black river east of where Seventh street bridge is located in 1824, as in that year a

Mr. Videto, a United States surveyor, on his way to Sanilac and Huron counties to survey the public lands, came up from St. Clair with two ponies carrying his outfit. The road was little better than a trail; there was no bridge across Black river, but Mr. Videto saw a building upon the north side, halloed loudly, and a man came over with a canoe and carried him over, swimming the horses. This man proved to be Deschamps and Mr. Videto stayed with him all night. As Jean B. Desroyer, who at that time owned a part of the land which subsequently became the military reservation, had a ferry license from the county court to operate a ferry across Black river near its mouth, it is probable that Deschamps was employed by Desroyer.

Anselm Petit was something of a dealer and fur trader and some of the Frenchmen whose names are preserved may have been employed by him occasionally. When Deschamps came up the river in 1790 from Detroit, he found a saw mill in operation on Bunce creek and stopped there for a while. He is afterwards found at Black river, later on a claim of Meldrum and Park opposite Stag Island, in 1824, at Port Huron, and in 1830 he removed to Goderich, Ontario, where he died.

The possession of most of these early Frenchmen was fugitive and slight. Anselm Petit built a house near the east end of Court street and made a clearing, Morass and Bonhomme had small clearings, but on the whole they made but slight impression. Most or all of them could not read or write, and thus were ignorant of the fact that under the law passed by congress in 1807, such of them as had taken actual possession of any land prior to July 1, 1796, would be entitled to receive without charge a government patent for any amount desired up to 640 acres. A few claims were presented and allowed, several others were equally entitled.

In 1803 C. Jouett, the Indian agent at Detroit, made an examination of the conditions along Lake and River St. Clair and reported upon occupancies and claims, but he does not appear to have come as far north as Black river, and in his report makes no reference to any occupancies above Pine river.

The first action on the part of the government in this vicinity was the surveying by Aaron Greely, United States surveyor of private claims of the lines of the Indian reservation on the south side of Black river. Provision for this had been made in 1807 in the treaty with the Indians, but it was not until 1810 that it was actually carried out. The east line of this reservation began at Black river a few rods east of Military street and ran in a southwesterly direction to a point a little south of Griswold street, just west of Sixteenth street. During the same year the Bonhomme and Lasselle claims, comprising the McNeil tract, were surveyed.

So far as known, this locality and its few inhabitants remained undisturbed from that time until 1814 when the officers and men appeared to construct Fort Gratiot. They made no inquiry, and probably cared nothing for private rights, and in fact the fort was built upon land which in equity belonged to Pierre Bonhomme, and to which he became legally entitled.

In 1817 the survey of the township in which Port Huron lies was

completed, but the public land did not become subject to entry and sale until the following year. At that time Mr. Solomon Sibley of Detroit, took up all the land that he could get north of Black river, and lying between it and St. Clair river. What he obtained subsequently became Butler's plat. The land contained in Thorn's plat was in an uncertain position, being claimed by the heir of one Racine by right of occupancy under the United States law. This matter was not entirely straightened out until 1836. South of Black river the land situation also was not promising. The Indian reservation covered the land which subsequently became the fourth and sixth wards of Port Huron and a part of the second ward. Anselm Petit was in possession of the land lying north of Griswold street and east of Fourth, claiming it under rights of occupancy, although he subsequently purchased from the government. Joseph Watson, at one time secretary of the territory, took up the land lying between Petit and the Indian reservation, and the way was clear to make a city.

While the settlement at St. Clair was slowly growing so that in 1830 there were only fourteen families, containing 102 persons, in the community, it was still the largest in the county. In 1824 Samuel Ward tried to get the county seat removed from St. Clair to his property at Belle river, upon which Newport was afterwards located, but it was not until after 1840 that enough population existed at Port Huron to induce its most zealous partisan to believe that it should become the county seat.

In 1821 much the largest part of the present city was occupied by two reservations, one the Military reservation attached to Fort Gratiot, extending from St. Clair river to Black river, bounded on the south by Suffern street, and on the north by State street extended through. This reservation had not been legally made at that time, but the government was in possession. The other was the Indian reservation on the south side of Black river, and included all west of a line starting a little east of Military street bridge and running in a southwesterly direction. The only resident of Port Huron found upon the assessment roll of 1821 was Anselm Petit, although there were undoubtedly a few French families occupying shanties, but having no land interests.

In 1825 the light house was built, which brought to the locality the keeper and his assistant, and the same year, James H. Cook came as representative of Thomas S. Knapp, who built a store and trading house on the north bank of Black river. Henry Germaine, who married Marie Germaine, daughter and sole heir of Jean Baptiste Racine, (the original claimant of the land included in Thorn's Plat) occupied a small house east of Cook, but moved over to Canada before 1830. In October, 1828, Jonathan Burtch arrived, and taking the Deschamps building, then unoccupied, he filled it up and used it as a store, and the following year he built a new frame building, the first one in the settlement. These were near but north of River street and west of Huron avenue. Burtch was preceded by Louis Faecer, who was a resident of the county as early as 1825, came in 1827 and occupied the store house built by Cook, remaining until 1832, when he moved to Lakeport. In

1828 Reuben Hamilton came up from St. Clair and moved into the dwelling attached to the lighthouse.

In 1830 Edward Sales, who bought, in 1831, an interest in the Butler plat property, moved in, so that in the census of 1830 there were in the community on both sides of Black river, about eight families and fifty people of all ages and sexes.

#### FROM 1830 TO 1835

Port Huron was not in 1830 as populous as St. Clair, in fact there was no settlement large enough to warrant a name. John Riley, the Indian half-breed, lived in the northeast corner of the Indian reservation, near the southwest corner of Military and Water streets. Anselm Petit lived on his land east of Fourth street, and not far from the present Grand Trunk freight station. Michael L. Kerley had brought from Detroit the frame of a store building which he erected in 1828 on Black river adjacent to the Indian reserve line, or a short distance east of the St. Clair County Savings Bank, at which point he built a wharf. Pierre Brandimore occupied a building on the bank of the St. Clair river not far from Miller's coal dock. These were all the buildings south of Black river. On the north side, Louis Facer occupied the building put up by Thomas S. Knapp in 1825, a short distance east of what is now Huron avenue. The Fort Gratiot turnpike was not yet built and there was no bridge across Black river. Jonathan Burtch occupied a log building between River and Butler streets, west of Huron avenue. James H. Cook lived east of the Facer place. George McDougall was the keeper of the light house and lived in the dwelling attached, as did also Reuben Hamilton, who assisted in the care of the light. Jean B. Desroyers lived on the Military reservation, and Edward Sales, who owned an interest in the tract which became the Butler plat, lived somewhere upon it, probably not far from Burtch. These, in addition to the garrison at the fort, comprising in all about eighty men, and a few French families along Black river, were all the inhabitants of what is now Port Huron, in 1830.

The next six years saw a rapid change. The military road was completed from Detroit to Fort Gratiot. South of Black river it followed the crest of the hill so that from the railroad bridge north it was some rods east of the present Military street: north of Black river it ran up what is now Huron avenue to the bank of St. Clair river, and then along the bank to the fort. The small canoe ferry gave way to the bridge. The Black River Steam mill was built west of Seventh street bridge, and near it, and within the five acres belonging to the Steam Mill Company, were a boarding house and four or five small dwelling houses. Burtch had built a wharf and store house west of Military street bridge and after occupying it for about two years, sold it out to Daniel B. Harrington. Porter and Powers built a hotel building, painted white, at about the corner of Butler street and Huron avenue on the west side. Peltier and Doran had a store house and wharf east of Military street bridge. J. W. Campfield had a shoe shop about half way between the bridge and the saw mill. Westbrook had a house on Military street south of the rail-

road bridge, and the old brown school house was built. In 1834 another hotel was built a short distance north of Quay street on the east side of Huron avenue, and also one on the west side of Huron avenue, on the site now occupied by the Central block.

In the spring of 1835 Joseph B. Comstock, who had been in the general store business with D. B. Harrington in 1832-3 at Hersey's Mills on Stony creek in Oakland county, came to Port Huron and went in business with his brother, Alfred, in the Kerley building and wharf, and rented from Isaac Halstead the tavern which he had built on the north side of the river east of Huron avenue, or as Butler plat had not then been laid out, the street is referred to as the turnpike leading from Detroit to Fort Gratiot. This property had about an acre of land connected with it used for garden purposes, and the tavern was painted white. Probably painted buildings were not common, as the conveyances of that time identify the property by reference to the white building. The following year the Comstocks moved across Black river and bought the Peltier and Doran wharf and store, the latter being painted red. In their store-keeping accounts the item of whiskey is a common charge and as the price was only 50 cents per gallon, most people were able to indulge. Powder sold for the same price per pound that whiskey did per gallon, eggs sold at 19 cents per dozen, sugar and pork one shilling per pound, butter 20 cents per pound, potatoes were high, one dollar per bushel, flour six dollars per barrel; shingles formed a considerable item of commerce; being easily made by hand they were brought to Desmond, as the settlement was then called, and shipped to Detroit on the steamboat Gen. Gratiot, which came up in Black river to the wharves near the bridge. The current price for the shingles was \$1.50 per thousand, and this was the chief source of ready money. The small scale on which business was conducted is of interest. The Comstocks often borrowed small amounts from their friends or customers, and again appear as lenders. When it was desired to send a draft east to pay for goods, it was necessary to send the currency to Detroit and there purchase a draft on New York or Boston. In 1843 Rev. Dr. Nash records in his diary his attempts to get back nails which several of his neighbors had borrowed from him.

#### EARLY MARINE CITY

That part of Marine City in section 1, lying between Belle river and St. Clair river and north of Bridge street, was purchased in 1818 by Samuel Ward and Father Gabriel Richard, the Catholic priest of Detroit, who was at one time the territorial delegate in congress from Michigan, and who was an energetic public spirited man. It is not known how it came about that the two men united in this purchase, as Mr. Ward did not belong to the Catholic faith, but they did not long own the land in common, Father Richard conveying, in 1824, his interest to Mr. Ward, who also bought the small fractional section 6 lying directly east.

That part of the same section 1, which lies west of Belle river, was the location of the French settlement, which included the Yax, Duchene, and a few other families. It was bought in September, 1818, by



Jean Baptiste Yax under the part payment plan, and his interest was afterwards assigned to John R. Williams, a merchant of Detroit, who obtained a patent for the land in 1823.

Directly south of the Yax land on the west of Belle river and along St. Clair river was section 12, which was bought by Basil Petit in October, 1818, upon the installment plan, and later, upon full payment, patented to his heirs.

The property known as Catholic Point also lies in section 12 and was purchased in June, 1824, by Father Richard in trust for the Roman Catholic inhabitants of the parish of Saint Agatha. The title to this property has never been conveyed from the church, although a large part of it was occupied for many years by the Marine City Stave Company, and it was upon this property that the first well to the salt rock was put down under the auspices of Mr. Crockett McElroy, president of that company.

Although this property was bought for the Catholic church, no church building was erected upon it until 1849, and the church and parish at that time bear the name of the Holy Cross. In 1826 land was obtained for a Catholic church less than 2 miles away in private claim 187, the church to be called St. Felicity. This church, probably the first church edifice in the county, was built and after a few years destroyed by the land upon which it stood being washed away by the river before the Holy Cross church was built.

In the assessment of 1821 appear the names of at least five of the French settlement, including Yax, Jarvis, Bourdenau, Duchene, and Leeson, but none of these except Yax appear to have had any land interest. Although at this time the owner of a large part of what is now Marine City, Samuel Ward was not assessed for any real estate.

By 1830 the population of the future city had not greatly increased. Samuel Ward's unsuccessful attempt in 1824 to remove the county seat had not brought any addition to his own settlement, and James H. Cook, the census taker, found three Chortier families on the west side of Belle river, Dr. Amasa Heminger, Bela Knapp, Etienne Rousselle, or Russell, three Yax families, Samuel Ward, and David Lockwood, within the present limits of Marine City. It was not until 1836, two years after the first village plat was made by Ward, that people from outside began to come in, and a community to be formed.

The first method of crossing Belle river was by ferry, James R. Wolverton having been licensed by the county court in January, 1822, for that purpose. In 1825 the license was granted to Louis Chortier. In 1831 a floating bridge was built across Belle river, probably on the section line as in 1834, when the plat of Newport was made the street on the section line running from St. Clair to Belle river was named Bridge street.

Although the plat of Newport was made in 1834 the time was not quite ripe for influx of population, but in 1836 Erick M. Segar, Henry G. Folger, James H. Tallman, John P. Phillips and Timothy Ingraham started the movement by the purchase of a large part of the village plat. Folger the following year built a saw mill near the upper end of the town, and as has been stated elsewhere, the speculation of the purchase

proved a losing one. James H. Tallman at about the same time was engaged in a similar enterprise in the town site of Belvedere, near the mouth of Clinton river in Macomb county, which likewise proved a losing venture.

The efforts made to make known the advantages of the place resulted in bringing a considerable population between 1836 and 1840. One of the early comers of the new town was Marcus H. Miles, who in 1836 bought property and moved in, a young man of 23. He early showed ability in obtaining office, becoming postmaster in June, 1837, and holding the position until January, 1839, when he moved to St. Clair. During his life he held many offices and filled them capably and satisfactorily.

Others coming the same year or soon thereafter were Gen. Duthan Northup, who, after the collapse of the land speculation, went to Port Huron in 1838; Charles and Solomon Gardner, James Robertson, a son of the Robertson who as one of the earliest residents along the river had received patent to private claim 568.

In 1829 Seth Taft, who was a resident of the county as early as 1821, bought property from Samuel Ward, and the same or the following year undertook the operation of a tannery built by Ward just north of Broadway on St. Clair river, and continued it for about two years when it closed down.

In 1832 Eber B. Ward came to the settlement and the building of boats, which Samuel Ward had begun as early as 1820, went on with increasing rapidity, some of them on St. Clair river, but more on Belle river.

In 1837 Curtis Bellows, who became postmaster when M. H. Miles moved to St. Clair, H. A. Caswell, Daniel Wilkins, John P. Phillips, Lydia Thorn, who later married Doctor Hemenger, David Fish, and George W. Buddington, all bought property in the village. Some of these did not remain long, as the only industry was the building of boats.

By 1840, however, several more families had moved into the new settlement, Robert R. McNiff, Amasa Rust, John and Reuben Warner, Peter Dumas, Dr. Orange B. Reed, Selden A. Jones, who was postmaster from 1841 to 1846, and later moved to Port Huron, Zael Ward, a brother of Samuel, Jonas C. Brigham, Jacob L. Wolverton, who was for many years the chief designer of the Ward boats, very skillful and successful. There were a few other families but the entire community was dominated by the personality of Samuel Ward, who, during his lifetime, could not brook opposition to his plans or wishes.

#### EARLY ALGONAC

That part of Algonac lying within section 11 was purchased in 1818 by Dr. Edward Purcell, who was stationed for a time in 1816 at Fort Gratiot in the capacity of surgeon's mate, as he was then termed, or post surgeon. Upon the assessment roll of 1821 the only tax payers living in what is now Algonac were Silas Miller, Ira Marks, and Angus McDonald, although none of these is credited with owning any real estate. In

1826 Ira Marks and Ebenezer Westbrook bought land in section 10 and the latter later took a very active part in the building of the first Methodist Episcopal church at Algonac—the first Protestant church building in the county—doing most of the collecting of the subscriptions and donating the land for the site. When the census of 1830 was taken there was as yet no evidence of a future town and it was not until 1836 the village plat was made, chiefly bought from Silas Miller and Ebenezer Westbrook, that there began to be a local community. Dan Daniels and Joel Tueker, who had a saw mill and a general store, came in that year, followed by Horace Beers, Michael Jackson, J. L. and A. G. Peer, Weaver Stewart, Charles Phillips, Charles L. Poole, James Burt, Samuel Russell, George Jaspersen, P. F. Brakeman, and they, with a few others, started the village on its career.

## CHAPTER XI

### REMINISCENCES OF THREE PIONEERS

INDIANS APPEAR WITH SCALPS—THREATEN TO KILL FAMILY—HOW A WOMAN TRAVELED—NANCY BROWN BECOMES MRS. BRAKEMAN—CHOLERA AT FORT GRATIOT—PORT HURON IN 1836—CHURCHES AND SCHOOLS—INDIAN MEDICINE DANCE AND FEAST—ST. CLAIR IN 1830—LUCY COX MARRIES MR. VANCE—CAPT. ANDREW WESTBROOK—THE ST. CLAIR REGION IN 1815—THE COTTRELLS—JOHN K. SMITH—DR. HARMON CHAMBERLAIN—JUDGE BUNCE AND CAPT. AINSWORTH—JACOB PEER—JACOB KENDALL—THE HARSSENS—THE WARDS—LAWYER O'KEEFE—THE OLD COUNTY SEAT—PIONEER STEAMBOATS—INCIDENTS OF WAR OF 1812—FIRST VISITING MINISTER—BRITON VS. YANKEE—ANOTHER INDIAN STORY—THE HARSSENS AGAIN.

*By Mrs. Nancy Brakeman*

I am the second daughter of Captain William Brown and Martha Thorn, and a grand-daughter of Captain William Thorn, who was a native of Providence, R. I., and an early settler on the River St. Clair at Cottrellville, who died at Port Huron, 1842. In my family there were nine children, four sons and five daughters, and I was the third child, a native of the town of Moore, Kent county, Upper Canada, born January 17th, 1811. Both my father and mother were of Scotch and English descent, and natives of Detroit.

#### INDIANS APPEAR WITH SCALPS

My father was born in 1784, and my mother in 1786. They were married in Cottrellville January, 1806, to which place my grandfather Thorn had moved his family shortly after my mother was born. Some time during that year they moved across the river to Canada and purchased land of the Indians, and settled on what is known as the Sutherland place, nearly opposite what is now St. Clair city. There they found some very warm friends among the Indians in that vicinity, and some very hostile, during the War of 1812. I remember hearing my mother relate a circumstance that happened at that time. My father had gone away to drive his cattle far back in the woods to secrete them from the Indians: during his absence a number of Indians came into our house with thirteen scalps hung on a pole, some were gray-haired.

and some were the soft fair hair of infants. My mother was at the barn and saw them enter the house; she scarcely knew what to do, but thought she must try and protect her four children, the youngest a babe in the cradle, who became James D. Brown, Marine City. As she went in they shook the scalps at her, saying "These are your fathers, mothers, brothers and sisters," meaning they were American scalps. One of the Indians asked her if she was afraid. She replied, "No, I am not afraid of any of you." She could speak their language. He then said, "Give us something to eat." She told them to be quiet and she would. They did so, and she provided them with food, and they left in peace, but she felt it was a very narrow escape; no doubt they respected her courage, and they were always glad to meet with a person speaking their language.

At the time the Indians came in with scalps, they took from a cupboard several bottles containing medicine for the children, such as essence of peppermint, paregoric, etc., and poured the contents on the floor, saying, "These are bad medicine, you have to poison the Indians."

#### THREATEN TO KILL FAMILY

I also very distinctly remember seeing my father hide the cooking utensils under the door-steps, and bury a small wooden box containing money at the foot of an apple tree for safety from the Indians. On one occasion they had two yoke of oxen, two cows, three hogs, and four sheep killed in one day by five hundred Indian warriors, on their return after their defeat by Major Croghan at Sandusky. They suffered numerous depredations of this kind until the hostility of the Indians culminated in a determination at council to kill my father and his family, because they thought him to be too much of a Che-mook-ke-mon, or Big Knife (American). However, an old Indian friend of his came at night and acquainted him with the result of the council, and the fact that six Indians had been deputed to come the next afternoon to massacre the family. This friend urged him not to tell the Indians who had reported this, "For," said he, "they will kill me if you do." My father was a very courageous man, and equal to the emergency; he prepared for their arrival, and they came just as he had been told, armed with tomahawks and scalping knives; he let them all in the house, and passed them chairs upon which to sit down. He then took his gun in one hand, tomahawk and butcher knife in the other and said to them, "I know why you have come; you have come to kill me and my family." The chief inquired, "Who told you so?" Father replied, "The Great Spirit came in the form of a little bird and told me all you were going to do. But," said he, "the first man that raises his knife or tomahawk is a dead man, I can kill the whole of you before you leave the house." This act of bravery had its desired effect. The Indian respects courage in friend or foe. "Well," said the chief, "give us a sheep and a hog and we will go and have a feast and be friends forever." He told them to take them, which they did, and had a grand time, and left the family unmolested.

They remained there about nine years, until 1814, the year General

Proctor issued his proclamation requiring all settlers to take the oath of allegiance to the laws of Great Britain or leave the country. Accordingly my father removed with his family to Detroit, leaving at night in a large row boat with muffled oars. At Detroit he was employed by the United States government to assist in building a stockade fort. While there was sent by General Butler, then commander of the post of Detroit, with forty men, to drive sixty head of fat cattle around Lake St. Clair to Fort Gratiot, as the troops there were in need of provisions, and this he did very successfully and was greatly praised for it.

In 1816, father purchased land in Cottrellville and removed his family there, and was one of the first settlers on the river in this county after the war. My parents and all the family spoke the Indian and French languages. I learned English, French and Indian at the same time. After the family settled in Cottrellville, father traded with the French and Indians for a long term of years, and employed both Indians and Frenchmen to assist him in his work on his farm. In an early day the family were acquainted with about every French and Indian family on the river, and others at Detroit and Mt. Clemens. I well remember seeing Judge Z. W. Bunce, in 1817, at my grandfather's, William Thorn, when he first came on the river, and again in 1827, when he brought his bride to this county. They were guests at my father's for several days. Also I distinctly remember seeing the late Mark Hopkins, Sr., father of the late Samuel F. Hopkins, when he first came to this county. He was also a guest at my father's for some time. I spent the winter of 1827-1828 in the family of my uncle, the late James Fulton, Esq., at the county seat, now St. Clair city. He built the first jail in St. Clair county, which I well remember seeing; it was built of logs. I was well acquainted with Mr. Charles Phillips, the blacksmith who made the lock for the door. His children were my schoolmates. I was also acquainted with the first prisoner who was confined in the jail, and all his family, who were very respectable and settled on the river in a very early day. He boarded with me eighteen months after my marriage with Mr. Brakeman. My uncle Fulton was sheriff when St. Clair and Macomb counties were one.

#### HOW A WOMAN TRAVELED

The mode of traveling in this section in an early day was, in the summer, in sailboats, French batteaux, and canoes; in the winter, in carioles and French trains. I made visits in an early day to St. Clair, Mt. Clemens and Detroit. My family had a large circle of relatives and acquaintances at these places at that time. Occasionally I meet with an old Indian or French friend, and always use their language when visiting with them.

At one time my aunt Fulton and I went from St. Clair to Mt. Clemens in a canoe with one man to paddle, to take home a young lady cousin who had been visiting them. Another time my father and I went from our home to Detroit all the way on the ice in a cariole; we started before sunrise and arrived in Detroit early in the evening. At one time I went to Detroit in company with my cousin, the late Thomas

S. Knapp, an early resident of Detroit, in a boat carrying lumber; made a visit, and returned in company with my uncle, Abram Cook, father of Mrs. John Owen, of Detroit. We took passage in a large skiff with Dr. Harmon Chamberlain and Mark Hopkins, Sr. The first day we went as far as Grosse Point and were detained there over night and all the next day by head wind, staying at Knoxson's hotel. The third day there was not much wind and Messrs. Chamberlain and Hopkins rowed and my uncle steered the boat. They missed the right channel and we were obliged to stay overnight on an uninhabited island. I and my uncle slept in the skiff with the sail arranged for an awning; Messrs. Chamberlain and Hopkins slept on shore with an umbrella over them. I remember it was a beautiful moonlight night. The morning of the fourth day they rowed two or three hours when we arrived at Harsen's Island, where we took breakfast and were hospitably entertained at Captain Bassett's. Mrs. Bassett was an English lady who died at Saginaw a few years since. We arrived home that day, and Messrs. Chamberlain and Hopkins went on to St. Clair.

At one time I rode on horseback in company with Thomas Palmer, father of Senator Palmer, from my home to St. Clair, a distance of ten miles, in one hour and twenty minutes. There was no bridge over Pine river at that time. My uncle Fulton kept the ferry, which was a skiff. When we arrived at the river the boat was on the opposite shore. We called and waited for someone to ferry us across. When they came they put our saddles in the boat and rowed us across while we sat and held our horses by the bridles and swam them over.

Many more visits might be mentioned but these will suffice to give an idea of traveling in this section of the country in an early day. There was no steamboat then on the Port Huron and Detroit route. I distinctly remember seeing Governor Cass and family taking a pleasure ride on the Detroit river in a birch-bark canoe rowed by Frenchmen, who would sing their French songs as they plied the oars. When I was quite a small girl he came up from Detroit in a birch canoe with ten Frenchmen, five on each side of the boat, rowing and singing. He landed at my father's, the men sat on the river bank and ate their corn soup, which they brought with them, and the governor was entertained at the house. He was on his way up the lakes.

#### NANCY BROWN BECOMES MRS. BRAKEMAN

My first home after my marriage with Mr. Brakeman, in 1832, was one and a half miles north of Point du Chene, now Algonae. We were united in marriage by John K. Smith, Esq., an early settler on the river, an intimate friend of Mr. Brakeman's then and during his life. Mr. Brakeman was then engaged in the mereantile business and also carried on an extensive trade with the French and Indians. He learned then the Indian language so he could converse with them quite fluently, and was a great friend and favorite of theirs. They were very frequent visitors at our house, and never left hungry or cold. My husband had three Indian names; the first given him was Nee-win-ah-skee-zhiek-ah-neeteh-kee-nah-see, four-eyed man's friend, from the fact that he clerked

for Messrs. P. F. Verhoeff & Company, and Mr. Verhoeff wore glasses, so they called him four-eyed man, and Mr. Brakeman was his friend. The second name they gave him was Ah-tong-ganee, the borrower, as he was then selling goods on commission. They would sometimes want him to trust them, but he would refuse, saying the goods were borrowed, hence the name. They always called him by that name and still use it in speaking of him. They mention his name to this day with reverence, even the younger ones who never saw him, will speak of him and tell how their parents have told them about him. The third name was given him about 1832, from a circumstance that occurred while trading with the Indians. An Indian whose name was Sau-gutch, son of Wah-bon-oosee, then residing in Canada, was in his store at the same time with an Englishman, William Williams, a shoemaker, an early settler on the river. Sau-gutch being a little intoxicated, began to quarrel with Mr. Williams, pointing a loaded gun at him. Neither he (Williams) nor Mr. Brakeman could prevail on him to behave himself. Mr. Brakeman, fearing there might be trouble with the gun, took it from him, stepped to the door and fired it off, then came in, took a heavy walnut ruler and knocked him senseless to the floor. He fell as though dead. His Indian friends who were in company with him never uttered a word, but dragged him from the store to the river, pulling him into their canoe and took him home to Canada. Mr. Brakeman thought he was dead and expected to have trouble with the Indians in regard to it. The next day he saw a canoe laden with Indians paddling for the American shore. They landed and came in his store, Sau-gutch, the supposed dead man, and his father being in the company. The father told the son to shake hands with Ah-tong-ganee, and bury the tomahawk, meaning to forgive, and be friends, and from thenceforth they must be brothers. He then adopted Mr. Brakeman in his family as a son and gave him the name of a deceased son, Wah-bo-gok, which means white porcupine. From that time until the death of Sau-gutch, which occurred about four years before Mr. Brakeman's death, they were warm friends. In later years, as my hair became gray and Mr. Brakeman's still a beautiful black, and he retained a very youthful appearance, Sau-gutch would speak of it, saying in broken English, pointing to my hair, "Nancy an old squaw, Brakeman, my brother, a young man." The Indians despise gray hair.

#### CHOLERA AT FORT GRATIOT

It was while residing there the first year of our marriage that awful scourge, the Asiatic cholera, attacked the soldiers at Fort Gratiot. It was brought there by a company of soldiers from New York, and so many were dying with it that the commanding officers disbanded them, that seeming to be the only way to manage at that time. The poor fellows, strangers, wandered along the river, not knowing where to go or what to do, and some died by the roadside. There are several soldiers buried on the bank of the river a short distance north of our home in St. Clair township. We cared for several of them who had wandered as far as our place, or rather, to an old log house a little north of our residence, and were there sick and were found by Mr. Brakeman as he



went one evening in search of his cows. They all recovered under kind treatment and offered us remuneration. On our refusing, thinking we had only done our duty to fellow men, the soldiers presented us with some books and a gold ring, as a token of their appreciation of the kindness bestowed on them. Some of the books are at present in the library at the Brakeman homestead. One of our neighbors, who was very much alarmed about the cholera, complained to Major Thompson that Mr. Brakeman was harboring cholera soldiers. The major replied, "I am well acquainted with Mr. and Mrs. Brakeman; they are doing right. Begone, you scoundrel, or I will call up my men and drum you out of camp."

At the same time, Major Thompson and other officers, with their families, left Fort Gratiot with a large company of their men and went down in large sailboats to Cottrellville to Captain Brown's, my father. He was a very hospitable man and a great favorite and friend of the officers. He and his family kindly entertained the officers and families in their house, the soldiers being quartered in tents in his fields.

#### PORT HURON IN 1836

In the spring of 1836 we removed to the town of Desmond, now Port Huron, and occupied a frame house standing on the north side of Black river, near the mouth. At that time there were a great many Indians visiting Port Huron, traveling in their birchen canoes, coming from the Saginaw country and the Au Sable. I well remember the old chief Tawas, who turned away his first wife, Indian style, and took for a second Mrs. Chevalier, an Indian woman whose husband was a Frenchman. I also remember the old Indian burying-ground, where is now Water street; also John Riley's house at what is at present the corner of Military and Water streets. I remember seeing John Riley at my father's before my marriage. He had two brothers, James and Peter, and a sister, Nancy, a fine looking and well-appearing woman. Peter's wife was a very genteel French lady. I think a native of Detroit, who after his death became Mrs. Rousselle, of Cottrellville. The father of the Rileys was a white man at one time postmaster at Albany, N. Y., their mother an Indian squaw.

The Indians continued their visits to our house, often bringing presents of maple sugar, venison, berries, baskets, etc. Na-kee-zhick, and his nephew, Kee-nah-kee-zhick, son of the late Mrs. O-bee-dig, visited us after their return from the treaty at Washington, May 9, 1836. Mother Rodd and Mrs. O-bee-dig were frequent visitors at our house. On December 21, 1844, we entertained over night the old chief, O-kee-mos, and family. They were on their way to Sarnia to receive their annuities from the British government. His wife was sick with consumption. He waited on her and treated her very kindly. She died while they were at Sarnia. They returned to their home in the state, taking the body with them.

O-kee-mos showed Mr. Brakeman the scars he received at Sandusky in 1812. his head and shoulders were pretty well scarred over, he said he was known at Ypsilanti, Ann Arbor, Dexter, Jackson, Pontiac and

Romeo, and his totem was the bear. He died near Lansing in 1858. My five children all have Indian names.

The Indians called me Ah-tong-gomer-ah-quá, "Borrower's woman," and called my father Pee-nay-wee-on, "Pheasant."

When residing at Desmond I remember seeing Anselm Petit's house on the Flats. Dr. Norman Nash, at that time, was teaching an Indian school.

#### CHURCHES AND SCHOOLS

When young I attended Protestant and Catholic church in private houses, but the first church building I was ever in was the Catholic, in Cottrellville, situated on the George Cottrell farm, and it was said to be the first church erected in St. Clair county. I attended the meetings of Fathers Richard and Badin. Before the church was built I attended one of Fr. Richard's services held at the residence of Colonel George Cottrell, on what is now the Daniel Cottrell farm, grandson of the colonel. I remember the old father when preaching, informing his congregation that "the Yankee Bible was all a pack of lies." These words made a deep impression on my young mind, which I have always remembered. My eldest sister, Mrs. Jacob Kendall of Algonac, and I, learned some French Catholic hymns; we were taught by Mrs. Peter Dupree, an old aristocratic French lady, formerly of Detroit, at the time a neighbor of my father's family. At one time we were attending one of Father Badin's meetings when we joined in the singing and were complimented by the old priest, he could hear our voices above the young lady Catholics. He reproved his young ladies, speaking to them in church, saying, "You ought to be ashamed to have these Protestant girls sing better than you." I still remember one of the tunes, but have forgotten the words of the hymns. The first Sabbath school I attended was taught by a Mr. Beach, a hatter by trade, in a part of a log house, he having a few goods for sale in the other part; the house stood about one-half mile south of my father's on the Joseph Minnie farm. I also attended a singing school in a log house taught by the late Stephen Huling, an early resident of Port Huron township.

In a very early day my father built a log school house on his farm near his residence, for the benefit of his children and employed Jacob G. Streit as teacher. He had been previously teaching the family of my uncle, the late Abram Cook of Detroit. He was an intelligent man, well educated, the son of a Lutheran preacher, and a native of the state of Virginia. His father established and taught the first high school in Winchester, Virginia. Mr. Streit died at Algonac. Among my schoolmates were the late Joseph P. Minnie, Esq., and the Hon. D. B. Harrington, then young men. Mr. Harrington attended the school the winter of 1827-28, boarding at my father's.

My father sometimes tanned hides in an early day and made shoe-pacs himself for his family. The first pair of sale shoes I ever wore was when I was about ten years of age; they were presented to me by the late John K. Smith, Esq., of Algonac, for assisting Mrs. Smith in taking care of his son, Abram, when a babe.

I saw matches for the first time in 1832, the early settlers used flint and punk in starting fires. I never used a cooking stove until after my marriage, the cooking was all done by fireplaces.

I well remember some of the olden time lawyers, B. F. H. Witherell, George A. O'Keefe, A. D. Frazer, W. A. Fletcher, C. W. Whipple, Judge Sibley, also George McDougal, the Fort Gratiot lighthouse keeper; his brother, Robert, in Detroit, married a French Catholic lady, he was a bachelor, she a widow.

In an early day I was acquainted with Francois Maconse, he kept a hotel at Swan Creek. At one time Messrs. B. F. H. Witherell, O'Keefe, and I think, Whipple, stayed there over night on their way from Detroit to the county seat to attend court. I heard them say they were well entertained. His wife did the cooking, which was well done, as she was a very neat housekeeper, and they had clean comfortable beds.

I was acquainted with a sister of Francois Maconse, named Ain-ose. She resided in the town of Riley, and was a very intelligent woman, possessing quite a business tact. She had a house and a sleigh and in the winter of 1846 she would drive into Port Huron and there W. H. B. Dowling, one of Port Huron's early merchants, would furnish her with goods to sell to the Indians in Riley. She bought up cranberries in exchange for the goods, and would bring in a sleighload to Mr. Dowling. She never failed to call on us, sometimes staying over night, we then resided a mile south of Military street bridge.

I was acquainted with John Riley. He would drink occasionally, but was always kind to his wife, except when intoxicated. In one of his fits of intoxication he whipped his wife, when she left him and went to Walpole Island and stayed for some time among the Indians there. He came to my father and begged him to go see her and persuade her to return. Father did so, Riley sending by him presents to her of a new blanket and a pair of new moccasins, while staying at my father's awaiting the result. In due time father returned bringing the wife with him. They shook hands, made friends, and returned home to Desmond.

I was acquainted with Fort Gratiot officers in an early date and recall Colonel McNeil, Major Thompson, Captain Cobbs, Captain Farley, Lieutenant Symonton, Lieutenant Heintzleman, who was general in the late war, General Brady of Detroit, Dr. Purell, U. S. A., and Dr. Clark, U. S. A.

#### INDIAN MEDICINE DANCE AND FEAST

At one time during the summer of 1832, Mr. Brakeman and I and John K. Smith, Esq., attended a medicine dance on Walpole Island. It was for the benefit of Mrs. Jacob Harsen, who was an Indian woman, sick at the time. The Indians had erected a large tent for the occasion and had a bed made upon the ground in the center of the tent for the sick woman. It was in the evening, the tent was lighted up by building up places with short pieces of logs and putting earth on the top of them with fires burning on that. The men were all on one side of the tent, and the women on the opposite side, an Indian beating the drum, which was made of a piece of a hollow log with a dressed or tanned deer skin

drawn over the top, and down around the sides far enough to be tied down with a string made of bark or deers' sinews. He would beat that with a stick. There was no music, and no tune at all in his playing, merely a thumping sort of a noise. When he began his beating the company began their dancing, the men by themselves and the squaws alone, a sort of shuffling of the feet, moving very slowly around the sick woman. Every man carried a medicine pouch, which was made of a small animal's skin filled with medicine. As each man would come to her he would shake it at her, uttering something of a grunt such as chugh, chugh. The squaws did not carry any medicine and kept silent. Mrs. Harsen recovered her health and lived many years after; no doubt they thought their treatment had worked wonders in her case.

The same year I attended an Indian feast on Walpole Island. An Indian, whose name was O-gaw, that is, Pickerel, came over some time previous and invited Mr. Brakeman and me to attend. Mr. Brakeman gave an invitation to his friend, John K. Smith, Esq., to accompany us, which he accepted. When the time arrived for the party, O-gaw came after us with a large canoe, and had a nice mat spread in the bottom for the company to sit upon while he paddled the canoe. When about half way across the river he gave a very loud war whoop, as much as to say, we are coming. His friends on land answered him in the same way with several loud whoops. When we landed, the chief and leading men in the company met us at the river, all shaking hands with him. Mr. Brakeman took with him presents of pipes and tobacco for the chief and head men. They had a large tent put up for the occasion with rush mats spread over the ground. A drummer beat the drum the same as at the medicine dance, but there was no dancing. Their principal refreshments consisted of pigeons nicely dressed and boiled whole; they were served in a very peculiar manner. Two long poles were arranged up, near the top of the tent one on each side. The pigeons were tied by the legs, two together and strung on the poles from one end to the other. After drumming, chatting and visiting for a while, some of the squaws, we will say the "table committee," took down the pigeons and passed to the company, giving us each two in our hands, no plate, knife or fork was used. We all sat and picked the meat from the bones and had a very pleasant time until quite late in the evening, when O-gaw conveyed us home. I suppose it was something of a "lawn social." I was very much annoyed at night the first year I resided at Point Du Chene, with the noise of the Indian drums, they held feasts and dances so often. After some time I became accustomed to hearing them, but I still remember well their thumping sound.

Some time during the winter of 1837-38, we entertained over night General Hugh Brady and several officers, with a company of soldiers, from Detroit. They came up on the river St. Clair in double sleighs. Their business was to ascertain how matters were along the lines, as it was during the Patriot war.

We were well acquainted with the old French settlers, both on the American and Canadian side of St. Clair river, and with some of the early French of Detroit. The most of these families have descendants residing in this county and in Detroit. The Brandamours, Causeley,

La Forge, Trombley, St. Bernard, Record, Petit, Galernau, Gerard, La Turneau, Thebault, Chortier, Canchois, Minnie, Nicholas, Duchien, Campan, Baby, Yax, Paschal, Lauzon, Cottrell, Rousselle, Moran, Peltier, Dubois, Dupree, Boshaw, Matevia, Morass, La Blanc, Pappeneau, Pellette, Geneau, Boreau, Bartreau, Jervaise, Boyia, Thibedeaux, Beaubien, Bordeneaux, Bonhomme, are some of those I remember.

My home has always been on the St. Clair river, excepting two years spent in Detroit and Mt. Clemens when a child, during the war, and six years of my married life, which were spent at Huron City, Huron county, at the time my husband was in the lumbering business.

*By Mrs. Lucy Vance*

I am now ninety-four years old and was born in 1817 in Cayuga county, N. Y., near Auburn. My father died the next year, leaving my mother, Ruby Cox, a widow with ten children, of which I was the youngest. My mother was left a good sized farm, but as the children grew up there was not enough land to give each child much land. After the Erie canal was opened in 1825 we used to hear about Michigan, and that good land could be got there cheap. In 1830 a Mr. Ansel Frost of the same county told her he had a section, or claim, in St. Clair county, Michigan, and offered to trade for her farm, and they finally made a deal in May of that year.

There were many things to do to close out the home place and mother decided to have John, my oldest brother, and four more of the children, including me, come out to Michigan and get things started and a house built for the rest of the family to come in the fall. So we started at once and came to Buffalo, and from there by boat to Detroit, and then by land up to Clinton river, on our way to St. Clair. My brothers found a man near the mouth of that river who had some land cleared and they thought they had better arrange with him to put in some crops, as it might be too late to clear land and crop it after they got to St. Clair, but the man didn't keep his word and furnish things, and after two weeks we started on again for St. Clair. We had a small sloop in which our things were put and they had to pole this along the lake and up the river, which was pretty slow work, but we got to St. Clair in June, 1830.

#### ST. CLAIR IN 1830

I was then a girl of thirteen, and I remember very well how the place looked; there was no bridge across Pine river, and no house for us to move in until we got one of our own. The land my mother got from Mr. Frost was private claim number 307, and was about a mile west of St. Clair river, on what is now the State road, but there wasn't any road then.

The court house, a two-story log building, was standing about where the city hall is now, and was unfinished; the upper story was all in one big room and there was no stairway. A. Mr. Jonathan, or Jock Burnham, lived in part of the lower story, but said he was going to move in

a short time, and my brother arranged to have us move into the upper story. We did this, and used a ladder to get up and down with, and when Burnham moved out we took his rooms. The same building was used as a jail and there were five cells in it for prisoners, but there were none there at that time, and we used the cells to store our fruit and household goods in.

As soon as we got fixed, my brothers began work on a house on mother's land, which they built on the east side of Pine river, on the north side of where the State road is, and by September they had the house ready for us and we moved out. It was only about a mile straight out, but there was no road and we went by boat up Pine river about five miles. In November mother and the rest of the family came and I lived there until I married Mr. Vance in 1838.

They finished off the second story of the court house and put in stairs and it was used for all kinds of meetings, church, school and dances.

There wasn't any store kept at St. Clair when we came; a man used to come around with a boat on which he kept a stock of goods. Later there was a store kept on the east side of Front street, south of where the Nicol mill was. George Palmer lived on his farm south of Pine river near where the Oakland house stands, and up near Pine river there was a Mr. Rikert, and Charles Phillips, a blacksmith, who was also quite an inventor, I heard.

North of Pine river, Horatio James lived in the house which Mr. Stein owned for a long time. Mr. James had a large family, both boys and girls. I remember them well and could give their names and who they married. This house was built by Mr. James Fulton and Mr. Monson lived in it after Mr. James. In the block north of that house was another one which Mr. Fulton built—his first, I think—and at that time it was occupied by the family of Mr. Fay, who afterwards built up on the hill near where the Hopkins houses are. This house was afterwards owned by Woodworth.

The block north of this was public square, then a vacant block, then Dr. Chamberlin, who had married the widow Partridge, the spring before we came. On the corner of the next block above this was the log store of John Thorn, who afterwards moved to Port Huron. Up on the hill was the house of Mrs. Mark Hopkins, the mother of Samuel F., and across the street near the river, was Mr. Beardsley. On the north side of Pine river, just around the bend, was John F. Bassett, who adopted, or brought up, John Canan. He was a boat captain, and was drowned some time after. These are all the houses then in St. Clair in 1830.

Mr. James was a school teacher, but the first school I remember was kept by Sarah Barron, who married Samuel Carleton, the uncle of Will Carleton, the poet. I remember the postoffice when Mr. Samuel F. Hopkins kept it in his house on Front street, north of where the Beyschlag block stands. The mail carrier came once a week, he came from Romeo, or at any rate from the west, and would come to Pine river near where our house stood. He would holler and one of the boys would take a boat and carry him over, as there was no bridge. The road from our house to town wound around to get the best ground.

I remember when they cut the trees and graded to build the railroad to Romeo, it ran through my mother's farm and the State road was built on it from Pine River in. When we moved into our house there was a sawmill and grist mill a little farther up Pine river, owned by Mr. Jerome.

I was about sixteen when there was a wonderful display of shooting stars, and I can remember distinctly what a sensation it caused. We didn't know but the end of the world was coming.

LUCY COX MARRIES MR. VANCE

I was twenty-one when I married Mr. Vance, who was a carpenter and joiner, and who had built the house into which we moved, which was just north of the Cadillac hotel, and I lived there most of my life after. Mr. Vance built the old red school house, which first stood on the river bank, and was built for some kind of a factory, but not used, and school was kept in it for some time before it was moved back on Third street.

My mother died in 1850, she had divided the claim into eight eighty acre lots and gave one to each of eight children. I think now she must have been a pretty capable enterprising woman to think of coming out into a new country with her large family, but everybody then was used to having less things than they have now, and we got along all right. One of my brothers, Benjamin C. Cox, was judge of probate, and also surveyor. One of my sisters married Jacob Miller, as his second wife; another married Charles Kimball.

*By Aura P. Stewart*

I was born in the town of Canandaigua, in the state of New York, on the 20th day of May, A. D. 1804. At the time of my birth, my father had charge of a large distillery and brewery owned by Mr. Dewey, a merchant of Canandaigua, who failed, by which my father lost \$600, and was thrown out of business for several months. In 1805, my father established his business of distilling and brewing on what was called Mud creek, in the town of Bristol, adjoining Canandaigua. At the birth of my brother, John H. Stewart, my mother began to decline, and her illness increasing, she died in the month of May, 1810. At this time there was much talk about the new territory of Michigan, and from the favorable reports secured, my father was determined to see the new territory and seek in it a home. Accordingly he set about the settlement of his business, and in the latter part of November, 1810, he shouldered his pack, containing his clothes, accompanied by a brother, and took his journey for Michigan.

My father was married to Miss Mary Graveraet in the winter of 1814, and remained in the city of Detroit during the war, which ended in February, 1815. The people who had abandoned their homes made preparations to return, and in the month of April, 1815, my father moved his family and goods up to Harsen's Island, and took possession of the house and lands of his wife that had been abandoned during the war.

The settlers on the border of Lake and River St. Clair were, at the breaking out of the war, compelled to remove all their stock of horses, cattle and hogs to Detroit (to protect such from the Indians), where all were consumed; and while many were deliberating how, and where they were to be supplied, Captain Andrew Wesbrook went to the state of Ohio and purchased cattle, selecting such as were most required to meet the immediate wants of the inhabitants; this he continued to do until all were supplied.

#### CAPTAIN ANDREW WESBROOK

As Captain Wesbrook was in his day a very prominent man in St. Clair county, I will here mention a few incidents of his life. Before the war with England, he was a wealthy farmer and business man, residing near the Moravian town on the River Thames; in his immediate neighborhood, there lived one Major Tawsby, who was an aspirant for government favors. At the breaking out of the war the British government, took immediate steps to organize the militia of Canada, and at such organization, Tawsby received a major's commission, and Wesbrook was offered a captain's commission under Tawsby, which he indignantly refused. Wesbrook was born in the state of New York, and his sympathies were with the American cause: and he, on the appointment of his enemy, Tawsby, determined to leave Canada and join the Americans; he had counted the consequences of this act; and, knowing that the confiscation of his valuable property would follow, he collected his goods together, and all that he could not remove he burned with his house and barn. On Wesbrook's arrival in Detroit, he stated his case to Governor Hull and received a captain's commission, and was found to be a very useful man in the commissary department in collecting supplies for the troops. There were many reconnoitering parties sent up the River Thames during the war, or before the surrender of Detroit, and Captain Wesbrook was a valuable guide to such parties. On one of these expeditions, Captain Wesbrook, learning that Major Tawsby was at home, surrounded his house, and took him prisoner. The hatred that Wesbrook and Tawsby bore toward each other was mutual and violent. After this reconnoitering party had gone into camp for the night, and the guns all stacked, Tawsby seized a musket and made a lunge at Wesbrook with intent to kill him, but in the act he stumbled and the bayonet entered Wesbrook's boot; for this act Tawsby was put in irons until he reached Detroit. Captain Wesbrook, at the close of the war, purchased a farm of a Frenchman joining the Recor farm, and other lands adjoining, from which he made one of the best farms then in St. Clair county. Our first representative in congress from the territory of Michigan made known to that body the loss of Captain Wesbrook's property in Canada, and on such representation an act was passed granting him two sections of land, which he selected mostly in the township of Clay, in St. Clair county, which lands passed through several purchasers, and now comprise the valuable farms of Seva and Dana Richardson.



## THE ST. CLAIR REGION IN 1815

For many years, I saw but little of Michigan, except that portion bordering on the shore of Lake and River St. Clair. I came from an inland and thickly settled district, and had seen no flowing water save brooks and rivulets; I had seen no forests but in the distance, and though but a boy of twelve years of age I could not but feel impressed with the wild beauty of my new home. The dense and almost impenetrable forests, the magnificent River St. Clair, the countless number of every variety of waterfowl flying over my head or resting and sporting on the bosom of the beautiful waters, the howling of wolves at night, the constantly passing and repassing canoes of the strange looking Indians, their stealthy tread through the woods and their unintelligible shouts as they passed each other, and, last but not least, the merry songs of the French *voyageurs* toiling at the oar, propelling their boats swiftly over the blue waters—these were new scenes to me, and called forth my wonder and delight. I have now (1876) entered upon the seventy-second year of my life—nearly sixty years thus far have been spent in Michigan. I have witnessed the improvements made in the county of St. Clair; flourishing towns have sprung up, and a large portion of our older settlers have become wealthy; all have shared in the conveniences of modern improvements and comforts, but yet, for my own part, I could enjoy no greater pleasure than for a short time to see Michigan as I saw it in 1815, wild and romantic as it then was; to traverse its dense forests, to paddle my canoe over its waters, surrounded by game of every description on river, lake and shore; and at night, while partaking of a supper of game taken through the day, hear the howling of the wolves, the hooting of owls and other voices of the night. Fancy oftentimes leads me back to the dear old primitive days, and then I am a boy again. Alas! the vision lingers not! I am an old man with increasing infirmities, and nothing is left to me but the memories of the past.

It appears that there were no permanent settlements made on the River St. Clair prior to the conquest of Canada by the British forces, but immediately following that event lands were located and permanent residences made. At Point aux Trembles, there were four families; on Stromness Island (Dickinson's) there were three families, and three also, on Harsen's Island; between Point aux Trembles and Recor's point were fourteen, and five families were settled between Recor's and Black river. The names of the residents on Point aux Trembles were Chortier (Shirkey), Minne, Basney and William Hill. Mr. Chortier appears to have been the most prominent man of the Point aux Trembles settlement. The names of the residents of Harsen's Island were William Harsen, Jacob Harsen, Francis Harsen and Mary Stewart, formerly Mary Graveraet. Captain Peter Laughton was the first settler on Stromness Island; he was a retired British naval officer, and had selected the island as a part of the land he was entitled to draw from the British government. Mr. James Harsen and his son-in-law, Isaac Graveraet, were the first settlers on Harsen's Island. Mr. Harsen was a gunsmith, and Mr. Graveraet, a silversmith; they came from the city of Albany,

N. Y., for the purpose of dealing with the Indians, and selected Harsen's Island as their place of business; they purchased the island from the Indians, under the sanction of the British government.

The first settlers on the River St. Clair, in what now comprises the township of Cottrellville, were Captain Alexander Harrow, Cottrell, William Thorn, Pascal, Robertson, William Brown, Joseph Minne, and some others whose names I have forgotten.

It appears that the British were very liberal, in that day, in the distribution of wild lands to the officers of their army and navy, and Captain Harrow, of the navy, located all the land on the river extending from the present site of Algonac to Belle river. After the United States government came in possession of the Northwest territory, embracing the state of Michigan, congress passed an act limiting individuals to one section, and Captain Harrow was compelled to make his selection in accordance with this act. The lands selected by him are now embraced in the township of Clay, and extend from Abram Smith's mill in Algonac to the mill of W. C. & W. S. Roberts, at Roberts' Landing.

#### THE COTTRELLS

Mr. Cottrell (his Christian name I never knew\*) and Captain Harrow were the most prominent men of their day in the settlement along St. Clair river.

The original Mr. Cottrell, when a boy, was taken prisoner by the Indians in one of their raids on the Wyoming valley during the French and Indian wars with the American colonies. He was purchased from his captors by a Frenchman named Cot-ter-ell, and who brought the lad up as his own son, giving him his name. His sons were George, David, Henry and another son, who made his residence at or near Grosse Point, and whose first name I cannot recall. The old Cottrell homestead, a few miles below Algonac village, is well known to all my readers.

Henry Cottrell was for many years sheriff of St. Clair county; in fact he held that office as long as Michigan was a territory, and, I believe, one term after she became a state. He was a very jovial companion, a good neighbor, energetic, industrious and prompt in the discharge of his official duties. I could relate many pleasing anecdotes of Sheriff Cottrell, but I will only give one: Cottrell was given an execution against my uncle, Charles Stewart, who declared the judgment was more than double the sum he owed, and refused to pay it. Under our territorial laws we had imprisonment for debt, and Cottrell responded—"Stewart, I shall have to imprison you, then." "All right," said Uncle Charley, "now is your time; I am going into the lumber woods, and you will have hard work to find me." "Very well," said Cottrell, "You are willing to go to jail. I see; here, take this writ and go and deliver yourself up to the jailer!" Uncle took the writ and delivered himself to the keeper of the jail, where he remained for a few days, when he returned home.

Mr. David Cottrell was one of your sedate, candid, judicious sort of

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\*George.

men; he possessed good natural abilities, once held the office of county judge, and from the first election under our state government held the office of justice of the peace to the day of his death; he also was the people's favorite man for supervisor, holding the office for many years.

#### JOHN K. SMITH

As I have given a short account of the life and character of two prominent men of an adjoining town, I must not forget those of my own township. John K. Smith, Esq., now long deceased, was born in the state of Vermont, and at the breaking out of the war with England, was serving his county as sheriff, or under sheriff, and he was almost constantly in his saddle riding through and beyond his county on business.

On one occasion, his business led him to a little town on the banks of the River St. Lawrence; it was in the winter; the name of the town and the year in which the occurrence happened I have forgotten, although I have heard the Squire relate it many times. I think, however, it was in the winter of 1813. Both of the hostile armies had gone into winter quarters, and none expected a renewal of hostilities before the spring. It appears that the British officers in command of a station on the Canada side of the river, having obtained an account of the situation of the town, and number of American troops, planned a night attack, hoping to surprise the Americans and capture the town with ease. For this purpose, selecting a dark night, he crossed his men over to the American shore a few miles above the town, and to prevent information of his intentions reaching the American officer, he seized and placed under guard all persons he thought capable of giving information of his approach. That night Mr. Smith had put up at a tavern near where the British landed, and being unwell went to bed at an early hour; the British made prisoners of the landlord and all in his house capable of giving information, and put them under guard; they were about to send Mr. Smith off with a guard, but he being lame and ill, and the landlady pleading so hard for him, the officer judged him harmless and let him remain. As soon as Mr. Smith thought it safe, he went to the stable, mounted his horse, and being well acquainted with the neighborhood, took a circuitous route, put his horse at full speed and reached town in time to give the officer in command notice of the approach of the British. Immediately on this notice, the officer in command ordered his men under arms, with as little noise as possible, and placed them in a position to surprise the British on their approach. The British soon made their appearance, and before their lines were formed for the assault the Americans delivered their volley, which so surprised the British that they wheeled about and retreated as fast as possible until they reached the Canadian shore.

For this timely warning, Mr. Smith became a favorite of the American officers of the army, and the colonel commanding the place he had relieved from surprise induced him to join his regiment as forage master and licensed trader with the soldiers—what they called their sutler. The name or number of the regiment I have forgotten, but it appears

that in the spring following Mr. Smith procured a stock of supplies and joined that regiment and remained with it until disbanded at the city of Detroit in 1816. Among the discharged men of that regiment there were two experienced potters who wished to remain in the territory, and they requested Mr. Smith to establish a pottery and give them employment.

Mr. Smith, on ascertaining that no brown earthenware had ever been manufactured in Michigan, and that the prospect for a ready sale was good, sought for a place to establish his pottery. He came up to the River St. Clair, found the old Laughton house on Stromness Island vacant, and leased it from David Laughton, one of the heirs, and in May, 1817, had his pottery in full operation, continuing the business until late in the fall of that year. In the winter of 1818, he was induced by my father to teach school on Harsen's Island. At that time there were only three families on Harsen's Island, but there were several scholars from over the river, altogether making a school of twelve scholars. Mr. Smith taught school on Harsen's Island the next winter, and at the same time was carrying on trade with the Indians in company with Mr. David Laughton, occupying a house of Mr. Jacob Harsen's, a part of which was occupied as a schoolroom, the other half as an "Indian department." I remember there was a barrel of cider in the Indian department frozen so hard that no attempt had been made to use it. The boys got an iron rod, heated it red-hot, and thrust one end into the barrel, and by this means they drank up the teacher's cider; this was done in his absence, although we had good reason to believe he was acquainted with the operation.

I may be a year later than I ought in giving the time of Squire Smith's first appearance in St. Clair county; he was, however, the first person that was commissioned justice of the peace, residing on the River St. Clair, by Governor Cass. Macomb county embraced all of the territory of St. Clair county, and the governor's commission is dated the 17th day of March, A. D. 1818.

The next office bestowed on Esquire Smith, under our territorial government, was his appointment to the office of postmaster at Plainfield, St. Clair county, in the territory of Michigan. He was the first postmaster appointed in what is now the county of St. Clair; his commission was dated Washington, August 26, 1826, and signed by John McLean and William Dening, clerk. I should have stated that J. K. Smith, Esq., was appointed special commissioner by Governor Cass for the county of St. Clair, in the territory of Michigan, which appointment is dated the 20th day of April, A. D. 1827.

Squire Smith was also made the first customs inspector on the American shore of St. Clair river, commencing the discharge of his duties in this office May 1, 1832. This office and that of postmaster he held until after 1841, how much longer the records do not show.

Mr. Smith married, and in 1819 established his residence on what was then considered the most pleasant location in the neighborhood—now a part of the Kendall farm, just above the present site of Algonac; this he designated "Point Office." Some years thereafter, he removed and settled on a tract of land now embraced within the limits of Algonac. When this village was surveyed, he made a large reservation,

retaining possession of a number of the choicest lots in the plat, and most of them are held by his heirs to the present day.

When the Squire settled at Point Office and at Algonac, litigants from all parts of the county came before him to have their causes adjudicated, and his business exceeded that of the county court for many years. His popularity was very great, gained through his judicious judgments and straightforward, conscientious attention to duty and business. He held the office of justice of the peace from 1818 up to the day of his death, which occurred in April, 1855—thirty-seven years. It is a fact that up to his demise he could show a greater record of marriage services performed by him than any (if not all) justices in St. Clair county. He was the first probate judge elected by the people of this county. Well do I remember that election, for I then cast my first ballot, forty years ago! It was held at St. Clair (Palmer), and the whole number of electors assembled on that day did not exceed thirty. Squire Smith was opposed by an old Detroit lawyer named George McDougal. The lawyer received the French vote, but was defeated.

For many years before his death, the Squire was a member of the Methodist Episcopal church, and did much in his lifetime to spread the gospel, and for the elevation and moral training of the community in which he lived. He never encouraged litigation. He died in 1855 in the Christian faith, surrounded by his family, loved and lamented by his children and personal friends, and respected by the public.

#### DR. HARMON CHAMBERLIN

The next one of the old pioneers of prominence was Dr. Harmon Chamberlin, who settled in St. Clair. I first saw him at Justice Smith's office in 1819; he was then a youthful looking man just from his studies. He lived with the Squire a short time, but soon moved to St. Clair, where he lived and died.

The doctor was a great favorite with the old pioneers on the river. I make the record of his first arrival only; his memory is too fresh in the minds of the people for me to do more. His aged wife still lives in St. Clair.

#### JUDGE BUNCE AND CAPTAIN AINSWORTH

Another old pioneer of our county is Judge Bunce. He is yet living, and can best give his own record. I think he came to the river in 1819, and the little vessel that was carrying his effects up to his present residence above Vicksburg or Marysville, came to anchor opposite my father's, on Harsen's Island. I was then a boy of fourteen years, and was sent to bring him ashore, and also took him back to his vessel; on reaching deck, he gave me a finished two-bladed knife, an instrument rarely seen in those days. I seized the treasure and hurried ashore to examine it; then I leaped and shouted in delight and was the happiest boy in the neighborhood that and for many days thereafter.

Captain Henry Ainsworth settled in the township of Clay in 1820, and purchased the Basney farm at Point aux Trembles. He was a well

informed, energetic man, and had he lived he would have been a valuable acquisition to our community. He died after a two years' residence, and his son, Henry, occupies the old farm.

#### JACOB PEER

Among the most active, industrious and prominent men in the early settlement of our town (now Clay) was Jacob Peer. He came to Michigan in 1821 with the intention of settling at or near Pontiac, but he fell in with Captain Andrew Wesbrook and was induced by him to come up to the River St. Clair. Peer purchased Wesbrook's land (that had been given the latter by act of congress to indemnify him for his Canadian losses during the war of 1812), selecting some 300 acres lying west of Point aux Trembles, bounded south and west by Lake St. Clair. It was almost wholly prairie land, and Mr. Peer in four years' time placed sixty acres under cultivation. Prospectively he had one of the best stock farms in the country, but, unfortunately, the waters in our lakes had risen so high that in 1827 his farm was completely submerged, when strong westerly winds blew, the water was forced up to his door. Mr. Peer had to leave, a poor man again. He next selected lands lying north, adjoining the village of Algonac, and went to work with his usual vim to clear up another farm. When he died (in 1855) he left to his son, Jacob Peer (Jr.), what is now considered one of the very best farms in our township, and one having the largest orchard in the county. Mr. Peer has an apple orchard of thirty-five acres, each tree, in all the hundreds he owns, being thrifty and bearing fruit. The orchard alone is a source of considerable revenue to its proprietor.

Weaver Stewart came to our little village about the year 1828, and a few years after purchased lands of Mason and Luce, occupying them until his death. He was a quiet, easy sort of man; a kind and obliging neighbor, industrious, thrifty, and much respected by all who knew him; his wife and children are still residents of our town, and his son, Charles Stewart, is one of the prominent business men of Algonac.

#### JACOB KENDALL

Another of the early settlers at St. Clair county was Jacob Kendall, now deceased. He purchased a tract of land lying about a mile north of Algonac, in 1825. He was a well informed man; had read a great deal and up to the day of his death had held almost every office in his town except constable. Mr. Kendall was considered one of our best citizens, and was respected by all who knew him; his farm and residence, so pleasantly situated on the bank of the River St. Clair, is now owned by his son, John B. Kendall, sheriff of the county. The next and last one of the old pioneers that I shall attempt to mention is John Swartout, now past the ninetieth year of his age. He came to Michigan about the year 1835, and made purchase of lands lying on the north line of the township of Clay. Mr. Swartout was a very energetic and industrious man, and to this day, notwithstanding his years, he is very useful about the farm; with the assistance of his sons, Martin and Abram, he soon

cleared up a large farm and placed it in a good state of cultivation, which is now divided and owned by the sons mentioned. Mr. Swartout had two other sons, Dennis (who chose the profession of sailor) and Benjamin, who today is one of the successful business men of Algonac.

There were many other persons that came and settled in the southern portion of the county, at a very early date, who, after remaining a few years, sold out and removed to other parts; I could also mention the names of a number of early settlers in the northern part of our county, but as they have made their record better than I can describe it, I shall not make the attempt. The remaining part of my memoirs will treat of men and matters that came within my own knowledge, dating back to a very early day, with such incidents and anecdotes as I think will be of interest to the people of this county.

#### THE HARSENS

At the death of Mr. Harsen (the first), the old homestead on the island fell to his son, Francis, who, during the War of 1812, and for many years thereafter, held an appointment in the Indian department at Detroit. At the close of the war, in 1815, he leased his farm to one Robert Little, a Canadian, and a most lawful British subject. By the lease, Harsen was to receive rent from the products of the farm, a part of which would be apples and cider. In the succeeding fall, Harsen came up and collected rent without difficulty; but in the fall of 1816 Little refused to pay rent to Harsen, who was astonished at such refusal and wished to know the reason. Little stated to Harsen that the island was in his Britannic majesty's dominion, and that no American citizen could, under present laws, hold lands under the British government; that he had rendered important services to his government and was entitled to lands; that he was now in possession of the farm and should claim and hold it under British laws; he then drove Harsen from the premises. Harsen returned to Detroit and engaged a lawyer by the name of Whitney, and in the year 1817 commenced suit in the county court of Macomb county, then embracing all that portion of the territory lying north and east of the present boundary of that county. Judge Clemens was the first judge, and Robert Fulton, the first purchaser of the land upon which St. Clair city now stands, was sheriff. There was some delay in the prosecution of this suit, it seems, for it was late in the fall of 1817 before the writ of ejectment was placed in the hands of Sheriff Fulton. On its receipt this officer proceeded to execute it: he called on Little and demanded the surrender of the premises. On this Little forcibly put the officer out of doors, and told him that he should procure arms and shoot any person attempting to oust him; he claimed that he was a subject of Great Britain and under the protection of that power; that no American court could interfere with or molest him. Fulton told the usurper that he would execute the writ if it took all the militia in the territory. Accordingly he called on Lieutenant William Brown for assistance; Brown made a selection of six men, two of whom had been discharged from our army, and the next day crossed over to the island, landing at my father's residence; after procuring a small jug

of whisky for his men, the party proceeded up to Harsen's farm, the owner joining them on the way. It appears that Little was on the lookout, and informed of the sheriff's coming, and had prepared for the fight. He loaded the four guns in his house with coarse shot, and had a large five pail kettle over the fire filled with boiling water, and thus prepared he waited the assault. The assaulting party, on their arrival, took possession of an outhouse, where they agreed upon a plan of attack, and fortified their courage by several nips from the contents of the little jug. It was agreed in council that Sheriff Fulton should first go to the outer door and in the name of the sovereign people of the United States demand a surrender of the premises, and, if refused, signal Lieutenant Brown, who was to take the place by storm. Accordingly Sheriff Fulton proceeded to make the formal demand, followed, at a short distance, by Mr. Harsen, when Little fired on Harsen from a window, wounding him in the fleshy part of the leg. At the report of Little's gun, Brown ordered his men to surround the house and return the fire, which was done; the first shots shivered the door behind which Little stood, one bullet going past him and entering the bed on which his daughter was sitting. Little did not wait for another volley, but cried for quarter, and surrendered himself into the hands of the Yankees he so much hated.

Little had taken possession of the Harsen farm some months before my father arrived. He seemed to be annoyed at the presence of the hated Yankee, and sent his son down one morning to ask father what right he had to settle in British territory; father answered that he claimed none but lawful rights, and such as he could maintain.

#### THE WARDS

I am not in possession of the date when the county of St. Clair was first organized; but I remember that the township of Cottrellville once embraced all the territory of the township of Clay; the division was made in the month of May, 1828. The township of Cottrellville held two township meetings for the election of officers, previous to the division in 1828. The people of the township of Clay, looking forward to the time when a division would be made by common consent, called this township by the name of Plainfield, and the circumstances which caused the division are as follows: Captain Samuel Ward, one of the early settlers in St. Clair county, was a prominent business man, a good and obliging neighbor, but a rabid politician. There was no compromising matters with the captain when his resolutions were once formed. Previous to the election in 1828, the captain made his selection of township officers, and on learning that the people of the south part of the township were opposed to his nominations, and would, if allowed to vote, defeat him, he opposed our vote, alleging that we belonged to the township of Plainfield and were not residents of Cottreville. The people of Clay called a meeting at the office of J. K. Smith, Esq., for the purpose of taking into consideration the threats of Captain Ward, and to determine how to act. At this meeting it was determined that, as we legally belonged to the township of Cottrellville, we would all go up and offer our votes, and if rejected, we would return to Mr. Smith's office and



hold an election of our own. Accordingly we were at an early hour at the polls and tendered our votes, which were rejected, upon which we returned and held our election, and before separating a petition was drawn up and signed by the electors, asking our legislative council to legalize our proceedings, and fix the boundary of our township. At this time Judge Z. W. Bunce was our representative in the territorial legislature, and he caused immediate action to be taken on our petition; the act was passed and approved May 28, 1828. Captain Ward did not relish the division of his township, for at that day there were more voters in Clay than there were in Cottrellville, and in respect to numbers we were a small township before the division.

Judge Bunce was elected to represent us by scarcely a dissenting voice; but the prompt manner in which he took our petition in hand was offensive to Captain Ward, who afterward became his most bitter opponent.

#### LAWYER O'KEEFE

At a very early date, about the year 1820, there came to the city of Detroit a lawyer by the name of Alexander O'Keefe, who was liberally educated and a thoroughbred lawyer, but was extremely intemperate in his habits. His drinking sprees were frequent, sometimes lasting for weeks. He became acquainted with Judge Bunce, visiting him often, sometimes prolonging his visits for weeks, and through the judge's influence he became prosecuting attorney for the county of St. Clair. O'Keefe, on one of his visits to Judge Bunce, expressed a wish to represent St. Clair in our legislative council at its next sitting, and he stated that the judge favored his election, which was doubted by the leading men of the county. In the following year, O'Keefe came up from Detroit to canvass the county, and made his first call on my father. He introduced his subject by stating that he had quit the use of intoxicating liquors; that he had determined on a thorough reformation, and was about to take up his abode permanently in St. Clair county. Relying on his reformation and ability, he had come to offer himself as a candidate to represent our county in the territorial legislature. In reply my father said: "Counselor, I am glad to hear of your proposed reformation, and as to your abilities, no one doubts them. Come and make your home among us for one year, and give us proof of your reformation, and there is not the least doubt that you will become a favorite among the people, who will certainly give you their hearty support; but to be candid, counsellor, I must insist on one year's reformation before I can give you my support." At this O'Keefe became angry and said: "Sir, I wish you to know that I was educated at two of the best seminaries in England, and I was bred at the Irish bar; and, sir, I can write your governor down." After this outburst of passion there was a pause. Mr. James Wolverton, who was present, remarked: "Counsellor, you remind me of the story of the calf that sucked two cows." "Indeed," said O'Keefe, "and what of that, sir?" "Nothing in particular," said Wolverton, "only it is said the more he sucked the larger he grew." At this remark, O'Keefe smiled and became apparently good natured, when the

three went into a calm discussion of the matter. My father and Wolverton tried to convince him that Bunce did not intend to support him, but on the other hand was seeking his own election. O'Keefe said: "It may be so, but if I thought there was such deception in professed friends, I would throw myself on the merey of the Lord." From the first organization of our county up to the year 1830, O'Keefe practiced in our county court, most of the time as prosecuting attorney. A soldier at Fort Gratiot had murdered a comrade, and was delivered over to the authorities for trial; at the time, Judge Sibley, of Detroit, was our circuit judge, and O'Keefe, prosecuting attorney. This was the first time I sat on a grand jury. The jury in this case found a true bill of indictment. The bill was drawn up by O'Keefe while visiting Judge Bunce. In order to dress in the backwoods style of that day, O'Keefe procured a pair of bucksin pants, which he wore on visiting my father. I thought if he had had a little of my experience, he would not be so proud of his buckskin pants, for I had worn several pairs. When new and kept dry, they are rather pleasant things to wear; but when frequently wet they become stiff and rattle like a brass kettle. If wet on going to bed, my plan was to hang them up and make the legs as round as I could get them. After several wettings they become almost unmanageable. In instances of this kind I used to bring them to the barn and run them through the flax break, which would soften them and make them quite dry again, but in spite of me they would retain the sound of the brass kettle.

#### THE OLD COUNTY SEAT

I learn that St. Clair county was organized May 8, 1821. James Fulton was the first purchaser of the site on which the city of St. Clair now stands, which in process of time became the property of Thomas Palmer, of Detroit. Mr. Fulton made the purchase with the view of making it the county seat of St. Clair county, and Mr. Palmer labored hard to accomplish the same end. Fulton and Palmer were opposed by Captain Samuel Ward, who wished the county seat established at or near his tract of land, which now embraces Marine City. In the county seat war, my father favored St. Clair. Charles Noble, of the city of Monroe, one of the commissioners appointed to decide on the proper place for the county seat, called on my father on his way up to examine the two proposed places. My father gave his reasons for favoring the town of St. Clair; our first county seat war ended by the location of the county government at the latter point.

Captain Eber Brock Ward, late of Detroit, was but a mere child at this time, and had no connection with the business of his uncle, Captain Samuel Ward, until the fall of 1832, when he took my place as clerk for his uncle.

The first jail in the county was erected by James Fulton, at the county seat. It is stated that the building was so constructed as to answer the double purpose of jail, and in the absence of prisoners, was used by Mr. Fulton as a root house. I could name the first criminal lodged in the institution, but for the sake of friends forbear. I could

relate many interesting anecdotes of the county seat war, but time will not permit.

#### PIONEER STEAMBOATS

For the entertainment of our commercial men, I will give the names of the first steamboats that plied between Detroit and Port Huron. The first boat making her appearance on this route was the "Argo," in 1830. She was constructed from two large whitewood trees converted into canoes or "dug-outs," joined together so as to make a sharp bow and square stern. She was owned and commanded by Captain Burtis, of Detroit. On her arrival at Stromness Island, the captain would take on board a quantity of fence rails, as it appears she could not carry sufficient fuel for the trip.

About the year 1831, the "General Gratiot" was placed on the St. Clair route. She was owned by Dr. Rice & Co., of Detroit, and commanded by Captain John Clark, of East China. The length of time the Gratiot kept the St. Clair route I have forgotten. Captain Clark was well liked and the "Gratiot" became a great favorite with the traveling public. About the year 1833, Captain Burtis placed the "General Brady" on the same route, but she did not remain over two years. The "Lady of the Lake," commanded by Captain Sylvester Atwood, was a small boat fitted for carrying freight; she did not remain long on the route. In the year 1836, the "Erie" made her appearance on St. Clair river, and was the fastest boat of her size on the lakes. She was principally owned by James Abbott, of Detroit, and continued on the St. Clair route until 1842, when she was lost in the ice of Lake St. Clair. Captain Samuel Ward placed the "Huron" on the same route in 1840. The "Huron" was the largest and best boat on the route, and was commanded by Captain E. B. Ward. At this time, Newport, St. Clair and Port Huron were rapidly increasing in population, and the county was filling up with active and industrious farmers; the same spirit of enterprise was manifested on the Canada side of the river. Lake Huron shore and river ports gave this steamer full freights; her handsome and commodious cabins were always crowded with passengers. She continued on the route until worn out, each year of her service netting the Wards thousands of dollars; she was the first great paying investment, and her earnings formed the foundation for their colossal fortunes. There were other boats that ran in opposition to the "Huron," but they were either run (or bought) off the route by the Wards. All opposition lines to them have incontinently failed, and when Eber B. Ward sold the route its purchasers followed in his steps and maintained their claims against all opposition.

The first boat built in our county was owned and commanded by Samuel Ward, called the "St. Clair," which was built in the year 1820, for lake navigation. After the Erie canal was opened Captain Ward freighted his boat at Detroit for New York City, and took on board two horses to tow her through the canal. On arriving at Erie he took down his masts, stowed them snugly on deck, entered and towed safely through the canal; arrived at the Hudson he shipped the masts, bent the sails,

and soon came to anchorage at the metropolis. Procuring a full freight back, he returned, but was somewhat disappointed upon being required to pay toll. Captain Ward not only calculated on getting through the canal free of toll but expected to receive a premium, as his was the first boat from the lakes. The "St. Clair" was the first boat built at Marine City, which is to-day the most extensive shipbuilding town in the state except Detroit.

The first vessel built at the town of St. Clair was the "Grand Turk," owned by the father of Captain Alex. St. Bernard; she was of about forty tons burden. Barber, the master-builder, was a very ordinary workman, and the vessel, when completed, was a rough looking concern, and, perhaps, "Grand Turk" was the most appropriate name for her. To look at her—

"She seemed to dare the elements to strife!"

but, under a press of sail, did not—

"Walk the waters like a thing of life!"

However, in her day, she carried many a load of lumber and shingles to Detroit.

The first vessel Clay produced was built by Captain Amos Hinkly and R. Newhall, about the year 1824; she was about fifty tons burden and was called the "Savage," of Detroit. She was used as a trader, and ran to Mackinac and Green Bay. She was the first vessel that entered and wintered in St. Joseph's river. Hinkly, on his return to Detroit, represented it as a fit place to build a flourishing town, and, when the site was secured, he claimed an interest in the land, as his possessory right, he having built the first house on the premises. In 1834, he died on his boat and was buried in the sand on the Canada shore. The following winter, Mr. William Brown had the body raised and properly interred on the American side of the river. Mr. Brown had a perfect likeness of Captain Hinkly which he carefully preserved, and it is now in the possession of some of his family.

Within the past two decades, a multitude of boats and vessels have been built at Marine City, but the first vessel built on Belle river was the "Pilot," and was owned by Captain Andrew Wesbrook and Captain A. B. Hinkly. The owners disagreed about the management of the vessel, and to settle the difficulty the boat was sold to Mr. Newberry, of Detroit. A full history of the shipbuilding of St. Clair river, together with a sketch of the lives of the different commanders, would make a large and interesting book.

The first time business took me to Black river, where the city of Port Huron now stands, there were but three dwelling houses in the place, one being occupied by a Mr. Petit, and another was used as an Indian trading house. At that time, a mission school was opened at Fort Gratiot with one Mr. Hudson as principal, and a Mr. Hart as assistant. Mr. Graveraet assisted in procuring scholars for the mission school, and without his influence scarcely a scholar could be got. He was my step-mother's brother, and uncle to Garret G. Stewart, of Harsen's Island. After a trial of about two years, the mission was moved to the Island

of Mackinac, where it was assisted by Mr. Graveraet's brother, Henry. The only Indian scholar that I can remember attending the Fort Gratiot school was a brother-in-law of Mr. Jonathan Burtch, who came to Port Huron at an early date, and if I am not mistaken he erected the first frame building in which goods were sold.

#### INCIDENTS OF WAR OF 1812

The first mill for the manufacture of pine lumber erected on Black river was built by Mr. Enos Morass, some years before the War of 1812. During the late war with England, our government wanted some large sticks of pine timber, and the contract for furnishing them was given to Mr. Morass, who procured men and teams and went up Black river, selected and cut the timber, passing with it on his trains down Black and St. Clair rivers, over Lake St. Clair, and down Detroit river, all the way on the ice, which at that day was considered an extraordinary undertaking.

Another risky and dangerous undertaking which happened during the war, was performed by Mr. William Brown, father of Mr. James Brown, of Cottrellville. The troops at Fort Gratiot were short of provisions, and the commissary at Detroit had orders to supply them. A short time previous, a lieutenant of the fort, in passing down the river, was shot by the Indians and killed, but the men who accompanied him escaped. At this time it was considered dangerous for small bodies of men to travel along the northern shore of Lake and River St. Clair, as large numbers of Indians were secreted in the woods. The commissary, in looking for a man who was thoroughly acquainted with the roads and paths through the forest, was recommended to Mr. Brown as a man well posted in the route, also a man of great courage and energy. Mr. Brown was engaged, and the next morning at an early hour he left Detroit with a train of fat cattle and other articles, arriving at Point aux Trembles that night. The next day he arrived at Fort Gratiot all safe. The supplies were gladly received, the officer in command thanking Mr. Brown for his promptness in the delivery.

Another circumstance by which Mr. Brown met the approval of the military authorities happened in the fall of 1819. The militia of St. Clair was commanded by Captain Wesbrook and Lieutenant William Brown. While engaged in a training, two of the militia men quarreled and wanted to fight, but were prevented by Lieutenant Brown. Captain Wesbrook said, let them fight if they wish, which remark brought on a quarrel between the captain and the lieutenant. Wesbrook charged Brown with disobeying a superior officer. Brown appeared before the commander-in-chief, who discharged Wesbrook and appointed Brown captain in his place.

#### FIRST VISITING MINISTER

The first minister of the gospel that visited our county came to my father's residence in the winter of 1818. His name was Dickson, and he was connected with the M. E. church. There were but three families

on the island, all of whom assembled at my father's residence to hear Mr. Dickson's discourse, which was the first sermon preached in St. Clair county by a Protestant minister. Two years after, we had preaching once a month by Methodist ministers, their circuit being very large embracing the city of Chatham, Ont., and the country along River St. Clair. They were almost constantly in the saddle to meet their appointments. My father, although a Calvinist Baptist, and strongly opposed to Armenian doctrines, opened his house for these energetic men, and encouraged them until they organized societies able to support their own ministers. The Methodist ministers of that day were poor, humble and devout men, and the members of their societies lived the same prayerful lives. The Methodists of today, I think, have lost the religious simplicity possessed by the ministers of those early days. The Methodist ministers of to-day have more learning, the church has become wealthy, they have got hold of the silver spoons, and are standing on their dignity like other sectarian churches.

While I am writing about Methodist ministers, I will relate a little incident that happened about the year 1820. It was about midwinter, the weather being extremely cold; our minister called on us about 4 o'clock, and was seated in the sitting room before a roaring fire. While thus seated, the juvenile part of my father's family spoke to each other in whispers, and walked over the floor on their tip-toes. We were a noisy set usually, but our reverence for a minister of the gospel was such as to place us under restraint. The house in which my father resided was of the old French style, and was built soon after the taking of Canada from the French. It had two bedrooms, a sitting room and a large kitchen, with a small bedroom for the boys; consequently we could not lodge many guests. At about 8 o'clock that evening, three men called and asked for lodging for the night. They were three lawyers from Detroit. One was Judge B. F. H. Witherell, who was then a young lawyer, bearing a very youthful appearance. After our lawyers had partaken of their supper, arrangements for bed accommodation were made. Of course the minister must have the best bed and room; as the three lawyers could not sleep in one bed with comfort, it was therefore decided to bring the bed and bedding from the bedroom and place it on the parlor floor before the fireplace, which was large, and was, on that occasion, provided with sufficient wood to keep fire at least ten hours. Our legal guests cheerfully submitted to the arrangements, and as the night was very cold, a pitcher of hot whisky sling was prepared for them before retiring, and a kettle of hot water was left on the hearth in case they required more sling. It appears that the lawyers spent the most of the night in drinking, telling anecdotes, laughing, etc. I learned from our good minister what had been going on in the parlor during the night. He got up about 4 o'clock and asked me to get his horse; he had had but little sleep and intended leaving before breakfast, not wishing any more of their company. I expressed my sorrow, and hoped that the next time he came he would have no Detroit lawyers to disturb him. I don't think there could be found at the present age a minister who would leave bed at 4 o'clock to avoid the company of three young lawyers. I have forgotten the names of the two that were with young Witherell, and have

not since learned whether or not they repented of their sins. I was afterward informed that Witherell, some years later, joined the Methodist Episcopal church at Detroit. He was a good lawyer and afterward became judge of the Wayne county criminal court.

#### BRITON VS. YANKEE

But few, at this day, are aware of the hatred manifested by the old British settlers of the territory, toward the Yankee, a name given by them to all American citizens of the United States. It was not so with the French people; they were glad to have the Bostonians come among them; but the most hatred was manifested by the old Indian traders. They feared the settlement of the state would injure their trade. In the neighborhood where my father lived there was an Indian trader; he was at home but a few months in the year; most of his time was occupied abroad with the Indians. He had a particular hatred for the d—d Yankee, as he generally called all persons from the states. He had manifested his spleen toward my father, who was informed of it through friendly parties. Early in the spring of 1816, he called apparently in great haste. He said that the Black Chief had called a council of the Indians, and that they were determined that no American should reside on the island; that the first settlers on the island were in general council adopted with their children into their tribes and could remain, but they would force all others to leave. He said he had called to give timely notice that my father could be put on his guard; and he feared he would have trouble with the Black Chief. This message was delivered in a hasty manner and our informant left. In a few days an Indian called at my father's somewhat intoxicated. He made some statements which led my father to believe that he had been stuffed by the Indian trader. At this time, a neighbor stepped in and the Indian picked a quarrel with him and was knocked down. My father believing that the trader's whisky and counsel was the cause of the Indian's insolence and threats, seized his ax and hastened to the trader's house and when there walked deliberately in, knocked in the head of his barrel of whisky and turned it on the floor. The next day he manned his canoe and went to Detroit and stated his case to Governor Cass. He informed the governor that he had on one side a loyal British subject who disputed his right to reside on the island, and on the other hand, an Indian trader whom, he had good reason to believe, was instigating the Indians to annoy and molest him. On this representation the governor told my father to return and if he should be further molested, to give him notice, and he would send troops to protect him. This affair ended all further trouble; the Indians became my father's best friends, and for many years supplied his table with venison and all kinds of wild game.

#### ANOTHER INDIAN STORY

I have one more Indian story to relate, which happened in the spring of 1816, when Colonel McNeil commanded Fort Gratiot. Among the numerous families of Indians that resided on Black river was that of

an old Indian by the name of Black Snake. He had a numerous family and was related to John Riley, a half Indian, who selected lands and resided in the township of Riley, St. Clair county. The town at its first organization was called Riley, in memory of the old Indian residents. The father of John Riley was a resident of Albany, N. Y., where his son John was educated when a boy. John considered himself a citizen of the United States, and the band of Indians to which he belonged were, through his influence, recognized as belonging to and under the protection of the American government. Among this band of Indians there was a strong built Indian by the name of Black Duck. He had for a wife a daughter of Black Snake and was strongly attached to the American government. The Black Duck was an invited guest at a great Indian feast held at or near the mouth of Black river. At this feast much whisky was drunk and many speeches made. The Indians from Canada took part, one of whom boasted of his power and bravery as a warrior, and related how many Americans he had killed and scalped during the past war. As soon as the Indian finished this speech, Black Duck jumped to his feet, and seizing a tomahawk, approached the speaker and said: "You are a great brave; you have killed many Americans; you have taken their scalps. The Americans you have killed were my friends, and you will kill no more!" Black Duck buried his tomahawk in the boastful speaker's head and here the pleasures of the feast ended. The Black Duck knew that the avengers of blood would be upon him, for with the Indians it was, as it has been in olden times, "an eye for an eye, and a tooth for a tooth;" he therefore hastened to lay his case before Governor Cass, and seek his protection. He was placed in the fort for safety. The governor was well acquainted with John Riley, who had rendered valuable service to our government during the war. Through Riley, a proposition was made to have the matter settled by paying the Indians for their dead relative. On this proposition a council was held before the governor, at which the avengers of blood agreed to take pay for their dead relative according to their valuation, besides a selection of goods from the public store in Detroit. They demanded forty quarts of whisky, which they considered necessary in order to soften their hearts and cause the tears to flow more easily over their dead relative. The governor's secretary drew an order on my father for the forty quarts of whisky. I was present and wondered that Indians with such dark skins should paint their faces black with charcoal, but I was told that they were mourning for the dead.

#### THE HARSENS AGAIN

I have stated that Mr. Jacob Harsen was the first purchaser of Harsen's Island. He had a family of seven children, five sons and two daughters. His eldest daughter was the wife of Mr. Graveraet, who settled with him on the island. Immediately after the purchase of the island from the Indians, Mr. Graveraet died, leaving a family of four children, who, with their mother, made their home principally with their grandfather, until grown up and sufficiently old to take care of themselves. In the two families, thus united, there were several serious accidents



causing the death of some of its members and loss of limb to others. It appears that Mr. Harsen was brought up in the faith and discipline of the Lutheran church, and he endeavored to train his children in accordance with the rules of that church. Although in a wilderness where wild game was abundant, he forbade the use of fire arms on the Sabbath. But one Sabbath morning while all was quiet and the members of the family were all in the house, a large flock of ducks lit on the shore near the house. The sight of the ducks was so tempting to the eldest son that he seized his gun and attempted to fire at the ducks, but the powder flashed in the pan; he ran into the house to re-prime his gun. When entering, the butt of the gun struck the door, which caused an explosion, the whole charge entering Miss Graveraet's arm, then a girl of seven years. It was so frightfully mangled that she was immediately taken to Detroit to have it amputated. Miss Graveraet spent most of the days of her childhood in the family of Judge May, of Detroit, where she learned to sew, and became so expert with the needle that few could excel her at various kinds of needlework. She became my father's second wife in 1814, and was the mother of Captain Albert Stewart, of Detroit, and Garret G. Stewart, Esq., of Harsen's Island. The next serious accident that happened in the Harsen family was in 1800. At this time old Mr. Harsen was dead, and his son Barnard became head of the family. It appears that a keg of powder had been placed in the parlor chimney, and on Saturday evening several pounds had been weighed out to men that had been at work in the harvest field during the week, and some had been spilt on the hearth; by some means fire had been communicated to the powder, and the whole keg of twenty pounds exploded, blowing the house into fragments, and instantly killing Mr. Barnard Harsen and Mrs. Graveraet; a large pewter platter, which was lying on the head of the keg, was driven with such force as to almost cut Mrs. Graveraet in two; other members of the family were badly burned and wounded, but recovered. At the time of this explosion, there was stopping with Mr. Harsen a Moravian minister by the name of Denkey, who was a great smoker, and it was surmised that he had emptied his pipe on the chimney, which set fire to some paper and thus communicated with the powder. Denkey was not in the house at the time of the explosion, and the conjecture that he was the cause, may have been wrong. He wrote out a full statement of the accident and had it placed in my step-mother's Bible, and when a boy I read the account as he gave it, but the record is lost and I am writing from memory. At this explosion, a looking glass of my step-mother's was blown nearly a mile, and was found in the south channel of River St. Clair; the frame and quicksilver were gone; it was put in a frame again and kept by my step-mother as a relic of the accident.

About ten years after the blowing up of the house causing the death of two of the members of the Harsen family, Mr. James Harsen went over to Big Bear creek on the Canadian side to trade with the Indians. At this time John Riley was there on a spree, and as Mr. Harsen was stooping to enter his cabin, he (Riley) fired off his rifle, the ball entering Mr. H.'s eye and passing out behind his ear. From this wound

Mr. Harsen lingered in great misery for about six months, and died at his home on Harsen's Island.

After writing the above memoirs, I visited my brother, G. G. Stewart, of Harsen's Island, and while there I asked to examine my father's papers, among which I found the appointment of Harvey Stewart as county commissioner, in and for the county of St. Clair. The commission had the seal of the territory, signed by Lewis Cass, governor, and William Woodbridge, secretary of state, and was dated the 22d day of May, 1822. Following the above appointment is the commission of Governor Cass appointing my father master in chancery in and for the territory of Michigan, and dated April 20, 1827.

## CHAPTER XII

### MILITARY

TERRITORIAL MILITIA—THREATENED INDIAN OUTBREAK—PORT HURON GUARDS (STATE ORGANIZATION)—MEXICAN WAR TROOPS—THE CIVIL WAR—PORT HURON GUARDS REVIVED—SPANISH-AMERICAN WAR—MICHIGAN NATIONAL GUARD—COMPANY F (OLD PORT HURON GUARDS)

The American nation came into being as a result of a long and wearisome war, prosecuted at times with vigor and ability, followed by periods of quiet, and inactivity. The people in general were not accustomed to the discipline and restrictions which were customary in Europe, and it was much more difficult on that account to maintain an army in fighting trim. The successful result of the War of the Revolution was in many ways due not so much to the fighting ability and military leadership of the Americans as the weakness of their opponents in those qualities, and the complications which prevented England from turning her full strength against her colonies.

When the United States became independent and the west passed under their jurisdiction, this region was inhabited mainly by those of French descent, with a few English and Scotch, and it was some years before Americans began to come in any number. All the inhabitants of that time were accustomed to bear arms, partly for defense, and partly because hunting formed a considerable part of the means of living. Although disliking strict discipline, the men were in general glad to belong to some militia organization, which did not call for much loss of time and afforded the opportunity to create officers with gay uniforms, and for an occasional outing and jollification. It was also generally believed that a well organized militia was necessary as the nucleus of an army, and such an arrangement was far preferable to a standing army.

#### TERRITORIAL MILITIA

The new territory of Michigan began business on July 1, 1805, with Governor Hull in charge, who became by virtue of that office, commander-in-chief of the militia of Michigan. Governor Hull had borne and apparently deserved an excellent reputation for his military services during the War of the Revolution, but this reputation he lost in Michigan.

September 10, 1805, the governor directed the organization of two regiments of infantry, one to be formed from the territory outside the district of Erie, which was to be called the first regiment, and one from that district, and made a number of military appointments. Among them was George McDougall, who subsequently became the first keeper of the Fort Gratiot lighthouse, whom he made second aid-de-camp, with rank of lieutenant-colonel.

On the 17th of the same month, he established companies in the first regiment, the district of Huron from Lake Huron to Lake St. Clair, to constitute one company, with George Cottrell, captain; Jean Marie Beaubien, lieutenant, and George Cottrell, Jr., ensign. This was done by a general order, which also contains an address, which is full of high sounding words and appeals to their patriotism.

"The commander-in-chief in the strongest language invites his fellow citizens of the militia to render themselves worthy by their conduct, the elevated station to which they are destined. Instead of frivolous amusements employ your leisure hours in the manly exercise of arms. \* \* \* You are unworthy the blessings the God of nature has granted to you if you do not possess the spirit to protect and defend them. It is degrading to freemen to rest their safety on any other arm than their own. It is by your conduct alone you will be able to prove yourselves worthy the honorable appellation of defenders of your country."

A few days later, on the 27th, the commander-in-chief issued directions for the uniforms of officers and soldiers of the militia, and the following is the regalia in which the private soldiers were to be adorned: "Long blue coats, white plain buttons, white underclothes in summer and white vests and blue pantaloons in winter, half boots or gaiters, round black hats, black feathers tipped with red, cartridge belt and bayonet belt, black." To expect the hardy frontiersman, subduing nature with difficulty, and obtaining little more than subsistence, to array himself like a bird of paradise, was too much for human nature. The order was a dead letter.

October 9, 1805, another general order was issued detaching the company commanded by George Cottrell from the First Regiment, and dividing this and another company into four companies, which were formed into a battalion under the command of George Cottrell as lieutenant-colonel.

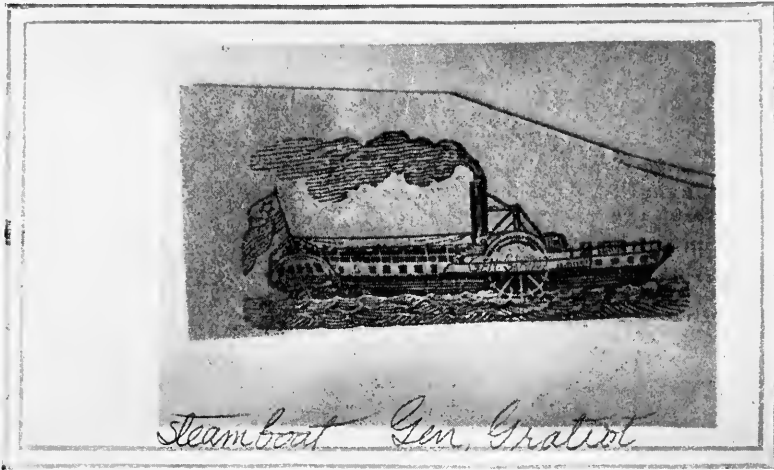
The governor went to Washington in the winter of 1805, leaving Stanley Griswold, the secretary of the territory, as acting governor, and the latter, on January 6, 1806, made the following appointments for the two companies to be formed along St. Clair river: For one company, Jean Marie Beaubien, captain; Pierre Mini, lieutenant; Francis Bonhomme, ensign; for the other company, George Cottrell, Jr., captain; Joseph Mini, lieutenant; William Brown, ensign.

At about the same time an order was issued suspending the general order of September 27, 1805, requiring the soldiers to appear in full uniform, and in that order Jean Marie Beaubien was appointed aide-de-camp to the commander, to take rank as lieutenant-colonel.

On February 11, 1806, on the advice of Lieutenant-Colonel Cottrell, the acting commander established the following limits to the companies

on St. Clair river: "The company to be commanded by Captain Franeois Bonhomme to commence at the lower end of Lake Huron and descend on the River St. Clair to the mouth of Belle river. The company commanded by Captain George Cottrell, Jr., to commence at the mouth of Belle river and extend to the mouth of River St. Clair, including the most southern and western inhabitants in that vicinity." It will be remembered that the North channel, so-called, was at that time generally regarded as the main channel of St. Clair river.

In these companies Franeois Bonhomme was appointed captain in the place of Beaubien, and Jean Baptiste Racine, ensign, in the place of Bonhomme, and Pierre Mini was transferred as lieutenant to Captain



Cottrell's company, and Lieutenant Joseph Mini to Captain Bonhomme's company.

#### THREATENED INDIAN OUTBREAK

It would appear from a general order issued by the acting commander June 2, 1806, that the Indians were not on friendly terms with the Americans and an outbreak was threatened. In choice of language the secretary was not inferior to the governor: "An alarm pervades the territory, and a system of thorough defence is indispensably necessary. \* \* \* When the meditated blow of the savages is to be struck, no one knows, but that a blow is contemplated can scarcely be doubted. \* \* \* Prepared as we ought to be, we shall defeat its effects; unprepared, we shall fall a certain sacrifice. Horrible consideration!" He then orders the field officers of the battalion on River St. Clair to direct their captains to detach as many men as necessary as scouts or patrols by day, or guards by night, and everything of importance to be communicated to the commander-in-chief. He also directed a stockade

or block-house to be prepared on the River St. Clair at such place as the commanding officer should designate.

In the same order he directed the companies to muster every Sunday at four o'clock except that the River St. Clair battalion was left to the discretion of its field officers as to whether or not it should muster.

The Indian war did not materialize and the following year, in 1807, Governor Hull made a treaty with the Indians by which they ceded to the United States all claim to the southeastern part of the territory, including Detroit and St. Clair rivers, so that there was no longer fear of them, although for many years later the Indians were numerous and, especially during the War of 1812, committed many depredations.

On April 22, 1811, George McDougall, then adjutant-general of the territory, issued an order relative to the battalion, appointing Elisha Harrington adjutant in the place of Robert McNiff, resigned; Pierre Mini captain in place of George Cottrell, Jr., resigned; Samuel Grabel in place of Mini, promoted; and Henry Cottrell ensign in place of McNiff, resigned.

There is no evidence that the St. Clair militia took any part in the War of 1812, and it was not until the Americans regained possession of Detroit in 1813 that any opportunity offered for anything other than self-protection against the Indians.

The militia organization was revived by General Cass after he became governor. The First Regiment assembled January 11, 1814, and from the St. Clair River company there appeared three officers and thirty-eight privates. This company rapidly disintegrated and in August of the same year it was referred to as broken up.

On March 28, 1816, Adjutant-General McDougall established a new River St. Clair company to comprehend the Point au Tremble and the Belle river settlements, and appointed Joseph Mini, captain; Henry Cottrell, lieutenant, and William Brown, ensign. In August, 1818, Governor Cass appointed Andrew Westbrook, captain; Henry Cottrell, lieutenant, and Lambert Beaubien, Victor Morass and William Brown, ensigns, of a company raised along St. Clair river. In May, 1819, William Brown was promoted to lieutenant and David Cottrell to ensign. It was at a "training" or meeting of the company, held in the fall of this year, that an episode occurred which throws some light on the manners of the time. The captain was the Andrew Westbrook who had acted as the leader of a company of rangers in the War of 1812, and probably never practiced and did not believe in military discipline. Two of the private soldiers had some difficulty which they proposed to settle by a fight, which Brown prevented, although it was encouraged by the captain, who then charged Brown with disobeying his superior officer. Brown then laid charges before Major John Stockton, of Mt. Clemens, who had Westbrook brought before a court martial in August, 1820. The record of the court has not been preserved, but Brown resigned in October, 1820, and Westbrook remained as captain.

In March, 1821, Z. W. Bunce was appointed lieutenant-colonel of the First Battalion and J. B. Petit lieutenant; and in May of the same year, John Thorn was appointed paymaster of the regiment and Henry Cottrell was made captain, Ira Marks, lieutenant, and Joseph Mini, en-

sign, of a new company to be composed of those living south and west of Belle river, Captain Westbrook's company to be confined to those living north and east of Belle river. The newly appointed officers apparently did not accept, as in May, 1822, Henry Ainsworth, who had been quartermaster in the United States army, was appointed captain, David Cottrell, lieutenant, and John S. Fish, ensign. In July, 1823, Captain Ainsworth resigned and Ensign Fish was promoted to his place, and in February, 1825, John S. Fish was reappointed captain, James B. Wolverton, lieutenant, and Seth Taft, ensign. Samuel Wilson seems to



SOLDIERS' MONUMENT, PORT HURON

have succeeded Westbrook as captain of the upper company. In 1826 St. Clair county is placed in the Second brigade.

In June, 1829, the governor reports the officers as Z. W. Bunce, colonel; Samuel Wilson, lieutenant-colonel; John Thorn, major.

#### PORT HURON GUARDS (STATE ORGANIZATION)

In April, 1833, a new act relating to the militia was passed, repealing all former acts and fully covering the subject, but it was a time of peace, the interest in military matters small, and even the adjutant-general failed to keep any records or make reports from 1831 to 1842. There does not seem to have been any action taken in this county, or

any organization effected until January, 1840, when the Port Huron Guards were organized, with Elisha B. Clark as captain. They were a rifle company, but did not draw any arms from the government, while the St. Clair Guards, who organized in September, 1843, with S. B. Brown as captain, obtained thirty-two muskets and other accoutrements, and as they formed an artillery company, they obtained in addition, in 1846, a brass six-pounder gun with carriage and appurtenances and harnesses for four horses.

There seems to have been organized in 1841 the Newport Rifles, under Captain Henry A. Caswell, but it is doubtful if this was long maintained, nor did the Port Huron Guards long exist.

#### MEXICAN WAR TROOPS

In April, 1842, Grover N. Buel, of Port Huron, is named as brigadier-general of the Eighth Brigade, with headquarters at Port Huron, succeeding in that position Duthan Northup, which position he continued to hold until 1847, when in response to the requisition of the President for troops for the Mexican war, he raised the B company of First Regiment Volunteers, was appointed its captain, and went with them to Mexico, where they were quartered at Cordova and he was attacked with the yellow fever and died its victim. His company returned and was mustered out in July, 1848.

The adjutant-general of the state, in his report of December, 1848, says, "It is a matter of state pride and congratulation to know the commanding generals are unanimous in bestowing all due praise upon the volunteers of Michigan; they were exceeded by none in soldier-like bearing and discipline."

In 1844 there were two regiments in the county, the Fifteenth, commanded by Colonel Benjamin C. Cox, of St. Clair, and the Forty-fourth, commanded by Colonel E. B. Clark, of Port Huron.

The name of the St. Clair company was the St. Clair Guards, under Captain S. B. Brown, while the one at Port Huron had become the Cass Guards, with Newton S. Carpenter as captain. Apparently the Cass Guards did not long survive as they made no response when the president called for troops in 1846, while the St. Clair Guards promptly showed up with Captain S. B. Brown, First Lieutenant Israel E. Carleton, Second Lieutenant F. E. Barron.

After the Mexican war, the interest in the militia seems to have languished, but in 1854 Benjamin C. Cox was colonel of the Fifteenth Regiment, with Lieutenant-Colonel Nathaniel W. Brooks, and Major Oel Rix, and in the Forty-third Regiment Elisha B. Clark, Hannibal Hollister and Cephas Thompson occupy the corresponding positions. After that date there are no reports and all staff offices in the Eighth Brigade, which includes these regiments, continue vacant.

In 1860, the patriotic citizens of St. Clair organized the Washington Guard, officered by Captain Wesley Truesdail, First Lieutenant Henry C. Morrill, Second Lieutenant George W. Willson, Third Lieutenant David E. Sickles.



## THE CIVIL WAR

The Civil war soon coming on practically destroyed the state militia, until that was over.

It is not necessary in a work of this kind to attempt any description of the sacrifices made by St. Clair county in the Civil war. The patriotism of the county rose nobly to the call, and was second to no part of the state. The enlistments and the organizations, and their experiences have been fully treated in special publications by the state, but for convenience in ascertaining the record of soldiers enlisting from this county, a complete alphabetical list compiled from the various regimental histories will be found as an appendix to this work.

## PORT HURON GUARDS REVIVED

For some years after the Civil war there was little done in the state in the way of volunteer militia organization. The veteran soldiers were too numerous and the need of any other was not felt. Before the first decade passed, however, the matter was taken up, and the Port Huron Guards, which had been organized the year before, were in July, 1874, mustered into the state militia as Company F, Third Regiment of Infantry.

In 1895 there were internal dissensions and it was decided that the best plan to remove them was to disband the company, and on December 18, 1895, Company F was mustered out, and in February, 1896, a new Company F of the same regiment was mustered in. Edwin S. Petit, who had been the first captain in 1874, was brought in in the interests of harmony, and again became captain twenty-two years later.

## SPANISH-AMERICAN WAR

When the Spanish war came on in 1898, and volunteers were called for the men of Company F took a quick and active interest. Company F of the Thirty-third Infantry was officered entirely from the Port Huron company. Captain Joseph Walsh, First Lieutenant George H. Brown, Second Lieutenant William A. McKenzie, and the men came from the same organization, which also furnished the captain—Carl A. Wagner—of Company L, Thirty-third Infantry, and the captain—John M. Gleason—of Company F, Thirty-fifth Infantry.

After honorable service in Cuba and losing five men from sickness caused mainly by unsanitary conditions, the companies were honorably discharged and the St. Clair county men returned home. A list of the officers and men from this county appears in Appendix B.

## MICHIGAN NATIONAL GUARD

In 1899 the Michigan National Guard was reorganized and a company was enlisted at Port Huron which was mustered in November, 1899, as Company M, First Michigan Infantry. There was another change made in 1905, by which there was considerable shifting of com-

panies, and the Port Huron company became Company C, Third Michigan Infantry.

Since the Port Huron Guards became Company F it has been well represented on the regimental and general staff.

In 1882, Captain E. S. Petit became major of the regiment. In 1885 Captain Avery resigned to become assistant quartermaster general with rank of lieutenant-colonel.

In 1893, Captain Haynes became inspector-general.

In 1899, Lieutenant E. J. Rodgers was made judge advocate.

In 1892, Captain Boynton became lieutenant-colonel, and in 1895, colonel of the Third Regiment, and in 1901, brigadier-general.

In 1901, Captain Brown became adjutant-general for two terms.

In 1901, Captain Harvey became major and assistant adjutant-general of the First Brigade.

In 1901, Captain Wagner became major and assistant inspector-general of the First Brigade, and in 1905, inspector-general.

In 1905, Captain Joseph Walsh was made assistant inspector-general.

#### COMPANY F (OLD PORT HURON GUARDS)

Since first mustered into the state militia the Port Huron company has been officered as follows:

1874—Edwin S. Petit, captain; Hartson G. Barnum, first lieutenant; John R. Taylor, second lieutenant.

1876—J. R. Taylor, captain; Hartson G. Barnum, first lieutenant; William J. Mulford, second lieutenant.

1878—W. J. Mulford, captain; Harry Travers, first lieutenant; Elbridge S. Post, second lieutenant.

1880—E. S. Post, captain; Stephen H. Avery, first lieutenant; Austin B. Fraser, second lieutenant.

1882—S. H. Avery, captain; Thomas J. Hutchinson, first lieutenant; George T. Phillips, second lieutenant.

1883—S. H. Avery, captain; George T. Phillips, first lieutenant; Morris L. Goodman, second lieutenant.

1885—G. T. Phillips, captain; Lafayette Casler, first lieutenant; James D. Austin, second lieutenant.

1888—Frank J. Haynes, captain; K. H. Hubbard, first lieutenant; George H. Brown, second lieutenant.

1889—K. H. Hubbard, captain; G. H. Brown, first lieutenant; C. L. Boynton, second lieutenant.

1890—C. L. Boynton, captain; Joseph Innis, first lieutenant; John M. Gleason, second lieutenant.

1891—C. L. Boynton, captain; G. H. Brown, first lieutenant; Joseph Walsh, second lieutenant.

1892—G. H. Brown, captain; Joseph Walsh, first lieutenant; William J. Duff, second lieutenant.

1893—Joseph Walsh, captain; W. J. Duff, first lieutenant; Edward J. Rodgers, second lieutenant.

1895—W. J. Duff, captain; E. J. Rodgers (George L. Harvey), first lieutenant; Elmer J. McCormick, second lieutenant.

Company F mustered out December 18, 1895; new Company F mustered in February 25, 1896, with the following officers: E. S. Petit, captain; E. J. Rodgers, first lieutenant; Carl A. Wagner, second lieutenant.

1897—Joseph Walsh, captain; G. H. Brown, first lieutenant; Carl A. Wagner, second lieutenant.

This company went to the Spanish war in 1898, with the same officers, except William A. McKenzie as second lieutenant in place of Lieutenant Wagner, who became captain of Company L, Thirty-third Infantry.

In November, 1899, the Michigan National Guard was reorganized and the Port Huron company became Company M, First Michigan Infantry, with the following officers: W. J. Duff, captain; James Stuart, first lieutenant; John S. Mann, second lieutenant.

1902—George L. Harvey, captain; James Stuart, first lieutenant; John S. Mann, second lieutenant.

In 1905, in another reorganization, the Port Huron company became Company C, Third Michigan Infantry. It was officered as follows: G. H. Brown, captain; J. S. Mann, first lieutenant; Andrew Rhadigan, second lieutenant.

1908—J. S. Mann, captain; LeRoy Pearson, first lieutenant; Harry Opie (James E. Embury, S. D. Pepper), second lieutenant.

## CHAPTER XIII

### COURTS AND BAR

SUPREME AND COUNTY COURTS—JUSTICES AND PROBATE COURTS—JUDGE JAMES FULTON—FIRST ACTING SHERIFF—MAJOR JOHN THORN—CIRCUIT COURTS CREATED—COUNTY COURT RE-ESTABLISHED—FIRST SESSION OF CIRCUIT COURT—COUNTY COURT ABOLISHED—FIRST CIRCUIT COURT CASE—ADMITTED TO THE BAR—LAST TERRITORIAL COURT—FIRST STATE CIRCUIT COURT—COUNTY COURTS AGAIN ESTABLISHED AND ABOLISHED—JUDGES COPELAND AND GREEN—OTHER JUDGES—PROBATE COURTS—THE BAR OF ST. CLAIR COUNTY.

In early days when settlements were scattered and opportunities for controversy few, crime was rare, except such as naturally arises with hardy open-air men who are not unwilling to settle difficulties by physical strife; legal actions were infrequent and over matters of small importance. To the American, brought up in the English court system, with considerable formality and great deference to the judges, no life even in the backwoods was conceivable without its courts and judges, and even the justice of the peace, who to the modern seems perhaps a necessary but yet insignificant official, a century ago was an important official, often indeed the chief man of his little community. If gifted with a good supply of common sense, even without much or any knowledge of technical law, his decisions were quoted and referred to widely. A trial of a contested case was an entertainment, the respective lawyers were known to everybody, and their sallies and attacks upon each other and their clients were enjoyed by the spectators, if not by the parties.

The justice drew most of the legal papers and acted as general adviser. Some of the early justices in this county were men of high standing and large importance in the community. John K. Smith, Z. W. Bunce, Reuben Hamilton, to mention only very early ones, were men of this kind.

When the county of St. Clair came into independent existence in 1821, it passed under the provisions of an act of the governor and judges adopted May 20, 1820.

#### SUPREME AND COUNTY COURTS

This act provided for a supreme court of the territory, to consist of three judges appointed by the president of the United States, this court

to have jurisdiction in all civil cases where the amount involved exceeded \$1,000, cases of divorce and alimony, the action of ejectment—this was a relic of the old English idea that the title and ownership of land were matters of much greater importance than questions relating to personal property—criminal cases where the punishment was capital, and cases not specially cognizable before some other court. It had concurrent jurisdiction with other courts over all other offences, and had appellate jurisdiction from the county courts.

The same act provided for a court in each county to be called the county court, with a chief justice and two associate justices, all to be appointed by the governor. This court had jurisdiction over cases both at law and in equity, where the amount involved exceeded the jurisdiction of justices of the peace, and did not exceed \$1,000, but did not have jurisdiction in cases of ejectment.

Appeals lay to this court from justices of the peace, who had jurisdiction over cases where the amount involved did not exceed \$100, and over small criminal offences.

The president had appointed as the judges of the supreme court, Augustus B. Woodward, John Griffin and James Witherell, but as they never held court in this county their career belongs to the state at large.

On May 12, 1821, Governor Cass appointed James Fulton chief justice of the county court, and John K. Smith an associate justice, and on June 19th, Z. W. Bunce was made the second associate justice, thus completing this court.

#### JUSTICES AND PROBATE COURTS

The governor, on the same day, May 12, 1821, in order to round out the judicial system of the county, appointed John K. Smith and James Fulton justices of the peace, and that all these officers should have necessary assistance, he appointed Henry Cottrell sheriff, Ira Marks constable, and John Thorn clerk.

For some reason Henry Cottrell did not act, and on July 14th, James B. Wolverton was appointed sheriff.

During the same year the probate court for the county was provided for by the appointment of Z. W. Bunce as judge of probate, whose duties included those later performed by the register of deeds.

It will be noted that John K. Smith occupied two judicial positions, which might be thought somewhat inconsistent; justice of the peace and associate justice of the county court. However, his confreres on the county court were equally fortunate, or perhaps the timber from which the governor was obliged to select his judicial force was scarce, for James Fulton was chief justice of the county court and a justice of the peace, while Z. W. Bunce combined the duties and emoluments of associate justice of the county court and judge of probate, and as in 1824 he became a justice of the peace, he certainly was entitled to the cognomen by which he was known to three generations, that of Judge Bunce.

It may be worth while to note the kind of men who thus had charge of the judicial interests of this county at its beginning, because it is a

common belief, and one lying deep in our ideals of government, that the safety and perpetuity of our institutions depends greatly on the character, the integrity and ability of our judiciary.

As none of the supreme judges who held office at the time St. Clair county was organized ever held court in this county, and their careers are spread large upon the records of the state, it will not be necessary to give any account of them here. Judge Bunce and John K. Smith have been spoken of elsewhere in this work.

#### JUDGE JAMES FULTON

James Fulton was a native of Virginia, of good education, and came to Michigan about 1817, a young man. In March, 1818, together with Edward Brooks, of Detroit, he bought from John and James Meldrum two private claims, Nos. 304 and 305, at the mouth of Pine River, and immediately set men to work on the north side of Pine river clearing land. Within a few months he bought out Mr. Brooks and thus became the sole owner of the site of the present city of St. Clair. In November of the same year he became a stockholder in the Pontiac company, organized to buy lands upon the Clinton river, in Oakland county, indicating that he was inoculated with the land fever. The Pontiac company undoubtedly was projected largely with a view of locating the county seat upon its property, and was successful in that end.

During 1819, Mr. Fulton was active in promoting the setting off of a new county from Macomb county, which was at that time very large, including all of St. Clair county and a part of several others. In this effort he was successful, as in 1820 Governor Cass set off the county of St. Clair and located the seat of justice upon Mr. Fulton's property in the town of St. Clair, which was the name he had given to his plat. When the new county was organized in 1821 the governor appointed Mr. Fulton chief justice of the county court, and also justice of the peace. He had built for himself a house in his new town in the block south of the public square, and west of Front street, and married Harriet Thorn, a daughter of William Thorn, one of the earliest settlers along St. Clair river. He held the position of chief justice but one year, being succeeded in that position by Z. W. Bunce, but was reappointed justice of the peace in 1827.

In the meantime financial troubles had come upon him through obligations incurred in the purchase and development of his property at St. Clair, and Judge Fulton had been obliged to turn over his land and town site to Thomas Palmer and D. C. McKinstry in 1824, under an agreement with them by which they were to carry out his obligations to the county for county buildings, and sell the property as best they could, and at the end of five years divide profits with him. But the profits realized were small, if any, and at about the end of the five year period he moved to a farm in private claim No. 206, in the township of Cottrellville. While there, he was appointed, on February 20, 1831, by Governor Cass, clerk of the county, with the stipulation that he must reside at the county seat. He had, during 1828, 1829 and 1830, been clerk of the board of supervisors.

It appears from a letter of the governor, of July 15, 1831, that Mr. Fulton did not remove to St. Clair, and that complaint was made that he kept his office at his residence, thirteen miles from the county seat, but he continued to act as clerk until March 7, 1834, when Horatio James was appointed his successor. He lived in Cottrellville until his death in 1849.

#### FIRST ACTING SHERIFF

James B. Wolverton, the first acting sheriff, came to the county in 1819, from New York state. He was a nephew of Mrs. Samuel Ward, wife of the founder of Marine City, and began his official career in October, 1820, by an appointment as constable of St. Clair township, while this county was still attached to Macomb county. July 14, 1821, he was appointed sheriff of this county. One of his duties as sheriff was the assessment of property and collection of taxes, and there seems to have been some difficulty between him and the county commissioners with regard to taxes, as at a meeting held March 12, 1822, the board cited him to appear before them on the first Monday in June to account for the money received on the tax roll of 1821. This was probably the reason why on April 27, 1822, the Governor appointed Henry Cottrell sheriff. At the meeting of the board held June 3d, action was taken to notify "the late sheriff of the county," that motion would be made at the next meeting of the county court to amerce him for the tax roll money. The matter seems to have been settled satisfactorily without any court proceedings, and on December 2d, of the same year, the board appointed him surveyor upon a proposed alteration of the highway near the mouth of Belle river, and although the governor did not reappoint him sheriff, he did appoint him, on April 27, 1822, a justice of the peace. In 1827 he was appointed commissioner of bail, an officer whose duties were to fix the amount of bail to be given by defendants arrested on civil process.

#### MAJOR JOHN THORN

John Thorn was a son of Captain William Thorn, who settled on St. Clair river about 1780, and died in 1842, at the age of 93, and who was said to have been the first man to sail a boat in Lake Superior, and served as pilot to the unfortunate expedition against Fort Mackinac by the Americans in 1814. He was a native of Newport, R. I., but came west before 1777. John was born in 1799. In 1821, upon the organization of the county, he was appointed county clerk, holding that position until September, 1827. James Fulton, who platted the town of St. Clair, was Thorn's brother-in-law, and Thorn in turn became his first customer and purchaser of lots in the new city, buying a lot on the northwest corner of Front and Adams streets, upon which the present Eber store is erected. Upon this lot Mr. Thorn built a hewed log building, which he occupied for a time as a store and dwelling. He added to his official duties in 1821 by becoming, by appointment of the governor, register of probate, which office included the recording of deeds and other instru-

ments. He was reappointed to this position in 1825, holding the office until April 27, 1827, when he was succeeded by Reuben Hamilton. He was again appointed, however, May 2, 1828, and held until 1835. In 1825 he sailed a boat between Black River and Detroit as a pleasing variation from his official duties. In 1829 he was appointed by Governor Cass, major in the Fifth Regiment of militia and thus acquired the title by which he was afterwards generally known. In 1844 he was elected an associate judge of the circuit court and held that office for one term of four years.

In 1831 he moved to Port Huron, then only a small settlement generally known as Desmond, and in December, 1832, made a contract with Marie Germaine, daughter and sole heir of Jean B. Racine, for the purchase of her rights to the land subsequently included in Thorn's plat of a part of Port Huron. About five years before this purchase, Thomas S. Knapp, of Detroit, who had in 1825 built a block-house upon the north side of Black river, east of Michigan street, in what is now Port Huron, and which was occupied by James H. Cook, his brother-in-law, as a trading post, had bought from Henry Germaine, husband of Marie, his rights in the same land. Claim for this land had been made before the land board at Detroit in 1820, and recommended for confirmation by this board in 1823. No patent, however, had been issued at the time of purchase by Thorn, and considerable effort was necessary at Washington with the land office to secure a patent, which was finally granted in June, 1836. In the meantime Knapp and Thorn, who were connected by Knapp's marriage to a niece of Thorn, had united their rights, under an agreement for a division of the property. Knapp died in August, 1834, from the cholera, and Thorn, upon receiving the patent, proceeded to plat the land south of Broad street into the village of Gratiot, and sell the lots. In 1849, the administrator of Knapp brought suit against Thorn for accounting, and after a bitterly contested suit, it was decided by the supreme court that Knapp's estate was entitled to a half interest in the property.

Before this decree was satisfied, Thorn himself died (May 30, 1851), leaving a widow but no children, and his heirs were the descendants of his brothers and sisters. The proceedings taken in court failed to make most of these heirs parties to the suit, and their rights therefore were not affected. Many years afterward, in 1873, in a suit brought by D. B. Harrington against John M. Hoffman, the title to a lot in Thorn's plat was involved and held defective, and it was also held that a large part of the title was in the Thorn heirs who had not been made parties to the old proceeding. Mr. Hoffman proceeded to purchase the rights of as many of these heirs as possible, and then brought suit against the occupants of the lots. Thus arose the famous Thorn plat litigation which was continued many years in the courts.

John Thorn, commonly called Major Thorn, by reason of his appointment to that office in the state militia, was a man of a little above the average height, of a florid complexion, and impulsive temperament, and in the gaieties and amusements of the early days took a prominent part.

In 1824, the territory of Michigan passed under the second stage or



form of territorial government; its judges no longer acted as legislators, but there was a legislative council of nine members selected by the president from a larger number elected by the people. The judges of the supreme court were now appointed for four years, and James Withereff was appointed chief justice, with Solomon Sibley and John Hunt as associates.

#### CIRCUIT COURTS CREATED

The council passed an act, approved August 5, 1824, by which the judges of the supreme court were required to hold court in the counties of Wayne, Monroe, Oakland, Macomb and St. Clair; the court for this county to be held at the town of St. Clair on the second Monday of January of each year. On April 21, 1825, an act was approved providing for circuit courts, the duties of these courts to be performed by the judges of the supreme court, these circuit courts to have the same jurisdiction as had been exercised by the supreme court under the act of 1820.

In 1825 there were evidently a number of patriotic citizens of the county who believed in rotation in office and were willing to occupy the onerous and profitable position of justices of the county court, and Mr. James Wolverton acted as their representative in suggesting to the governor that the terms of the justices had expired, and appointments of new men should be made, but this suggestion was not received favorably by William Woodbridge, secretary and acting governor, and no change was made.

April 13, 1827, another act was passed making considerable changes in the judicial system. The supreme court was still to consist of three justices, who should have power to hear and determine all questions of law arising in the circuit courts, writs of error should run to the supreme court from the circuit and county courts, the circuit court to be held in each county by one of the supreme court justices. By this act the county court of St. Clair county was abolished, although retained in most of the other counties in the state, and its powers and duties were transferred to the circuit court of St. Clair county. Thus the county court had lasted in this county six years.

#### COUNTY COURT RE-ESTABLISHED

By an act, approved July 2, 1828, the county court of St. Clair county was re-established and the governor appointed Mark Hopkins chief justice, and Samuel Ward and Joseph P. Bunce—the latter a brother Z. W. Bunce—associate justices. These, with the exception of Hopkins, who died in the winter of 1838-9, held office until November 5, 1829, when John K. Smith was appointed chief justice and David Oaks and Lewis J. Brakeman associate justices. On March 3, 1831, Z. W. Bunce and Amasa Heminger were made the associate justices, who held their positions until the abolishment of county courts, April 15, 1833.

## FIRST SESSION OF CIRCUIT COURT

Under the act of 1827 the first session of the circuit court of St. Clair county was held at the court house in the town of St. Clair, October 16, 1827, with Solomon Sibley, one of the supreme court judges who had been appointed in 1824, acting as circuit judge. The April term, 1828, of this court was presided over by Henry Chipman, another justice of the supreme court who had been appointed in the previous year. At subsequent sessions until 1833 two judges of the supreme court appeared and acted, either William Woodbridge or Ross Wilkins, appearing in conjunction with Judge Sibley. Judge Morell, who was upon the supreme bench from 1832 does not appear to have held court in that capacity in this county.

## COUNTY COURT ABOLISHED

In April, 1833, another considerable change was made in the judicial system of the state. County courts were abolished and there was established a circuit court of the territory of Michigan, with one judge appointed for a term of four years, to hold court in all the counties, with two associate judges to be appointed in each county. Under this act the governor appointed William A. Fletcher circuit judge, who held that position until Michigan became a state. Horace R. Jerome and Z. W. Bunce were appointed associate judges for St. Clair county, and held those positions during the same time. The circuit judge received a salary of one thousand dollars, and his oath of office provided that he should "administer justice without respect to persons and do equal right to the poor and to the rich."

This court had both chancery and common law jurisdiction; it had original jurisdiction in all civil cases where a justice of the peace had no jurisdiction, and also jurisdiction of crimes not cognizable by a justice of the peace, and appellate jurisdiction from justices.

Judge Fletcher did not hold court in this county until July 9, 1833, when he appeared and opened court with Associate Justice Horace R. Jerome in attendance. Judge Bunce did not appear until February, 1834.

The judge first presented and had recorded upon the court journal his commission and oath of office. He then appointed George Young commissioner, Amos Wheeler and James Robertson constables, and the court was ready to attend to the business offered. The grand jury was sworn and retired, and civil cases were called, and with great regularity most of them continued over the term. Thirteen cases were thus disposed of.

At this term of court George A. O'Keefe was district attorney, and F. B. H. Witherell, A. D. Fraser and Charles W. Whipple, all of Detroit, were the only attorneys who appeared. No cases were tried, but several motions were heard and decided.

At a term held in December, 1833, Robert P. Eldredge was appointed by the court acting district attorney, and Hosea Powers appears as attorney for Andrew Westbrook in a divorce proceeding, for it seems

that there was a demand for this remedy even then, in fact, at the first term, Julia Ann Beebe had filed a petition for divorce from her husband, John Beebe, and it appeared that she had married when only thirteen years of age.

#### FIRST CIRCUIT COURT CASE

The first case tried in this court was the United States against William Brown. The record does not show the nature of the offense charged, nor by whom Brown was defended, but the jury after a short absence returned a verdict for the defendant.

At this term appears an instance of the devices in use under the common law in cases of ejection, or suits brought to recover the possession of land. John Palmer claimed land occupied by Horatio James; instead of plainly making that claim as he would do under the modern practice, a suit was brought in the name of James Jackson, as lessor of Palmer, against John Stiles, the latter a wholly fictitious name, as was that of Jackson. In some courts the names of John Doe and Richard Roe were used. After filing the first papers, notice was served upon the actual occupant, in this case, James, and by action of the attorneys for both parties, Farnsworth & Goodwin for plaintiff, and Charles W. Whipple for defendant, the substitution of real for nominal parties was made.

At this session of court William Brown, Jr., age 27, born in Canada, renounced his allegiance to Great Britain and declared his intention to become a citizen of the United States, as did Timothy Halpin, a native of Ireland.

#### ADMITTED TO THE BAR

At a term held in July, 1834, L. M. Mason and Ira Porter applied for admission to the bar and a committee consisting of Charles W. Whipple, B. F. H. Witherell and A. D. Fraser, all able and eminent attorneys from Detroit, were appointed to examine them. No report seems to have been made upon Mason, but in February, 1836, the committee reported in favor of Porter and he was accordingly admitted. Mr. Mason, however, must have been admitted as he was appointed district attorney by Governor Mason on July 22, 1836. He was a native of Vermont and had studied law and been admitted to the bar before coming to Michigan. He remained in St. Clair a few months after coming there in 1834, and together with John S. Heath edited the *St. Clair Republican*; moved to Desmond, and for a time practiced law with Ira Porter under the firm name of Mason & Porter. He invested considerably in Port Huron real estate, and when the panic came was compelled to go through bankruptcy in 1840, but subsequently paid in full every honest debt. In 1845 he took into partnership with him in the law business B. C. Farrand, who had come into the county a young lawyer two years before. This partnership continued until Mr. Farrand engaged in the lumbering business in 1850, when he became a law partner of William T. Mitchell. This partnership existed

for only a short time, as he moved to Detroit in 1851, to engage in the banking business, in which he continued until his death in 1874. Few men have left so strong an impression of themselves upon this community as did L. M. Mason. He was a fearless uncompromising opponent, but a warm hearted generous friend. The practise of law, while nominally his profession, was in reality but a small part of his life. No kind of trade or business was too strange to prevent his taking an interest in it. Every man who did business with him became his friend, and if political office had been his desire there was no office in the gift of the people of this county which he could not have had.

#### LAST TERRITORIAL COURT

The February term, 1836, was the last one held by Judge Fletcher. Michigan adopted its new constitution as a state in November, 1835, but it was not accepted by congress so as to take effect until January, 1837. In the meantime Michigan transacted business and claimed rights as a state. By the new constitution all courts and judges were retained as under the territorial government, but it provided for a supreme court of three members, and by an act approved March 26, 1836, the state was divided into three circuits, one of the supreme court judges to hold court in each circuit. Under this law St. Clair county was put into the first circuit, and George Morell, an associate judge of the supreme court, assigned to that circuit.

The new constitution providing for the continuance of associate circuit judges required that they should be elected and that they should not practise law in their own counties. This requirement was easily satisfied by electing men to that position who couldn't practise law in any county. In this county in the election of 1836, Z. W. Bunce and Edmund Carleton were elected associate judges for a term of four years. In 1840 Carleton was re-elected together with David Cottrell, Mr. Bunce not being a candidate. In 1844 John Thorn and Sergeant Heath were elected and these were the last of the associate or lay circuit judges. It seems to have been the theory that it would be a help in some way to have two practical men sit with the judge who could confer and counsel with them on matters outside of strict legal procedure, but the theory did not work out in practice. The lay judge was seldom if ever needed or consulted. It is reported that one of the lay judges in this county was once asked if he had ever been consulted by the presiding judge, and replied, "Oh, yes, Judge ———— asked me one day if I wasn't tired."

#### FIRST STATE CIRCUIT COURT

Judge Morell held his first session of circuit court at St. Clair October 19, 1836.

George S. Meredith was admitted to the bar upon examination the first day of term, but did not remain to practise in the county, but went at once to Detroit, where he soon married a daughter of Colonel Elijah Brush, the owner of the Brush farm. The next day, Ebenezer B. Harrington, a brother of Daniel B. Harrington, was admitted to the bar upon

the recommendation of Elijah J. Roberts and Isaac S. Rowland, both of Detroit. E. B. Harrington had studied law in the office of Fortune C. White at Whitestown, N. Y., and it was while on a visit there to this brother in 1835 that D. B. Harrington met Mr. White and inoculated him with the "Michigan fever" to such an extent that he came to St. Clair county and invested heavily in land in and around Port Huron, a part of which is now included in White's plat of the city.

E. B. Harrington opened an office in the village of Desmond and while continuing his practice, took an active part in promoting the organization, in 1837, of the *Lake Huron Observer*, whose editor he became and shortly after became both editor and proprietor, but held this position for only a few months when he went to Detroit and became there an active and successful lawyer until his untimely death in 1844. He was one of the commissioners appointed to oversee the publication of the Revised Statutes of 1838, and published a volume of the decisions of the court of chancery, known as Harrington's Reports. Both of E. B. Harrington's sponsors at the time of his admission to the bar have a special interest for St. Clair county. Isaac S. Rowland was the son of the Thomas Rowland, the commissioner who in 1824 recommended to the governor that the county seat remain at St. Clair. Elijah J. Roberts was for about two years a resident of St. Clair. He came to Detroit in 1833 a young man of 31 who had already had an unusual experience in New York as journalist, and as a brilliant and versatile man soon began to attract attention, and Mr. Thomas Palmer suggested that St. Clair offered opportunities worth while. In February, 1836, he made an agreement with Palmer and Monson to invest one thousand dollars with them in another mill at St. Clair, but this arrangement apparently was not carried into effect. However he moved to St. Clair and took an active part in its enterprises: was one of the commissioners to secure stock of the St. Clair and Romeo Railroad chartered by the legislature, bought a large number of lots in the village, and helped to interest some Buffalo people in the same way, was an unsuccessful candidate for Representative in the legislature and late in 1837 returned to Detroit. In the meantime he and E. B. Harrington prepared the Code of Laws which was adopted as the Code of 1838. After a varied career in Detroit and the Upper Peninsula he died in Detroit in April, 1851.

No session of the court was held between the October term, 1836, and October, 1837, but on the first day of term in 1837, upon the favorable report of B. F. H. Witherell, George A. O'Keefe and T. Romeyn, all well known and eminent Detroit lawyers, there were admitted to the bar three new members, Daniel B. Cady, True P. Tucker and Alfred Treadway. D. B. Cady practised law in the county for about two years, True P. Tucker was elected state representative in 1838, and also in 1839, and after living in this county for about twenty years moved to Alpena, where he died in 1870. Alfred Treadway came from Oakland county and never practised law here.

At the October term, 1843, Judge Daniel W. Goodwin appeared as the presiding circuit judge and continued in that capacity through the April term of 1846. He was succeeded by Judge Warner E. Wing, who held the position until the October term, 1848, when Judge Sanford M.

Green, associate justice of the supreme court, came and continued to hold the circuit court until the constitution of 1850 was adopted, and circuit judges became elective.

#### COUNTY COURTS AGAIN ESTABLISHED AND ABOLISHED

In the meantime, in 1846, the system of county courts had again been created by the legislature with jurisdiction of claims in excess of those within a justice's jurisdiction, and not above \$500. They also had appellate jurisdiction from justices' courts. The county courts were presided over by two judges elected for a term of four years, called respectively county judge and second judge, who were paid by fees, to fill these positions in St. Clair county. Joseph T. Copeland was elected county judge and Z. W. Bunce second judge.

This court was abolished by the adoption of the constitution of 1850, but at the election in that year, before it was known that the new constitution would be adopted, Omar D. Conger was elected county judge and Henry Rix second judge.

The last session of the county court was held December 9, 1851, and the following is the last entry:

“Judges and lawyers can go home  
And take a retrospective view  
Of causes lost or causes won;  
The old court merges in the new.

“The county court is dead and gone,  
For the last time we've heard the cry  
'Hear ye, hear ye,' the time has come,  
This court's adjourned sine die.”

#### JUDGES COPELAND AND GREEN

Under the constitution of 1850 the state was to be divided into circuits composed of one or more counties, with a judge in each to be elected for a term of six years with an annual salary of \$1,500. St. Clair county was put into a circuit composed of Oakland, Macomb, St. Clair and Sanilac counties, and Joseph T. Copeland was elected circuit judge. There were six circuits in the state, and the six circuit judges formed the supreme court.

Judge Copeland was born at New Castle, Me., May 6, 1813. He came to St. Clair in 1844 and began the practise of law. In 1846 he was elected first or chief judge of the county court, holding the position until 1850. In 1849 he was elected senator in the state legislature. In 1851, after his election as circuit judge, he moved to Pontiac, which was within the same judicial district. He was the first president of the village of St. Clair in 1850, and its treasurer in 1851. During the time he was circuit judge his health was poor, and he also became interested in a lumber enterprise and arranged with Judge Green so that the latter held most of the terms of court in St. Clair county, in addition to

holding court in his own district. Judge Copeland resigned his position as circuit and supreme court judge in 1857, before the expiration of his term, and became engaged in business. In 1862 he entered the army, becoming lieutenant colonel of the 1st cavalry August 22, 1861, colonel of the 5th cavalry, August 14, 1862, and brigadier general of volunteers November 29, 1862, resigning November 8, 1865. In 1878 he removed to Florida, and became county judge of Clay county.

Judge Copeland delivered but few opinions while a member of the supreme court, and these are marked by brevity, a good vein of reasoning, and few references to authority. During that period it is evident that St. Clair county was not given to much serious litigation, as but four cases from that county found their way to the supreme court. One of these became a leading case in this state on the subject of navigable rivers. A controversy arose between Reuben Moore and Cummings Sanborn about logs in Pine river in Kimball township, and the chief point in controversy was whether Pine river, although used for floating logs, not having depth for the navigation of boats, was a navigable stream within the meaning of the Ordinance of 1787 and the State Constitution, and in an opinion of great importance to the lumbering industries of the state, it was held to be a navigable stream.

In 1857 the supreme court was reorganized and made to consist of a chief justice and three associate justices, all elected by the people of the state at large, and the judges of the circuit courts were no longer members of the supreme court. In that year Sanford M. Green was elected judge of the circuit to which St. Clair county belonged, and re-elected in 1863, holding until 1867 when he resigned, his resignation taking effect in April. Judge Green held court in St. Clair county for a longer period than any other judge up to the present time. He came to the state in 1837 at the age of thirty and lived in Shiawassee county six years, and while there held the offices of justice of the peace, prosecuting attorney, and senator. In 1843 he moved to Pontiac, and in 1844 was selected to prepare a revision of the laws of the state which was adopted by the legislature of 1846. In 1848 he was appointed judge of the supreme court, holding until 1851. In that year he was a candidate for the nomination of circuit judge in the sixth district, which included St. Clair county, but was defeated by Judge Copeland. Judge John S. Goodrich was elected judge of the seventh district, but died before his term began, and Judge Green was asked to take the nomination of judge for that district. He consented and was elected, and it was during that term that he acted for Judge Copeland and held much of the court in the sixth as well as the seventh districts. In 1857 he was elected in the sixth district.

When Judge Green came to this county he found court officers lax and careless, the jurors inattentive to their duties, and the attorneys inappreciative of the proper dignity of court proceedings, but his prompt firm and tactful handling of the situation soon brought all parties to a realization and appreciation of their duties. The jurors had been in the habit of arriving at court at whatever time suited them. A few fines, accompanied with an explanation of the delay and expense caused by their remissness, cured that trouble. The lawyers quickly saw that in

Judge Green they had a man learned in the law, just and honest, and realized that this circuit was fortunate in having one of the ablest judges who ever sat upon the circuit bench of this state.

Judge Green wrote a book upon "Practice in the courts of the state," which earned the most favorable consideration from practising lawyers and has lately been issued in a third edition. After ceasing to hold court in this circuit, Judge Green moved to Bay City, practised law and also was elected judge for an adjoining circuit, and died August 13, 1901, at the age of 94 years, after a life of unusual service to the public.

James S. Dewey, of Pontiac, was elected in 1867 to fill the vacancy caused by the resignation of Judge Green and he held the position for two years. At the end of that time the legislature, by act approved March 18, 1869, changed the judicial districts and put St. Clair county, together with Macomb, Sanilac and Huron counties, into the sixteenth district, thus excluding Judge Dewey from St. Clair county. He, however, was re-elected for a full term in the district in which Oakland county was located, but resigned in 1873 and removed to Detroit to engage in the practice of law.

Our county thus had but a short experience with Judge Dewey, who was but thirty-six years old when first elected. He was born in Browne county, New York, in 1831, and came to Lapeer county with his parents in 1838. After graduating from Miami University in 1858, he taught school and studied law and was admitted to the bar in 1860. While on the bench he was chosen by the legislature to make the compilation of the laws of the state, known as the Compiled Laws of 1871.

William T. Mitchell, of Port Huron, was elected judge of the 16th circuit in November, 1869, and served until July, 1872, when he resigned and Edward W. Harris was appointed in his place, and in November, 1875, he was elected for the full six year term.

#### OTHER JUDGES

In 1881 the judicial district in which St. Clair county was included was reduced to St. Clair and Macomb counties. In November, 1881, Herman W. Stevens of Port Huron, was elected judge, holding the office for one term, and was followed by Arthur L. Canfield of Mt. Clemens, who was elected in 1887 and also held for one term. By act of April 16, 1891, the county of St. Clair was made the thirty-first judicial district, and William T. Mitchell was appointed by the governor to hold the position of judge from the third Monday of May, 1892, until January 1, 1894.

At the election of 1893, Samuel W. Vance of Port Huron, was elected judge and re-elected in 1899. In that year the legislature passed an act providing for an additional judge in this circuit, and the governor appointed O'Brien J. Atkinson to fill the position until January 1, 1901.

Judge Vance died April 3, 1900, and the governor appointed Frank Whipple to fill the vacancy. This caused the election of two judges in November, 1900, to fill the unexpired terms, and Judge Whipple was



elected to succeed himself and Nahum E. Thomas to succeed Judge Atkinson.

A fatality seemed to be pursuing the judges of the county, as Judge Whipple died in August, 1901, and Judge Thomas April 8, 1902. To fill these vacancies Eugene F. Law was appointed by the governor in August, 1901, to succeed Judge Whipple, and Harvey Tappan was appointed to succeed Judge Thomas. Both Judges Law and Tappan were elected in November, 1902, to fill the unexpired terms, and were re-elected in 1905 and 1911.

#### PROBATE COURTS

Prior to January 19, 1811, the power of acting upon estates of deceased persons for the purpose of seeing that debts were paid and the property distributed to the persons rightfully entitled thereto, seems to have been in the district court, but upon that date an act was adopted by the governor and judges providing for the appointment by the governor of a register of probate, who was required to be of "honesty, ability and sound mind." The duties of the register were to receive proof of wills, issue letters to executors or administrators, and perform most of the duties now done by our judges of probate. On November 4, 1815, the duties of the register were extended to include the recording of deeds and conveyances.

It was not until July 7, 1818, that a court of probate was established; at that date the governor and judges passed an act that a court of probate should be held in each county in the territory and the governor should appoint some able and learned person within the county to take the probate of wills and grant administration. The same law provided for the appointment by the governor of a register of probate and that an appeal would lie from the judges of probate in the respective counties to the supreme court of the territory. The recording of ordinary instruments was left with the register of probate until, by an act adopted January 29, 1835, a provision was made for a register of deeds in each county, and the office of register of probate abolished.

When the territory became a state, the new constitution provided that a court of probate should be established in each organized county and that the judges of probate should be elected and hold office four years, and from time to time since that date additional duties have been imposed upon the judges of probate with regard to dependents, insane people, minors and delinquent children until in many cases the additional duties equal in extent and importance the original ones properly relating to a court of probate.

In pursuance of the law in force when the county of St. Clair was established, Governor Cass, August 7, 1821, appointed as the first judge of probate of the new county, Z. W. Bumee, and John Thorn the first register of probate. Thorn continued to act in that capacity until April 14, 1827, having been reappointed in 1825. December 18, 1824, George A. O'Keefe was appointed judge of probate, holding the position until April 14, 1827, when a change was made in the offices, both of judge and register, Mark Hopkins being appointed judge and Reuben

Hamilton register. These officials held but for one year, as on May 3, 1828, the governor appointed John K. Smith judge of probate, and John Thorn register, and they continued to hold their positions by re-appointment until Michigan became a state and the judges elective, except that the office of register of probate was abolished in 1835.

The new state constitution was adopted in 1836, and at the first election thereafter John K. Smith was elected to hold the office of judge of probate for the term of four years. In 1840 Benj. C. Cox was elected and re-elected for a second term in 1844. John McNeil of Port Huron, had the same experience of two terms, being elected in 1848 and 1852. In 1856 Marcus H. Miles of St. Clair, was elected, holding one term, and in 1860 James J. Scarritt, who had established the *Port Huron Press* in 1858, was elected. He held the position but a short time, however, as he took part in the organization of the Tenth Michigan Infantry, and was elected as its major in November, 1861. He therefore resigned his official position and entered the army, dying of disease at Nashville, Tenn., in November, 1863. To fill the vacancy, Edward W. Harris of Port Huron, was appointed, and held the balance of the term. In 1864 Dewitt C. Walker from Capac, received the election and performed the duties of the office for four years. In 1868 Judge Harris was elected for a full term and was followed in 1872 by Nahum E. Thomas of Port Huron, who was re-elected in 1876. In 1880 Joseph W. Avery of Port Huron, was elected and served two terms, followed by John L. Black, who likewise served two terms. In 1896 Frank T. Wolcott was elected and served one term, followed in 1900 by Harvey Tappan of Yale, who held the office until 1902, when he resigned to take the position of circuit judge to which he had been appointed, and Stephen A. Graham was appointed in his place and in 1904 was elected and in 1908 re-elected to the position.

St. Clair county has always been favored in the character and ability of its judicial officers and its judges of probate have uniformly been men of integrity and high standing.

#### THE BAR OF ST. CLAIR COUNTY

In the early days of the county there was not enough legal business to support even one lawyer and consequently when courts were held or important legal questions discussed, lawyers from Detroit, or occasionally from Mt. Clemens, were employed. During the years from 1821 to 1827 when the county court was in operation, George A. O'Keefe and B. F. H. Witherell were the prosecuting attorneys, both from Detroit; Mr. O'Keefe has been referred to in another chapter. Mr. Witherell was a son of Judge James Witherell and himself later became a judge of the state supreme court and circuit court, and a popular able and fair minded judge. In 1823 the only lawyers who appeared besides the prosecuting attorney were Andrew G. Whitney, who soon became the attorney general and a prominent politician, and died of the cholera in 1834, and Charles Larned, who was for many years a noted and successful lawyer in Detroit and its most popular citizen. Other Detroit lawyers who appeared during the early years were Henry Chipman, who subsequently became judge, A. D. Fraser, Daniel Goodwin, C. W.

Whipple, afterwards supreme court justice, William Woodbridge, later governor, and United States senator, H. H. Emmons, later United States judge, whose sister married John McNeil, an early lawyer and prominent citizen of the county, R. P. Eldridge and H. D. Terry from Macomb county, also appeared in the early courts, so that there was no dearth of able lawyers.

The earliest resident lawyer was George McDougall, who after several years of practice at the Wayne county bar came to this county as keeper of the Fort Gratiot light house in 1825, but who practised law to some extent in this county until his death in 1842.

The first lawyer admitted to the bar in the county was Hosea Powers, who had been appointed surveyor of the county in 1830. In the intervals of his duties in that line he perhaps studied law, as on October 19, 1832, after examination by a committee of three Detroit lawyers he was admitted to the bar. He located in Port Huron, and continued to practise his original profession, as in 1835 he surveyed out and platted the village of Peru for Edward Petit.

In July, 1834, L. M. Mason and Ira Porter applied for admission, and a committee of examination was appointed, but no report upon Mason appears on the records, but both were certainly admitted, as they practised before the court for years, Mason finally devoting his time entirely to business, and about 1848 Porter moved to Waukegan, Ill.

October 20, 1836, Ebenezer B. Harrington was admitted to the bar, and practised law and organized and edited the *Lake Huron Observer* for a year or two when he removed to Detroit.

In October, 1837, Daniel B. Cady and True P. Tucker were admitted, both practising law in the county for some time. Tucker was a brilliant but erratic man and lawyer. He later removed to Alpena, where he died in 1870.

Since that date the following attorneys have either been admitted to the bar here or have been resident practitioners. Their place of residence, unless otherwise named, is Port Huron, and the year is that of their beginning practise in the county:

- Adams, Charles W., 1899. Removed to California in 1911.
- Adams, Thomas H., 1882. Port Huron. Removed to Omaha.
- Ames, Eugene, 1847. Removed to Minnesota, 1849.
- Atkinson, James J., 1874. Removed to Detroit.
- Atkinson, John, 1863. Removed to Detroit. Died.
- Atkinson, O'Brien J., 1861. Died in 1901.
- Atkinson, William F., 1871. Removed to Detroit. Died.
- Avery, Alex. R., 1871. Died in 1901.
- Avery, Joseph W., 1876. Died in 1903.
- Avery, Lincoln, 1885. Port Huron.
- Babcock, Henry A., 1895. Removed to Washington, D. C.
- Babcock, E. C. Removed to Sanilac county.
- Baird, Charles F., 1875. Died.
- Baird, William, 1872. Removed to Ann Arbor.
- Baird, Henry R., 1898. St. Clair.
- Bancroft, William L., 1851. Died at Hot Springs, Ark.

- Baneroft, Dewitt C., 1873. Port Huron. Removed.  
 Barry, James J., 1872. Removed to Chicago. Died.  
 Beach, Wilbur H., 1899. Removed to Bad Axe.  
 Bean, Norman J., 1883. Removed.  
 Benedict, Chester L., 1899. Port Huron.  
 Benedict, James W., 1907. Removed to Sioux Falls, S. D.  
 Black, Clare R., 1899. Port Huron.  
 Black, Edmund S., 1899. Marine City.  
 Black, John L., 1882. Port Huron.  
 Brown, Charles R., 1876. Removed to Marquette. Died.  
 Brown, Fred B., 1901. Port Huron.  
 Brown, George L., 1905. Port Huron.  
 Burnham, Charles F., 1899. Disbarred.  
 Butler, Thomas W., 1889. Removed to Cuba.  
 Burch, Byron, 1876. Removed to Midland.  
 Cady, Almira, 1903. Married Attorney John F. Wilson.  
 Cady, Burt D., 1895. Port Huron.  
 Cady, Daniel B., 1837. Removed.  
 Campbell, Gordon R., 1893. Removed to Calumet.  
 Campbell, Robert L., 1893. Removed to Kalamazoo.  
 Carleton, Albert A., 1878. St. Clair. Died.  
 Carleton, Miles H., 1865. Engaged in teaching.  
 Carleton, Moses F., 1878. Died 1905.  
 Carleton, William H., 1876. Removed to North Dakota.  
 Clarke, George B., 1894. Marine City. Removed to Detroit.  
 Clarke, George S., 1902. Removed to Detroit.  
 Chadwick, Anson E., 1855. Died 1907.  
 Chapman, Albert J., 1867. St. Clair. Removed to Detroit.  
 Coe, James L., 1874. Port Huron.  
 Cline, William M., 1875. Drowned in 1896.  
 Cleaveland, Charles W., 1874. Removed.  
 Conger, Omar D., 1852. Died in 1898.  
 Conger, Chilion P., 1879. Removed to Washington, D. C.  
 Copeland, James T., 1844. Removed to Pontiac.  
 Currie, John, — Port Huron.  
 Crandall, Clifford W., 1899. Port Huron.  
 Crandell, John S., 1882. Removed to Detroit.  
 Crellin, John S., 1855. Died.  
 Cross, Lester, 1856. Columbus. Died.  
 Collins, George F., 1862. Removed to Nebraska.  
 Cowing, Wm. W., 1883. Yale. Removed in 1892 to Detroit.  
 Crimmins, Patrick H., 1885. Removed to California. Died.  
 Dedrick, Charles E., 1893. Port Huron. Removed.  
 Devlin, Frank J., 1877. Removed to Chicago.  
 Donnelly, John C., 1872. Removed to Detroit.  
 Drummond, J. Wilfred, 1893. Removed to Detroit.  
 Dodge, Charles K., 1876. Port Huron.  
 Drake, E. Harvey, 1887. Yale.  
 Falkenbury, John J., 1846. Died St. Clair, 1856.  
 Falkenbury, Smith, 1852. Died St. Clair, 1855.

- Farr, Fred A., 1895. Removed to Sanilac county.  
 Farrand, Bethuel C., 1843. Died, Port Huron, 1902.  
 Farley, John H., 1886. Removed to Sanilac county.  
 Ferritt, Martin, 1858. Removed.  
 Finn, D. C., 1861. St. Clair. Removed.  
 Finn, Matthew, 1888. Removed to Detroit.  
 Finn, R., 1861. St. Clair. Removed.  
 Fitzgibbons, David, 1892. Port Huron.  
 Gallagher, John N., 1875. Port Huron. Removed.  
 George, Fred W., 1906. Port Huron.  
 George, Thomas H., 1898. Port Huron.  
 Gilchrist, Charles P., 1877. Removed to Cleveland.  
 Gillett, William R., 1891. Removed to Chicago. Died, 1911.  
 Gleason, John M., 1889. Port Huron.  
 Grace, Edward, 1889. Removed to St. Paul.  
 Grace, William, 1847. Died, St. Clair, 1888.  
 Gordon, Frank J., 1902. Removed to New York.  
 Graham, John C., 1893. Port Huron.  
 Graham, Stephen A., 1895. Port Huron.  
 Groesbeck, Alex., 1892. Removed to Detroit.  
 Gowan, William, 1885. Died at Yale.  
 Harnden, Reuben, 1879. Died.  
 Harrington, Charles F., 1863. Banker, Port Huron.  
 Harrington, Ebenezer B., 1837. Died at Detroit, 1844.  
 Harrington, Edmond R., 1896. Banker, Port Huron.  
 Harris, Edward W., 1854. Port Huron.  
 Hart, Henry, 1865. Removed to Midland. Died.  
 Hart, Hugh H., 1898. St. Clair.  
 Hawley, Thomas, 1872. Removed to Detroit.  
 Hayden, Merritt U., 1895. Removed to St. Louis.  
 Hill, J. Ward, 1865. St. Clair. Removed.  
 Hobin, Michael J., 1904. Port Huron. Removed to Prince Rupert,  
 Canada.  
 Hovey, Cyrus A., 1885. Port Huron.  
 Hudson, Thompson J., 1865. Removed to Washington. Died.  
 Hughes, Isaac S., 1909. Port Huron.  
 Hunt, Charles J., 1861. Port Huron. Died.  
 Huntoon, Del C., 1874. Marine City. Removed to Iowa.  
 Hurd, P. A., 1879. Removed.  
 Hutchins, Harry B., 1884. Pres. University of Michigan.  
 Irving, George, 1891. Removed to Alaska.  
 Ivers, Oliver A., 1885. Died at Los Angeles.  
 Jamieson, Samuel, 1858. Removed.  
 Jenks, Jerry W., 1881. Professor at Cornell University.  
 Jenks, William L., 1879. Port Huron.  
 Jones, John R., 1882. Removed to Detroit.  
 Jenney, H. P., 1886. Capac. Removed to Maine.  
 Kane, John M., 1887. Died, 1911.  
 Kimball, Hiram, 1880. Removed.  
 Kirkbride, John F., 1905. Removed to Regina, Can.

- Ladd, Sanford W., 1902. Removed to Detroit.  
 Lambert, Stanley W., 1907. Died, 1911.  
 Law, Eugene F., 1892. Circuit judge.  
 Lee, Ada, 1882. Married W. E. Springer.  
 Lee, Edward M., 1863. Removed.  
 Leonard, William E., 1882. Died 1904.  
 Look, Henry M., 1874. Removed to Pontiac. Died.  
 Lehr, C. F. Port Huron.  
 Marsh, Milo E., 1874. Removed to Lansing.  
 Marx, Arthur P., 1908. Removed to Tacoma, Wash.  
 Mason, Lorenzo M., 1834. Removed to Detroit. Died.  
 Merriam, Seward L., 1886. Removed to Detroit.  
 Merrill, Joseph F., 1856. Died, Chicago, 1873.  
 Merrill, William H., 1895. Removed.  
 Miles, Cyrus, 1852. Died, 1877.  
 Miles, Marcus H., 1852. Died, 1877.  
 Miller, Norman L., 1904. Removed to Atlanta, Ga.  
 Miller, William J., 1879. Died, 1879.  
 Millis, Frank, 1889. Died, 1893.  
 Mitchell, William T., 1847. Port Huron.  
 Moore, Alex. 1892. Port Huron.  
 Moore, George G., 1897. Removed to Detroit.  
 Mugan, Michael N., 1879. Removed to Detroit. Died.  
 Mulford, John H., 1863. Removed.  
 Murphy, Thomas H., 1885. Removed to Toledo.  
 Muir, James A., 1889. Port Huron.  
 McNeil, John, 1841. Died, 1880.  
 McAlpin, Harvey, 1856. Died, 1860.  
 McCall, Albert, 1876. Removed to Los Angeles.  
 McDonald, J. S., 1890. Removed to Sanilac county.  
 McIlwain, James B., 1879. Port Huron.  
 McLaren, Alex A., 1903. Died, 1906.  
 McNamara, Edward, 1882. Removed to Detroit.  
 McSweeney, Thomas J., 1876. Removed to Elmira, N. Y.  
 Northrup, Charles S., 1889. Removed to Toledo.  
 O'Dea, Frank P., 1871. Removed.  
 O'Donnell, O'Brien, 1890. Removed to Toledo.  
 O'Sullivan, James, Jr., 1903. Removed to Ophrida, Wash.  
 Owen, Tubal C., 1858. Removed to Detroit, 1871. Died.  
 Packard, Peter N., 1875. Marine City. Removed to St. Ignace.  
 Died.  
 Parker, Frank S., 1887. Marine City.  
 Parsons, James I., 1871. Removed to New Hampshire.  
 Pepper, Samuel D., 1906. Removed to Lansing.  
 Phillips, Patrick H., 1878. Port Huron.  
 Porter, Ira, 1836. Removed to Waukegan, Ill.  
 Potter, William, 1872. Removed to Bad Axe. Died.  
 Powers, Hosea, 1832. Died.  
 Rapley, Jesse A., 1888. Yale. Removed to North Branch, Mich.

- Ripley, Volney A., 1849. Removed to Bay City. Left practice, went into lumber business.
- Robbins, H. G., 1864. Removed to Bay City, 1867.
- Robertson, William, 1890. Port Huron.
- Robeson, Henry J., 1888. Removed to Joplin, Mo.
- Sampson, Guy C., 1861. Removed.
- Sayles, Alex., 1910. Yale.
- Saph, Valentine A., 1869. Died, 1903.
- Sawher, Thomas, 1906. St. Clair.
- Schell, Frank R., 1898. Port Huron.
- Scott, Will R., 1890. Died.
- Sibbett, Samuel D., 1854. Removed.
- Solis, Edwin T., 1868. St. Clair. Died, 1910.
- Sparling, Harvey H., 1885. Removed to Los Angeles.
- Spinks, John J., 1890. Died, Marine City, 1895.
- Springer, William E., 1890. Removed to Detroit.
- Stapleton, Michael, 1873. Drowned, 1877.
- Stevens, Harmon L., 1902. Port Huron.
- Stevens, Herman W., 1868. Died, 1907.
- Stevens, Walter R., 1903. Port Huron.
- Stevenson, Albert E., 1882. Mgr. I. O. F., Port Huron.
- Stewart, Elliott G., 1874. Removed to Detroit.
- Stewart, C. Shirley, 1906. Port Huron.
- Stockwell, Elmer E., 1900. Port Huron.
- Stowell, Asa R., 1885. Died, 1910, at St. Clair.
- Solis, Charles E., St. Clair.
- Stickney, C. R., 1901. Removed to Detroit.
- Sleeper, Arthur L., 1882. Removed to Sanilac county.
- Smith, E. D., 1888. Removed to Iowa, 1898.
- Simpson, William H., 1906. Removed to Hart.
- Tappan, Harvey, 1886. Circuit judge.
- Thomas, Nahum E., 1870. Died, 1902.
- Thompson, Nathan P., 1900. Removed to Winnipeg.
- Tucker, True P., 1837. Removed to Alpena. Died, 1870.
- Umphrey, William F., 1910. Yale. Removed.
- Van Buren, Augustus, 1853. Removed west.
- Voorheis, George P., 1875. Removed to Toledo. Died.
- Vrooman, Harris P., 1854. Removed to St. Louis. Died.
- Vrooman, Jacob A., 1854. Removed to St. Louis. Died.
- Vance, Samuel W., 1878. Died, Port Huron, 1900.
- Waldron, Jabez G., 1869. Died, Port Huron, 1877.
- Walker, Dewitt C., 1857. Died, Capac, 1904.
- Wallace, Thomas H., 1872. Removed to New Mexico.
- Walsh, Joseph, 1889. Port Huron.
- Walsh, William R., 1906. Port Huron.
- Wands, Hazzard P., 1858. Died St. Clair, 1877.
- Warn, Charles S., 1890. Removed to Hawaii.
- Waterbury, George A., 1872. Removed to Sanilac county.
- Watson, Frank R., 1904. Port Huron.
- Watson, George, 1904. Capac.

- Wellman, Thomas. 1880. Port Huron.  
Whipple, Frank. 1871. Died, Port Huron, 1901.  
Wilson, George W.. 1856. St. Clair. Became Episcopal minister.  
Wilson, John F.. 1902. Port Huron.  
Wilcox, Charles. 1888. Removed to Detroit.  
Wilson, Frank G.. 1877. Removed to Philadelphia.  
Wilson, Lewis D.. 1877. Removed to New York City. Died.  
Willoughby, John L.. 1889. Capac. Removed to Alberta.  
Wolcott, Frank T.. 1881. Port Huron.  
Wolfstyn, Edward W.. 1904. Removed to Chicago.  
Wood, Sheldon A.. 1883. Removed to Detroit.  
Wright, John L.. 1893. St. Clair. Removed.  
Wright, William D.. 1876. Removed to Denver.  
Webster, Daniel. 1882. St. Clair. Removed to Colorado.  
Whiting, Justin R.. 1907. Removed to Jackson.  
Williams, E. Y.. 1873. Removed, 1873.  
Weymouth, Jay B., 1905. Yale.  
Zimmerman, Henry M., 1895. Marine City. Removed to Pontiac.



## CHAPTER XIV

### LOCATION AND REMOVAL OF COUNTY SEAT

JAMES FULTON GETS ST. CLAIR ACCEPTED—COUNTY OF ST. CLAIR ORGANIZED—PROPOSED REMOVAL FROM ST. CLAIR TOWN—FULTON DEFAULTS ON ERECTION OF COUNTY BUILDINGS—PORT HURON A COUNTY SEAT CANDIDATE—REMOVAL INDORSED BY SUPERVISORS AND PEOPLE—ST. CLAIR SUSTAINED BY SUPREME COURT—“SMITH’S CREEK” SELECTED—SUPERVISORS AND PEOPLE AGAIN DECIDE FOR PORT HURON—ST. CLAIR AGAIN APPEALS TO THE COURTS—SUPREME COURT SUSTAINS PORT HURON—OFFICIAL ACCOMMODATIONS.

The county of St. Clair enjoys the unenviable notoriety of a continuous contention over the location of its county seat for more than fifty years. In 1818 what is now St. Clair county, was included within Macomb county, which was established in that year, and contained all the land lying north of the base line and east of the Indian treaty line of 1807. The entire population was about 800, which was distributed in a narrow fringe along Lake St. Clair and St. Clair river, with a small settlement at Mt. Clemens, which was the county seat. During that year there was some immigration into what is now Oakland county, and in 1819 that county was established.

#### JAMES FULTON GETS ST. CLAIR ACCEPTED

Mr. James Fulton was appointed, by Governor Cass, sheriff of Macomb county at its organization in 1818, and seems to have been a man of the type which would now be denominated as speculator and promoter. He was a stockholder in the Pontiac company which was formed to purchase land in what became Oakland county, and where the county seat was located, and in March of 1818 he, together with Edward Brooks, an officer in the regular army, stationed in Detroit, purchased from the original patentees, John and James Meldrum, private claims 304 and 305 upon St. Clair river, one just below, the other just above the mouth of Pine river. The intention of this purchase must have been the development of the property not for farming, but for city purposes, and directly after the purchase, the owners sent a force of men from Detroit to clear the land to prepare it for streets and buildings and work was begun upon the north side of Pine river. Mr. Brooks either lost faith in the prospect or having an opportunity to make a small advance, took

it, and in May, 1818, conveyed his interest to his partner, and Mr. Fulton thus became the sole owner.

In January, 1819, Governor Cass established the county of Oakland with the county seat at Pontiac, and Mr. Fulton foreseeing the advantages that his future city would have if it were the county seat of a large and flourishing county, prepared and had signed a petition by a large part of the residents along the north shore of Lake St. Clair and St. Clair river, addressed to the governor of the territory, and pointing out the necessity of a new county to be taken from Macomb county with its county seat located at some convenient point upon St. Clair river.

In July, 1819, Mr. Fulton presented this petition to Governor Cass, and at the same time proposed that if the county seat were located at the town of St. Clair, which he had laid out upon his property at the junction of Pine and St. Clair rivers, he not only would donate the necessary ground for public buildings, but would also erect a court house and jail.

On July 18, 1819, the governor appointed three commissioners, David C. McKinstry (whom we shall hear of later in connection with the county seat), Benjamin Stead, and John Hunt, to look into the matter and report whether it was advisable under the circumstances to set off a new county, and if so, where in their judgment the county seat should be located.

This commission performed their duty faithfully and promptly, and in their report, dated August 30, 1819, they say:

“It appears to your commissioners that a portion of the citizens of Macomb county, under its present organization, are subject to very great difficulties; being separated from the seat of public business by a morass at some seasons impenetrable, and the distance being so great that in those the most favorable, it requires three days to perform the journey out and home, without any time being allowed for the transaction of business, it is also represented unto them that from the settlement in the county as it now is, being in three distinct and opposite districts, prevents such improvements being made as to road, etc., as are needful. We are therefore of opinion that it will be for the benefit of each branch of the present county that a division should take place, which would destroy local jealousies and excite a feeling of emulation, which would secure to the public passable roads which are so necessary for the prosperity of every district.

“Though the population of that part of the county which prays to be set off is at present small, no doubt we think can be entertained such is the fertility of the soil, the salubrity of the clime and its facility for commerce and navigation that it insures to the settlers such certain and speedy advantages that it will increase rapidly—

“Accompanying this your Excellency will receive such propositions as were presented us, for the erection of county buildings, and we beg leave to recommend as follows:

“1st—That it is expedient that the inhabitants of the River St. Clair be set off as a new county.

“3rd—That the offer of Mr. Fulton be accepted as it respects a county seat.”

The governor took the report under consideration and on March 28, 1820, he issued a proclamation setting off the county of St. Clair and fixing the seat of justice at the town of St. Clair. Upon the same day he took from Mr. Fulton a deed to himself in trust for the inhabitants of the county of an entire block 180 feet square, and 6 lots, 3 of which might be sold to assist in the erection of public buildings, and the next day he took a bond from Mr. Fulton, with William Thorn as surety, that he, Fulton, would build the body of a house for a court room and jail, "The body or hull of said house not to be less in dimensions than 26 feet by 40 feet, to be built on a good stone foundation, to be two stories in height, the lower story to be built of good hewn oak timber one foot square, the upper story to be of frame, and the whole body of said house to be well weather boarded, and the roof thereof to be well shingled, there to be two good outside doors, and a sufficient number of windows conveniently situated, all to be done conformably to the plan annexed."

#### COUNTY OF ST. CLAIR ORGANIZED

Although the county of St. Clair had thus been established, it was not yet organized, and until that was done St. Clair county was still a part of Macomb county for all practical purposes. Fulton evidently by this time had come to the end of his resources. There had been no boom for his city nor any rush of immigrants eager to buy his town lots, and on November 15, 1820, he gave to three of his creditors, John S. Roby, David C. McKinstry (one of the commissioners who selected this locality as the county seat), and Conrad TenEyck, a mortgage for \$2,819.81. On May 8, 1821, Governor Cass issued a second proclamation declaring "the county of St. Clair organized, and that the seat of justice of said county is temporarily established at the town of St. Clair, and that as soon as the building contracted to be built by the proprietor of the said town for a court house and gaol is completed agreeably to contract, the seat of justice of said county shall be permanently established at the town of St. Clair."

On the 12th of May, 1821, the governor completed the organization by appointing a corps of county officers, and among them was James Fulton, chief justice of the county court. This office, however, even with its munificent salary of perhaps \$10.00, did not supply enough funds to complete the necessary buildings, and on September 13, 1821, Fulton conveyed his town site, except the lots referred to in his agreement with the governor, to Jesse Smith, of New York. It is probable that this deed was given by way of security only, and not as an absolute conveyance, as we find Fulton continuing to treat the property as his own. He had, as one of his first acts, built a dwelling house for himself on the north side of Pine river. The building for the court house was proceeding slowly, and on December 10, 1821, the commissioners resolved that "the building contracted for and built by James Fulton standing immediately in the rear of the dwelling house now occupied by the said James Fulton be and the same is hereby considered as the common gaol for the county of St. Clair, until such time as the commis-

sioners shall otherwise direct." and ordered the sum of \$35.00 to be paid for the building.

The new county seat grew but slowly; in 1821 the proprietor sold but two lots, both to John Thorn, his brother-in-law, who had been appointed by the governor clerk of the county.

Although the needs of the new county for county buildings was not very great, it is evident that considerable dissatisfaction arose because of the slowness with which Mr. Fulton was proceeding in their erection, and advantage was taken of this by Samuel Ward, an enterprising, aggressive citizen of the county, who had purchased a large tract of land near the junction of Belle and St. Clair rivers in 1818, the same year that Fulton had bought at St. Clair.

#### PROPOSED REMOVAL FROM ST. CLAIR TOWN

The first legislative council of the territory of Michigan met in 1824, Mr. Z. W. Bunce being the member from St. Clair county. To this council was presented a petition for removing the county seat, and a remonstrance of James Fulton and others against its removal. On August 5, 1824, an act was passed providing for the appointment of Thomas Rowland, Charles Noble and William Burbank as commissioners, who were to proceed to examine the situation of the county seat and the contract respecting the same entered into with the executive and if the same has been performed or not, and to investigate all the circumstances attending the same, having regard to the general interests of the county and wishes of a majority of the inhabitants, and if in their opinion it was for the interest of said county to remove the seat of justice from its present location, to proceed to select such a site as in their opinion would be most appropriate for the re-location of the county seat for said county.

Thomas Rowland was at one time major in the regular army and lived in Detroit; Charles Noble was a prominent citizen of the county of Monroe and William Burbank was from Oakland county, and he does not seem to have acted in the matter.

In pursuance of this act, Messrs. Rowland and Noble proceeded to examine into the situation, and on January 19, 1825, made the following report of their doings:

"To the Honorable, the Governour, and Legislative Council of the Territory of Michigan: We, the undersigned commissioners, appointed under and by virtue of an act of your Honourable body, to enquire into the expediency of removing the seat of Justice of the County of St. Clair, beg leave to report:

"That in obedience to the provisions of said act, we caused the Commissioners of the County of St. Clair to be notified that we should assemble at the present Seat of Justice of Said County on the 15th of Novr. last past, and that said County Commissioners did agreeably to the provisions of said Act post up notice of the same in each of the townships of said County. And further did notify the inhabitants of said County that at the time and place aforesaid the sense of the majority

would be taken as to the Expediency of the removal of the Seat of Justice from its present location.

“That we, the undersigned, being a majority of the Commissioners appointed by your honourable body did meet at the Seat of Justice of St. Clair County on the fifteenth day of November last, when the Commissioners of the County in our presence proceeded to ascertain the sense of the majority, and it was found on counting the votes that the majority were opposed to the removal as will be seen by a certified Poll list returned herewith.

“We have the honour further to report that we have examined the situation of the present County Seat and the particular contract entered into with the Executive respecting the same, and find that the Condition of a Bond entered into by James Fulton, the Original proprietor, with the Governor for the erection of a building of certain dimensions therein described, has not been Complied with, but that proposals in writing have been handed to us by Thomas Palmer and David C. McKinstry, Stipulating on their part to fulfill the Condition of the aforesaid Bond, together with some additional donations for the benefit of the County, more fully set forth in the written proposals of the said Palmer and McKinstry which accompany the report marked ‘A.’

“We have also rec’d a subscription of sundry inhabitants of said County Stipulating to pay the sums severally annexed to their names, for the building of a jail and court house in said County, provided the County Seat be established at any place between certain points therein designated, which Subscription accompanies this report, marked ‘B.’

“We have further to report, that after a diligent examination of the several sites pointed out to us and a general view of the County from actual observation and such other means of information as were accessible to us, we are of opinion that the present location is the most eligible one that can be made, either as it respects the present or future prospects of the County; and we are therefore decidedly of the opinion that it would be inexpedient to remove the Seat of Justice from its present location, provided the engagements with the public made by the proprietors are promptly and punctually complied with. As a preliminary step to which we would recommend to your honorable body that measures be taken to have a Plan of the Town recorded at the county seat; a measure which is so obviously necessary, but which by some strange inadvertency has been hitherto neglected.

“Given under our hands at the city of Detroit the nineteenth day of January, in the year of our Lord one thousand eight hundred and twenty-five.

“THOMAS ROWLAND.

“CHARLES NOBLE.”

#### FULTON DEFAULTS ON ERECTION OF COUNTY BUILDINGS

It would appear that the character of their report was doubtful at the time of their presence in St. Clair, as we find an agreement quite numerously signed, dated November 18, 1824, by which the parties signing agreed to contribute money and material for the erection of county

buildings providing the county seat were located at any point between the house occupied by Wm. Gallagher and Thos. Fargo and the lower line of the farm occupied by the late Moses Birdsall. The first point was in what is now Marine City and the latter a short distance above Robert's Landing.

The hope expressed in this agreement, however, was destroyed by the report of the commissioners.

Shortly before the appearance of the commissioners in the county, on October 15, 1824, James Fulton had entered into an agreement with Thomas Palmer and David C. McKinstry, both of Detroit, which had an important effect upon the retention of the county seat. Fulton had made default in the payment of his mortgage given in 1820, and the mortgagees had begun foreclosure in 1823, but at the date of this agreement final decree had not been taken, and the agreement refers to the mortgage, the commencement of foreclosure proceedings, the desire to have them completed, and possession given, that the buildings contracted to be built by Fulton under his agreement with the governor had not been completed, and Palmer and McKinstry agreed to complete all the undertakings of Fulton to the satisfaction of the proper authorities, to obtain the title of Jesse Smith, to sell the property as rapidly as possible, and at the expiration of five years to divide the net proceeds.

Palmer and McKinstry were responsible men well known in Detroit, and undoubtedly had considerable influence upon the commissioners. They replatted the property, the original plat of which was not put upon record as provided by the law, and was not in fact recorded until 1828. They called their new plat "The Village of Palmer," and it covered the same ground as the former one, but with some additions and the names of nearly all the streets were changed.

The report of the commissioners made to the council evidently settled the matter for the time being, and Palmer and McKinstry proceeded to build the court house and jail.

#### PORT HURON A COUNTY SEAT CANDIDATE

The county slowly grew in population, a settlement grew up at Port Huron, the great land boom of the period from 1830 to 1836 brought in a large increase of population and a large sale of the public land. The growth had been greater toward the northern end of the county than at the southern end. At the session of the state legislature in 1842, Mr. J. W. Sanborn, then member of the house of representatives from this county, presented a petition of certain inhabitants of the county praying for the removal of the county seat. Remonstrances were also sent in, and on February 4th, the select committee to whom had been referred the memorials and the remonstrances, relative to the removal of the seat of justice of the county of St. Clair, reported that they had ascertained from the memorials and remonstrances that the number of persons in favor of removal was 204, while the number opposed to removal was 360, or 154 in favor of the present location, and they therefore were of the opinion that no change in the location of the seat of justice should at the present time be made.

This did not daunt the courage, however, of the people from Port Huron.

At the legislative session of 1843 numerous petitions were presented both in favor of having the seat of justice established at Port Huron, and remonstrances. One petition bore the signatures of 275 in favor of the change. The next day there was a remonstrance of 184. The following week there was a petition of 200 for removal, and a remonstrance of 303 against it. Within another week there was presented both petition and remonstrance, and the following week another remonstrance, signed by 173, and also another petition and another remonstrance. These papers were all referred to the proper committee, and on February 5th, this committee reported that they had had the petitions for removal and petitions against it under consideration, and reported adversely to the petition. The committee was thereupon discharged, and this settled the matter for several years.

Up to this time the authority to locate county seats had been first in the governor and then in the legislative council, and in the legislature. This situation had caused much trouble to the legislature, and in the constitution of 1850 it was provided: "That no county seat once established should be removed until the place to which it is proposed to be removed shall be designated by a two-thirds vote of the board of supervisors of the county, and the majority of the electors voting thereon shall have voted in favor of the proposed location in such manner as shall be prescribed by law."

By 1854 the number of supervisors of the county had increased to fifteen and at the October session of that year Mr. J. P. Minnie, of Port Huron, offered a resolution that the county seat of St. Clair county be removed to the village of Port Huron, and that the question be laid before the people of the county for their approval or disapproval, the people of the town of Port Huron building the court house and jail and such other buildings as would be required by the board of supervisors, at the expense of the township of Port Huron without any charge or expense to the county, and under the direction of the board of supervisors, the buildings to be worth not less than \$15,000. This resolution was carried by a vote of eight yeas to six nays, but this not fulfilling the constitutional provision, the resolution was lost. One reason for this action by the Board was that since the last preceding session the log Court House and jail had burned down leaving the County without any buildings. In order to insure the retention of the County Seat at St. Clair its inhabitants, under the leadership of Harmon Chamberlin built the brick Court House which continued to be occupied until the County Seat was removed to Port Huron. This building was completed for some purposes in 1857, and entirely finished and Court first held in its second story in November, 1858.

By 1861 the number of supervisors had increased to twenty-eight, the city of Port Huron having been organized in the meantime, and having five members, and the city of St. Clair two. At a session of the board held on October 17, 1861, Mr. Edgar White, of Port Huron, presented the following paper for the consideration of the board:

“To the Honorable Board of Supervisors of the County of St. Clair: We, the undersigned citizens and supervisors of the City of Port Huron do hereby offer that if the Board of Supervisors will remove the County Seat of St. Clair County to the City of Port Huron, that they will provide a suitable site and erect thereon a building for the use of the County, equal in value in every respect to the building now occupied and used as the court house in St. Clair, and the same shall be done free of expense to the county.

“(Signed) Calvin Ames, D. B. Harrington, Sheley & Ames, J. P. Minnie, J. S. Botsford, W. H. B. Dowling, D. M. Hagedon, J. Spalding, G. W. Pinkham, John Wells & Son, S. A. Jones, John Miller, H. L. Stevens, E. T. Brockway, J. D. Whitney, E. White, J. Demarest, D. Bryce, F. Sanborn, Haynes & Beard, D. Whitman, E. W. Harris.”

After reading the above Mr. White then offered a resolution as follows: “Whereas, it is proposed to remove the County Seat of the County of St. Clair from the City of St. Clair:

“Therefore, it is hereby resolved by the Board of Supervisors of the County of St. Clair that it is expedient to remove the County Seat from the City of St. Clair, its present location, and that the City of Port Huron be and the same is hereby designated as the place to which such proposed removal shall be made:

“Resolved, that the proposal mentioned in the foregoing preamble and resolution be submitted to the electors of said County at the next annual township meeting to be held in the several townships and charter elections to be held in the several wards of the cities of said county;

“Resolved, that the County Clerk be and he is hereby directed and required to post up and publish the several notices required by Section 18, on page 193, of the Compiled Laws of this state at the time and place therein directed.”

This attempt to remove the county seat, however, met with instant opposition, and a bill was filed in the name of the attorney-general of the state, against the board of supervisors to enjoin any proceedings to submit to the electors the question of the removal. The circuit court upon hearing the case awarded an injunction. The defendants appealed to the supreme court and its decision is found in Vol. 11 Michigan Reports, page 63. It appeared that the charter election in the city of St. Clair was held at a date different from the time of holding the annual township meeting, and the supreme court decided that the law providing for a vote in such matters was defective, and that in the county of St. Clair the question of the removal of the county seat could not be legally submitted to the people.

#### REMOVAL INDORSED BY SUPERVISORS AND PEOPLE

St. Clair again drew a breath of relief, but it was not destined to remain long in security. At the session of the supervisors in 1865 there were twenty-nine members, and on October 13th, Supervisor E. W. Harris, from Port Huron, offered the following preamble and resolu-



tion: "Whereas, it is proposed to remove the county seat of St. Clair county from the city of St. Clair; therefore,

"Resolved, by the board of supervisors of St. Clair county that the city of Port Huron be and is hereby designated as the place to which such proposed removal shall be made."

This resolution was referred to a committee of six members, which made a majority, and a minority report, the majority being in favor of the removal, the minority against it. After several attempted substitutions an amendment was adopted as follows: "Provided suitable guaranty be given for the erection of the necessary buildings for county purposes free of cost to the county, and said guaranty shall be given within ninety days from this date."

The question upon the adoption of the resolution as amended was then carried by nineteen votes in favor and eight votes opposed.

It was apparent from this that the necessary number of favorable votes was not obtained, but upon the next day, October 14th, leave was granted by a resolution of the board to Supervisor Granger, of Columbus township, to change his vote from "nay" to "aye."

Upon the report of the vote standing nineteen to nine the chairman decided that the resolution was adopted by a two-thirds vote of all the supervisors-elect; from this decision Supervisor Owen, of St. Clair, appealed but the decision of the chair was sustained.

Supervisor Harris then submitted the following resolution: "Whereas, it has been proposed to remove the county seat of St. Clair county from the city of St. Clair; and,

"Whereas, the city of Port Huron has been designated by a two-thirds vote of the board of supervisors as the place to which such proposed removal shall be made; therefore,

"Resolved, that the said proposition for said removal be and the same is hereby submitted to the qualified electors of said St. Clair county at the time and in the manner provided by law.

"Resolved, that it be and hereby is made the duty of the sheriff of this county, and the chairman of this board, to prepare, publish and post the notices required to be given by section 18 of chapter 10 of the compiled laws of this state, as amended by act No. 32 of the session laws of 1863," which was declared adopted by the affirmative vote of eighteen to a negative vote of nine. The action relative to the vote of Supervisor Granger was taken upon October 14th, and a protest against this action was placed upon the record signed by seven of the supervisors.

In pursuance of the action of the board the matter was submitted to the electors of the county at the spring election in 1866, and at the June session of the supervisors in that year the board canvassed the votes and found that there had been cast in favor of removal 1,978 votes, and against it, 405. The return shows but one vote in St. Clair city upon the matter, that being in the second ward. Upon the coming in of this report Supervisor Harris moved the adoption of a series of resolutions relating to the removal of the county seat to Port Huron: "Whereas, it was heretofore proposed to remove the county seat of St. Clair county from the city of St. Clair, and,

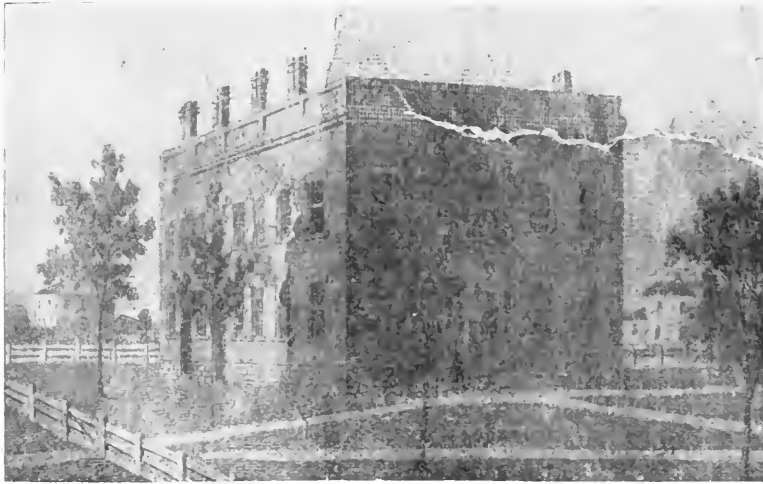
"Whereas, the board of supervisors of said county at their annual

session, in October last, directed by a two-thirds vote of said board, the city of Port Huron as the place to which said proposed removal should be made; and.

“Whereas, the said board at said session provided for the submitting of the question of removal to the electors of said county at the annual township meetings in April last; and,

“Whereas, the people of said county did vote on said question of removal; and.

“Whereas, a majority of the electors of said county did vote for the removal of the county seat, as appears from the returns of said election;



COURT HOUSE, ST. CLAIR, BUILT IN 1856

(From an Old Painting)

now on file in the clerk's office of St. Clair county this day canvassed by this board:

“Therefore, be it resolved, by the board of supervisors of St. Clair county, that it be and is hereby determined and declared as the result of said vote, that the county seat of St. Clair county be removed from the city of St. Clair to the city of Port Huron; and.

“Whereas, suitable buildings and offices have already been provided;

“Therefore, be it resolved further, that such removal shall be deemed to have taken place on the first day of January, 1867, and from and after that time the city of Port Huron shall be and continue the county seat of said county for all purposes whatsoever.

“Resolved, that on or immediately before the said first day of January, 1867, the several county officers be and they are hereby required to remove the books, papers, records and other property of the county, in their charge and care, that belong to the county seat, to the city of Port Huron.”



BLACK RIVER, LOOKING WEST FROM MILITARY STREET BRIDGE. 1863

These resolutions were declared by the chairman to be adopted, and upon an appeal the decision of the chair was sustained.

#### ST. CLAIR SUSTAINED BY SUPREME COURT

The people of St. Clair city, however, were not seriously frightened, and in August, 1866, a bill in chancery was filed to test the legality of these proceedings, and praying for an injunction to prevent the removal of the offices. Mitchell & Farrand, a prominent firm of lawyers in Port Huron, appeared for the defendants and demurred to the bill of complaint, which demurrer was heard in the circuit court and the bill dismissed, and an appeal was then taken to the supreme court. This is reported in Vol. 15 Michigan Reports, page 85.

Involved in the suit was the question whether the statute required a majority of two-thirds of all the members elected in order to render the vote valid, but the court passed that question as unnecessary in the suit, and held that the resolution as passed was not an absolute determination to remove the county seat or an absolute designation of the place to which it should be removed, but it was subject to certain provisos and as the question submitted to the voters did not include the proviso, but merely whether the county seat should be removed, the submission in that form was void, as it was required by the law that the people and the supervisors should vote on precisely the same question, and under the conditions of this case the vote of the electors was unauthorized and of no validity. The court therefore reversed the decision of the circuit court, which had the effect of leaving the county seat still at St. Clair.

#### “SMITH'S CREEK” SELECTED

The following year, 1867, the Port Huron people again returned to the attack and a resolution was offered October 18, 1867, that the city of Port Huron be designated as the place to which the county seat be removed. After attempts to substitute section 3 of the town of Wales and section 31 in the town of Kimball, and Smith's Creek Station had been lost, and in turn the four corners of sections 17 and 18 in Port Huron township, and the southwest quarter of section 31 of Kimball township had been carried, the motion as amended came before the board and was defeated upon a vote of eighteen in favor with twelve against. Again, in the following year, 1868, at the October session, Edgar White, of Port Huron, offered the customary resolution that the county seat of St. Clair county be removed, and that the city of Port Huron be designated as the place to which the removal should be made. The vote upon this motion resulted in twenty yeas and eleven nays, thus falling short by one of the necessary two-thirds majority.

In 1869 the supervisor from Brockway offered a resolution that the county seat be moved to section 36 of Emmet township, which was lost by a vote of nineteen yeas and eleven nays. On the same day a resolution was offered by Supervisor Frink, from Kimball, which was the basis for the final successful action in the removal. His resolution was as

follows: "Resolved, that it be and is hereby proposed to remove the County Seat of St. Clair County from the City of St. Clair; therefore,

"Resolved, by the Board of Supervisors of the said St. Clair County, that said County Seat be removed to the Township of Kimball of said County; that Section 31, Town 6 north of Range 16 east be and is hereby designated as the place, site or location for said proposed removal."

The resolution, being voted upon, was adopted by twenty-nine yeas with two nays. It is said that the Port Huron supervisors, after having tried in vain for years to obtain the necessary two-thirds majority and failing by one vote, concluded that in this case the longest way round was the shortest way to the desired object, and if they could not by direct action cause the county seat to be removed from St. Clair to Port Huron, if they could by any means get it away from St. Clair, they would then stand in much stronger position to get it to Port Huron. The supervisor from Kimball township, Mr. M. D. Frink, was a merchant at that time in Smith's Creek Station, in the extreme southwest corner of the township. He had consistently voted against the removal to Port Huron, but upon being approached with the proposition that Smith's Creek was much more centrally located than St. Clair, and that the location of the county seat at that point would be much more convenient to the majority of the citizens of the county than the old location, and that Port Huron and other northern supervisors were willing to join with him to locate it at Smith's Creek, he very promptly fell in with the plan and offered the motion which was adopted. The supervisors favoring the retention of the county seat at St. Clair voted in favor of the resolution because they believed the people would never sanction it.

Directly after the adoption of that motion, Edgar White, supervisor from Port Huron, offered the necessary resolutions that the proposition be submitted to the qualified electors, and that the sheriff and chairman of the board should prepare, publish and post the necessary notices of the election. This action was taken in accordance with the resolution, and at the October session of the board in 1870, on October 12th, the vote was canvassed by the board, finding as a result 2,584 votes in favor of removal, 2,467 votes against removal, making a small majority of 117 in favor of the removal. It is reported that Port Huron interests knowing that the sentiment of the county would be strongly against the actual location of the county seat at Smith's Creek Station had great difficulty in persuading the voters at the northern end of the county that it would be wise to vote in favor of the removal, and succeeded as will be seen, by the merest margin, in persuading enough voters to take this step, by using the argument that the county seat would not be permitted to remain at Smith's Creek, but when it once was taken from St. Clair City steps would be taken at once to remove it from Smith's Creek to Port Huron. Upon the report of the canvass it was resolved that the result be entered upon the records of the board.

On October 15th, Supervisor Frink offered resolutions reciting the action taken for the removal, and providing for the appointment of a committee to purchase the necessary ground in section 31 of Kimball, and to obtain plans and specifications for buildings, costing not to exceed \$40,000, and that the question of raising \$30,000 for payment for

the buildings and grounds be submitted to the electors. This resolution was lost. Supervisor White then offered a resolution again reciting the action taken and determining that section 31 be deemed to be the county seat for all purposes after the first day of February following, and that a committee be appointed to provide suitable buildings and offices. This resolution was adopted, but a motion to submit the question of raising \$35,000 by tax for the purpose of paying for grounds and buildings was lost.

A resolution appropriating \$1,000 for the purpose of providing buildings for county purposes was then adopted and a resolution to submit to the electors the question of raising \$20,000 for the purpose of erecting county buildings was also carried.

#### SUPERVISORS AND PEOPLE AGAIN DECIDE FOR PORT HURON

Three days following, on October 18, 1870, Supervisor Horton, from Port Huron, offered a resolution that the county seat be removed to the city of Port Huron, which was adopted by twenty-three yeas and eight nays. The same supervisor then offered a resolution that the question of removal be submitted to the vote of the electors on the first Monday of April following, and the sheriff and chairman were directed to take the necessary steps for that purpose.

The action previously taken at the session to raise \$20,000 had now become, in view of the supervisors favoring the removal to Port Huron, entirely unnecessary, and at the session of January, 1871, that resolution was repealed and the appointment of a committee to provide buildings at Smith's Creek was also repealed.

The vote upon the removal was taken at the spring election in April, 1871, and a special session of the board of supervisors was held the same month. Upon the canvass of the votes it appeared that there were 2,958 votes in favor of removal, 2,426 against. Upon the report of the vote, Mr. White moved that the result of the votes was in favor of the removal, and the clerk was ordered to enter this result upon the records.

Supervisor Vincent, from Clyde township, offered a resolution that a committee of five be appointed to ascertain and report whether suitable buildings could be provided in the city of Port Huron for the reception of the records and papers of the county. Evidently the committee was already informed upon the matter, because at the afternoon session of the same day the majority reported that suitable rooms could be obtained in the third ward school building, in Port Huron, for county offices and court room; that the rooms were first-class, well lighted and well ventilated, and suitable in all respects, and that the city of Port Huron had by its proper authorities made a lease of the premises to the county. The minority reported that the title to the property was in such a condition it could not belong to the county; that part of the building was used for school purposes, and that the building was in every way unsuitable for the purposes, and not such as the people were induced to believe would be provided when they voted for the removal of the county seat to Port Huron. The majority report, however, was carried by eighteen yeas to ten nays, and by the same vote, a resolution

was adopted that the city of Port Huron be taken and deemed the county seat of St. Clair county for all purposes whatsoever from and after the third day of May, 1871. The county clerk was then directed to submit certified copies of these resolutions to the circuit judge of the county, and to the county officers.

A special session of the board was held June 7th in the common council rooms in the city of Port Huron. There seems to have been some question about the returns of the vote upon the removal of the county seat, and the committee was directed to confer with the prosecuting attorney. This committee reported the returns to be correct, and that there was 532 majority in favor of removal. Similar resolutions with regard to the spreading on the records and the appointment of a committee upon buildings, were passed as were had at the April session. Both the minority and majority members of the committee made the same reports as before, except that the minority report added that the citizens of Port Huron had previous to the spring election given the people of the county to understand that if the action of the board of supervisors was ratified by the votes of the people, they would erect suitable and permanent county buildings free of expense to the county, and that a certain document or subscription had been circulated by which prominent and wealthy citizens of Port Huron had agreed to contribute upwards of \$30,000 for the purpose of erecting such buildings, and it now transpired that there never was any such bond, subscription or agreement as the people of the county had been led to believe had been made, and that the representations were false and designed to deceive the people, and directing the county officers to remain in the buildings which had been theretofore provided for the county for that purpose, until the citizens of Port Huron erect suitable and permanent buildings. This minority report was not adopted and, upon motion, the lease of the proposed rooms was accepted.

It might be thought that this would have settled the matter, but the people of St. Clair who had hitherto found the supreme court the bulwark of their defense, again relied upon the court.

#### ST. CLAIR AGAIN APPEALS TO THE COURTS

Eugene Smith, a prominent and patriotic citizen of St. Clair immediately filed a bill of complaint against the board of supervisors and the county officers, alleging the illegality of the proceedings to remove the county seat and praying for an injunction. Fortunately, Judge Mitchell was out of the county, and on application to William Grace, one of the circuit court commissioners who lived at St. Clair, an injunction was granted. Judge Mitchell, on his return soon after, vacated the injunction and the real bona fide county seat war began. Judge E. W. Harris, then judge of probate, unaided by any military force, went to St. Clair, took the probate records and moved them to Port Huron. Mr. Chadwick, who acted in the capacity of deputy sheriff, was not so successful. Rumors of armed forces coming from Port Huron and equal or larger forces drawn up in battle array at St. Clair to meet the hostile invaders, filled the air, and the newspapers.

Action was brought against Hazzard P. Wands, the county clerk, who had refused to bring his records to Port Huron. The conflicting forces agreed to stack their guns and await the decision of the court. The most eminent lawyers in the state were employed by both parties. Ashley Pond and G. V. N. Lothrop appeared for the county clerk, and Meddaugh & Driggs and C. I. Walker for the prosecuting attorney.

#### SUPREME COURT SUSTAINS PORT HURON

The Supreme Court heard the case—reported in Vol. 23 Michigan Rep. 384—on July 7, 1871, but did not formally decide it until October 4th. The court refers to the "unhappy controversy" growing out of movements to change and relocate the county seat of St. Clair county, and held in substance that the proceedings taken to remove the county seat were in accordance with the law, and therefore valid. This decision disposed of the last hopes of the people of St. Clair. The papers, records and offices were moved to Port Huron, and thus, after fifty years, the seat of justice which had been established at the beginning at the town of St. Clair, was settled finally and forever in the city of Port Huron.

#### OFFICIAL ACCOMMODATIONS

Although the county offices were located in the high school building as agreed, there was a strong sentiment that Port Huron was not acting fairly by the county, and at the next meeting of the board of supervisors several propositions were made by the city and rejected by the board, and finally the city offered to build a city hall, which should be large enough to contain a court room and county offices, and to furnish this to the county rent free; this offer was accepted and the city proceeded to erect its building. Before it was completed, on February 24, 1873, the school building burned down, but fortunately with no loss of records. The public offices were for a few months distributed around the city, but before the end of the year they were moved into the new building. The county has long since outgrown its quarters, and at this writing a proposal has been voted by the board of supervisors to be laid before the electors at the spring election of 1912, to raise \$150,000 for a new county building.\*

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\*This proposition was rejected by the voters.





MAP OF ST. CLAIR COUNTY SHOWING RURAL DELIVERY SERVICE

## CHAPTER XV

### TOWNSHIP ORGANIZATION

THREE ROAD DISTRICTS ERECTED INTO TOWNSHIPS—SINCLAIR AND DESMOND TOWNSHIPS—BERLIN TOWNSHIP—BROCKWAY—BURTCHVILLE—CASCO—CHINA—CLAY—CLYDE—COLUMBUS—COTTRELLVILLE—EAST CHINA—EMMET—FORT GRATIOT—GRANT—GREENWOOD—IRA—KENOCKEE—KIMBALL—LYNN—MUSSEY—PORT HURON—RILEY—ST. CLAIR—WALES.

Under the ordinance of 1787 relating to the Northwest Territory, the governor had authority to divide the country into counties and townships, and one of the early acts of either Governor Arthur St. Clair or the secretary, Winthrop Sargent, who became acting governor in the absence from the territory of the real governor, was to erect the township of St. Clair. The exact limits of this township are not known, but it certainly included what is now St. Clair county and probably most or all of Macomb county.

After the organization of Michigan Territory in 1805, there was no action by Governor Hull with reference to townships, nor any action by Governor Cass in the making of townships until after an act was passed providing for a court of general quarter sessions of the peace, to be composed of members of the county court and the justices of the peace in each county. This court had general charge of matters of assessment of property and taxation, and also was required to divide the county into townships and submit its action to the governor for his approbation and decision. It was in pursuance of this act that upon the action of the court of Wayne county, Governor Cass laid out the township of St. Clair, January 5, 1818, the township extending from the north shore of Clinton River to Fort Gratiot and including a strip three and one-eighth miles wide along the lake and river. On April 8, 1818, the county of Macomb, having been organized in the meantime, and including this territory, the governor, at the request of the court of that county, again laid out the township of St. Clair, the limits of the township being made to include all of Macomb county north of a line drawn due west from the mouth of Swan creek.

When the county of St. Clair was laid out in 1820, and established in 1821, there was no action taken relative to dividing the county into townships, and as the court of general quarter sessions had been abolished in May, 1818, the sole power to create townships again rested

with the governor. There seemed to be no pressing need for townships in the new county, and the governor waited for suggestions from the county commissioners whom he had put in charge.

### THREE ROAD DISTRICTS ERECTED INTO TOWNSHIPS

At their meeting, March 4, 1822, the commissioners voted "That the township of St. Clair (heretofore including the whole of the county of St. Clair) be and the same is hereby divided into the following road districts numbered and described as follows, to-wit:

"District No. 1. Beginning on the border of the River St. Clair at the north line of land belonging to the estate of Alex Harrow, deceased; thence northwesterly along said line to the northeast corner of section 28, thence along the north lines of sections 28, 29, 30 and 25 to the border of Lake St. Clair; thence southerly until it intersects the division line between the United States and Upper Canada; thence northerly along said division line to the place of beginning.

"District No. 2. Beginning on the border of the River St. Clair, at the south line of land belonging to James Fulton; thence westerly along said line to the northeast corner of section No. 12 in township No. 4, and range No. 16 east, and continuing along the north line of said section and in a straight direction west to the east line of the county of Macomb; thence southerly along the west line of said county to the border of Lake St. Clair; thence easterly along the border of said lake to the north line of district No. 1 and continuing easterly along said north line to the border of the River St. Clair; thence northerly along the border of said river to the place of beginning.

"District No. 3. The remainder and residue of the original township of St. Clair and all north and northwesterly of the north line of district No. 2, be and the same is hereby called and denominated district No. 3."

They then voted that this action be submitted to the governor that he might incorporate the districts into townships to be named respectively Plainfield, Cottrellville and St. Clair. In the first name is seen the influence of John K. Smith, who lived within that district, and desired to commemorate his old home in Vermont.

In the second name another commissioner, George Cottrell, desired to perpetuate his family name by giving it to the district in which he lived.

The third commissioner, Andrew Westbrook, apparently had no taste or inclination to gratify and the name of the county and the original township was allowed to stand for the third district.

This action undoubtedly was communicated to the governor, but he acted with deliberation and did not proclaim the new townships until March 18, 1823, when he adopted with some slight modification the action and request of the commissioners.

By this division, Plainfield township included practically the present township of Clay. Cottrellville included the present townships of East China, China, Ira and Cottrellville; and St. Clair township, the remainder of the county, and also the lower part of Sanilae county.

Matters remained in this position until April 2, 1827, when an act of the legislative council was approved, making a considerable change in the names and arrangement of the townships. This act was entitled "An Act to divide the several counties in this Territory into townships, and for other purposes," and with regard to St. Clair county provided that surveyed townships and fractional parts of townships numbered three in ranges fifteen, sixteen and seventeen east, be a township by the name of Cottrellville. This would include the present townships of Ira and Cottrellville, and the north three tiers of sections from the township of Clay.

#### SINCLAIR AND DESMOND TOWNSHIPS

The act further provided that all that part of the county containing surveyed townships and fractional parts numbered four and five north in ranges thirteen, fourteen, fifteen, sixteen and seventeen east be a township by the name of Sinclair.

It is not now possible to tell whether this was an intentional change of the name from St. Clair to Sinclair, as the name was so frequently interchanged in early days, but the new township included the present townships of Columbus, Casco, China, East China and St. Clair, in St. Clair county, and Armada, Richmond, Lenox, and Ray in Macomb county.

The same act also provided that surveyed townships six, seven, eight and nine in ranges thirteen, fourteen, fifteen, sixteen and seventeen east be a township by the name of Desmond.

The origin of this name is lost, but the township included the present townships of Berlin, Riley, Wales, Kimball, Port Huron, Fort Gratiot, Clyde, Kenockee, Emmet, Mussey, Lynn, Brockway, Greenwood, Grant and Burtchville, in St. Clair county, and Worth, Speaker, Flynn and Maple Valley, in Sanilac county.

This act makes no mention of all the lower part of the county south of the township of Cottrellville as newly laid out, nor did it include within any township the remaining part of St. Clair county, a strip three miles wide, which lay north of Desmond township. As this strip was entirely unsettled at the time it did not make any difference, but it left in an uncertain position those people who lived at the extreme lower end of the county. This omission was rectified and doubts removed at the next meeting of the legislative council by an act approved May 27, 1828.

By this act the lower tier of sections was taken from Cottrellville and put with the rest of the south end of the county into the township with the new name of Clay, instead of the old name of Plainfield, which was not retained because there was another township of that name. The new name Clay was given in honor of Henry Clay.

For the sake of convenience, all subsequent changes in township lines will be treated under the townships arranged alphabetically.

#### BERLIN TOWNSHIP

This township was created from the township of Clyde by act of March 22, 1839, and was composed of surveyed townships six, seven and

eight north in range thirteen east. It was subsequently reduced by the township of Lynn, set off in 1850, and of Mussey in 1855, remaining with its present limits as surveyed township six north, range thirteen east. The origin of the name of the town is unknown. The east half of the township was surveyed in 1817, but the west half, on account of the large area of swamp land, was not surveyed until 1835, and on this account it was often called in the early days the half town.

Belle river heads in the swamps in the western part of this township and the eastern part of Lapeer county, and furnishes drainage through dredging and ditching to the township. A large amount of this work has been done, with the result that Berlin ranks high as a fertile and well cultivated township.

In the years 1835 and 1836, when the fever of land speculation in the state was high, 8,670 acres or more than one-third of the entire township was purchased for speculative purposes. Actual settlers soon followed, and by 1840 the following pioneers had purchased land and begun life in the new township:

- Sec. 10 Bruce and Aldrich, with saw-mill.
- Sec. 11 Lewis Smith.
- Sec. 12 Cyrus Stoddard, Albert Doty.
- Sec. 12-13 Knawkechagame, an Indian.
- Sec. 14 Sylvester Warner.
- Sec. 14-15 Elihu Granger.
- Sec. 19 Philander Fox.
- Sec. 20 Stephen A. McGeorge.
- Sec. 21 Abraham Smith, Curtis Edgerton.
- Sec. 26 Edward and Beckman Chamberlain, Samuel Carpenter.
- Sec. 28 Edward Chapman.
- Sec. 29 Renben Dodge, David Churchill.
- Sec. 30 Townsend Lockwood.
- Sec. 31 T. R. Hallock.
- Sec. 32 John Butler, Joseph Richardson.
- Sec. 33 S. S. Gonld.
- Sec. 34 Ephraim Coddington, Henry Stone.
- Sec. 35-36 John A. Warner, Asahel B. Howell.

The township is traversed by the Almont branch of the Pere Marquette Railway, and contains three unincorporated villages, Belle River, Berville and Allenton. The first is so named because it is located on the river of that name. The second contains the first syllable of the township name, and the third—formerly known as Smith's Corners—takes its name from a prominent resident of the township, Darius Allen.

Its population since it was set off appears from the national census: 1840, 255; 1850, 533; 1860, 1,030; 1870, 1,231; 1880, 1,283; 1890, 1,237; 1900, 1,267; 1910, 1,214.

From its organization its supervisors have been: 1839-41, county commissioners; 1842, Elihn Granger; 1843, Sylvester Warner; 1844-5, Thomas R. Hallock; 1846, Frederick Locke; 1847, Horton Healy; 1848, Frederick Locke; 1849-51, Horton Healy; 1852, Daniel E. Frost; 1853-4,

William Hamilton; 1855-6, John Allen; 1857-61, Daniel E. Frost; 1862, John Allen; 1863-7, Albert Doty; 1868, Charles Hebden; 1869-70, Albert Doty; 1871, Vernon P. Granger; 1872-5, Albert Doty; 1876, Adam C. Draper; 1877, Albert Doty; 1878-80, William O'Connor; 1881, Adam C. Draper; 1882-4, William O'Connor; 1885-7, Albert P. Wheeler; 1888-9, William O'Connor; 1890-4, Will J. Sweet; 1895-6, John L. Shepherd; 1897-8, David Cochrane; 1899-00, Will J. Sweet; 1901-5, George B. Berk; 1907-11, John L. Shepherd.

#### BROCKWAY

This township was organized by act March 17, 1848, and consisted of that part of Clyde township known as town 7 north, in ranges 14 and 15 east, and of that part of Burtchville known as town 8 north, in ranges 14 and 15 east. It took its name from Lewis Brockway, a large timber land owner and operator of the time. It was reduced by the creation of Emmet and Kenockee townships in 1850, and of Greenwood in 1855, to its present limits, town 8 north, range 14 east.

The settlers in this township in 1840 were: Section 24, William Lumby; section 24-25, Lewis Brockway; section 36, H. A. Campfield.

The township is drained by Mill creek, and is traversed by the Saginaw branch of the Marquette railway. It contains the city of Yale and the unincorporated village of Brockway.

Its population statistics are: 1850, 731; 1860, 746; 1870, 1,330; 1880, 1,839; 1890, 2,237; 1900, 2,325; 1910, 2,176. Since, and including 1890, the foregoing figures have included the population of Yale.

Its supervisors have been: 1848, David A. Brockway; 1849-57, John Grinnell; 1858, Clark Washburne; 1859, John Whitman; 1860-3, Samuel Welch; 1864, John Grinnell; 1865-70, David D. Brown; 1871-3, John D. Jones; 1874, Jesse A. Morrill; 1875, John D. Jones; 1876-7, Richard Newkirk; 1878-9, John S. Duffie; 1880, William J. Morgan; 1881-9, John D. Jones; 1890-3, William Hodgins; 1894-6, Robert M. Lothian; 1897, Alex W. Ferguson; 1898-9, Grant Holden; 1900-02, William Hodgins; 1903-5, William Cavanagh; 1907-11, John L. Patterson.

#### BURTCHVILLE

This township was created by act of the legislature approved February 16, 1842, and was composed of surveyed townships eight north in ranges, fourteen, fifteen, sixteen and seventeen east. From this in 1848 the two western townships were taken off, and in 1866 the township of Grant was created, leaving Burtchville, which was named for Jonathan Burtch, its most prominent early settler and first supervisor, with its present limits, which include town eight north, range seventeen east, and the east tier of sections (1, 12, 13, 24, 25, 36), in town eight north, range sixteen east.

Owing to the pine timber originally in this township, and its accessibility, settlement began early, and by 1836 over 7,000 acres had been bought from the government, and in 1840 the following settlers were located:

Section 5-6, Jonathan Burtch; section 5, A. Hogan, with a tannery; section 7, Ethan Burtch; section 8, Peter and S. C. DeGroat; section 12, F. Simons and J. B. Robbins; section 24, L. A. Whitford; section 29, P. H. Whiting and Louis Facer.

In 1836, Jonas H. Titus laid out Milwaukie City upon the south part of section 20, at the mouth of the small stream, which he named Milwaukie creek. This city never progressed beyond the paper plat, and afterwards in 1853 the village of Lakeport was laid out by B. C. Farrand, on the same site, and the name given because of its location, although it was a misnomer in that it possesses none of the qualities of a haven or port, being exposed to storms from every direction.

The population of the township, according to the census returns, has been: 1860, 1,800; 1870, 726; 1880, 752; 1890, 572; 1900, 532; 1910, 455.

Supervisors: 1842, Jonathan Burtch; 1843-4, Abram Hogan; 1845-7, Hannibal Hollister; 1848-51, Nelson Potter; 1852-5, James Parlin; 1856, Ebenezer Raymond; 1857, George B. Whitman; 1858-61, James Parlin; 1862-6, Thomas Dawson; 1867, John Cole; 1868-70, Nelson Gould; 1871-2, James Stevenson; 1873, Nelson Gould; 1874, J. B. Cadwell; 1875-6, Whipple Wheeler; 1877, James Stevenson; 1878, Whipple Wheeler; 1879, Samuel Denison; 1880-95, James Stevenson; 1896-01, Luther N. Huffman; 1902-4, Henry McKenzie; 1905-11, Angus McIntyre.

#### CASCO

This township composed of town 4 north, range 15 east, was set off by act of March 15, 1849, from the township of China. The source and meaning of the name are uncertain, but it probably is derived from the town of Casco in Maine, and may have been suggested by Captain John Clarke of China, who came from Maine.

The settlement of this township was nearly all made after 1840, although a large part was taken up in 1836.

The resident owners upon the assessment roll of 1840 were: Section 1, William Fenton, John Tappan, Elijah and Cortland Lindsay; section 2, Orange Fenton, Richard Freeman; section 5, Dennis Bates; section 6, James Reynolds; section 10, Hiram A. and Alonzo Allen, Charles Davis; section 11, Phineas Kinyon; section 24, Claude Duchene; section 25, Francis Phenix; section 35, Moses Duchene.

The St. Clair branch of the Michigan Central Railroad traverses the north end of the township, and it contains the unincorporated village of Adair, named by the English contractor who constructed the railroad.

The population statistics of the township are: 1850, 134; 1860, 1,084; 1870, 1,992; 1880, 2,212; 1890, 1,811; 1900, 1,722; 1910, 1,413.

Supervisors: 1849, William Hart; 1850, Porter Chamberlain; 1851-2; Horace S. Clark; 1853, Flavel P. Chapin; 1854-6, Stephen A. Fenton; 1857, Horace S. Clark; 1858-63, Stephen A. Fenton; 1864, John A. Hirt; 1865, Julius Granger; 1866-7, John A. Hirt; 1868-71, Fred Bielman; 1872-6, William Miller; 1877, Edward March; 1878-80, William

Miller; 1881-3, Jacob L. Kellar; 1884-6, William Miller; 1887, Jacob L. Kellar; 1888, William Miller; 1889-92, Jacob L. Kellar; 1893-03, Joseph M. Winkle; 1904-7, William Koch; 1908, Charles Zentgrebe; 1909-11, John Rewaldt.

#### CHINA

This township was created by act of the legislative council, March 17, 1834, and consisted of surveyed townships 4 north, in ranges 15, 16, and 17 east. The name was given at the suggestion of Captain John Clarke, a prominent early resident, who as a boy lived in China township, Kennebec county, Maine. Its limits were reduced in 1849 by the erection of the township of Casco, and in 1859 by the township of East China, leaving it as at present.

In order to avoid doubt as to the location of the north line of the township, it was provided by act of April 12, 1839, that the north line of the township should continue due east through the private claims to River St. Clair.

On March 17, 1849, the north line was again modified by following the west, north and east lines of private claim No. 306, until the latter reached Pine river, and then by the courses of that river to the south line of George Palmer's land, and along that line to St. Clair river.

By act of April 1, 1850, the act of 1849 was repealed, and all land within the corporation limits of St. Clair village attached to the township of St. Clair.

This entire township, with the exception of less than 500 acres, was taken up in 1836 and prior years. Belle river ran through it in a southeasterly direction nearly bisecting it, and in section 15 gave opportunity for an excellent water power, which was utilized in 1825, by Samuel Ward and William Gallagher, who erected a dam and a grist mill. Originally this township was covered with a heavy growth of hardwood timber.

Its resident owners in 1840 were:

- Sec. 5 Elizabeth Jerome.
- Sec. 6 Richard Allington, Stephen Cornwall, James Reynolds, David and Mary Hart, Daniel Leach.
- Sec. 7 Silas Hart, John Cornwall.
- Sec. 8 Jacob McQueen, James Low, Wm. Toles, S. B. Carll.
- Sec. 9 John Stewart.
- Sec. 10 Thomas Latham, Henry Hammond, Myron Williams.
- Sec. 11 Clark Worden, Jr., Dolphus Smith, Samuel Peter, W. G. and Edmund E. Carleton.
- Sec. 12 Wm. Cook, Chris Bartlett, Squire Gillan, Samuel Webster.
- Sec. 13 Adolphus Earle, John M. Oakes.
- Sec. 14 Porter Chamberlain, Cornelius Sullivan, J. D. and Clark Worden, James Weeks, Thomas Green.
- Sec. 15 William Scott, Thomas Fergo, Gallagher Estate, David Robinson, C. W. Phillips, Frederick Douglass, Edward Hextall.
- Sec. 16 J. B. Wolverton.



- Sec. 17 Michael Duchene, Jr., Louis Chortie, E. Bertrand.  
 Sec. 19 William Hammond.  
 Sec. 22 Edward Stevenson, Charles Gardner, Jarvis Chamberlain,  
 Domenic Mini, Herman Parsons, John Robertson, Francis Duchene.  
 Sec. 23 Wm. A. Parsons, Joseph Engert, John Francis.  
 Sec. 25 Timothy Halpin.  
 Sec. 26 Valentine Some, James Lozon, John McQueen, Otto and  
 Godfrey Diem.  
 Sec. 27 Joseph Noplit.  
 Sec. 34 James Loomis, E. Blanchard.  
 Sec. 35 Edward H. Rose.

Belle river runs through the township from the northwest corner to the southeast corner, and the St. Clair branch of the Michigan Central Railroad traverses the north end.

The population statistics are: 1837, 603; 1840, 610; 1850, 1,037; 1860, 1,340; 1870, 1,638; 1880, 1,628; 1890, 1,380; 1900, 1,318; 1910, 1,189.

Supervisors: 1835-6, Peter Carleton; 1837, Thomas Dart; 1838-41, county commissioners; 1842, David Hart; 1843, Samuel Carleton; 1844, Alfred Weeks; 1845, Lemuel Parmelee; 1846, John M. Oakes; 1847-8, John Clarke; 1849-50, David Hart; 1851, John Clarke; 1852, David Hart; 1853, Cortland Lindsay; 1854, Tubal C. Owen; 1855, Cortland Lindsay; 1856, Richard Kirk; 1857, William Butler; 1858-60, Cortland Lindsay; 1861, Edmund E. Carleton; 1862, John A. Hoffmire; 1863-4, James O. Robinson; 1865, John A. Hoffmire; 1866-7, Chester Rankin; 1868, Frederick Lindow; 1869-71, Chester Rankin; 1872, Moses F. Carleton; 1873, Michael Halpin; 1874, Chester Rankin; 1875-6, James Powrie; 1877, John Chamberlain; 1878-83, Frederick Lindow; 1884-5, James Powrie; 1886-9, Frederick Lindow; 1890-6, Henry Diem; 1897-05, Benton Osborne; 1907-11, August Weisman.

#### CLAY

As shown before, this township was the original township of Plainfield, with some restriction in area and change of name. By the act of 1828, it contained all of St. Clair county south of the section line between sections 23 and 33, in town 3 north, range 16 east, extending from River St. Clair to Lake St. Clair. The 23 is evidently a clerical mistake for 28.

By act of March 25, 1836, the line between Clay and Cottrellville was changed so as to begin on St. Clair river at northeast corner of Captain Harrow farm, (Private claim No. 188) then N. 69 degrees W. to northwest corner of said farm, thence west to the northeast corner of section 28; thence along the north line of said section to west corner of section 29; thence north to northeast corner of section 18; thence west to the county line of Macomb county.

The following year the township was reduced by the creation of the township of Ira, which left the north boundary the north line of the Harrow farm, and the north line of section 28; thence down the west

line of section 28, to the southwest corner; thence west to Lake St. Clair, along the south line of sections 29, 30 and 25.

By act of March 17, 1849, all that part of the township of Ira east of the Indian reservation line was attached to Clay, but this action was repealed by act of March 28, 1850.

The board of supervisors at a session held January 11, 1859, detached sections 29, 30 and 25 from Ira township and attached them to Clay, since which date there has been no change in the limits.

The settlement of this township began many years before the county of St. Clair was set off. There are twelve private claims within the township, indicating nearly that number of occupants before 1796, and practically all the land within the township had been taken up by the end of 1836. The village of Algonac, which seems to have first borne the name Manchester, was laid out in 1836, and by 1840 the township, though small in area, had a population of 387.

In that year its resident tax payers were: Section 2, Jacob Kendall, Dan Daniels; section 3, John K. Smith, Jacob Peer, Jr., Silas Miller and Henry Robertson; section 9, Clark and Benjamin Newhall, Azel Abel; section 27, Peter Hart; section 28, John Swartout, James Webster, Joseph Richardson and Peter McGregor; section 33, James L. Peer; section 34, James H. Hart.

Upon Harsen's Island were William Harsen, Henry Gell, James Harsen, John H. Stewart, Francis Harsen, Harvey Stewart, Aura P. Stewart, Jacob Harsen, Marks and Thrasher. There were living upon the private claims: George and Catherine Harrow, John Harrow, S. B. Grunmond, Charles Chortie, L. Butterfield, Isaac Coombs, Flora Stafford, John Cartwright. In addition to the foregoing the following persons were residing in the village: Charles Beers, Horace Beers, James Burt, Isaac Blauvelt, Tucker and Daniels, James House, M. Jackson, Jeremiah Pangborn, Aaron G. Peer, C. Phillips, C. L. Pool, David Senter, Nathan D. Smith, Weaver Stewart, Jacob G. Streit, William Woolworth; and the following in the township: Thomas Finley, William Foot, Benjamin Graves, William Landon, John Rector.

The township contains the incorporated village of Algonac, and many summer resorts, both upon the islands, which form part of the township, and upon the mainland. The present uncertainty of title to the lower portion of the flats, so-called, is treated in another chapter. The Rapid Railway follows rather closely the shore line of the township.

The population statistics, including Algonac, are: 1830, 240; 1837, 394; 1840, 387; 1850, 822; 1860, 1,037; 1870, 1,475; 1880, 1,523; 1890, 1,681; 1900, 2,462; 1910, 2,183.

Supervisors: 1828-33, Harvey Stewart; 1834, Charles Kimball; 1835, Jacob Kendall; 1836, Charles Kimball; 1837, Jacob Kendall; 1838-41, county commissioners; 1842, Harvey Stewart; 1843-4, Daniel Daniels; 1845, Isaac Kline; 1846-8, Chester Kimball; 1849, George Jaspersen; 1850-1, Chester Kimball; 1852-5, Isaac Kline; 1856, Daniel Daniels; 1857-9, Aura P. Stewart; 1860-1, James D. Butterfield; 1862, Samuel Russell; 1863, Isaac Kline; 1864-8, Garrett G. Stewart; 1869, Samuel Russell; 1870, James Burt Smith; 1871, Samuel Russell; 1872, John B. Kendall; 1873-4, Garrett G. Stewart; 1875-6, Samuel Russell;

1877-8, John M. Robertson; 1879, James P. Harrow; 1880, Daniel G. Jones; 1881, John M. Robertson; 1882-4, Daniel G. Jones; 1885-98, John M. Robertson; 1899, John H. Ihnken; 1900-11, John M. Robertson.

#### CLYDE

This township was organized by act March 26, 1836, and included surveyed townships 5, 6, 7, 8, and 9 north, in ranges 13, 14, 15, 16, east, 20 surveyed townships. It was reduced in 1837 by the township of Lexington, which took towns 8 and 9 north in ranges 13, 14, 15 and 16, and in the same year by the township of Columbus; in 1838, by the townships of Riley and St. Clair; in 1839, by the township of Berlin; in 1841, by the township of Wales; in 1850, by the townships of Emmet and Kenockee, and in 1855 by the township of Kimball, which left it with the present limits.

The name was the suggestion of Ralph Wadhams, at the time the proprietor of Clyde Mills, a small settlement at the point, later known as Wadhams, in Kimball township. The mill was built in 1825 by Robert Smart of Detroit, a Scotchman, who gave to the establishment the name of the river in Scotland upon which he had lived as a boy. In 1827 he sold to Wadhams, who maintained the mill for many years. In 1835 a post office was established there with the name Clyde Mills, and Mr. Wadhams as postmaster. It is said that Mr. Wadhams was very fond of the name, and greatly disappointed when through the organization of new townships, the name Clyde was finally attached to a township in which neither he, nor his mill or post office was located.

Owing to Black river running through the center of this township, thus making all the timber available, much of this land within the township was taken up at an early date. It was not surveyed until 1823 but some years before that Ignace Morass had built a sawmill upon section 17, near the junction of Mill creek, with Black river, using the timber near from the government land. When the land was put on sale in 1824, Morass bought the west half of the section upon which his mill stood. There was no swamp land in this township and it was largely taken up by 1836.

Excluding section 16, which was reserved as school land, by the end of 1836 more than nine-tenths of the entire township had been purchased from the government. Much of this was by speculators, but settlers came in with some rapidity as lumbering operations began with Morass and the Smart mill at Wadhams was built in 1825. By 1840 there were the following actual occupants in the township:

Section 3, James Gardner, Allen Atkins, Solomon Kingsley; sections 6-7, Ai Beard; section 9, John H. Westbrook; section 12, Harod Kinney, R. B. Kellogg; section 13, John R. Jones, Joel Perkins, Norman R. Smith; section 17, James Abbott, mill; section 24, James S. Vincent; section 25, Augustus Allen, Isaac Puleifer, Richard Bean; section 34, Arnold Kinney, D. W. Hollister; section 36, William R. Goodwin, A. W. Clark, Joseph House, Aaron Allen.

In addition to the above real estate owners the following persons

were assessed in the township in 1840 for personal property: Edward Petit (as tavern keeper), Asa Edgecomb, E. W. Harren, John Armstrong, John and James Beard and St. Clair Lumbering Company.

This township is traversed by the Saginaw and Port Austin branches of the Pere Marquette Railway, and Black river runs through it from north to south, with Mill creek emptying into it from the west. It contains two old unincorporated villages, Abbottsford, upon Mill creek, established at the site of the Abbott mill in section 17, and taking its name from the mill owner, and Ruby, upon Black river, laid out by the Beards and named from the steamboat Ruby which was built in 1851 and ran from Port Huron to Detroit.

The population statistics are: 1837, 339; 1840, 340; 1850, 691; 1860, 1,128; 1870, 1,176; 1880, 1,252; 1890, 1,014; 1900, 948; 1910, 791.

Supervisors: 1836-7, Ralph Wadhams; 1838-41, county commissioners; 1842-52, Ralph Wadhams; 1853, John S. Kimball; 1854-6, Edward Vincent; 1857, Oliver Westbrook; 1858, Edward Vincent; 1859, Michael Plant; 1860-2, Edward Vincent; 1863, Michael Plant; 1864-76, Edward Vincent; 1877-9, Alex McNaughton; 1880-1, Frank Kinney; 1882-9, Edward Vincent; 1890, John W. Gardner; 1891-01, David Atkins; 1902-9, W. Arnold Kinney; 1910-11, Fred A. Beard.

#### COLUMBUS

This township was organized by act of the legislature, March 11, 1837, with present limits, town 5 north, range 15 east, taken from the township of Clyde, and was named for the discoverer of America.

Over 17,000 acres in this township were taken up before or during 1836, and by 1840 a considerable number of settlers had gone into possession. The following persons appear upon the tax roll for that year as resident property owners:

- Sec. 4 Peter Kilroy.
- Sec. 5 James Malloy, Barney Curley, Charles Malloy.
- Sec. 6 W. B. Stewart, James Stewart, A. Moore, Alfred Bailey.
- Sec. 8 Jedediah W. Granger.
- Sec. 11 Theodore Bathey.
- Sec. 13 George Waterloo.
- Sec. 14 George Bathey.
- Sec. 17 John Stevenson, Aaron Bemis.
- Sec. 18 Pierce G. Wright.
- Sec. 19 Charles Baker.
- Sec. 21 Andrew Watrous, Brown Holcomb.
- Sec. 20-21 Robert Ramsey, Elias Palmer.
- Sec. 22 Thompson McKiel.
- Sec. 24 William H. and John Savage, Edward Fay.
- Sec. 28 John S. Parker.
- Sec. 29-30 Lyman Granger.
- Sec. 30-31 Morton Shearer.
- Sec. 31 Benjamin Weeks.
- Sec. 32 Erastus S. Cross, David Carlisle, Nathan Cook.

Sec. 33-34 Edward H. Rose.

Sec. 35 Robert Wilson.

It is quite probable that the Fort Gratiot turnpike which was cut through this township by the government in 1832, assisted materially in its early settlement. It is also traversed by the Grand Trunk Railroad.

Its population statistics are: 1837, 85; 1840, 155; 1850, 377; 1860, 1,032; 1870, 1,218; 1880, 1,327; 1890, 1,158; 1900, 1,054; 1910, 964.

Supervisors: 1837, Theodore Bathey; 1838-41, county commissioners; 1842, Daniel Weeks; 1843, John S. Parker; 1844, Daniel Weeks; 1845-6, John S. Parker; 1847-8, Morton Shearer; 1849, Charles Baker; 1850, Lester Cross; 1851-2, David Weeks; 1853-4, George S. Granger; 1855, John S. Parker; 1856, James S. Durfee; 1857, George S. Granger; 1858-9, John S. Parker; 1860, Chauncey R. Canfield; 1861-7, George S. Granger; 1868-9, John S. Parker, Jr.; 1870, James Quick; 1871-3, George S. Granger; 1874-5, Henry U. Smith; 1877, John S. Parker; 1878-82, George S. Granger; 1883-7, Henry P. Hunt; 1888, Ephraim Pearce; 1889, Henry P. Hunt; 1890-1, George S. Granger; 1892-3, Fred H. Bathey; 1894-7, Cornelius J. O'Donnell; 1898-9, Chris C. McCall; 1900-01, Thomas Dawson; 1902-3, James M. Haviland; 1904-7, George M. Hall; 1908-11, Robert Pearce.

#### COTTRELLVILLE

This township was organized as shown above in 1823. Its boundaries were changed in 1827 and then remained until March 28, 1840, when it was increased to take in sections 5, 6, 7, 8, 17, 18, 19, 20 of town 3 north, range 16 east, from the town of Ira, leaving the present limits except as changes have taken place in the village and city limits of Marine City.

There are twelve private claims in this township, all fronting on St. Clair river, and upon one of these settled George Cottrell, the first permanent white resident of the county, and as a small settlement began about 1819 at the mouth of Belle river, and in addition but little of the public land was swamp, the entire township, with the exception of less than 600 acres, was taken up by 1836. On the tax roll of 1840 the following resident land owners appear:

Sec. 1 Amasa Hemenger, Michael and Oliver Yax, Amasa Rust, Reuben Warner.

Sec. 3 Otis Rankin, Aloney Rust, Elijah Fish, George Preston, John Rector, D. F. Hart.

Sec. 4 Ann Richards.

Sec. 5 William B. Rank.

Sec. 10 Milo Brown, William Gardner, Job Smith, H. H. Smith, Reuben and Newland Smith.

Sec. 12 J. D. Brown, Etienne Russell.

Sec. 15 Daniel F. Haley, J. L. Broadbridge.

Sec. 21 James Dudley.

Sec. 22 Orson and Silas Campbell.

In the private claims: Henry and David Cottrell, George and George H. Cottrell, Michael Lequelle, Samuel Hayward, Merlin Campbell, Edward Kean, Joseph and J. P. Mini, C. Lenox, James Fulton, Wm. Brown, Thomas Robertson, Nicholas Huffmaster.

There were also several assessed for personal property alone.

The village of Newport was within the township, and as it was not incorporated until 1865, it was assessed upon the same roll with the rest of the township, and upon the roll of 1840 the following appear as resident owners of village lots in Newport: Louis Bousely, C. Belows, J. C. Brigham, H. A. Caswell (tavern keeper), Louis Chortie, John D. Millard, Peter Demoise, L. P. Fitch, Charles Gardner, Solomon Gardner, Barrow & Gardner, George Howard, C. A. Jones, Ruth Lamb, Edward Locke, Isaac Lester (saw mill), M. H. Miles, R. R. McNiff, Wm. Miller, P. McNulty, J. P. Phillips, O. B. Reed, John Robertson, P. R. Robertson, James Robertson, S. Russell, Lydia Thorn, Eber B. Ward, Samuel Ward, Zael Ward, Clauson Warner, Daniel Wilkins, J. L. Wolverton. The following were assessed for personal tax only: S. A. Jones, Hyde and Smith.

This township is traversed by the Rapid Railway and its Cut Off branch, and contains practically all the city of Marine City. Originally the "Big Swamp," as it was called, extended the entire length of the township from north to south, parallel with St. Clair river, and about a mile distant, but the excavating through it of a good sized canal transformed it into the most fertile land.

Population statistics: 1830, 226; 1837, 520; 1840, 602; 1850, 913; 1860, 1,527; 1870, 2,371; 1880, 2,904; 1890, 1,054; 1900, 1,130; 1910, 1,070. Since and including 1890 the foregoing figures do not embrace the population of Marine City.

Supervisors: 1827, John S. Fish; 1828, Amasa Hemenger; 1829-30, George Cottrell; 1831, Amasa Hemenger; 1832-3, Samuel Ward; 1834-7, David Cottrell; 1838-41, county commissioners; 1842-5, David Cottrell; 1846, Zael Ward; 1847, Solomon Gardner; 1848-54, David Cottrell; 1855, Aloney Rust; 1856, David Cottrell; 1857-60, William F. Chipman; 1861, Samuel Roberts; 1862, William F. Chipman; 1863, Samuel Roberts; 1864-5, William F. Chipman; 1866, Valentine A. Saph; 1867, Nathan S. Boynton; 1868, David Cottrell; 1869, Samuel Roberts; 1870-1, Benjamin S. Horton; 1872-3, Valentine A. Saph; 1874-5, Patrick J. Kean; 1876-82, Calvin A. Blood; 1883-4, Robert B. Baird; 1885-6, Calvin A. Blood; 1887, James D. Hill; 1888-9, Michael Cook; 1890-11, Patriek Shea.

#### EAST CHINA

This township was created by act of February 12, 1859. It was detached from China township and was composed of all that part of the township of China lying in fractional township No. 4, north, including private claims extending into range 16 east. Its northern boundary has been changed several times, by the change in the boundaries of St. Clair City. An interesting discussion of this boundary was given in an opinion by the supreme court in a case arising between

Osborne, a citizen and taxpayer of China township, and Frederick Lindow, the supervisor. (78 Mich. Rep., 606.)

It contained six private claims and all of the land within the township had been taken up before the end of 1834. Upon the tax roll of 1840 the following appear as resident land owners: Section 7, Daniel Stewart, Elisha Smith and Arch P. Phillips; section 17, George Palmer; section 18, Reed Jerome, Moses Hopkins and John Clark; section 19, George Clark; and in the private claims, J. H. and Ebenezer Westbrook, James Young, John, Henry and James Baird; Benjamin Bissell & Company, Alfred Comstock, Oliver Ricard and Lemuel Parmelee.

Belle river runs several miles through this township, and it is traversed from north to south by the Rapid Railway.

Population statistics: 1860, 318; 1870, 297; 1880, 337; 1890, 294; 1900, 257; 1910, 327.

Supervisors: 1859, Henry Baird; 1860-72, Lawrence T. Remer; 1873-80, William D. Hart; 1881-2, Lawrence T. Remer; 1883-5, Charles W. Recor; 1886-8, John W. Donaldson; 1889-90, Henry N. Hammond; 1891-4, John W. Donaldson; 1895, H. Will Hammond; 1896, John W. Donaldson; 1897-02, Charles D. Holland; 1903-11, Lambert Recor.

#### EMMET

There is no record of a legislative act setting off the township of Emmet, but an act of the legislature of February 19, 1850, legalized the organization of township 7 north, range 14 east, which had been a part of Clyde township, as a township with that name, which was appropriately taken from Robert Emmet, the Irish patriot, as a very large proportion of its early settlers were of Irish descent.

Nearly one-half of this township was reserved as Salt Spring land in accordance with the act of congress admitting Michigan as a state, and for this reason as well as the fact that a considerable part was shown upon the government maps as swamp, there was but a very small part of the township taken up by the year 1840, and no resident property owners appear upon the tax roll for that year.

The Grand Trunk Western Railroad traverses the southern part of this township, which contains the incorporated village of Emmet.

Population statistics: 1860, 646; 1870, 1,000; 1880, 1,848; 1890, 1,251; 1900, 1,155; 1910, 1,005.

Supervisors: 1856, Patrick Kennedy; 1857-8, Patrick Fitzgerald; 1859, John Cavely; 1860, Patrick Fitzgerald; 1861, Patrick Kennedy; 1862, Thomas Kennedy; 1863, Dennis Carney; 1864-5, Thomas Kennedy; 1866-7, John Cavanaugh; 1868-72, Dennis Carney; 1873-4, William H. Butler; 1875-8, William Power; 1879-80, William H. Butler; 1881-3, William Power; 1884-5, Dennis Gleason; 1886, William Power; 1887-97, John Dunnigan; 1898, Patrick L. Gleason; 1899-00, Daniel Foley; 1901, Patrick L. Gleason; 1902-4, Daniel Foley; 1905-11, Daniel O'Connell.

## FORT GRATIOT

This township was organized by the board of supervisors at a meeting held June 13, 1866. It was taken from the township of Port Huron, and was created for the purpose of giving the north end of the county a larger representation on the board of supervisors, and to assist in the removal of the county seat from St. Clair. It was composed of township 7 north, range 17 east, and took its name from the fort then existing.

With the exception of a part of section 6, all the land in the township was taken up prior to 1840. It was not surveyed until 1824, and the land began to be taken up the following year.

In 1840 the following resident land owners were on the assessment roll:

- Sec. 26 R. T. Holland.
- Sec. 27 Elijah Burtch, John Kennelly Estate.
- Sec. 29 A. S. Pratt, Sarah Lamb.
- Sec. 29-30 Jeremiah Harrington.
- Sec. 30 Eben Bacheller, Willard Carpenter, John Miller.
- Sec. 31-32 Jacob Miller, Lucius Beach.
- Sec. 32 Gilbert Elliott, Wm. Austin, R. Matteson, Wm. Moore.
- Sec. 33 Jeremiah Seoville, A. Humphrey.

This township is traversed by the Port Austin branch of the Pere Marquette Railway, and contains several summer resorts on its eastern shore.

Population statistics: 1870, 1,032; 1880, 1,902; 1890, 774; 1900, 774; 1910, 597. Since and including 1890, the foregoing statistics have excluded the population of Fort Gratiot village.

Supervisors: 1866, Henry Stephens; 1867, Sylvester P. Mason; 1868-9, Stephen Moore; 1870-3, Julius McMartin; 1874-6, Townsend Lymburner; 1877, Julius McMartin; 1878-84, Townsend Lymburner; 1885, William D. Brown; 1886, Townsend Lymburner; 1887-8, Robert E. French; 1889-92, Townsend Lymburner; 1893, David H. Bryce; 1894-01, Townsend Lymburner; 1902, Stephen Moore; 1903-5, William E. Hitchings; 1907, George S. Quail; 1908, Arza W. Lymburner; 1909-11, George S. Quail.

## GRANT

This was another township created by the board of supervisors, chiefly for the purpose of obtaining another supervisor from the north part of the county to aid in the county seat removal. The township is composed of surveyed township 8 north, range 16 east, except the east tier of sections (1, 12, 13, 24, 25, 36), was organized October 9, 1866, and was named after the Union general, later president. It was taken from the township of Burtchville.

The earliest purchase of land in this township was in section 8 by Thomas S. Knapp of Detroit, in April, 1828. Mr. Knapp was interested with John Thorn in the Thorn plat property in Port Huron,



and was also, for some years, sheriff of Wayne county. During his term of office a murderer by the name of Simmons was sentenced to be hanged, and Knapp resigned his office rather than perform that duty. He located a mill upon this land which Judge Z. W. Bunce operated for a while.

About one-half the township was purchased by the end of 1836, and the tax roll of 1840 shows the following residents:

- Sec. 2 Lewis Chadwick.
- Sec. 3 Nelson Chase.
- Sec. 10 Horace Caddee, Nelson and A. S. Potter, Eber Lewis.
- Sec. 11 William Babcock.
- Sec. 13 Thomas Hall, William Brown, William Western, Sheldon Thorp.
- Sec. 14 James Merchant, Joseph Pettys.
- Sec. 20 A. W. Comstock.
- Sec. 22 Chauncey and Elisha Doud.
- Sec. 23 Charlotte and Calvin Doud.
- Sec. 29 L. Thibault.

Black river and the Port Austin branch of the Pere Marquette Railway traverse this township from north to south, and it contains the unincorporated villages of Grant Center and Jeddo.

Population statistics: 1870, 1,144; 1880, 1,357; 1890, 1,142; 1900, 923; 1910, 810.

Supervisors: 1867-9, Thomas Dawson; 1870-2, John McGill; 1873-4, Denton G. Finlayson; 1875-80, John McGill; 1881-2, Clark Strevel; 1883-93, Thomas Myron; 1894-8, Henry Streeter; 1899-00, William Myron; 1901-04, Arthur Biggar; 1905-11, John M. Strevel.

#### GREENWOOD

This township, town 8 north, range 15 east, was created by act of the legislature February 12, 1855, and taken from the township of Brockway. Its name is a descriptive one. Owing to its distance from the lake or river, and there being no navigable stream in it, settlement in this township began comparatively late, and in 1840 there were no residents, and less than 1,000 acres were bought before or during the speculative year, 1836.

The Saginaw branch of the Pere Marquette Railway runs through the southwestern part of this township, and it contains the unincorporated village of Fargo, which was located upon land belonging to Mr. Farr, and was named in consequence.

Population statistics: 1860, 583; 1870, 940; 1880, 1,568; 1890, 1,457; 1900, 1,236; 1910, 987.

Supervisors: 1855-8, Lincoln Small; 1859-60, Samuel Jamieson; 1861-79, Patrick Fox; 1880, Jotham A. Vincent; 1881-96, Patrick Fox; 1897-9, George Oatman; 1900-1, Albert Lutz; 1902-4, George Oatman; 1905-11, Joseph Vincent.

## IRA

This township was created by act of legislature March 11, 1837, and is said to have derived its name from Ira Marks, one of its prominent early settlers. Its limits as originally fixed commenced at the southwest corner of section 28 of the township of Clay, thence north to the south line of town 4 north; thence west to the east line of Macomb county, thence south to Lake St. Clair; thence along the border of the lake eastward to the south line of section 25; thence east to the place of beginning. In 1840 the township of Cottrellville was increased to take in sections 5, 6, 7, 8, 17, 18, 19, 20 from the eastern part of Ira. In 1849 that part of the township east of the Indian reserve line was taken off and added to the township of Clay, but this act was repealed March 28, 1850, leaving the township limits as at present.

A large part of this township was included within the Indian reservation, made under the Indian treaty of 1807, and surveyed in 1810. This reservation extended from Lake St. Clair into the lower tier of sections in Casco township, and included 5,760 acres. By the treaty made in 1836 with the Swan Creek and Black River bands of Chippewa Indians, this reservation was surrendered to the United States, and in 1838 surveyed and subdivided into sections and placed on sale in 1839. There were two private claims, partly in this township, and nearly all the land outside the reservation was taken up at an early date.

A large part of the population of this township is of French descent, and it has within its limits two small unincorporated villages, Anchorville and Fair Haven. The latter was for some years the site of a thriving industry in the manufacture of hardwood lumber and of staves and hoops. Swan creek or Riviere des Cygnes, as the early French called it, runs through the township and empties into Anchor bay.

A considerable number of settlers came to this township at an early date, and on the assessment roll of 1840 the following residents appear: Section 8, Joseph Rose, Peter and Antoine Lafonsa; section 9, Stephen and Peter Rose, Medaid and James Beauvais; sections 9-16, Francis Furtain and Charles Paquet; section 10, Constant and Joseph Louiselle; section 14, Charles Chartrand; section 15, O. Fousha, T. Boyer, Francis and Stephen Chortier; section 16, John Dalloz; section 17, Antoine Bethuy and Francois Ebert; section 18, Joseph Basney; section 23, Michael Peatt; section 30, Charles and Chester Kimball; and in the private claims, Gilbert Yax, Abraham Destraw, Michael Lalone, Antoine L'Esperance, Antoine Ebert, Francis Deguire and Joseph Paquet.

The spelling of the French names upon the assessment roll is often a complete disguise of the real name, but the most of the above are readily identified.

The main line of the Rapid Railway runs along the shore line of this township, and the cut-off to Marine City branches off at Anchorville. The township contains a small part of the incorporated village of New Baltimore, which was originally called Ashley, from the owner of the property on which it was located, and which was prior to 1859, changed to New Baltimore. There are also within the township the two unin-

corporated villages of Anchorville, so-called because it is located on Anchor Bay, and Fair Haven, a descriptive name given by Mr. Hathway, the original proprietor. In early days the name of Swan creek was given to the settlement at its mouth. The name is the English translation of the French name Riviere des Cygnes.

Population statistics: 1837, 202; 1840, 204; 1850, 596; 1860, 1,130; 1870, 1,581; 1880, 1,645; 1890, 1,495; 1900, 1,304; 1910, 1,040.

Supervisors: 1837, Chester Kimball; 1838-41, County Commissioners; 1842-4, Charles Kimball; 1845-7, Job T. Gorham; 1848, Antoine Bethuy; 1849, John Dalloz; 1850-1, George King; 1852, Larkin Hatch; 1853-4, John Dalloz; 1855, Ira Marks; 1856, John Dalloz; 1857, Abram Yale; 1858-9, Crockett McElroy; 1860, Elbridge G. Marks; 1861, Godfrey Derodie; 1862, Louis A. Allor; 1863, Stephen Rose; 1864-71, Henry Neddermeyer; 1872-9, Henry Meyer; 1880-8, Benjamin Latour; 1889-93, Henry Blom; 1894-7, Benjamin Latour; 1898-00, Louis Bourlier; 1901-2, Henry Rossow; 1903-5, Eugene David; 1907-9, John Neddermeyer; 1910-11, Charles J. Beauvais.

#### KENOCKEE

This township composed of surveyed township 7 north, range 15 east, was set off from the township of Clyde by act of February 9, 1855. Its name is taken from Chippeway Indian words meaning long-legged.

Settlement was slow in beginning in this township. In 1840 there were no resident property owners, although about half the township had been purchased from the government. Pine river and Mill creek run through this township from west to east, and the Saginaw branch of the Pere Marquette Railway traverses it. It contains the unincorporated village of Avoca, which was so named by Mr. O'B. J. Atkinson, from the Vale of Avoca in Ireland, celebrated in one of Moore's poems.

Population statistics: 1860, 778; 1870, 1,239; 1880, 1,591; 1890, 1,202; 1900, 1,264; 1910, 1,171.

Supervisors: 1855-6, Abel Stockwell; 1857-64, Patrick Doheny; 1865, Sylvester Cody; 1866-69, Daniel Smith; 1870, George Strevel; 1871-78, Sylvester Cody; 1879-80, Martin Stapleton; 1881, Sylvester Cody; 1882-90, Martin Stapleton; 1891, Angus Atkinson; 1892-97, James Mackay; 1898-01, William Mason; 1902-08, Jefferson G. Brown; 1909-11, Martin Stapleton.

#### KIMBALL

This township, being surveyed township 6 north, range 16, was organized by act of February 12, 1855, being detached from Clyde township and was named for John S. Kimball, a prominent early resident.

This township contained originally a large amount of pine timber, and two streams of considerable size ran through it, Black river in its northeastern part, and Pine river entirely through it, north and south. As early as 1825 land in sections 2 and 3 were purchased from the government, and in the former section a dam was built across Black river and a mill erected by Detroit parties, the chief one being Robert

Smart, or Bobby Smart, as he was generally known, a canny Scot, who had large interests in Detroit, and who not long after sold out to Ralph Wadhams, who continued the business at the same place—Clyde Mills, as Smart had named it—for many years.

The settlers in 1840, according to the assessment roll for that year, were: Section 1, Alex Atkins; Section 2, Ralph Wadhams; Sections 3-10, Amos G. Throop; Sections 22-27, Sanborn, Smith, Hall & Bartlett; Section 28, C. Bartlett; Section 36, Newell Smith and Samuel Carlisle.

This township is traversed by the Grand Trunk, Grand Trunk Western, and the Saginaw and Almont branches of the Pere Marquette Railway. It contains the unincorporated village of Smith's Creek, so-called from the stream named after Elisha Smith, a large land owner upon it. Clyde Mills, as it was called for many years, or Wadhams, as it came to be known, is situated in the northeastern part of the township.

Population statistics: 1860, 839; 1870, 1,091; 1880, 1,429; 1890, 1,356; 1900, 1,437; 1910, 1,151.

Supervisors: 1855, William B. Verity; 1856, John S. Kimball; 1857, William B. Verity; 1858-9, John S. Kimball; 1860-2, William B. Verity; 1863-5, William Jenkinson; 1866-8, John S. Kimball; 1869-74, Marshall D. Frink; 1875-8, Parker M. Brown; 1879-80, Sylvester Caswell; 1881, Parker M. Brown; 1882, George Fish; 1883-6, William W. Allen; 1887-93, John Terney; 1894-6, George McCormick; 1897-9, Enoch Saunders; 1900, William W. Allen; 1901, Enoch Saunders; 1902-5, William H. Dudd; 1907-11, George G. Fish.

#### LYNN

This township—surveyed township 8 north, range 16 east—was established by Act of March 28, 1850, being detached from the Township of Berlin.

At that time Mr. Alfred A. Dwight was an extensive timber owner in the township and was engaged in lumbering. It was at his suggestion that the township was set off, and when the question of name came up, it was proposed by several that the new township be named Dwight after him. To this however he demurred strongly, and in turn proposed the name of his foreman, Edward J. Lynn, later of Port Huron, which was accepted and used.

Originally a considerable part of this township, in the western and southern parts, was swamp land, through which ran the north and south branches of Mill Creek. In early days a large amount of pine timber from Lapeer county was run down these branches, and into Black river. In 1840 the only resident tax payer in this township was Daniel Alverson, who had a saw mill in section 23.

Population statistics: 1850, 55; 1860, 225; 1870, 539; 1880, 788; 1890, 857; 1900, 859; 1910, 818.

Supervisors: 1850, Alfred A. Dwight; 1851-3, Daniel Alverson; 1854-9, William Allison; 1860-3, William H. Munson; 1864-70, John Houghton; 1871-2, George Bullock; 1873, Robert Leach; 1874, George Bullock; 1875-7, John Houghton; 1878-80, Robert Leach; 1881-2, Eugene

E. Murphy; 1883, Robert Leach; 1884-97, Elston Huffman; 1898-00, John G. Dudley; 1901-11, Elston Huffman.

#### MUSSEY

This township was organized by act of February 10, 1855, was detached from the township of Berlin, and is composed of surveyed township 7 north, range 13 east. It was named for Hon. Dexter Mussey, a member of the state house of representatives from Macomb county for several years.

Several sections of this township were originally swamp, and consequently were late in being taken up from the government. In 1840, there were no residents.

This township contains the incorporated village of Capac, which was first settled in 1857.

The Grand Trunk Western Railroad traverses the township.

Population statistics: 1870, 1,117; 1880, 1,746; 1890, 1,683; 1900, 1,817; 1910, 1,743. Since 1890 (and including that census), the foregoing statistics include the population of the village of Capac.

Supervisors: 1855, William P. Preston; 1856, Orrin J. Burroughs; 1857, Dewitt C. Walker; 1858, George A. Funston; 1859, Richard Shutt; 1860-4, George A. Funston; 1865, William Chapman; 1866, George A. Funston; 1867, Warren D. Churchill; 1868, George A. Funston; 1869-70, Richard Shutt; 1871, Graham Alder; 1872, George W. Curtis; 1873-7, Richard Shutt; 1878, Sidney S. Brooker; 1879, William Chapman; 1900, Julius A. Jonas; 1901-10, David D. Martin; 1911, John Kingott.

#### PORT HURON

This township, with the name of Desmond, was laid out by act of 1880-2, Richard Shutt; 1883-4, Charles S. Warn; 1885, David Bottom-Wade; 1891-4, Albert Toseh; 1895-8, John Kingott; 1899, Martin Wenst; legislative council, April 12, 1827, and consisted of surveyed townships 6, 7, 8, 9 in ranges 13, 14, 15, 16 and 17 east. In 1836 it was greatly reduced by the creation of the township of Clyde, and in 1837 by the township of Lexington, which left only surveyed townships 6 and 7 north, range 17 east. By the same act creating the township of Lexington, the name of Desmond township was changed to Port Huron. By act of March 31, 1838, the south line of the township was changed so as to conform to the north line of private claim 255, and by act of April 12, 1839, the original line was restored. In 1866, the township of Fort Gratiot was created from the township of Port Huron. By act of April 3, 1891, the action of the board of supervisors in establishing a boundary line between the township of Port Huron and the township of St. Clair was confirmed, and the board of supervisors at a session on the 16th day of October, 1891, made the following change in the line between the townships of Port Huron and Fort Gratiot: Commencing at a point where the present boundary line between said townships intersects the center of Black river; thence up stream along the center of said river to a point where the quarter section line running east and west through

sections 31 and 32 intersects said river; thence west along said quarter section line to a point where said line intersects the Beach road; thence south along said road to a point where said road is intersected by the River road; thence northwesterly along said road to a point where said road intersects the quarter section line running east and west through ley; 1886-7, Robert D. Shatt; 1888-9, Albert Tosch; 1890, Barton J. the quarter section line running east and west through section 31; thence west along said quarter section line to the western boundary of said township of Fort Gratiot; thence south along said western boundary between the townships of Fort Gratiot and Clyde to the southwest corner of said township of Fort Gratiot, so that all territory lying southerly of the aforesaid lines shall be detached from the township of Fort Gratiot, and attached to and made a part of the township of Port Huron.

Subsequently, Black river was made the dividing line between the townships of Port Huron and Fort Gratiot. The line between the township and the city has been frequently changed.

This township contains the unincorporated village of Marysville, formerly Vicksburg. The latter name is said to be derived from E. P. Vickery, who had a saw-mill there, and the present name is formed from the given name of the wife of Nelson Mills. The name was required to be changed because there was another and older Vicksburg in the state. It also includes the plat of Elmwood, the Campau tract, so-called, and other plats.

In 1840, the township included the present city of Port Huron as well as the township of Fort Gratiot, and upon the assessment roll for that year appear the following names within what is now the city of Port Huron.

South side of Black river: A. F. Ashley, E. A. Biron, Milton C. Bowers, J. and J. Bryce, George Clark and C. Flugal (bakery), John Campbell, A. and J. B. Comstock, Clift. Comstock, Ruth Davis, Eaton & Baneroft, J. F. Follensbee, E. L. Hannah (wharf and building), D. B. Harrington, Orson E. Hall, J. S. Heath, John Howard, Howard & Sanborn, N. D. Horton, Alex Hulin, Isaac Halstead, J. L. Kelsey, J. H. King, L. M. Mason, J. P. Minnie, William Moon, W. Moore, Norman Nash, Ira Porter, Edward Petit, John Richardson, J. Spalding, M. H. Shippey, James Scott, C. Thompson, S. V. Thornton (wharf and storehouse), J. H. Westbrook, C. C. Waller, Wright & Carpenter and James Young.

North side of Black river: Thorn plat—Brakeman & Thorn, J. Burton, A. B. & J. Botsford, R. Hamilton, W. Randall, William Robertson, B. L. Skiff and John Wilson. Butler plat—Black River Steam Mill Company, Charles Burnham, W. Davis, S. S. Gould, D. R. Hatch, Ingersoll & Wilcox, F. P. Jones, C. B. Lyon, Gardner Patten and F. Saunders.

North of Military reservation: I. Bird, S. Boddy, J. C. Burdick, William Foley, J. J. Holland, Thomas Murphy, William Osmer and George White.

The following were assessed for personal property alone, within the present city limits: N. Ayrault, A. W. Campfield, George Cooper,

Waldo Comstock, P. S. Cross Estate, J. B. Flanagan, Abner Gould, D. M. Hagedon, Lucian Howe, B. A. Luce, Jerauld Miller, George McDougall, Justin Rice (agent stockholders Gen. Gratiot), Sanborn, Gillett & Company, O. C. Thompson, Edward Wade, Wells, Cooper & Company, Zopher Wright and E. P. Vickery.

The following were assessed as resident taxpayers with property not village lots, although in many cases the land is now within the city limits:

- Sec. 19 Rice & Barber, Sanborn & Smith, John M. Wade.
- Sec. 20 J. S. Kimball, G. F. Boynton.
- Sec. 21 John Randall, S. Hulin, Michael Hand, John Applegate.
- Sec. 22 E. B. Clark, H. Whitcomb.
- Sec. 29 James M. Geel.
- Sec. 30 P. & J. Harder.
- Sec. 31 L. Carlisle.
- Sec. 32 John Moores.

Population statistics: 1830, 376; 1837, 824; 1840, 1,113; 1850, 718; 1860, 1,494; 1870, 832; 1880, 1,010; 1890, 1,407; 1900, 1,666; 1910, 1,934.

Supervisors: 1827, Martin Peckins; 1828, Jeremiah Harrington; 1829-32, John Kenelly; 1833, John Doran; 1834, Ralph Wadhams; 1835, John Kenelly; 1836, Cummings Sanborn; 1837, Ira Porter; 1838-41, County Commissioners; 1842, John S. Heath; 1843, Peter F. Brake-man; 1844, John S. Heath; 1845-6, Peter F. Brakeman; 1847, John Thorn; 1848, John Wells; 1849-50, Joseph P. Minnie; 1857-9, Alex F. Ashley; 1860-4, James Demarest; 1865, Alex W. Clark; 1866-80, James Demarest; 1881, John L. Newell; 1882-8, Gage M. Cooper; 1889-95, Charles A. Bailey; 1896-08, Peter Schweitzer; 1909-11, Charles A. Bailey.

#### RILEY

This township—town 6 north, range 14 east—was detached from the township of Clyde and organized by act of March 6, 1838. It was named for John Riley, the half-breed Chippewa Indian who lived for several years on the reservation at Port Huron, and was in the habit of going regularly to the woods in what is now Riley township for making maple sugar and for hunting. In October, 1836, the same year the Indian Reservation at Port Huron, upon which John Riley lived, was bought by the United States. Riley's father bought the southwest quarter of section 27 in this township and a few days later gave to John a life lease of it at the rental of 6 cents yearly. It is said that John opened a store but extended too much credit to his white friends with the result that he lost his goods, and money, and first mortgage and then sold his property.

Belle river runs southeasterly through the township, and the incorporated village of Memphis lies partly in section 35 and partly in the adjoining township of Richmond, in Macomb county. The Almont

branch of the Pere Marquette Railway runs through the southern part of the township.

The township received an early accession of settlers, and in 1840 the following appear on the assessment roll:

- Sec. 1 M. Harrington.
- Sec. 5 Oliver Tuttle.
- Sec. 13 J. C. Edgerly, George Whiting.
- Sec. 15 Oliver Allen, Lucius Oakes.
- Sec. 19 Ira Youngs.
- Sec. 20 John Lawn, E. W. Cross.
- Sec. 21 Jeremiah and Nathan Thorp.
- Sec. 22 Justin Corey, Ira and Benjamin Babcock.
- Sec. 25 Josiah Snow, Hugh Gregg.
- Sec. 25-26 John Grinnell.
- Sec. 26 Peter Bice, Wm. Wells, Nelson Phillips, J. D. Armsby.
- Sec. 34 John Vanderbilt.
- Sec. 34-35 David Mansfield.
- Sec. 35 Anthony and Abraham Wells, Ransom Hulin, Harford and Adney Phillips, Carmi Coburn, John Stewart, James Kelly, Oel Rix.
- Sec. 36 Charles Clough, Anson S. Welch, John A. Inver, Joseph Potter, Lewis Sage, Oscar Pomeroy.

Population statistics (including part of Memphis): 1840, 114; 1850, 311; 1860, 938; 1870, 1,664; 1880, 2,002; 1890, 1,605; 1900, 1,462; 1910, 1,324.

Supervisors: 1838-41, County Commissioners; 1842, Oel Rix; 1843, Amasa S. Welch; 1844-5, John Lown; 1846-7, Amasa S. Welch; 1848, John Lown; 1849, John P. Gleason; 1850, Amasa S. Welch; 1851-3, Henry Rix; 1854, Oel Rix; 1855, Henry Rix; 1856, Oel Rix; 1857-9, Ezra Hazen; 1860, Amasa S. Welch; 1861-4, Ezra Hazen; 1865-6, Henry Rix; 1867, Ezra Hazen; 1868, William Eaton; 1869, Ezra Hazen; 1870, William Eaton; 1871-82, Constant Simmons; 1883, Martin Ellinwood; 1884-5, Joseph H. Dutton; 1886, Constant Simmons; 1887, Richard E. French; 1888, Constant Simmons; 1889, Martin Ellinwood; 1890, Constant Simmons; 1891, Martin Ellinwood; 1892-3, Freeman Snyder; 1894, Benjamin Felker; 1895-7, David M. Tice; 1898-04, Thomas McCall; 1905, Lambert Van Valkenburg; 1907-9, Freeman Snyder; 1910-11, Michael McInerney.

#### ST. CLAIR

As shown above in this chapter, practically the whole county was originally the township of St. Clair. In 1823 at the first formal division of the county into three townships, St. Clair included all the county north and west of the township of Cottrellville. By act of April 12, 1827, upon a re-division of the county, the township of Sinclair was laid out to consist of that part of surveyed townships 4 and 5 north in ranges 13, 14, 15, 16 and 17 east, which lay within the county, but the county



did not at that time include townships 4 north, ranges 13 and 14 east, nor the west half of town 5 north, range 13 east. This was reduced in 1832 by the change in the county boundary line which cut off the east half of town 5 north, range 13 east, and entire town 5 north, range 14 east, and it was further reduced in 1835 by the creation of the township of China, and in 1836, by the township of Clyde. This left only a narrow strip along the river, to include town 5 north, range 17 east, which was increased by act of March 31, 1838, to take in town 5 north, range 16 east, and all of private claim No. 255.

The act of April 12, 1839, extended the south line of the township in a straight line through private claims Nos. 306 and 304 to St. Clair river. In 1849 the south line was again changed as is shown in the section of this chapter relating to China, but this act was repealed in 1850, and all of the township of China, within the limits of St. Clair village was attached to the township of St. Clair. The village of St. Clair was incorporated upon the same date, and with the exception of changes in the boundary lines of the village and city, the township limits have since remained the same.

This township, with the exception of less than 600 acres, was taken up during the speculative period, ending in 1836, and as it included the settlement at St. Clair, it had a considerable population in 1840.

The assessment roll of 1840 contains the names of the following resident tax payers:

- Sec. 2 Peter and Solomon Laturno.
- Sec. 4 Charles Stewart.
- Sec. 5 Daniel M. Lynn.
- Sec. 8 Stephen Carl, Daniel Hathway, Henry Loucks.
- Sec. 9 Andrew J. Palmer.
- Sec. 17 Rufus Henderson.
- Sec. 18 Pendleton Ogden.
- Sec. 19 Geo. and Alex St. Bernard, Francis Bazil and Beloni Thibault, R. & F. Moore.
- Sec. 20 John Shin, John Russell.
- Sec. 24 Henry B. Turner, B. S. Hammond, John Leach.
- Sec. 27 O. E. Parker.
- Sec. 29-30 Abijah Beard, Israel, Jeremiah, Chester and Edmund Carleton.
- Sec. 34 John Doran, David Frazier.
- P. C. 307 Gideon, Benj. C., William and J. C. Cox, David C. Vance.
- P. C. 255 Charles A. Mack.

In the village of Palmer, the following were resident real estate tax payers: M. R. Barron, W. B. Barron, John Beach, George Bellant, Everett Beardsley, John Bowen, Mrs. Boynton, H. P. Cady, Harmon Chamberlin, Mrs. Crosby, Almon Downs, Daniel Follensbee, Charles Fuller, Sergeant Heath, Horatio James, Amos James, W. D. James, J. L. Kelsey, Asabel Kinney, Philo Leach Est., J. O. Leonard, H. N. Mounson, Solomon Ostrander, Titus B. Palmer, William Robinson, Thomas Sar-

gent, Larned Smith, Robert Scott, O. C. Thompson, True P. Tueker and F. G. Wilcox.

The following were assessed for personal property only: James Blakeslee, Matthew Bartlett, C. Bartlett & Co., Joseph Boshaw, Joseph Bardeen, Shubael Bullock, S. B. Carll, Israel E. Carleton, H. L. Walker and August Wells.

The Fort Gratiot turnpike extends through this township, and the Rapid Railway traverses the eastern part. Pine river runs through it from north to south.

Population statistics: 1830, 272; 1837, 501; 1840, 413; 1850, 1,729; 1860, 1,687; 1,870, 2,002; 1880, 1,996; 1890, 1,807; 1900, 1,554; 1910, 1,366.

Supervisors: 1827-8, Everett Beardsley; 1829-30, William Gallagher; 1831, Andrew Westbrook; 1832-4, Edmund Carleton; 1835, Peter Carleton; 1836-7, Horatio N. Monson; 1838-41, County Commissioners; 1842-7, Harmon Chamberlin; 1848, Israel Carleton; 1849-54, Harmon Chamberlin; 1855, Henry Whiting; 1856, William B. Barron; 1857, Eugene Smith; 1858, William Luck; 1859, Benjamin L. Jenks; 1860-1, Nelson Mills; 1862, William Luck; 1863-5, Charles McMillan; 1866, William Luck; 1867-9, John V. Kemp; 1870, Dennis Jones; 1871-83, Palmer S. Carleton; 1884-5, Peter Bell, Jr.; 1886-7, Frank Jackson; 1888, Palmer S. Carleton; 1891-4, John P. Wolf; 1895-7, Daniel Gleason; 1898-02, Bion E. Beach; 1903-10, Brien Cody; 1910, Chris Stein; 1911, Benton Osborne.

#### WALES

This township was created by act of March 27, 1841, being detached from Clyde township, and was composed of surveyed township 6 north, range 15 east. The origin of its name is unknown.

About one-half of its land was bought during the speculative period, but on the assessment roll of 1840 there were but three resident property owners: Sec. 17, C. S. Cusick and J. H. Dutton; Sec. 20-21-29, Joshua Tompkins.

The Grand Trunk Western Railroad traverses the northern part of the township, and the Almont branch of the Pere Marquette Railway the central part. It contains the unincorporated village of Goodells.

Population statistics: 1850, 189; 1860, 903; 1870, 1,358; 1880, 1,820; 1890, 1,635; 1900, 1,432; 1910, 1,348.

Supervisors: 1841, County Commissioners; 1842, Clark S. Cusick; 1843, Joshua Tompkins; 1844-5, Joseph H. Dutton; 1846, Benson Bartlett; 1847-8, Lewis Persels; 1849-50, Joseph H. Dutton; 1851, John Lamb; 1852, Hiram King; 1853, Joseph M. Beach; 1854-7, Waterman D. Miller; 1858-60, Joshua Tompkins; 1861-4, William W. Hartson; 1865, Joshua Tompkins; 1866-7, Drury F. Willoughby; 1868, Robert Baillie; 1869-72, William W. Hartson; 1873-8, Robert Baillie; 1879, William W. Hartson; 1880, Darwin Drake; 1881-5, Charles Clausen; 1886, William W. Hartson; 1887-90, Charles Clausen; 1891, Philip Carnell; 1892, Charles Clausen; 1893-6, Isaac P. Green; 1897-9, Robert McKenzie; 1900-02, Henry Maurer; 1903-4, Duncan Patterson; 1905-11, Robert McKenzie.

## CHAPTER XVI

### CITIES AND VILLAGES

TOWN OF ST. CLAIR—MUNICIPAL CORPORATIONS AND PLATS—CITY OF  
PORT HURON—ST. CLAIR—MARINE CITY—YALE—FORT GRATIOT—  
ALGONAC—CAPAC—MEMPHIS—NEW BALTIMORE.

In this state there has never been any legal distinction between a city and village, so far as the number of inhabitants was concerned. Until after Michigan became a state, it contained but one city—Detroit—and but five villages, Ann Arbor, Monroe, Niles, St. Joseph and Ypsilanti. Of these, Monroe was the oldest, having been incorporated in 1827. A special act of the legislative body was required for incorporation, and small settlements did not care to have the expense of a special government, as they received no greater benefits than the other residents of the township. During the time Michigan was a territory, and indeed long after, many of the things now regarded as necessities even in small villages were unknown. Sidewalks, sewers, pavements, water, lighting, all were practically unknown in the west.

Settlements grew up, and to accommodate their needs land was platted in blocks, lots and streets, but it was not until 1827 that there was any statutory regulation of such platting or provision for the recording of plats. An act of the same year prohibited the giving of a name to a town plat which was contained in the general list of postoffices of the United States.

It seems to have been customary to lay out a plat and give it a name, as the town of St. Clair, the village of Peru, and trust to the future for inhabitants to make good the name. In common use, the only word which carried with it the necessary implication of a governmental incorporation was city, town or village, and merely meant an actual or proposed settlement of people.

It not infrequently happened that the platted name differed from the one by which the settlement was generally known.

#### TOWN OF ST. CLAIR

The earliest settlement in the county attaining to the dignity of a plat and name was the "Town of St. Clair," platted and named in 1818. Prior to that the only names given to any settlements in the county were such as Adjutant General McDougall gave in his Report on the



CITY HALL AND COURT HOUSE, PORT HURON

Militia in 1816, when he refers to the "Point au Tremble settlement" of eight or nine farms and the "Belle River settlement." He also refers to Captain Harrow's "Plantation." This had a name which Captain Harrow gave it and used in his correspondence—Newburgh, from his native town in Scotland—but it was never extended to anything beyond the captain's own residence.

#### MUNICIPAL CORPORATIONS AND PLATS

The first municipal incorporation in the county was of Port Huron as a village in 1849, followed the next year by the village of St. Clair. Others have been added until at the present time there are four cities, Port Huron, Marine City, St. Clair and Yale, and three incorporated villages entirely within the county, Algonac, Capac and Emmet, and two incorporated villages, Memphis and New Baltimore, partly within this county and partly within Macomb county.

In addition, there are a number of platted unincorporated villages or settlements, Adair, Avoca, Abbottsford, Brockway, Fargo, Lakeport, Marysville, Ruby, Smith's Creek.

In 1836 Milwaukie City was platted upon the site of what was afterwards platted as Lakeport. A settlement in East China was called Hallville, and names have been given to other localities not platted or incorporated, as Grant Center, Jeddo, Riley Center.

#### CITY OF PORT HURON

The present city of Port Huron includes within its limits five distinct village or city plats, besides numerous additions: Peru, Desmond, Gratiot, Huron, Fort Gratiot. In 1835 Edward Petit, son of Anselm Petit, the original owner, owned that part of fractional section 11 which lay south of Black river. It included the land lying north of Griswold street and east of Fourth street. Mr. Petit, with the assistance of Hosea Powers as surveyor, platted this land into lots and blocks and called the plat the village of Peru; why this name, is unknown.

During the same year White and Harrington, who owned that part of the east half of northeast quarter of section 10 lying south of Black river, which had been originally bought by Joseph Watson, platted it as the village of Desmond. This plat was bounded on the east by the village of Peru, on the south by the section line, now Griswold street, on the west by the angling line of the Indian reservation, and the line of what is now Seventh street. The name was taken from the township of Desmond, in which it was included. Two years later, in 1837, John Thorn, who had acquired the patent from the United States of fractional section 2, and that part of section 11 north of Black river, platted that part which lies south of what is now Broad street and called it the village of Gratiot.

In 1837 the owners of the Bonhomme and Lasselle claims, including the land lying between the Military Reserve and what is now the Holland road, platted it all into blocks and lots and called it the town of Huron. This plat contained more than eight thousand lots, enough to care for a



POST OFFICE AND CUSTOM HOUSE, PORT HURON

population of forty thousand souls. The enthusiasm of 1837 evaporated in the panic of that year and the depression following, and by 1841 the hope of finding purchasers for all those lots had died away, and upon application to the court the plat was modified and reduced to the area bounded by Superior street on the north and by State street on the south.

That part of section 10 north of Black river was originally purchased in the name of Solomon Sibley, of Detroit, but Major Morrill Marston and Dr. Edward Purcell, of the U. S. army, the latter having been stationed at Fort Gratiot in 1816, furnished one-third of the money and were the equitable owners of that proportion. It is quite probable that Judge Sibley made a conveyance of that interest to them, but it was never recorded.

However, in 1823 Sibley conveyed the undivided two-thirds of the land to Charles Butler, as trustee for the Huron Land Company, and never assumed any rights over the balance. The Marston interest passed to the Black River Steam Mill Company, who in addition had purchased a tract of about five acres out of the entire piece, which was generally referred to as the Steam Mill reserve, and lay just west of Seventh Street bridge. The Purcell interest passed to Robert Hogge and Edward Sales, and the Sales interest passed to Butler, while Hogge contracted to sell his interest to Jonathan Burtch, who, after Hogge's death in 1831, applied to court and obtained a decree entitling him to a deed, and in the meantime, without waiting for partition—his share being one-twelfth of the entire tract of ninety-one acres—he went into possession of a parcel near Military Street bridge. This was the condition in June, 1837, when Charles Butler made his "Plat of a part of the Town of Port Huron," now commonly known as Butler's plat. An arrangement was made with the Black River Steam Mill Company, and they obtained their "Reserve" and certain lots in lieu of their undivided interest, and Jonathan Burtch received a deed of four well located lots.

The name of this new plat was probably given because of the agitation then going on to have one name given to the aggregation of plats, and the name of the postoffice had already been changed to Port Huron. In August of the same year the following petition was filed in the circuit court of the county of St. Clair: "To the Honorable the Circuit Court of the County of St. Clair, State of Michigan: The undersigned proprietors of the Village of Desmond and Village of Gratiot situate and being in said county, respectfully sheweth that they have procured a new plat of said villages and united the same so that the Village of Desmond and Village of Gratiot are represented on the said map or plat as one village, and the name thereof changed to Port Huron;

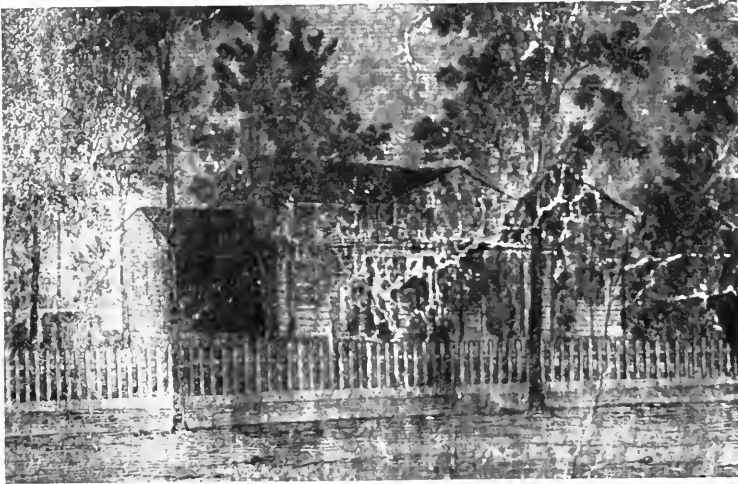
"And your petitioners further represent that there have been some slight alterations made from the original survey or plat of said villages, but that no state or county road has been altered, and they pray that the said map or plat of Port Huron may be recorded in the stead of the plats of Desmond and Gratiot."

This petition was signed by D. B. Harrington, John Thorn, chief proprietors of the two village plats; E. B. Harrington, Edward Petit,

A. F. Ashley, Samuel Hall, John S. Heath, G. C. Clark, Ira Porter and William Moore, lot owners.

Notice of this application was published for sixty days in the *Lake Huron Observer*, then being published by E. B. Harrington, and presumably the court looked with favor upon the petition and granted the prayer, as thereafter the name of the community south of the military reserve on both sides of Black river, was Port Huron.

The community continued to grow and in order to meet the needs of the occasion the village of Port Huron was incorporated by act approved April 2, 1849, and included the following territory: All that part of the township of Port Huron embraced within the following



RESIDENCE OF D. B. HARRINGTON, PORT HURON

(From an Old Painting)

limits, to-wit: Commencing on the bank of the St. Clair river, one-half mile below the mouth of Black river, thence west one-half mile, thence north to the south line of the United States military reserve, thence east along said south line to the St. Clair river, and thence southerly along said St. Clair river and including all wharves and anchorages therein, to the place of beginning.

The city of Port Huron was incorporated by act approved February 4, 1857, so as to include the following territory: All of fractional section 2, fractional section 11, fractional section 14, the north half of section 15, all of section 10, and all that part of section 3 lying south and west of Black river, in town 6 north, of range 17 east, and also all the waters of the Black and St. Clair rivers within and in front of the above limits, is hereby set off from the township of Port Huron, and constituted the city of Port Huron, by which name it shall be hereafter known.



The territorial limits of the city were changed by Act No. 214 of the laws of Michigan of 1859, and by Act. No. 452 of 1869, Act. No. 287 of 1877, Act No. 390 of 1885, Acts Nos. 318 and 365 of 1891, which included a large addition at the southern end of the city; Act No. 290 of 1893, which incorporated into Port Huron the former city of Fort Gratiot; Acts Nos. 317 and 380 of 1901, and Acts Nos. 482 and 533 of 1903.

Since its first incorporation in 1849 the chief officers for Port Huron as village and city have been: Presidents of village board—1849, Lorenzo M. Mason; 1850, Martin S. Gillett; 1851, Daniel B. Harrington; 1852, Alonzo E. Noble; 1853, Wellington Davis; 1854, Alvah Sweetser; 1855, Newell Avery; and 1856, John Miller.

Mayors—1857, William L. Bancroft; 1858, Edgar White; 1859, Newell Avery; 1860, John Miller; 1861-2, Calvin Ames; 1863, Frederick L. Wells; 1864-5, Cyrus Miles; 1866, Jared Kibbee; 1867, John Johnston; 1868, John L. Newell; 1869, John Hibbard; 1870, Samuel L. Boyce; 1871-2, John Miller; 1873, John Johnston; 1874-5, Nathan S. Boynton; 1876, Samuel L. Boyce; 1877-8, Daniel N. Runnels; 1879, Edmond Fitzgerald; 1880, Joseph Jacobi; 1881, Ezra C. Carleton; 1882, Henry Howard; 1883-4, John G. O'Neill; 1885, Elliott G. Stevenson; 1886, Myron Northup; 1887, William Hartsuff; 1888, Frank J. Haynes; 1889-92, James B. McIlwain; 1893, Seward L. Merriam; 1894-7, Nathan S. Boynton; 1898-9, Herman W. Stevens; 1890-2, Albert A. Graves; 1903-4, Fred T. Moore; 1905-6, Clark E. Spencer; and 1907-10, John J. Bell.

Port Huron was one of the first cities in the state to adopt the commission form of government. In accordance with the provisions of Act No. 279 of 1909, a special election was held Jan. 18, 1910, a charter committee of 14 members elected who framed an entirely new charter which was submitted to the vote of the people Nov. 5, 1910, and adopted by a vote of 1,603 in favor, with 833 in opposition.

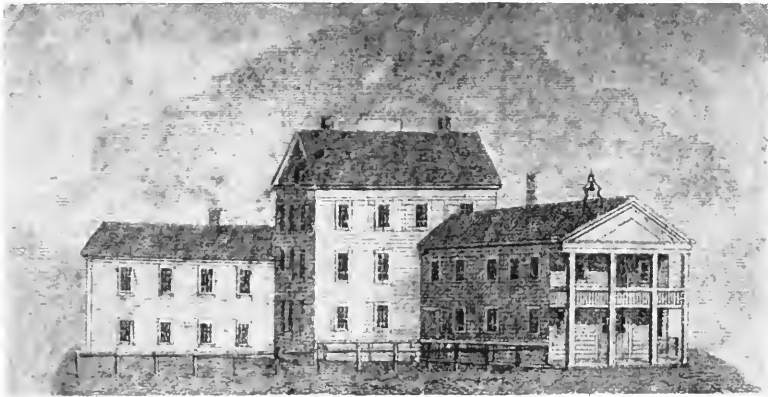
Commissioners—1911, John J. Bell, Fred J. Dixon, Andrew J. Smith, Samuel Aikman and Charles E. Mudford.

## ST. CLAIR

In May, 1818, James Fulton became the sole owner of Private Claims Nos. 304 and 305 upon St. Clair river. The dividing line between these claims ran into St. Clair river just at the mouth of Pine river. Mr. Fulton did not believe in letting opportunity overtake and pass him by. Most people of that time were content to let settlements gradually grow up, and then plat out streets and lots for building. Not so Mr. Fulton, he took the opposite course. After buying the land he at once set a force of men and teams clearing land on the north side of Pine river and soon had about fifty acres sufficiently subdued so that he could lay out streets and public places, and he immediately began to advertise in the *Detroit Gazette* the fact that he had laid out a town at the ruins of "old Fort St. Clair" and had platted it into squares which would be for sale the following July.

Probably to his surprise, Fulton was as far in advance of population in his preparations as most communities are behind it. The records

show that his only purchaser was John Thorn, who happened to be his brother-in-law. Fulton named his plat the town of St. Clair, no doubt under the mistaken idea that the old fort whose remains were then plainly visible on the south side of Pine river was named Fort St. Clair, instead of Fort Sinclair, its rightful name. No provision had been made at that time for the recording of town plats, and it was not until nine years later that this plat was placed of record. In the meantime a considerable change had taken place. Mr. Fulton, apparently, was a man whose enthusiasm outran his means, and although he succeeded in getting the new county of St. Clair set off in 1820 and his prospective city made the county seat, he had gone considerably into debt and the influx of population and sale of lots was not enough to help him out. Accordingly, in 1824 he conveyed his town site and the balance of his claims to Thomas Palmer and David C. McKinstry, two capable and enter-



BROWN'S HOTEL OR CITY HOTEL, ST. CLAIR

prising men of Detroit, upon the agreement that they should manage it, pay the debts, and after five years divide the surplus. But there was no surplus, although Mr. Fulton endeavored to persuade the supreme court of the territory in 1836 in a suit he brought against Thomas Palmer *et al.*, that there should have been a surplus. The court, however, failed to find one.

Mr. McKinstry seems to have withdrawn from the deal and Mr. Palmer took the title, and perhaps to remove all suspicion of Fulton having any interest, made an entirely new plat in 1828, which he called the village of Palmer. The new plat used the same streets and public places, but gave them new names, and took in a small amount of additional territory. This name continued to be attached to the settlement until 1846, when by act of the legislature its name was changed back to St. Clair. It is a singular fact that the postoffice which had been established there in February, 1826, under the name of St. Clair, retained that name all through the time that the village bore the name of

Palmer. In 1849 the village of Port Huron was incorporated. This acted as a stimulus upon the inhabitants of the county seat, and by act approved April 1, 1850, the following land, to-wit: Commencing at the northeast corner of Private Claim No. 305 at the River St. Clair; thence westerly along the north line of said private claim to the northwest corner of five acre Out Lot No. 6; thence southerly along the west line of five acre lots to the southwest corner of five acre Out Lot No. 112; thence east along the south line of five acre lots to the northwest corner of Out Lot No. 10; thence south along the west line of said Out Lot No. 10 to Pine river; thence along said river down stream to the south line of said village plat, as engraved by J. G. Darby, of Buffalo, A. D., 1836; thence east along the south line of said village plat to the River St. Clair; thence along said River St. Clair up stream to the place of beginning, was incorporated as the village of St. Clair.

By act approved February 4, 1858, the original territory, with some additional territory, was incorporated as the city of St. Clair and changes were made in the territorial limits by Act No. 294 of 1883, Act No. 391 of 1893 and by Act No. 369 of 1897.

Since its first incorporation the chief officers of the municipality have been: Presidents—1850, James T. Copeland; 1851, William B. Barron; 1852-6, John E. Kitton; and 1857, George W. Carleton.

Mayors—1858, Harmon Chamberlin; 1859, John E. Kitton; 1860, Eugene Smith; 1861, William M. St. Clair; 1862, George L. Cornell; 1863-5, Fred H. Blood; 1866, George L. Cornell; 1867, John Nicol; 1868, Diodorus Sheldon; 1869, Tubal C. Owen; 1870-2, John E. Kitton; 1873, John Canan; 1874-5, Diodorus Sheldon; 1876, Crockett McElroy; 1877, Diodorus Sheldon; 1878, Gustavus Strauss; 1879, Justin R. Whiting; 1880-1, Charles F. Moore; 1882-5, Robert H. Jenks; 1886-7, Charles H. Waterloo; 1888, Simon Langell; 1889, Mark Hopkins; 1890-2, Simon Langell; 1893, Julius Belknap; 1894, Simon Langell; 1895, John P. Whiting; 1896, Charles H. Westcott; 1897, J. George Zink; 1898, Mark Hopkins; 1899-03, James W. Inches; 1904, Simon Langell; 1905, Fred W. Moore; 1906-7, Frank Schepferman; 1908, Russ S. Jenks; 1909-10, Theodore Ruff; and 1911, Franklin Moore, Jr.

#### MARINE CITY

In 1819 Samuel Ward bought from the government the part of section 1 lying between Belle and St. Clair rivers, and after making sales of several portions, in 1834 he platted that part of Marine City bounded on the north by Ward street, south by Bridge street, and west by Belle river, as the village of Newport. A postoffice had been established at this point in 1831 under the name of Belle River, with Mr. Ward as postmaster. The name of the postoffice was not changed, although the community grew and flourished, and was generally known by the name of the plat. There was another Newport in Wayne county, which fact prevented the change of postoffice name.

By 1865 the community had grown so large it was decided to incorporate as a village, and adopt a name which would allow the village and postoffice name to be the same, and by an act of the legislature of

March 12, 1865, the village of Marine was incorporated, to include all that district of country in the county of St. Clair in the state of Michigan, described as follows, to-wit: Commencing at the northeast corner of said township, on the margin of St. Clair river; thence west on the north line of said township number 3 north, to the center of Belle river; thence southeasterly down the center of said river to the junction of Belle river and the River St. Clair; thence northeasterly up the west margin of the River St. Clair to the place of beginning, embracing within said boundary all that part of fractional sections numbers 1 and 12, town 3 north, of range number 16 east, lying east of Belle river, and also all that part of fractional section number 6, in town number



CITY HALL, MARINE CITY

3 north, of range number 17 east, and also the water in St. Clair river in front of said limits, is hereby constituted and declared a body corporate, under the name and title of the village of Marine, in the county of St. Clair.

In May of the same year the name of the postoffice was changed to Marine City, and at the next session of the legislature, by act approved March 13, 1867, the name of the village was changed to Marine City.

By act of March 30, 1869, the survey and plat of the village made by Charles Palmer in 1865 was declared to be legal and valid.

By act approved May 3, 1879, the village was reincorporated with the same territory.

By act approved June 8, 1887, the village, with additional territory taken from the township of Cottrellville, was incorporated as a city with the same name.

Its presidents have been—1865, David Lester; 1866-7, Valentine A. Saph; 1868, Nathan S. Boynton or Frank Hart; 1869, Jacob Dours;

1870, George Langell; 1871, David Lester; 1872-3, Benj. F. Owen; 1874, ———; 1875, ———; 1876, Leonard B. Parker; 1877, Gregory Francis; 1878, Ansel B. Clough; 1879, William B. Morley; 1880, Frank Hart; 1881, Robert Holland; 1882, Valentine A. Saph; 1883-4, Robert B. Baird; 1885, W. B. Morley; 1886, Frank McElroy.

Mayors—1887, Frank McElroy; 1888-9, Leonard B. Parker; 1890, Andrew Bower; 1891, John Drawe; 1892, Robert B. Baird; 1893, Andrew Bower; 1894, John J. Hill; 1895, Valentine A. Saph; 1896, Charles T. Morley; 1897, ———; 1898-9, G. Whitbeck Parker; 1900, William F. Sauber; 1901, George N. Jones; 1902, Michael L. Craig; 1903, Sidney C. McLouth; 1904, Fletcher Blagborn; 1905, Sidney C. McLouth; 1907-8, Charles Starkweather; 1909, Sidney C. McLouth; 1910, Robert R. Holland; and 1911, Robert B. Baird.\*

#### YALE

There was quite early a settlement in the southeast corner of Brockway township, upon Mill creek, where a dam was put in and a saw mill built, and this was named Brockway.

As the township became cleared up and settled and roads opened, a store and postoffice were established at the corner of sections 10, 11, 14 and 15. This postoffice was established in May, 1865, and although it was two miles from the center of the township, it was named Brockway Center.

The settlement grew slowly, but when the Saginaw branch of the Port Huron and Northwestern Railway was built it ran near, and a station was established, and the community began to increase rapidly.

With increase of population came demand for incorporation, and by act approved April 2, 1885, the following territory, to-wit: The southeast quarter of section 10; the southwest quarter of section 11; the northwest quarter of section 14 and the northeast quarter of section 15, town number 8 north, range number 14 east, was constituted and incorporated a village with the name of Brockway Center.

This name not being correctly descriptive, was not entirely satisfactory, and agitation soon began for a change, but it was only after considerable discussion that the name Yale, suggested by B. R. Noble and taken from Yale college, was adopted, and an act of the legislature approved March 6, 1889, ratified and legalized the new name, and the following June the postoffice name was changed to correspond.

By act approved June 7, 1905, the village of Yale became a city of the fourth class under the same name, and with the same territory.

Its presidents have been—1885, John W. Lamon; 1886, James Brown; 1887, John D. Grinnell; 1888, James Brown; 1889, William V. Andreae; 1890-1, James C. Holden; 1892-3, James McCall; 1894, George W. Waring; 1895-7, James McCall; 1898, William V. Andreae; 1899-00, James McCall; 1901, George A. Mann; 1902, George McIntyre; 1903-4, Edward F. Fead.

Mayors—1905-7, Thomas W. Wharton; 1908, James E. Beavis; 1909, Edward Andreae; 1910-11, William F. Ruh.

\* The official records of Marine City are very defective and completely lacking for several years.

## FORT GRATIOT

The Huron Land Company, a sort of syndicate formed to speculate in lands at the foot of Lake Huron, bought in 1836, the two private claims north of the Fort Gratiot military reserve, except about fifty acres reserved for the light house. Fort Gratiot lay in the northeast corner of the reserve. Visions of rapid and great wealth undoubtedly filled the minds of these associates, who in general were men of hard business sense and capacity in New York and Boston, but who, like many others, became crazed in the widespread infatuation over the western lands in 1834, 1835 and 1836. The associates in the enterprise were William Bard, Edward A. Nicoll, Thomas Suffern, Federal Vanderburgh, Joseph D. Beers, James B. Mower, John Moorehead and James McBride of New York, John McNiell, Samuel Hubbard, John Borland of Boston, Erastus Corning of Albany, Edward Willett and Benj. Stephens of New Brunswick, N. J., C. Bushnell, B. F. Butler and Nicholas Ayrault, who jointly owned one share—a sixteenth. Mr. Ayrault came on and lived here for some years, acting as the agent of the company.

The title to this property was taken in Charles Butler, a lawyer of high standing in New York City as trustee, and he executed a declaration of trust to the proprietors, stating their respective interests. By 1841, these interests had changed and John McNiell had succeeded to the interest of Mower and therefore owned one-fourth, and in addition had a mortgage of \$100,000 upon the whole. The "boomers" of those days were not much behind their more modern followers. In order to acquaint the prospective investors of the east with the manifold attractions and advantages of the location at the foot of Lake Huron, the proprietors published a pamphlet, "The Town of Huron," a circular addressed to "capitalists and those who design removing to the west." This was accompanied by a map showing the town plat, and the advantageous position of the new town for commerce between the east and west. Some quotations from this pamphlet may be of interest: "Commanding the entrance to a lake with a surface of 20,000 square miles, it is the natural point of destination for the products of the country surrounding it. It is the key also to the three upper lakes, Huron, Michigan, and Superior. An inspection of the map will exhibit the importance of the site of Huron as the extreme point in an easterly and southerly direction, and therefore not simply the port of destination, but of trans-shipment and original export.

"It is in view of these commercial powers and privileges, and the advantages to be derived from them, that the site at the foot of Lake Huron assumes importance. It becomes the central point for various diverging routes by railroad and by water; it will be the first great landing and distributing point for all western emigration; and it seems to be the natural depot for commodities intended for shipment, either north, by Lake Huron; east by railroad to Lake Ontario, and thence farther east, either by the lake or by continued railroads; west, by railroad to the route of communication with the Mississippi; or south, by the ordinary routes of lake and river navigation, to the states bordering upon Lake Erie.

“It is well known that vessels are subject to great difficulty and hindrance in their passage from the River St. Clair to Lake Huron, occasioned by the rapids at the mouth of the channel. Delays of 15 and 20 days are often occasioned, and it is not uncommon to see from 30 to 40 sail of vessels waiting at the mouth of Black river, for a strong wind sufficient to overcome the eddies and resistance of the current.

“The detention of vessels at the rapids is already a serious drawback upon, and injury to, the commerce of the lakes. If an estimate were to be made of the loss of time, and expense occasioned by it, even in the present limited condition of western commerce, it would be found to amount to a considerable sum. Suppose, for instance, such detention to average only two days upon the vessels now employed in the navigation of the lakes on the upward voyage, who does not see, that in the rapidly increasing commerce of that portion of the union, every day adds to the necessity of obviating the difficulty. By the construction of a ship canal from the lake to Black river above the rapids, it will be obviated effectually, and at the same time one of the finest and safest harbours in the world will be created at the foot of one of the largest and most important lakes in the chain of western waters.”\*

The map accompanying the pamphlet is divided into two parts, one intended to show the location of Huron with respect to the lakes, Canada and the east, the other the town of Huron and the canal which was to be an important feature in the town's prosperity. This map also shows the town of Port Huron or Butler's plat of land owned by the same proprietors near the mouth of Black river.

Strange to say, these facts and arguments failed to produce the desired result, which was no doubt affected by the panic and financial depression of 1837. In 1841, realizing that their plat was under the conditions ridiculously large, the proprietors, by George White, their agent, filed a petition in the court to amend their plat by vacating all north of Superior avenue. The reasons given for this action were that all that part proposed to be vacated was a wilderness; there had been but one lot sold (which was a lot at the corner of the Lake Shore road and Holland road, sold to Holland): that it was not then and never would be needed for village purposes. The same petition prayed for a small amendment in what is known as Butler's plat.

The court granted the petition, and thereupon a new plat was made and filed, by which a small part of the original town of Huron was left divided into lots of 25 feet frontage and called the village of Fort Gratiot, and the remainder divided into tracts of varying size from five to fifty acres, which were numbered and called outlots of the McNeil tract. As very few of either the village or outlots were sold by the company, they were in 1841 divided among the proprietors in proportion to their interests.

There had been a postoffice established at the light house in December, 1826, with the name Fort Gratiot, and with George McDougall,

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\*The city of Port Huron is expending upwards of \$150,000 upon the construction of a canal from Lake Huron to Black river, merely to put a supply of pure lake water into the river. These promoters projected their canal for a purpose entirely different: it was to have a lock near Black river, and it was expected the head would be sufficient to furnish a considerable amount of power.

the lighthouse keeper, as postmaster. This was discontinued the following year, probably on account of the absence of troops from the fort. It was re-established a year later with Edgar Jenkins, the storekeeper, as postmaster. Mr. Jenkins had married the daughter of Chancellor Walworth of New York, and the latter built upon a beautiful site within the reserve and overlooking St. Clair river, a house for his daughter, which after some years of occupancy by the Jenkins, who were an educated, cultured family, was sold to B. C. Farrand, and after some years of use by him, was sold to Samuel Edison, the father of Thomas A. Edison, and it was in this house that the famous Edison lived while at Port Huron.

The postoffice was again discontinued in November, 1845, and remained so until March, 1870, when it was reestablished and continued until June, 1895, when it was merged in the Port Huron office.

In the meantime the Grand Trunk Railway had been constructed with its ferry crossing at the rapids, thus fulfilling in part the prophecies of the Huron prospectus and a considerable community grew up on the village plat, largely composed of persons connected with the railway.

In 1880 application was made to the board of supervisors for incorporation, and in January, 1881, the necessary resolution was adopted and Fort Gratiot became an incorporated village with the following territory, viz.: Bounded on the west by Pine Grove avenue as extended northwesterly from the north boundary of the city of Port Huron; on the south by the north line of the city of Port Huron; on the east by the center of the River St. Clair, and Lake Huron; on the north by the north line of lots 18, 25, 27, 30, 31, and 41 in the subdivision of the McNiell tract, so-called, being parts of sections 34 and 35 in township 7, north of range 17 east, in the township of Fort Gratiot. The last part of the description is not strictly accurate, as the entire McNiell tract lay in two private claims, Nos. 244 and 357.

The legislature in addition passed an act, No. 342, of 1881, incorporating the same territory under the same name.

In 1889, Act No. 315, this territory, with all the remainder of the McNiell tract, was incorporated by the legislature as the city of Fort Gratiot, and so remained until in 1893—Act No. 290—it was merged in the city of Port Huron and lost forever its identity.

Presidents: 1881-2, O'Brien J. Atkinson; 1883, Thomas Sutherland; 1884, Hiram Morse; 1885-6, David C. Berry; 1887, Sylvester W. Merritt.

Mayors: 1889, Robert E. French; 1890, John L. Newell; 1891, Peregrine M. Edison; 1892-3, William R. Stewart.

#### ALGONAC

Near the present site of Algonac there had grown up a settlement even before the county was established, and as early as 1826 a postoffice was established with John K. Smith as postmaster, under the name of Plainfield, the name of the township. The township name was changed in 1828, but the postoffice name remained unchanged until 1835, when it also took the name of Clay. No land had been platted into lots, but



the settlement seems to have taken the name of Manchester about the time of the changing of the postoffice name.

In the spring of 1836 Dr. Justin Rice, Dr. Thomas B. Clarke, and Enoch Jones, all of Detroit, and Bartlett A. Luce of Port Huron, organized the Algonac and Point du Chene Company and bought a considerable tract of land and platted out the village of Algonac. In the purchasing and platting Dr. Rice, who afterwards lived at Port Huron, and at St. Clair was the active agent. The name was obtained from Henry R. Schoolcraft, the Indian agent and philologist who says in his "Personal Memoirs" that a friend asked him to furnish an aboriginal name for a new town and from several selected Algonac, which is composed of ac, land or earth, and Algon, from the word Algonquin. Thus the entire word means land or place of the Algonquins.

It was not until 1843 that the name of the postoffice was changed to correspond with the name of the settlement.

In 1867 the community was large enough to warrant incorporation, and application was made in conformity with the statute, to the board of supervisors, and at their October session of that year they authorized the incorporation of the village of Algonac to comprise the south half of fractional section 2, the southeast quarter of section 3, and all of fractional sections 10 and 11 in the township of Clay.

In 1874 the legislature passed an act relating to the presumption of the village's legal incorporation and in 1893 the village was reincorporated by act of the legislature.

Its presidents have been: 1867, J. S. Raymond; 1876, John L. Harrow; 1879, J. C. Robertson; 1883, Abram Smith; 1885-6, John A. Smith; 1893-4, William K. Moore; 1895-8, Angus M. Smith; 1899, George W. Merrill; 1900, John M. Robertson; 1901, William T. Jerome; 1902-9, Angus M. Smith; 1910-11, Harry B. Gunniss.\*

#### CAPAC

In 1856 Hon. Dewitt C. Walker, later judge of probate of the county, settled in the township of Mussey and in the following year in anticipation of the construction of the Port Huron and Milwaukee Railroad through the township platted land at the corner of the four sections 21, 22, 27, 28, into lots and blocks and called the place Capac, after the Inca Manco Capac referred to by Prescott in the Conquest of Peru. The platting was somewhat out of the ordinary as the blocks were not numbered but described as are townships in the government survey. The east and west section line was taken as the base line, and the north and south section line, the meridian.

The postoffice in the vicinity was established in May, 1852, under the name Pinery, but was discontinued in September of the same year. It was re-established in August, 1853, and continued with the same name until January, 1858, when it was changed to take the name of the village plat.

In 1873, by Act No. 209, Capac was incorporated as a village by the legislature, to include the following territory: Southwest quarter sec-

\* The early records of the village are entirely wanting.

tion 22, southeast quarter section 21, northeast quarter section 28, northwest quarter section 27, in township 7 north, range 13 east.

Its presidents have been: 1873-4, Dewitt C. Walker; 1875, Thomas H. Bottomley; 1876-88, Duncan Patterson; 1889-91, Thomas H. Bottomley; 1893-4, Tobias S. Warren; 1895, Archibald J. McNaught; 1896, William Hunter; 1897, Stephen B. Coddington; 1898, Duncan Patterson; 1899-1902, Robert Morrison, Jr.; 1903, Dewitt Walker; 1904, Miles Christie; 1905, Robert Morrison, Jr.; 1906-9, Alec C. Downey; 1910, John C. Dauncey; 1911, Alex C. Downey.

#### EMMET

In December, 1856, Thomas Crowley, who owned the west half of southwest quarter of section 36 in Emmet township, platted a portion of it as the village of Mt. Crowley. The survey of the railroad which has since become the Grand Trunk Western Railway, had been made and Mr. Crowley probably had visions of a commercial center when he made his plat. To justify the prefix of "Mount" to the plat would need the eye of faith as the country is extremely level.

It was nearly fourteen years, however, before the iron horse actually ran through the section, and the growth of the community was slow. A postoffice was established in December, 1869, but under the name Emmet, taken from the township. This seems to have been adopted from that time as the name of the settlement, as in 1873 an addition was made to the plat and called Chillson's addition to the village of Emmet.

By act approved April 21, 1883, the following territory in the county of St. Clair, described as section 36 and the east half of section 35 in town 7 north, range 14 east, was designated as the village of Emmett.

Presidents: 1883-4, David Donahue; 1885-6, William H. Butler; 1887-8, Michael Reid; 1889, James Cogley; 1890, John Dunnigan; 1891, William H. Butler; 1892, James Cogley; 1893-4, Thomas F. Ryan; 1895-6, Michael Reid; 1897-8, William H. Butler; 1899-01, Henry P. McCabe; 1902-3, James Cogley; 1904, Henry P. McCabe; 1905, Martin Mul-laley; 1906-7, Frank Keogh; 1908-11, Henry P. McCabe.

#### MEMPHIS

In 1834 Anthony Wells bought 120 acres in the south half of section 35 of Riley township and James Wells the following year took up land in section 2 of Richmond township in Macomb county. A small settlement grew up, a dam was built across Belle river and a saw mill and grist mill erected, the former by Oel Rix, who became an important citizen in the western part of the county. For some years this was known as Wells' settlement.

In 1848 it was felt that a postoffice was needed and it was necessary to select a name. Considerable discussion arose, various names were suggested, among others, Belleview, because of Belle river, Riley, because of John Riley, the Indian half breed, after whom the township was named, Birney, in honor of James G. Birney, the anti-slavery propagandist, and candidate for the presidency of the liberty party in 1844.

Finally the name of Memphis, from the Egyptian city, was suggested and adopted and in December, 1848, the postoffice was established with that name, and Henry Rix as postmaster.

A fine farming country surrounded the settlement and it gradually grew in size, but it was not until 1865 that need was felt for incorporation under the state laws. The larger part of the settlement lay in Macomb county, and the act of the legislature approved March 9, 1865, authorized the legal voters of the village of Memphis to organize under the general law relating to villages. This left the boundaries uncertain, but by another act approved March 14, 1879, the village of Memphis was incorporated to include within its limits the south half of section 35 in Riley township, together with land in section 2 of Richmond township.

Presidents: 1865-6, Sherman S. Eaton; 1867, W. P. Russell; 1868, R. B. King; 1869, Lewis Granger; 1870-1, Augustus M. Hodges; 1872, Hiram Burk; 1873-4, Sherman S. Eaton; 1875-6, George L. Perkins; 1877, Francis E. Spencer; 1878-9, Sherman S. Eaton; 1880-1, Joseph H. Dutton; 1884, David C. Coburn; 1886, Charles Conat; 1887-9, Constant Simmons; 1890, Eugene A. Bartlett; 1891-2, S. G. Taylor; 1893, David C. Coburn; 1894, Merritt Sperry; 1895, Joseph Stevenson; 1896-9, Nathan Jarvis; 1900, Frank W. Hause; 1901-2, Peter Cantine; 1903, M. H. Sperry; 1904, Frank Church; 1905, Peter Cantine; 1906-8, George Waters; 1909, Frank J. Lee; 1910-11, Henry Maurer.

#### NEW BALTIMORE

In 1845 Alfred Ashley and Euphemia A. Ashley, his wife, bought land in the southeastern part of Chesterfield township, Macomb county, extending over the county line so as to include a small corner in the southwestern part of Ira township, St. Clair county, and in 1851 laid out the village of Ashley, which subsequently became New Baltimore, and a postoffice was established under the latter term and when, in 1867, a village was incorporated, the postoffice name was adopted as the name of the village.

On March 17, 1869, an act was approved continuing in effect the act of March 23, 1867, chartering the village of New Baltimore, and providing that all that tract of country, including the docks, wharves, storehouses, and waters within the following boundaries: Commencing at the east end of the east and west quarter line of section 12, in township 3 north, of range 14 east, in the county of Macomb; thence west on said quarter line, and in the line of the so-called Lake School district, to the northeast corner of the eighty acre piece or lot of land recently owned by Dennis Furton, situate in said section 12; thence southerly to the southeast corner of the said lot of land; thence west on the south line of said Furton lot of land to the so-called ridge road; thence southerly by said ridge road to the so-called Salt river road; thence southwesterly by said Salt river road to the north corner of private claim 343; thence southwesterly and southeasterly on the line of said private claim, to where it intersects the section line between fractional sections 13 and 14, in aforesaid township; thence south on line between said sections 13

and 14, and between sections 23 and 24, to the so-called Anchor bay, part of Lake St. Clair; thence southeast to the deepest water or channel of said Anchor bay; thence northeasterly, thence northerly, thence westerly, by the deepest water of said bay, to the north border of said Anchor bay, where a line extending southeasterly through the center of private claim 627 intersects said border; thence northwesterly, passing through the center of said private claim 627, to the line of the aforesaid township; thence by said township line to the place of commencement, be and the same is hereby constituted a village corporate, to be known by the name of "The Village of New Baltimore."

Presidents: 1883, Joseph M. Wilson; 1884, William Randall; 1885, John Carlson; 1886, William Randall; 1887-92, D. Milo Heath; 1893-4, Joseph M. Wilson; 1895, D. Milo Heath; 1896, Joseph M. Wilson; 1897-8, Robert A. Heath; 1899-04, August F. Reineche; 1905-10, Floyd C. Andrews; 1911, Edison Oatman.

## CHAPTER XVII

### EDUCATIONAL HISTORY

PIONEERS' PASSION FOR EDUCATION—GENERAL DEVELOPMENT OF COUNTY SYSTEM—EARLY TEACHERS AND SCHOOL HOUSES—PORT HURON SCHOOLS—SCHOOLS CONSOLIDATED—PUBLIC EDUCATION AT ST. CLAIR—THE THOMPSON ACADEMY—SOMERVILLE SCHOOL—LIBRARIES—PORT HURON PUBLIC LIBRARY.

Prior to 1827 no provision had been made in the territory of Michigan for public schools. On the 12th of April of that year an act was passed by the legislative council providing that every township containing fifty families or householders should be provided with a good schoolmaster of good morals, to teach children to read and write and instruct them in the English or French language, as well as in arithmetic, orthography and decent behavior for six months in each year. A township containing 200 families was to be provided with a grammar schoolmaster, who would instruct in the Latin as well as other languages. Provision was also made in the act for dividing the townships into districts, election of school inspectors and the raising of money for the support of the schools. The same act, however, provided that it should not be obligatory if two-thirds of the electors should so decide.

Prior to this time all of the educational facilities had been through private schools, taught by teachers more or less competent, and at the charge of the parents whose children attended. No public records, therefore, exist of these schools, and it is only from recollection and tradition that anything remains.

#### PIONEERS' PASSION FOR EDUCATION

When the large immigration into the county began about 1830, it was very largely from the state of New York, and as soon as conditions were at all settled public schools began to be organized in all parts of the county. Bryce, in his "American Commonwealth," says that the Americans have a passion for education, and the truth of this statement has been repeatedly demonstrated. The pioneers, although obtaining but little above bare sustenance for themselves and families, would deprive themselves in many ways in order to furnish the means of education to their children, and while the instruction furnished in the early schools was crude and untrained, yet it was, however, productive

of real education of the pupils. They were taught self-reliance, and the number of subjects being few, they acquired complete familiarity with them. It seems now to be conceded that the present methods of education aim to furnish instruction in too many subjects, and probably fall short in the real training of the children. Neither of these criticisms would properly attach to the early means of education.

#### GENERAL DEVELOPMENT OF COUNTY SYSTEM

In 1833 a new act was adopted for the regulation of the common schools, and it provided for the payment of the greater part of the cost of maintaining schools by the parents of the children in proportion to the number in each family, by rate bill, as it was termed, and the use of the rate bill was not entirely abandoned for several years, but finally the support of schools was put upon its present basis, part derived from taxation and part from the primary school fund. In 1846 provision was made for graded schools, and in 1859 for graded and high schools.

In general, townships were divided into districts and authority given to build and maintain schools and unite districts, but there was no central or general authority over them until in March, 1867, an act was passed by the legislature providing for a county superintendent of schools, and this act remained in effect eight years, to the great benefit of the schools. In St. Clair county this office was filled during the first two terms, of two years each, by John C. Clarke, of St. Clair, followed by William H. Little for one term, and by Miles H. Carleton for a term, at which time the law was repealed and the common schools placed under the charge of township inspectors.

In 1881 this was replaced by county boards of examiners consisting of three members, and finally, by Act No. 147 of 1891, the county system of supervision was re-established, and provision made for the election of a county commissioner of schools, at first for a term of two years, and since 1901 for a term of four years. Since this act went into effect the following commissioners have been elected: 1891, Charles J. McCormick; 1893-97, Robert Bruce Fairman; 1897-03, Reuben S. Campbell; 1903-11, Elmer T. Blackney.

Until the public school system became firmly established, private or select schools were quite common.

#### EARLY TEACHERS AND SCHOOL HOUSES

The first hired teacher in the county was Jacob G. Streit, who was of German descent, the son of a Lutheran clergyman, and was born in Winchester, Virginia, in April, 1788. He was a soldier in the War of 1812 and was discharged at Detroit in 1816. He was induced the same year to come to St. Clair county to teach school, at first on Harsen's Island, and then in various schools in Clay and Cottrellville townships. In 1822 William Brown built a log school house on his farm in Cottrellville and hired Streit to teach.

During the winter of 1827-8, D. B. Harrington was a pupil in his

school, which was probably regarded as the best in the county at that time.

In 1818 Mr. John K. Smith taught school on Harsen's Island.

In 1824 Mr. Peter F. Brakeman taught on Harsen's Island and in the winter of 1827-8 he opened the first school at what is now Algonac, then known as Point Du Chene. Other early teachers there were John Brakeman and David Ward.

One of the early teachers at Marine City was Mr. Samuel Roberts.

#### PORT HURON SCHOOLS

In Port Huron the first teaching was that of the missionaries, John S. Hudson and John Hart, who came to Fort Gratiot in 1821, while it was unoccupied by the soldiers, and opened a school for the Indians. Owing to some prejudice which had been created against missionaries, the school was poorly attended, although young Edward Petit, and perhaps a few other French children, were pupils for a time. After about three years of discouraging struggle, the teachers left for a more hopeful location.

The first school house built within the city limits of Port Huron was in 1833 and was located at the southwest corner of Broad and Superior streets, and must have been built chiefly, if not entirely, at the cost of Francis P. Browning, owner of the Black River Steam Mill Company, which started its mill, located just west of Seventh Street bridge, that year. The company at the same time built a few houses in the vicinity of the mill for its operatives. This school house was not painted, and in course of time took on a weatherbeaten or brownish appearance and came to be called the "Old Brown School House." This building was not occupied as a school until the Fall of 1834, when Miss Gamble, the daughter of a Baptist clergyman, was engaged to teach. This was the only school house on the north side of Black River until the North Union School Building was built in 1849 on the site of the present jail.

Upon the south side of Black river the first public school building was erected in 1842 upon the west side of Court square. This building burned in 1859 and the Second ward or Washington school was built soon after.

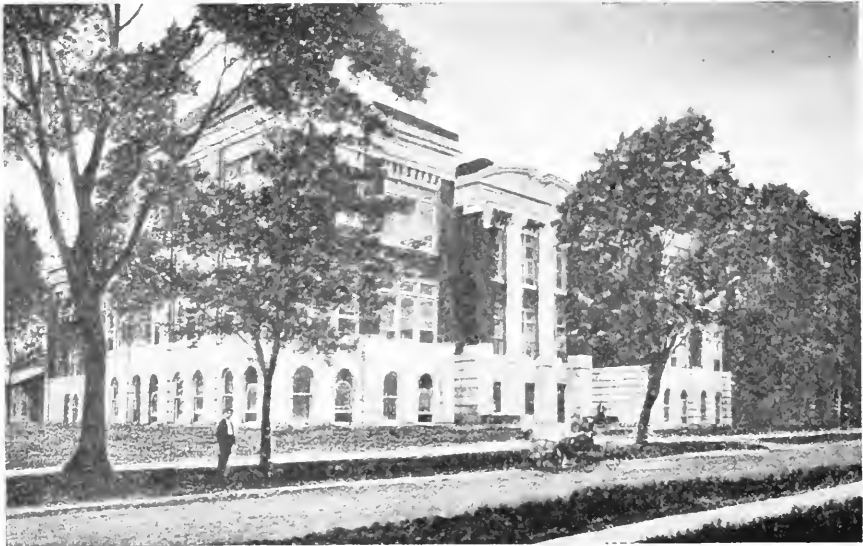
In 1870 the city completed a high school building upon the same location now occupied by the new high school. This building cost \$41,000, and was thought to be a model of architecture and suitability. When the county seat was removed to Port Huron from St. Clair in 1871, some of the rooms in this building were set aside for county offices, and were so occupied until February 24, 1873, when the building burned.

It was rebuilt in 1874, and on May 30, 1906, it again caught fire and was entirely destroyed. Although the fire occurred in the daytime, with the building full of pupils, there were no lives lost.

The city decided to erect upon the same site a modern building combining all the advantages which experience could suggest, and in 1908 the high school entered its new home in the present handsome, convenient and up-to-date building erected at a cost of \$120,000.

In 1836 Rev. Norman Nash came to Port Huron as teacher to the Indians, but in the same year the Indian reservation was ceded to the government, and within three years the Indians had withdrawn to other reservations. His school was located north of Butler street, near Fort street.

In the same year a Miss Abigail Thompson taught school, and being besought in marriage by John L. Beebe, who had been divorced, she had some scruples as to the propriety of accepting him. She solved the doubt by going to Mrs. Levi Carlisle and obtaining from her a Vermont Bible, with the expressed intention of examining it to see if it contained



PORT HURON HIGH SCHOOL

any reason why she shouldn't marry Mr. Beebe. Her careful search evidently found no reason for objection as she accepted him. She taught school again about 1845 in her residence on Military street.

Mr. and Mrs. Alex Hulin taught a private school from 1839 to 1842 near the southwest corner of Military and Court streets, he teaching the boys and she the girls. In the summer of 1841, and during the following winter, Horatio James, who had moved up from St. Clair after his term as postmaster had expired, taught select school in the east wing of the building on south side of Court square. General Duthan Northrop, who subsequently became county treasurer, also kept a private school about 1840. The following winter a private school was kept near the corner of Fort and Quay streets by Rev. Sabin Hough, the Episcopal minister, assisted by Miss Foster, and the next winter Prof. Elijah W. Merrill, assisted by Miss Mary Whicher, kept school in the same place.



In the summer of 1846 John and Anderson Quay opened a private school at the southeast corner of Sixth and Pine streets.

The first district school in Port Huron was opened about 1841 and Dr. John S. Heath, who had come from St. Clair in 1836 and practiced his profession for a few years, found that there was a better demand for teachers than doctors, and taught this school during the winter of 1841-2.

He was followed by Rev. Mr. Wright, a Baptist minister, and in the same school Miss Persis Carleton, who later became Mrs. Timothy Barron, and Miss Waterhouse also taught. About this same time Mr. Chambers, assisted by Miss Harriet Hulin, taught in the public school building on the north side of Black river.

David Ward, who subsequently became one of the great "timber barons" of the state, attended Rev. O. C. Thompson's academy at St. Clair in the summer and fall of 1843, and on November 30th of that year received his license to teach from the school inspectors at Port Huron, and during that winter taught at Port Huron. In 1847 James H. Smith taught in the school at Court square, which stood about where Washington school now stands.

In 1844 Alex Crawford, born in Ayrshire, Scotland, coming to the state in 1831, when nine years of age, and who as a teacher left a permanent and distinctive mark upon the community, entered as principal the Old Brown school house, and for fourteen years continued to control school destinies upon the north side of Black river. A stern disciplinarian, but possessed of the faculty of instilling a desire to learn, he attracted pupils to his school, and impressed them strongly. In the school history of Port Huron, no name stands out so prominently as that of Alexander Crawford.

Up to 1867 the schools on the two sides of Black river were for the most part treated as independent of each other, the principal of one having no authority over the other. Other principals before 1860 were John H. Mulford, who later practiced law for a time in Port Huron; C. F. Bellows, Robert S. Straight, Manley Tripp and William Roach. In 1857 William Hartsuff came to Port Huron and began teaching, remaining in that capacity until the fall of 1861, when he resigned to enter the army.

H. T. Bush, who married Emily Stevens, a daughter of Harmon L. Stevens, was principal of the North Union school, as it was called, from 1861 to 1863, and was followed by Miles H. Carleton and he by Richard Montgomery.

At the South Union school, Henry M. Bacon was principal in 1860-1, followed by F. E. Manley, and in 1865 he was succeeded by Dr. W. C. Catlin, and in the spring term of 1867 the latter was replaced by Mr. Winchell for a few months.

#### SCHOOLS CONSOLIDATED

In 1867 all the schools were consolidated under the superintendency of Mr. Carroll S. Fraser, and since then they have been under the following superintendency: 1867-70, C. S. Fraser; 1870-71, H. C. Baggerly; 1871-4, John C. Magill; 1874-76, Bernard Bigsby; 1876-88, H. J.

Robeson; 1888-93, John A. Stewart; 1893-99, James H. Bezell; 1899—, W. F. Lewis.

#### PUBLIC EDUCATION AT ST. CLAIR

The first school held at St. Clair was by Rev. Mr. Donahoe, a Methodist minister, who taught school in a small building owned by Charles Phillips on the south side of Pine river. This was in 1827.

Horatio James, who came to St. Clair in 1828, in addition to his numerous other vocations, taught school.

The first school organized under the territorial laws was held in the upper story of the court house and conducted by Sarah Barron about 1831.

The first public school house is said to have been built upon the Loomis property above Brown street. If that is correct, the second was the "Old Red School House," which was moved over on block 64 in 1849, in which year School District No. 2 purchased that property. Bela W. Jenks taught here one year, as did his brother, R. H. Jenks.

Fractional Union School District No. 1 of the city of St. Clair was organized from the city of St. Clair and a small part of the adjacent townships, and the first meeting was held May 21, 1858, and John E. Kitton, Bela W. Jenks and Chester Carleton were elected the officers.

When the Union district was formed it possessed two two-story school houses within the city limits, one familiarly called the "Old Red School House," located on Third street, and the other called the "White School house," on the northeast corner of the Academy block, corner of Fourth and Trumbull streets, and one small building at Yankee street.

The Red School house originally was built about 1837, for a factory and stood upon the bank of St. Clair river, and the factory scheme proving a failure, the building was utilized as a school house, and later, about 1849, moved over on block 64.

In October, 1850, the board of supervisors relinquished to the village of St. Clair for the erection of school houses and churches the east half of the Academy block and upon the north third of the donation the White school house was built, and upon the south two-thirds, the Baptist church.

One of the first acts of the new district was to provide for a new, large and modern building, which was completed in 1862, and the old buildings were sold. Since that date other buildings have been erected, and the schools have been managed with efficiency and economy, and the school board has been at all times composed of leading men of the community. One of the early members was Henry Whiting, and another Charles F. Moore, and it is an interesting fact that upon the board as at present constituted, there is a son of Mr. Whiting, a son of Mr. Moore, and a son of B. W. Jenks, who have themselves given some years of valued service.

Since the organization of the Union school it has had the following superintendents: 1858-60, William Campbell; 1860-61, Osgood E. Fuller; 1861-63, Edwin D. Fiske; 1863-65, Newton H. Winchell; 1865-67,

Albert J. Chapman; 1867-68, Dr. W. C. Catlin; 1868-70, (March) Horton H. Drury; 1870, (April-June) John Joss; 1870-74, James T. Aulls; 1874-77, Horace Phillips; 1877-79, James T. Aulls; 1879-82, E. V. W. Brokaw; 1882-86, William Galpin; 1886-87, William A. McAndrew; 1887-90, J. C. Shattuck; 1890-93, Charles W. Robbins; 1893, Martha A. Sturgess; 1893-99, B. E. Richardson; 1899-1900, Samuel J. Gier; 1900-01, R. J. Halloway; 1901-04, Charles S. Weaver; 1904-10, Joseph B. Estabrook; 1910—, Philip Keen.

Graded or high schools have been established in every city and village in the county, and a high standard of efficiency maintained, so that the county now holds a high rank.

#### THE THOMPSON ACADEMY

In the summer of 1842 Rev. O. C. Thompson, who came to St. Clair in 1834 as the first Presbyterian minister—subsequently changed to Congregational—and who had passed the intervening years in preaching at St. Clair and Port Huron, erected near the house which he had built upon the hill in the northern part of the village of Palmer a building which was called the St. Clair academy.

This building could accommodate fifty pupils, and during the largest part of its career its capacity was filled. Mr. Thompson had taught two year in an academy at Ann Arbor before taking up preaching and had there introduced manual training as a valuable adjunct to the ordinary instruction. At the opening of his academy at St. Clair he was 37 years of age, had been in Michigan eleven years and had traveled the Lower Peninsula thoroughly and was very familiar with all the conditions of life then to be found in the new state.

A large man, six feet in height, well filled out, with impressive but pleasant manner, of wide interests, tolerant but firmly fixed in his ideas of morals, religion and conduct, he had the ability to interest young people in their own education and to impress his ideas upon them.

He believed that his best asset in the conducting of such a school was good teachers, and he spared no pains to obtain them. His experience at Ann Arbor had established his own reputation and he brought capable and trained teachers from the east to assist him.

During the five years the school was in operation, he had as assistants a Miss Abigail Alexander, from Princeton, New Jersey, who subsequently married Selden A. Jones, of Port Huron; a Miss Alice Jenks, an accomplished musician from Connecticut, whose piano was one of the earliest to be brought into the county and which, upon her resigning in 1845 to be married to Dr. Knox, of New York, she sold to Dr. Justin Rice, of St. Clair; Miss Ann Jane Foster, of New York; Miss Delia Grosvenor, Miss Martha Nutting. The male assistants were Mr. John M. Sanborn, a relation of Cummings Sanborn, who afterwards became a minister; Mr. Josiah Nutting, a nephew of Prof. Rufus Nutting, principal of the academy at Romeo, who was quite a distinguished educator, and Mr. Lavallette Blodgett, a relative of Eugene Smith, of St. Clair.

The excellence of the school was recognized at once and every family

in the vicinity which could possibly do so sent its children, and a good number came from outside.

Thomas Palmer, of Detroit, who was so largely interested in the village, sent his son, Thomas W., then a boy of twelve, who attended the school three years, and as he subsequently became United States senator, and a man of prominence in political, business and social circles, we may be justified in treating his career as a consequence of his education. David H. Jerome, who also became distinguished as governor of the state, was a pupil, as was David Ward, the pine millionaire, and a number of others less distinguished, but perhaps not less worthy.

In 1847 Mr. Thompson's health had failed, as he had worked incessantly, not only caring for the academy, but preaching every Sunday, and spending himself freely on all worthy subjects, and he was compelled to relinquish the school, greatly to the regret of all his patrons, and the building was afterwards moved to a back street and put into a dwelling, and Thompson's Academy became only a memory. It is entitled to a high place in the educational history of the county.

#### SOMERVILLE SCHOOL

In 1879 Mrs. Caroline L. Ballentine, who had been, before her marriage to Silas L. Ballentine, a prominent and enterprising merchant, a successful teacher in the schools of Port Huron, opened at her residence in the latter city a school for the liberal education of young women. She gathered around her a small corps of competent instructors and named the institution, upon the suggestion of President Angell of the university, Somerville School. After a year of highly successful work, it was apparent that larger quarters were needed, and several prominent men of St. Clair became interested and arranged for the purchase of property and erection of buildings upon a beautiful site upon St. Clair river at the extreme north end of the city.

Here the school was conducted from 1880 to 1888, when it was compelled to close down for lack of adequate financial support. During its existence it provided for its pupils, who came from many states, a most excellent, wide and thorough education, with instructors of the highest standing, and it is greatly to be regretted that it could not have been maintained, as its high standards and general excellence would have done much through its graduates to extend the knowledge and influence of the county.

The school rapidly acquired the highest reputation and at a reunion at St. Clair in 1908 of those who had attended, ample recognition was made of the far-reaching influence that the school had exerted.

Among the instructors who assisted in making the institution so successful were Misses Emma and Fanny Farrand, sisters of Mrs. Ballentine, and both graduates of the University of Michigan; Mr. J. C. Tyler, Miss Mary A. Thompson, a very successful teacher of art; Prof. George Boardman, an accomplished musician, and Mrs. L. H. Stone, one of the most widely known educators in the state and long a resident of Kalamazoo.

## LIBRARIES

It has been recognized for some time that libraries are an important part of the general scheme of education. When Michigan became a state, it made, through its constitution and school laws, liberal provisions for public libraries connected with the schools, but while these flourished for a time, they fell into disuse and finally practically disappeared, so that with the exception of a few towns in the state there were no public libraries. In this condition, with the knowledge that on account of public indifference to the subject, and hostility to being taxed for their support, there would be little or no prospect of securing a public library, there arose in many communities voluntary associations for the purpose of creating and maintaining libraries, and in 1865 a statute was passed providing for the incorporating of such associations.

One of the early associations of this kind was the Ladies Library Association of Port Huron, which was organized in January, 1866, and incorporated January 10, 1868. From the time of its organization it has been active in the promotion of a literary spirit and intellectual development through reading and discussion. It has received many gifts and several bequests, and owns the property which it occupies on Military street. It has accumulated funds in addition of \$2,300, and has a well selected library of 5,000 volumes. Its present officers are Mrs. Aiken, president; Miss Lucy Hendricks, treasurer.

The Ladies Library Association of St. Clair was organized March 7, 1869, and has continued its existence to the present and has accumulated 2,500 volumes. For many years the city has granted it the free use of a room in the city hall for its library. Its income is small, mainly derived from voluntary contributions, but its interests have been maintained by a few faithful members. Its present officers are Mrs. Henry Rankin, president; Miss Esther Solis, secretary and treasurer.

In Marine City a Ladies Library Association was formed in 1886 and with a courage and persistence worthy of the cause, a library has been collected and maintained and increased until it now numbers 1,500 volumes. In the face of many discouragements, the work has been persevered in. Its present officers are Mrs. J. W. Berry, president; Mrs. James Cottrell, vice-president; Mrs. C. L. Doyle, secretary; Mrs. Geo. W. Carman, treasurer.

In Algonac a Ladies Library Association was organized October 7, 1901, and has since maintained an active existence. It has a library of 500 volumes and its officers are Miss Josephine Smith, president; Mrs. James Nugent, vice-president; Miss Mary B. Ale, secretary and treasurer.

## PORT HURON PUBLIC LIBRARY

The only public library in the county not directly connected with the schools is the one in Port Huron. In 1895 the city charter was amended so as to provide for a public library commission of three members, the making of the existing school library the public library and putting its full control and administration in the hands of the commission, with the requirement that a tax of not less than one-fifth of a

mill should be yearly raised for its support. The first commissioners were O'Brien J. Atkinson, John C. Johnstone and W. L. Jenks.

In 1896 the Universalist church upon Pine street, no longer used for church purposes, was secured by lease and used for library purposes until removal into the new building. In 1905 the books were moved into the new quarters and a reading room opened.

In 1897 the minimum amount of tax for support was raised to two fifths of a mill, at which point it has remained. In 1901 the number of commissioners was changed to five, remaining at that figure until the



PUBLIC LIBRARY, PORT HURON

present city charter was adopted in 1910, which fixed the number of three and provided that one of them must be a woman.

The present board consists of W. L. Jenks, chairman; Dr. C. C. Clancy and Mrs. J. A. Muir.

In 1903 Mr. Andrew Carnegie agreed to give to the city \$40,000 (subsequently increased to \$45,000) upon the usual conditions that the city provide a site and agree to yearly appropriate for its maintenance a sum not less than ten per cent of the gift.

After this was accepted by the city there was some difficulty in selecting a location, but fortunately the Second Ward park was chosen and the following year the building was begun and completed in 1905. It is in the classic style of architecture, of Indiana limestone and carefully planned to furnish all the advantages of a modern library, having reading rooms for adults and children. A pleasant room is given to the William Sanborn Post, G. A. R. and W. R. C., for their use.

The large use made of the library by the children and adults justifies

its existence and proves its value as a part of the general educational system.

In addition to several thousand volumes of national and state documents, the library contains 20,000 well selected volumes.

The librarians have been Mrs. Anna Manwaring, Miss Alta Stansbury and since 1910 Miss Kathrynne Sleneau.

## CHAPTER XVIII

### THE PRESS OF ST. CLAIR COUNTY

FIRST TERRITORIAL PAPER—MICHIGAN'S EARLIEST NEWSPAPERS—THE "ST. CLAIR WHIG"—"LAKE HURON (PORT HURON) OBSERVER"—"ST. CLAIR BANNER" AND ITS SUCCESSORS—"PORT HURON COMMERCIAL"—"ST. CLAIR REPUBLICAN"—"ST. CLAIR COUNTY PRESS"—"PORT HURON PRESS"—"PORT HURON TIMES"—SHORT-LIVED PORT HURON PAPERS—MARINE CITY PAPERS—CAPAC NEWSPAPERS—BROCKWAY CENTRE AND YALE—MEMPHIS JOURNALISM—ALGONAC NEWSPAPERS—"FORT GRATIOT SUN"—THE "POSTMASTER EVERYWHERE" AND ITS PUBLISHER—"SUNDAY HERALD"—GERMAN JOURNALISM IN PORT HURON—FRATERNAL SOCIETY JOURNALS—MONTHLY PUBLICATIONS—HIEL B. BUCKERIDGE'S PAPERS—"PORT HURON DAILY HERALD"—"PORT HURON TIMES-HERALD"—PERIODICALS OF 1911.

*By Loren A. Sherman*

Any history of the press of St. Clair county necessarily must be incomplete. In most cases the dates when papers were established can be ascertained, exactly or approximately, but of many subsequent changes of name or ownership, consolidations and discontinuances, no records can be found, while personal recollections are nearly always indefinite and uncertain. Very few files of newspapers published in the county more than a third of a century ago are now (November, 1911) in existence; and several papers that were started during the past thirty years have passed out of existence, leaving no record except in the indistinct memories of individuals. It is believed, however, that mention is made in this sketch of nearly or quite all the periodicals that have ever been published regularly for any considerable period of time in the county.

#### FIRST TERRITORIAL PAPER

At the opening of the nineteenth century the area now comprising St. Clair county was a part of the political division of the United States designated as Indiana territory, then including all the territory now forming the states of Michigan, Indiana, Illinois and Wisconsin. The first newspaper published in Indiana territory was established at Vincennes in 1803, by Elihu Stout, and was called the *Western Sun*. In 1804 the name of the paper was changed to the *Indiana Gazette*.



## MICHIGAN'S EARLIEST NEWSPAPERS

Michigan's first newspaper was established at Detroit in 1809, four years after the present state was made a separate territory by act of congress. It was called the *Michigan Essay or Impartial Observer*, had four pages of four columns each, and the subscription price was five dollars a year. Its first issue bore date of August 31, 1809. One authority names James M. Miller as the publisher of the paper. Another says it was established by the Rev. Father Richard, parish priest of St. Anne's church and delegate to congress from the territory of Michigan. It is probable that both men were interested in its publication at some time during its career. Announcement was made that the paper would be published every Thursday, but no record of its continued publication or discontinuance has been found.

The first Michigan newspaper having a record of regular publication for a number of years was established at Detroit during the summer of 1817, by Sheldon and Reed. It was called the *Detroit Gazette*, and was continued until 1830, when it suspended publication, following the destruction of its office by fire on the evening of April 26th.

The *Michigan Herald* was established at Detroit in 1825, with Henry Chipman as editor, and discontinued in 1829.

The *Michigan Scimitar* was established at Monroe in 1825, by Edward D. Ellis. The date of its discontinuance is not recorded.

The year 1829 saw three new journalistic ventures in Michigan: The *Northwestern Journal*, at Detroit, by William Ward or George L. Whitney, there being a disagreement of records; the *Western Emigrant*, at Ann Arbor, by Thomas Simpson; and the *Monroe Inquirer*, at Monroe, by John L. Green.

The *Oakland Chronicle* made its appearance at Pontiac June 1, 1830, with Thomas Simpson, who had started the *Western Emigrant* at Ann Arbor the previous year, as its publisher. It was sold to Detroit parties the subsequent year and discontinued.

The first number of the *Detroit Courier* was issued December 23, 1830, with Stephen Wells as publisher. It was sold to George Brewster & Co. the subsequent March, and afterward discontinued.

The *Democratic Free Press* and *Michigan Intelligencer* made its appearance at Detroit, May 5, 1831, with Sheldon McKnight as its publisher. A year later the names of John P. Sheldon and Charles Cleland appeared as its publishers. Its successor is the present *Detroit Free Press*.

## THE "ST. CLAIR WHIG"

St. Clair county's first newspaper made its appearance in the village of Palmer, now the city of St. Clair, December 2, 1834. It was called the *Whig*, was to be issued weekly, and probably was so published, with occasional intermissions, as was common in those days, when the supply of white paper was short, or the publisher was ill or absent from home. No detailed record of its subsequent career can be found. Its first publisher and editor was T. M. Perry. The press upon which the *Whig* was

printed was sent to Palmer village in 1833, from Georgetown, South Carolina, by Thomas C. Fay.

The *Whig* was continued for two or three years, and changed its name in 1835 to the *St. Clair Republican*. During 1835 J. S. Heath and L. M. Mason were the editors, both of whom shortly afterwards moved to Port Huron. Nothing more definite can be ascertained regarding this first *St. Clair Republican* than that it had a limited existence probably ending its career in the latter part of 1837. The *St. Clair Republican* of today was established in the year 1856.

#### THE "LAKE HURON (PORT HURON) OBSERVER"

St. Clair county's second newspaper was established in 1837, in the village which is now the city of Port Huron. Its prospectus was dated "Huron City, January 24, 1837," indicating that just then residents of the place called it by that name. The following is a copy of the prospectus issued:

"Proposals for Publishing at Huron City, St. Clair County,  
Michigan.

#### "THE LAKE HURON OBSERVER

"A Weekly Paper of Imperial Size, at \$2 Per Annum, Payable in Advance, \$2.50 at the End of Six Months, or \$3 at the End of the Year.

"It is, perhaps, unnecessary, here to enter into detail of the causes or circumstances which have led to the establishment of a new paper in this county, or to discuss the merits or demerits of the paper already established. Suffice it to say, the growing importance of the county, and the interests of its inhabitants, seem to require a public journal through whose columns a fair expression of the opinion of the people in different sections of the county can be had, upon all political and other questions of general importance; such is intended to be the character of the *Observer*. Although decidedly a Democratic Journal, its columns will always be open for the discussion of important political questions, whether of general or local interests, when such discussions are couched in candid and decorous language.

"Our Canadian friends at Port Sarnia and its vicinity will find the *Observer* a ready vehicle for the conveyance of information respecting their village, harbor, railroad and other topics of general importance.

"It is hoped the *OBSERVER* will be conducted in such a manner as to be sustained by the inhabitants of the county, and to merit the confidence and support of the public generally.

"Huron City, January 24, 1837."

It is to be assumed that "the paper already established in this county," referred to in this prospectus, was the *St. Clair Whig*, or its successor, the *St. Clair Republican*, as no paper had been published in the village at the head of St. Clair river previously. Supposedly the St. Clair paper was Whig in politics, and the Democrats of the county sought to establish a paper that would represent their party.

The following list of advance subscribers was attached to the prospectus: E. B. Harrington, Cummings Sanborn, Amon Baker, A. & J. B. Comstock, G. F. Boynton, D. W. Powers, H. Harding, N. D. Horton, C. Thompson, E. C. Bancroft, E. Burch, E. P. Johnness, D. B. Harrington, F. C. White (Whitestown), A. S. Pratt, T. Crocker, John S. Heath, John Thorn, E. R. Moffatt (La Forge Village, N. Y.), J. F. Batchellor, John H. Westbrook, J. Halstead, Clift Comstock, Willard Orvis, Lucius Beach, Ashley L. Whitecomb, Hiram Mann, A. W. Campbell, R. Hamilton, Shepard & Bottsford, Joseph L. Kelsey, Z. W. Bunce, Jesse H. King, Lorenzo M. Mason, J. W. Campfield, Edward Petit, D. Babcock, H. Chamberlain, John Doran, Jared Miller, D. J. Rockwell, John Westbrook, James Beard, Joel Tucker, John Swarthout, David Senter, Justin Rice, John Jackson, Michael Jackson, Benjamin Newhall, Chester Kimball, Jr., Henry Gill, Fr. Harsen, James Harsen, John Hughes, D. Churchill, John Smith, R. B. Dimond, Eben Westbrook, A. H. Westbrook, Jacob Peir, Oliver Westbrook, Jerauld Miller, Jos. P. Mini, P. F. Brakeman, Lucius Beach, White & Harrington; with a number of subscribers outside the county.

The first editor of the *Lake Huron Observer* was Ebenezer B. Harrington, a brother of Daniel B. Harrington, who was one of the owners of the paper. E. B. Harrington appears to have been the projector of the paper as well as its first editor. He continued in that capacity for about a year, and also practised law, but it is of record that his connection with the *Observer* was his only newspaper experience. In 1838 he removed to Detroit, where he died in 1844.

After some years, according to pioneer recollections, the *Observer* was merged into a paper called the *Representative*.

William L. Bancroft came to Port Huron in 1844 and purchased the office, changing the name of the paper to the *Port Huron Observer*. In August, 1849, he sold the office to J. H. Hawes, who removed it to St. Clair.

In 1841 there appears to have been published for a time in Port Huron a paper named the *Northern Miscellany*.

#### THE "ST. CLAIR BANNER" AND ITS SUCCESSORS

In 1842 John N. Ingersoll established in the village of St. Clair the *St. Clair Banner*, which he published for four years. He then removed to the Upper Peninsula of Michigan and established the *Lake Superior News*, the first newspaper published in that section of the state. Subsequently he was elected to the legislature and was speaker of the house of representatives for one session. From 1850 to 1858 Mr. Ingersoll was connected with papers in Detroit and Rochester, New York. For nearly a quarter of a century during the later years of his life he was publisher of the *Shiawassee American*.

The *St. Clair Observer*, with J. H. Hawes as publisher, succeeded the *Banner* in 1850, followed in 1851 by the *St. Clair County Observer*, with B. B. Bissell as first editor and publisher, followed by A. M. Tenney in 1852, with the name again changed to *St. Clair Observer*. The *St. Clair Herald* was started in August, 1853, by J. J. Falkenbury,

a lawyer engaged in practice, for the express purpose of breaking down the *Observer*. In September, 1854, it was recorded that "Arthur M. Tenney, late editor of the *St. Clair Observer*, recovered a judgment of \$500 against Falkenbury of the *St. Clair Herald* for libel." Also that "In the case of Reamer vs. Falkenbury, for libel, the plaintiff obtained a verdict of \$1,000." The death of Falkenbury in January, 1856, ended the *Herald*, and the *Observer* disappeared not long afterward.

During the presidential campaign of 1860 J. K. Averill published at St. Clair a small sheet called the *Chief*. A paper called the *Standard* appeared in 1861, but was short-lived.

#### THE "PORT HURON COMMERCIAL"

The first number of the *Port Huron Commercial* (weekly) was issued on Saturday, June 7, 1851. George F. Lewis was its editor and proprietor at the outset. The paper had four pages of six wide columns each. It espoused the cause of the Whig party, which was then in control of the national government, Millard Fillmore being President.

In its issue of March 6, 1852, the *Commercial* announced that a half interest in the paper had been sold to Daniel B. Harrington, who became its editor, and that thereafter publication would be by George F. Lewis & Co. Announcement was made by Mr. Harrington, over his personal signature, that under his direction the paper would support Democratic principles and candidates. Mr. Harrington continued its editor for fifteen months or more. Mr. Lewis' name subsequently appeared as publisher of the paper, and April 3, 1854, he announced its sale to Henry S. Decker and William L. Bancroft. The firm name of the new company was Henry S. Decker & Co., William L. Bancroft being the editor. Mr. Lewis left Port Huron after the sale of the *Commercial*, and subsequently was the projector of several other Michigan newspapers, including the *Saginaw Daily Courier*, the *Bay City Daily Morning Call*, the *Saginawian*, and the *Mt. Pleasant Journal*.

August 5, 1854, William L. Bancroft announced the purchase of Mr. Decker's interest in the *Commercial*, and became its sole proprietor. In November of the same year Mr. Bancroft sold a half interest in the office to Henry S. Potter, and the firm of H. S. Potter & Co. became publishers of the paper. Mr. Bancroft continuing its editor until April, 1856. Thereafter H. S. Potter & Co. continued publishers of the *Commercial* for nearly ten years. Mr. Potter being postmaster of Port Huron during a portion of that period.

After the close of the Civil war Col. John Atkinson owned the *Commercial*, or had a large interest in it, for a time, and his brother, William F. Atkinson, helped to edit it. Thomson J. Hudson and Horace E. Purdy were also publishers of the paper for a limited period, and for a few weeks George P. Goodale, then, as now, a member of the editorial staff of the *Detroit Free Press*, while temporarily residing in Port Huron, was their gratuitous helper in editorial work. Nathan C. Kendall was also editor of the paper for several months.

In 1868 James Talbot became principal owner of the *Commercial*, and

with his sons, John F., James H. and Harry L., conducted it for ten years or more, its ownership passing in 1875 from James Talbot & Sons to the Commercial Printing Company, the stock of the company being held mainly by members of the Talbot family. James Talbot died May 14, 1881, as the result of an accident.

The *Sunday Commercial* made its appearance during the latter part of the year 1873, James Talbot & Sons being the publishers. Publication of the *Port Huron Commercial* mainly for country circulation was continued on Wednesdays.

Eugene J. Schoolcraft, who had learned the printer's trade in Port Huron offices, purchased a quarter interest in the *Commercial* establishment in 1878, and continued actively engaged in the business, editorial and mechanical departments for ten years, disposing of his stock in the company in February, 1888, and engaging in other business.

The *Evening Commercial* (daily except Sundays), a sheet of four pages, six columns to the page, was launched February 1, 1888, and floated until the latter part of October of the same year, Talbot & Co. being the publishers until September 19. The Sunday and Wednesday weekly editions were continued as usual during that period.

From March, 1852, when Daniel B. Harrington became editor of the *Commercial*, until it was consolidated with the *Tribune* in 1888, a period of forty-six years, the paper was ardently Democratic in its political affiliations.

September 19, 1888, the *Commercial* establishment was purchased by the Huronia Printing Co., with A. H. Finn as business manager. After the discontinuance of the daily edition of the *Commercial*, toward the end of October, the *Port Huron Commercial* and the *Sunday Commercial* were consolidated with the *Tribune* (weekly), when Mr. Finnich had established six years previously, under the name of the *Commercial-Tribune*. H. N. Mather was editor of the consolidated paper and A. H. Finn was business manager. In politics the consolidated paper was independent.

In September, 1889, the *Commercial-Tribune* establishment was purchased by Ernest King and Fred W. Stevens, under the firm name of Stevens & King. A year later the Commercial-Tribune Printing Company succeeded Stevens & King, E. King being the president of the company and F. W. Stevens secretary and treasurer. The company then published the *Commercial*, the *Port Huron Tribune*, the *Michigan Maccabec*, and the *Bee Hive*. A year or two later Mr. Stevens sold his interest in the establishment to Gerald King, who succeeded him as secretary and treasurer of the company.

In the fall of 1895 the *Commercial-Tribune* establishment was sold to the Riverside Printing Company, the King brothers retiring from the business and soon afterward removing from Port Huron. The Riverside company was owned mainly by Loren A. Sherman, then owner and publisher of the *Daily Times*, with a weekly edition, who discontinued the *Commercial-Tribune*, and both papers thus ended their careers.

## THE "ST. CLAIR REPUBLICAN"

The *St. Clair Republican* (weekly) was established at St. Clair, May 24, 1856, by Benjamin B. Bissell. In 1865 the *Republican* was purchased by R. B. Ross and Hazzard P. Wands, who published it in partnership for some years. Mr. Ross retiring in 1870. He was a humorous writer, and afterward gained quite a reputation in that line of work on Detroit papers. Mr. Wands was a lawyer, and was three times elected clerk of St. Clair county, serving in that office from 1867 to 1873. He died August 15, 1877.

After Mr. Wands' death the *Republican* was edited by Charles R. Greene until September, 1878, when the office was purchased by Charles G. Conger, who sold it to Franklin Moore in 1879.

Except for two periods of a few months each, when he was engaged in other business, Stephen S. Hopkins was employed in the *Republican* office from September 1, 1881, to April, 1892, and did most of the editorial and reportorial work on the paper. For eight years during that period Mr. Moore was postmaster of St. Clair and Mr. Hopkins was his chief clerk in the postoffice. August 1, 1892, Mr. Hopkins accepted a position on the *Port Huron Times*, remaining with that paper until its consolidation with the *Herald*, January 1, 1910, and since that time he has been employed on the *Times-Herald*.

July 1, 1895, Franklin Moore sold the *Republican* to Hannibal Allen Hopkins, who was its publisher until January, 1903, when he leased the office to Charles C. Parker. In January, 1906, Mr. Hopkins again took charge of the paper and published it until the following September, when it was leased to Elmer J. Ottaway, who continued the *Republican* as a politically independent paper until the end of December, 1909. January 1, 1910, George H. Pond took charge of the *Republican* as lessee, and has continued to publish it since as a Republican paper. Mr. Hopkins retaining ownership of the office. Except while leased to Mr. Ottaway, the *Republican* has supported the political party for which it was named from its first issue.

## THE "ST. CLAIR COUNTY PRESS."

The *St. Clair County Press* (weekly) was established at St. Clair in 1900 by a Mr. Taylor. After a few months it fell into the hands of George Wildren, who continued its publication until August, 1901, when Frank Schrepferman and Charles R. Roberts took it in charge, and after a few months bought the outfit. The *Press* proved a financial success and in February, 1905, the office was moved to the ground floor of the Moore building, which has since been its home. In 1907 Mr. Schrepferman retired, and since that time Charles R. Roberts has been both editor and publisher of the paper. In politics the *Press* is independent, the aim of the publisher being to make it a local paper acceptable to all classes of citizens.

## THE "PORT HURON PRESS"

The *Port Huron Press* (weekly) was established by James J. Scarritt in September, 1858. Mr. Scarritt died some years later, and Henry C. Buffington succeeded him in the ownership and management of the paper. In politics it was Republican. For a short period during the war a small daily sheet was issued—the first daily newspaper published in St. Clair county.

In 1866 George W. Howe, who had learned the printer's trade at Lapeer during his youthful days and had served in the army, associated with Mr. Burnett under the firm name of Burnett & Howe, purchased the *Press* of Mr. Buffington, who thereafter engaged in the newspaper business at Dowagiac, Michigan. After a few months Mr. Howe retired and Burnett Brothers became owners and editors of the paper.

In 1868 Major Nathan S. Boynton, associated with Marcus Young, who also had served in the army during the war, purchased the *Press* and made it an influential factor in the Republican politics of the county, opposing the controlling faction of the party. This led to the establishment of the *Times* in 1869, and in the summer of 1870 the Times Company purchased the *Press* establishment and discontinued the paper.

## THE "PORT HURON TIMES"

The *Port Huron Weekly Times* was the direct outgrowth of a factional contest between Republicans of Port Huron, and to a limited extent of the county at large, Major Nathan S. Boynton, who was then the publisher of the *Press*, being the leader upon one side, and the aggressor, with John P. Sanborn, collector of customs, General William Hartsuff, postmaster, and most Republican city and county officials, and their friends, upon the other. Major Boynton sought to oust Mr. Sanborn from the collectorship and secure the office for himself, and at the same time to become the acknowledged leader of the Republican party in the county. His use of the *Press* to forward his political ambitions led to a determination on the part of his opponents to have a paper that would represent their side, and the assumed interests of the Republican party at large in the county.

The Port Huron Times Company was organized in the spring of 1869, its capital stock being \$6,000, with the following stockholders: James W. Sanborn, John P. Sanborn, Henry Howard, John Johnston, W. B. Hibbard, Fred L. Wells, Edgar White, James H. White, John S. Botsford, James H. Stone, Alexander Crawford, Gage Inslee, O. L. Jenks, William Hartsuff, J. M. Hubbard, H. A. Batchelor, James Beard, A. H. Fish, D. B. Harrington, D. N. Runnels, William Wastell, G. E. Brockway, J. W. Thomson, M. Walker, J. Byron Hull, G. K. Nairn, C. F. Harrington, H. Hunt, W. R. Mulford, J. P. Haynes, W. E. Peache, Aaron Smith, H. Williams, E. M. Cady, W. W. Campfield, H. Traver, E. G. Spalding, J. W. Thomson, Jr., G. E. Twiss, H. McMorran, J. J. Hoyt, W. B. Morse, S. D. Pace, C. M. Stockwell, Geo. W. Howe, H. G. Barnum, John McNeill, E. W. Harris.

James H. Stone, who had been for a year or two on the editorial

staff of the *Detroit Advertiser and Tribune*, was engaged as editor and business manager of the new paper, which began publication as a weekly, June 25, 1869. The first power press ever brought to St. Clair county was a part of the mechanical outfit of the office.

From the outset there was sharp rivalry between the *Times* and the *Press*, and during the summer of 1870 Major Boynton sold the *Press* establishment to the Times Company, and the paper was merged into the *Times*, losing its name and identity. About the same time Mr. Stone became one of the owners of the *Kalamazoo Telegraph*, Kalamazoo being his boyhood home, and in September, 1870, he resigned as editor and manager of the *Times*.

Mr. Stone's successor was Loren A. Sherman, who resigned the state and news editorship of the *Detroit Post* to accept the position. Born in the township of Bennington, Wyoming county, New York, March 14, 1844, after serving for a year in the First Michigan Infantry when eighteen years of age, Mr. Sherman began his newspaper career in the business office of the *Adrian Daily Expositor*, at the age of nineteen years, and before he was twenty-one became editor of the paper. When the *Detroit Post* was established, in the spring of 1866, he organized its state correspondence department and became its state and news editor. Six months later he was appointed managing editor of the paper by General Carl Schurz, its editor-in-chief. The next year General Schurz severed his connection with the *Post*, and a few months afterward Mr. Sherman was succeeded as managing editor of the paper by William Stocking, and resumed his former position of state and news editor, which he held until taking the management of the *Times* and removing to Port Huron.

In the spring of 1871 Mr. Sherman started a tri-weekly edition of the *Times*, and changed the weekly from a four page to an eight page sheet. The first number of the *Tri-Weekly Times* was issued March 4, 1871. March 23, 1872, the *Daily Times* was established and the *Tri-Weekly* discontinued; and from that time until it was merged with the *Daily Herald*, January 1, 1910, the *Daily Times* appeared regularly every evening, Sundays and four legal holidays yearly excepted, without missing an issue. For some years previous to its sale the *Weekly Times* was issued in two sections, Tuesdays and Fridays, and under Fred W. Sherman's management its name was changed to the *Twice-a-Week Times*. The circulation of the two editions steadily increased during all the years they were published.

Having sold his interest in the *Kalamazoo Telegraph*, James H. Stone returned to Port Huron with the opening of the year 1875, and became associated with Mr. Sherman in the management of the *Times*, remaining until the spring of 1878, when he accepted the position of manager of the *Detroit Post and Tribune* and removed to that city.

A few years later Mr. Sherman purchased from its original holders or their assigns all the stock of the Times Company, which he reorganized, and thereafter, until July 1, 1907, he was the sole owner of the paper.

In the early days of the *Times*, Gil R. Osmun, afterward connected with the editorial departments of Saginaw and Detroit papers, and see-



retary of state of Michigan for four years, was city editor of the *Times* for three years. James Bartle Parker occupied a similar position from 1881 to 1886. He was succeeded by George A. Ashpole, who entered the *Times* office as a printer in 1874 and had been foreman of its composing room for several years. Mr. Ashpole continued city editor of the paper for more than twenty years, thereafter becoming its advertising manager, a position he now holds on the *Times-Herald*, making his term of continuous service with the *Times* and its successor thirty-seven years.

Frederick W. Sherman, born in Detroit February 3, 1867, was employed in the business and editorial departments of the *Times* from his youth up, and for many years was its business manager. July 1, 1907, he purchased from his father a controlling interest in the common stock of the company and assumed the entire management of the paper, Loren A. Sherman retaining a large financial interest in the establishment and continuing to write for the editorial columns of the paper, at his option. In December, 1909, Fred W. Sherman sold his interest in the *Times* to Elmer J. Ottaway and Louis A. Weil, and the following August removed to Santa Barbara, Cal., and there took charge of the *Independent* (daily) which he had purchased the previous May.

Throughout all its career, the *Times* supported Republican principles and candidates, and was a potent factor in winning St. Clair county from Democratic control and making it one of the strongest Republican counties of Michigan. As between factions of the Republican party, it opposed Pingreeism, not considering Mr. Pingree, as mayor of Detroit and governor of Michigan, a consistent and sincere reformer; but otherwise it was always on the progressive side.

When the *Times* was started its office was located upstairs in what was then the east section of the Merchants Exchange Block, Water street. Afterwards, for several years, it occupied all the floors of the next section west of the same building. Still later the office was removed to the Sanborn building opposite the Federal building on Water street, where it remained until the fall of 1894, when it occupied the newly constructed Sherman building opposite the foot of Sixth street, jointly with the Riverside Printing Co. There it remained until the *Times* was consolidated with the *Herald*, January 1, 1910.

#### SHORT-LIVED PORT HURON PAPERS

During the presidential campaign of 1872, after the nomination of Horace Greeley by the liberal Republicans and Democrats, James Talbot & Sons, publishers of the *Commercial*, issued a campaign paper called "*The Old White Hat*."

The *Saturday Morning Journal* was started in 1873 by Thomas L. Kilets and Oscar Morse. Mr. Kilets purchased Mr. Morse's interest in the paper in March, 1874, and continued its publication until June, 1875, when he sold it to Milo Marsh and Jedediah Spalding, who had previously published the *Greenback Dollar*. Under Mr. Kilet's management the *Journal* had been independent in politics. Its new owners renamed it the *Port Huron Journal*, making it the successor of the

*Greenback Dollar* and an organ of the Greenback party. Its publication was suspended after a year or two.

In the year 1876 Mr. Kilets established the *Mail*, which was published for a year and then discontinued. This ended his newspaper ventures, and since that time he has confined his efforts to the job printing business.

The Michigan Manual records a paper called the *Farmer's Visitor*, published in Port Huron in 1875. It had disappeared two years later. In 1879, according to the same authority, but five papers were published in St. Clair county: the *Port Huron Times*, daily and weekly; the *Port Huron Commercial*, Wednesdays and Sundays; the *Port Huron Call*, tri-weekly, representing the National political party; the *Saturday Morning Journal*, Port Huron; and the *St. Clair Republican*, weekly.

In 1881, the *Journal* was credited with daily and weekly editions and the *Call* had become a semi-weekly. Two years later both papers had disappeared from the list.

The *Daily Telegraph* was started in Port Huron in the fall of 1882, with a weekly edition, and was continued until 1885 or 1886, when it was discontinued without a successor. Henry Little was the chief promoter of the enterprise, and it was understood to be financed by capitalists of St. Clair city. It was independent in politics. B. H. Williams & Sons were the publishers during the latter part of its career.

In 1883 a second *Port Huron Mail* made its appearance, its publication day being Saturday and its politics independent. After 1885 it was discontinued.

The *Port Huron Tribune* (weekly) was published by Albert H. Finn from 1883 to 1888, when it was consolidated with the *Sunday Commercial*.

The *New Era* was a venture on behalf of the National political party, in 1887. Two years later it had disappeared.

The *Western Farm and Home* was published in Port Huron by L. H. Krause, in 1891. It was an agricultural journal, issued weekly. Afterward Mr. Krause turned it over to the Riverside Printing Company, together with the *Grange Visitor*, a monthly paper representing the Patrons of Industry, and the *German Herold*. The *German Herold* was afterward transferred to other parties, the other two papers being discontinued.

In 1895, the *Daily News*, an adjunct of the *Detroit Evening News*, made its appearance in Port Huron. Subsequently the paper was sold to David R. Waters, and early in the year 1897 it was discontinued.

In 1899 the *Port Huron Republican*, a semi-weekly paper, Republican in politics, entered upon a brief career, with Charles J. Seely as publisher. In 1903 it had been hyphenated with the *Port Huron Sun*, and before 1905 the consolidated paper had disappeared from the field.

The *Labor Leader*, a weekly, issued Thursdays, was a venture of 1893. It was short lived.

The *Port Huron Sentinel* was established as an organ of Port Huron Democrats, in April, 1905. The Port Huron Sentinel Company was its publisher, with Charles Wellman as president, William Springer vice-president, and E. E. Stockwell secretary. Thomas Wellman was editorial writer for the paper. In January, 1907, the *Sentinel* was taken

over by Robert Watson, E. F. Percival and A. E. Stevenson, who were its sponsors until near the close of 1908, when it was turned over to Edwin Mason, who had been its editor and manager for some time previously. A month later the paper was discontinued.

The *Tattler* and the *Student* were names of high school publications that have appeared in Port Huron at different times.

A paper called the *Resorter* has been published in Port Huron during the resort season for several years.

#### MARINE CITY PAPERS

In the month of January, 1874, the *Gazette*, Marine City's first newspaper, so far as there is any record, began weekly publication, with Mr. Bissell as publisher.

The *Marine City Reporter* succeeded the *Gazette*, its first issue bearing date of December 15, 1877. Del C. Huntoon and Calvin A. Blood were its sponsors. Afterward it was published by William N. Miller and still later by F. Callahan. Since January, 1884, the *Reporter* has been published by Frank Sutton, who had Joseph Patterson for a partner for a few months only after the purchase of the office. A paper called the *Post* was published for a few months by H. D. Cottrell, and absorbed by the *Reporter* in 1908. Mr. Sutton is a Republican in politics, and the *Reporter* has been consistently Republican throughout its entire career.

The *Marine City Magnet*, an independent weekly, was published Thursdays from 1887 to 1900.

The *Marine City Globe*, a Republican weekly, issued Saturdays, has a record of publication from 1897 to 1907.

A paper called the *Weekly Greeting* was published for a time in 1905 and 1906.

The *Marine City News* (weekly) was established May 7, 1903, by T. J. Wreath and George W. Guyor, who are still its publishers. It has been Republican in politics from the outset, and has had no change of name. Its publication day is Thursday.

#### CAPAC NEWSPAPERS

Capac's first newspaper was the *Argus* (weekly), established in 1879 by Joseph E. Soult. In 1882 the office was removed to Fort Gratiot, where Mr. Soult became associated with A. H. Finn in the publication of the *Sun*.

In 1882, Charles A. Bacon established the *Capac Bugle* (weekly) and published it for three years or more.

The *Capac Journal* (weekly) was established in 1887 and has been published regularly ever since. It is Republican in politics. Published by the Journal Publishing Company, Noble Hunter editor.

#### BROCKWAY CENTRE AND YALE

The first newspaper published at Brockway Centre, afterward Yale, was the *Expositor* (weekly), the initial number bearing date of May

18, 1882; Del T. Sutton proprietor. It has since been published regularly, the paper having been owned for many years by James A. Menzies. In politics the *Expositor* is Republican. Called at first the *Brockway Centre Expositor*, when Brockway Centre became the city of Yale its name was changed to the *Yale Expositor*.

The *Yale Democrat* was published from 1890 to 1894.

The *Yale Hustler* appeared in 1899 or earlier and was continued for three years or more.

The *Yale Record* (weekly) has been published since 1897. George W. Allen is its editor and publisher.

#### MEMPHIS JOURNALISM

E. H. Beach started the first paper published in Memphis and called it the *Memphis Bug*. After running about two years it died, and was followed, first by the *Banner* and then by the *Memphis Tribune* (weekly), which was started in 1882 by A. H. Patterson, who previously had been publisher of the *Almont Herald*. It was discontinued after a few years. In 1887 A. G. Taylor published the *Memphis Record* for about six months.

The *Memphis Bee* has been published weekly since December, 1893, and is independent in politics. Dwight E. Blackmer is its present editor and publisher. Friday is its day of publication.

#### ALGONAC NEWSPAPERS

The *Eastern Breeze*, Algonac's first paper, is recorded in the Michigan Manual for 1893, but had disappeared in 1895.

The *Times-Courier* appeared in 1903, and is now the *Algonac Courier*, published Fridays, by Charles C. Parker, formerly publisher of the *St. Clair Republican*. It is Republican in politics.

#### "FORT GRATIOT SUN"

The *Fort Gratiot Enterprise*, an independent weekly, published Saturdays, appeared in 1880, Burkholder Brothers publishers. The office was sold to William Berry and occupied a building that was burned in 1881. In December of that year the *Fort Gratiot Sun* (weekly) succeeded the *Enterprise*, with Albert H. Finn as its editor. In 1882 the *Capac Argus* was merged into the *Sun*, and Joseph E. Soultz became associated with Mr. Finn in its publication, soon afterward purchasing his interest. Mr. Soultz was succeeded as owner and publisher of the *Sun* by Edward Williams, who was identified with it until 1901 or 1902, when it was discontinued. After Fort Gratiot city was consolidated with Port Huron the paper became the *Port Huron Sun*.

#### THE "POSTMASTER EVERYWHERE" AND ITS PUBLISHER

Hannibal Allen Hopkins, owner of the *St. Clair Republican* office, and both owner and publisher of the *Postmaster Everywhere*, left the

Michigan Agricultural College in his sophomore year to become a page in the state senate during the session of 1889. During the session of 1891 he was clerk of the committee on state affairs, and press clerk of the legislatures of 1893, 1895 and 1897. Mr. Hopkins located at St. Clair in 1895, when he purchased the *Republican*, coming there from Washington, D. C., where he had been doing newspaper work. He was appointed postmaster of St. Clair February 25, 1898, and is now serving his fourth term. For eleven years he has been secretary of the Michigan Press Association and of the Michigan Association of Postmasters, and for eight years, since its organization, he has been secretary of the National Association of Postmasters, Offices of the Second and Third Classes. Mr. Hopkins married Pamela, daughter of Congressman Justin R. Whiting, at Washington, April 30, 1895, and has two children.

The *Postmaster Everywhere* (monthly) was established by Mr. Hopkins in January, 1903. In July, 1904, Mr. Hopkins purchased and consolidated with it the *American Postmaster*, previously published at Effingham, Ill. The *Postmaster Everywhere* is the official organ of the National Association of Postmasters (offices of the first class), the National Association of Postmasters (offices of the second and third classes), the New England Association of Postmasters, and several state associations.

#### THE "SUNDAY HERALD"

John Murray, who was a prominent figure in St. Clair county journalism for a quarter of a century, came to Port Huron in 1881, and in 1882 became connected with the *Sunday Commercial* as one of its editors. In 1886, associated with J. Bartle Parker, he established the *Sunday Herald*. A few years later Mr. Parker retired and removed from Port Huron, and thereafter Mr. Murray was sole proprietor of the paper, except for a short time when he had W. A. Mustard for a partner, until it was sold to Messrs. Ottaway & Weil, in 1900, and merged into the *Daily Herald*. As a writer he had a vein of gossipy humor that attracted much attention. From April 1, 1895, to the same date of 1899, Mr. Murray was postmaster of Port Huron. He was also once a candidate for state senator from St. Clair county on the Democratic ticket and was defeated by a very small majority. In July, 1901, Mr. Murray purchased Mr. Ottaway's interest in the *Daily Herald*, and until his death, which occurred May 23, 1907, he was editor-in-chief of that paper.

Mr. Murray was born at St. Mary's, Ont., May 25, 1848, and before coming to Michigan was a school teacher at Tilsonburg, Ont. He married Miss Nellie Worden soon after locating in Port Huron. Mrs. Murray is still living, and calls Port Huron her home.

#### GERMAN JOURNALISM IN PORT HURON

The *German Herold*, a weekly published Thursdays, made its appearance in Port Huron in 1888 or 1889, and continued a somewhat checkered career until 1905 or 1906. About 1896 it passed from L. H. Krause to the Riverside Printing Company, and afterward for some years was

edited by T. G. Naumann. Its last owner was John Eisenhauer, to whom it was transferred by the Republican county committee, into whose hands it had fallen in the course of political promotion. Mr. Eisenhauer continued publication of the paper for about two years, editing it himself, and then discontinued it.

A German paper called the *Michigan Deutsche Zeitung* was credited to Port Huron in the Michigan Manual from 1893 to 1899. It was published Thursdays and was independent in politics.

#### FRATERNAL SOCIETY JOURNALS

The *Bee Hive*, official organ of the Knights of the Maccabees of the World (monthly), has been published in Port Huron since it was established, in 1881. Nathan S. Boynton was its first editor. For some years past it has been edited by Ed. L. Young, of Norwalk, Ohio. It is printed and mailed by the Riverside Printing Company.

The *Forester* (monthly), official organ in the United States of the Independent Order of Foresters, was established in 1907. The Supreme Court of Foresters publisher; Albert E. Stevenson editor. It is printed and mailed by the Riverside Printing Company.

The *Ladies' Review* (monthly), official organ of the Ladies of the Maccabees of the World, was established in 1895. Miss Bina M. West has been its editor from its first issue. Printed and mailed by the Riverside Printing Company.

The *Lady Maccabee* (monthly), official organ of the Ladies of the Modern Maccabees, has been published in Port Huron during the past ten years. Mrs. Grace Greenwood Browne, of Harbor Beach, Michigan, is its present editor. It is printed and mailed by the Riverside Printing Company.

The *Modern Maccabee*, formerly the *Michigan Maccabee* (monthly), official organ of the Knights of the Modern Maccabees, was established in Port Huron in 1887, with Nathan S. Boynton as its first editor. For several years past it has been edited by Stephen S. Williams, of Detroit. Its publication in Port Huron continued until December, 1910. In January, 1911, Kable Brothers, of Mt. Morris, Ill., began its publication, by contract with the executive committee of the order.

The *Michigan Hibernian*, official organ of the Ancient Order of Hibernians and the Ladies of the Ancient Order of Hibernians, of Michigan, now in its tenth volume, removed its office of publication from Detroit to Port Huron in January, 1911. John C. Lehr is the editor. It is printed by the Riverside Printing Company.

#### MONTHLY PUBLICATIONS

The *International Magazine* began publication in Port Huron in December, 1903, the International Publishing Company publishers, and Thomas H. Mills editor. Its subscription price at the outset was ten cents a year. From June, 1904, to November of the same year, John Pierdon was the editor. He was succeeded by Mrs. Maud C. Adams. From November, 1905, until its last issue, June, 1907, Edith Ward Sher-

man was the editor. During the last three years of its publication the subscription price of the magazine was twenty-five cents a year, and it was published by the International Magazine Company, of which Charles W. Adams and George S. Clarke were the principal stockholders. At one time the paid circulation of the *International* exceeded 75,000.

The *Threshermen's Review* (monthly) was established in Port Huron by Frank A. Peavey, its first issue bearing date of May, 1892. In 1900 Mr. Peavey sold it to A. H. Shoemaker, E. C. Davidson, J. R. Stone and W. V. West, and the office was removed to St. Joseph, Mich. The last issue printed in Port Huron bearing date of May, 1900. Since that time it has been published regularly at St. Joseph, its present owners and publishers being E. C. Davidson, J. R. Stone and the estate of J. L. Stevenson.

#### HIEL B. BUCKERIDGE'S PAPERS

In 1897 Hiel B. Buckeridge established in Port Huron a weekly paper which he called *X-Rays*. At first it was a small sheet, but afterward was enlarged. Its publication was continued until July, 1900, when Mr. Buckeridge sold it to Elmer J. Ottaway and Louis A. Weil, and it was merged into the *Daily Herald*.

The *Port Huron News* was established in 1895. It is now the *Port Huron Sunday News*, published by Hiel B. Buckeridge.

#### "PORT HURON DAILY HERALD"

The first issue of the *Port Huron Daily Herald* bore date of August 1, 1900, Elmer J. Ottaway and Louis A. Weil, the publishers, having previously purchased the *Sunday Herald* of John Murray and *X-Rays*, a weekly paper, of Hiel B. Buckeridge. At the outset the *Daily Herald* was a sheet of four pages, seven columns to the page. Afterward its size was increased to six pages, and still later its usual size was eight pages.

In July, 1901, Mr. Ottaway sold his interest in the *Herald* to John Murray, who continued its publication jointly with Mr. Weil until his death, in May, 1907. Thereafter Mr. Weil was both editor and business manager of the paper until its consolidation with the *Times*, January 1, 1910.

The office of the *Herald* was at first located in the building, 928 Sixth street. After a few years it was removed to the Desmond building on Water street, opposite the postoffice. In 1907 the entire first floor and basement of the White building, next to the Desmond building, was leased jointly by the Daily Herald Company and the Herald Printing Company, where the *Herald* remained until its consolidation with the *Times*, and where the home of the *Times-Herald* has been since.

From the outset the circulation and advertising patronage of the *Daily Herald* steadily increased, and at the time of its consolidation with the *Times* it had attained a good degree of profit and prosperity. A weekly edition was published until the consolidation, and then discontinued.

## THE "PORT HURON TIMES-HERALD"

The *Port Huron Times-Herald*, daily with no weekly edition, is the last word in Port Huron journalism. It represents the consolidation of the *Daily* and *Twice-a-Week Times* with the *Daily* and *Weekly Herald*, Elmer J. Ottaway and Louis A. Weil being the holders of the common stock of the Times-Herald Company, and Loren A. Sherman, the holder of the preferred stock. Mr. Ottaway is president of the company and business manager of the paper, and Mr. Weil is secretary and treasurer of the company and editor of the paper. Mr. Sherman is an editorial writer for the paper, but has no share in its management.

Messrs. Ottaway and Weil obtained control of the *Times*, January 1, 1910, by the purchase of Fred W. Sherman's interest in it. From January 1 until April, 1910, the *Times* was continued as a morning daily and the *Herald* as an evening paper, the semi-weekly edition of the *Times* and the weekly edition of the *Herald* being discontinued. The separate daily editions were then discontinued, and afternoon editions only have been since published, under the name of the *Times-Herald*. The paper has nearly 13,000 circulation in St. Clair, Sanilac, Huron, Macomb and other nearby counties. No other daily is published in St. Clair county, and the only other newspaper published in Port Huron is the *Sunday News*.

The *Times-Herald* has the full associated press dispatches, and seldom has less than ten pages of seven columns each, and frequently more.

Elmer J. Ottaway was born at Flushing, Genesee county, Michigan, June 18, 1871. Graduating from the Flushing and Flint high schools, he entered the University of Michigan and was graduated from the literary department with the class of 1894. Mr. Ottaway's experience in journalism began while he was a student at the university, as manager of the *U. of M. Daily*, and as a reporter during four summer vacations for the *Daily Resorter*, published by Charles S. Hampton, at Petoskey. After leaving the University he was employed for a year in the editorial department of the *Ann Arbor Daily Courier*, published by Junius E. Beal. In the fall of 1895 he joined the reportorial staff of the *Detroit Free Press*, and retained his connection with that paper until 1900, acting for a year as its Washington correspondent. In the summer of 1900 Mr. Ottaway joined with Louis A. Weil in the purchase of the *Port Huron Sunday Herald* and *X-Rays*, and the starting of the *Daily Herald*. Something less than a year later he sold his interest in the *Herald* to John Murray and bought an interest in the *Flint Daily Globe*, which he held for some months, spending a portion of his time at Flint, and then sold to H. H. Fitzgerald. When the *Detroit Daily Times* was established Mr. Ottaway acquired an interest in it which he still holds, being one of the directors of the Times Company. He also held an interest in the *Ann Arbor Daily News* in 1908, which he subsequently sold. In 1907 Mr. Ottaway leased the *St. Clair Republican* office of H. A. Hopkins and published the *Republican* (weekly) until the close of the year 1909. Under his management the *Republican*, which previously had been Republican in politics, became independent, Mr. Ottaway being a Democrat. Beside his newspaper interests Mr.



Ottaway is chief owner and president of the Herald Printing Company, which carried on a job printing business in the same building with the *Daily Herald* from the time it was established, and now occupies quarters with the *Times-Herald* in the White building. Mr. Ottaway has been twice married and has three children. His home is at St. Clair, where he owns and occupies a fine residence on the bank of St. Clair river in the northern section of the city.

Louis A. Weil was born in Brooklyn, N. Y., June 19, 1878. In 1884 his parents located in Port Huron, where he attended the public schools, graduating from the high school in 1896. His first experience in journalism was as editor of the *Tattler*, a high school paper, in 1895 and 1896. After leaving school, in the fall of 1896, Mr. Weil was employed for two months on the *Port Huron Daily News*, and then went to Detroit and became police reporter on the *Morning Tribune*. After two years with the *Tribune* he accepted an offer of a similar position on the *Free Press*, which he held until July, 1900, when he joined with Mr. Ottaway in establishing the *Daily Herald*. In July, 1901, John Murray purchased Mr. Ottaway's interest in the *Herald*, and up to the time of Mr. Murray's death, in the spring of 1907, Mr. Weil was associated with him in its publication. Thereafter he was both editor and business manager of the paper until it was consolidated with the *Times*, January 1, 1910. Since the consolidation he has been editor of the *Times-Herald*. Mr. Weil is married, has two children, and a pleasant home on Military street, Port Huron.

Herbert L. Weil was managing editor of the *Times-Herald* from January, 1910, until June 1, 1911, when he resigned the position to take charge of the *Alliance, Ohio, Leader*, which he had purchased. Mr. Weil began newspaper work as a reporter on the *Daily Herald*, in 1901. Later he was promoted to city editor of the *Herald*. Resigning that position he became a reporter on the *Detroit Morning Tribune*, and subsequently held a similar position on the *Free Press*. Returning to Port Huron he became manager of the *Weekly Sentinel* for its owners until the *Times* and *Herald* were consolidated. In October, 1911, he sold the *Alliance Leader* and returned to Port Huron.

While still in school, Alexander T. Stewart was a carrier of the *Times*. Graduating from the Port Huron high school when eighteen years of age, he entered the service of the *Port Huron Daily News* as a reporter. Later he studied law for a year, and then returned to newspaper work as a reporter for the *Times*. When the *Daily Herald* was first established he was its city editor. Later he went to Washington, D. C., as secretary for Congressman McMorran. Afterward he was engaged in the advertising business in New York and Chicago, and is now doing special work for the *Times-Herald* and handling the advertising business of a number of Port Huron's largest advertisers.

David T. Monteith, managing editor of the *Times-Herald*, was born in Port Huron, May 21, 1883, and was educated in the Port Huron schools, graduating from the high school, and afterward attending Alma College for a year. He entered newspaper work in 1905 as a reporter for the *Port Huron Daily Times*, rising to the position of city editor. Afterward he was city editor of the *Daily Herald* and *Times-*

*Herald* until the resignation of Herbert L. Weil as managing editor, June 1, 1911.

PERIODICALS OF NINETEEN HUNDRED ELEVEN

List of periodicals published regularly in St. Clair county, at date of this writing, November, 1911.

*Algonac Courier*—Algonac. Weekly; Fridays; Republican; established 1899; Charles C. Parker, editor and publisher.

*Capac Journal*—Capac. Weekly; Fridays; Republican; established 1887; Journal Publishing Company; Noble Hunter, editor.

*Marine City News*—Marine City. Weekly; Thursdays; Republican; established 1903; T. J. Wreath and George W. Guyor, publishers.

*Marine City Reporter*—Marine City. Weekly; Thursdays; Republican; established 1879; Frank Sutton, editor and publisher.

*Memphis Bee*—Memphis. Weekly; Fridays; independent in politics; established 1893; John P. Smith, editor and publisher.

*Bee Hive*—Port Huron. Monthly, official organ of the Knights of the Maccabees of the World; headquarters at Detroit; established 1881; Ed. L. Young, editor; printed and mailed by the Riverside Printing Company.

*The Forester*—Port Huron. Monthly; official organ in the United States of the Independent Order of Foresters; established 1907; Supreme Court Independent Order of Foresters, publishers; Albert E. Stevenson, editor. Printed and mailed by Riverside Printing Company.

*The Ladies' Review*—Port Huron. Monthly; official organ of the Ladies of the Maccabees of the World; established 1895; Miss Bina M. West, editor; printed and mailed by the Riverside Printing Company.

*The Lady Maccabee*—Port Huron. Monthly; official organ of the Ladies of the Modern Maccabees; established 1892; Mrs. Grace Greenwood Browne, editor; printed and mailed by the Riverside Printing Company.

*The Michigan Hibernian*—Port Huron. Monthly; official organ of the Ancient Order of Hibernians and of the Ladies of the A. O. H. of Michigan. John C. Lehr, editor. Printed by the Riverside Printing Company.

*Port Huron Sunday News*—Port Huron. Weekly; Sundays; local; established 1908; Hiel B. Buckeridge, editor and publisher.

*Port Huron Times-Herald*—Port Huron. Daily except Sundays, evening; independent in politics; Times-Herald Company, publishers; Louis A. Weil, editor; Elmer J. Ottaway, business manager. *Daily Times* established 1872; *Daily Herald*, 1900; consolidated 1910.

*Postmaster Everywhere*—St. Clair. Monthly; representative of postmasters' associations; established 1903; Hannibal Allen Hopkins, editor and publisher.

*St. Clair Republican*—St. Clair. Weekly; Thursdays; Republican; established 1856; George H. Pond, editor and publisher.

*St. Clair County Press*—St. Clair. Weekly; Fridays; independent; in politics; established 1900; Charles R. Roberts, editor and publisher.

*Yale Expositor*—Yale. Weekly; Fridays; Republican; established 1882; James A. Menzies, editor and publisher.

*Yale Record*—Yale. Weekly; Fridays; independent in politics; established 1897; George W. Allen, editor and publisher.

## CHAPTER XIX

### THE COUNTY CELEBRITIES

THOMAS A. EDISON—OMAR D. CONGER, UNITED STATES SENATOR—THE  
WARD FAMILY—METTA VICTORIA AND FRANCES AURETTA FULLER—  
THOMPSON JAY HUDSON—STANLEY WATERLOO—JEREMIAH WHIPPLE  
JENKS—OTHER CELEBRITIES.

St. Clair County has had at least its fair share of men and women who have had a state, national or world wide reputation in literature or science; without referring to the many distinguished soldiers of the regular army who spent a small portion of their careers within its limits, the county has reason to be proud that it has been the home or the temporary dwelling place of a considerable number of well known people. It is true that in most or all of these cases the work done and reputation acquired have been after leaving the county, but a reasonable explanation of this is that the soil or air stored up in the individual is the necessary inspiration, which later produced the results.

We cannot claim world renowned artists or musicians as our children, and perhaps the conditions of pioneer life and the accompanying struggles are not conducive to the development of art, but we can justly claim, because this county was his home during his formative years, the greatest electrical genius which the world has ever known.

#### THOMAS A. EDISON

Perhaps the most noted person ever a resident of this county is Thomas Alva Edison, who came to Port Huron in 1854, a boy of seven years, and lived here continuously until 1863, and occasionally from that time up to 1868, when at the age of twenty-one he went to Boston to begin his career of inventions in electricity which have made him world famous. His father, Samuel Edison, continued to live in the county until a few years before his death in 1896, at the age of ninety-two.

Thomas A. Edison, or "Al," as he has always been familiarly known, was born in Milan, Ohio, February 11, 1847. Although his ancestors came from Holland to New Jersey about 1730, Samuel Edison was born in Nova Scotia in 1804, and was brought, as a boy, with his father, to Ontario, where he grew up and married, and, taking an active part in the unsuccessful "Patriot" movement of 1837-8, decided that the cli-

mate of Canada was no longer healthful, and came to the States, and in 1842 to Milan, where he remained twelve years, engaged in various enterprises.

In 1854 the business of Milan having decayed owing to railroad construction, Samuel Edison moved with his family to Port Huron, and purchased from B. C. Farrand a house upon the military reservation, which the latter had bought in 1848 from Edgar Jenkins, whose wife's father, Chancellor Walworth of New York, had built it in 1841. Mr. Jenkins was sutler, or post storekeeper of the fort, and desiring to build and land being plentiful, he was granted the use of a tract of about ten acres within the military reservation adjoining on the south what is now Thomas street, for garden and other purposes, and his house was built near the northeast corner of the tract, which gave a beautiful view over St. Clair river and out into Lake Huron. The Jenkins family during their occupancy of the house had made it the center of social culture for the community, and after Mr. Farrand bought it, it retained its reputation until the untimely death of his young and charming wife, whom he had brought from St. Clair, Laura Whitman, a sister of David Whitman, long a resident of Port Huron. Mr. Edison, after his purchase of the house, occupied it until 1864 when it was requisitioned by the government for use as a hospital, but was in fact never used for that purpose but occupied as a residence by the parents of General William Hartsuff. During his occupancy Mr. Edison built at the northeast corner of the house, which fronted east, an observatory nearly 100 feet high, which gave a fine outlook in all directions, and which produced him some revenue through a charge made for admission.

This house was the only one in Port Huron, which was the home of Thomas A. Edison, and was burned in 1867, and so far as known no photograph or picture of it remains. The house generally shown as the home of Edison, although occupied for a number of years by Samuel Edison, was not acquired by him until a number of years after his famous son had left the parental home forever.

Samuel Edison was a tall, spare man, six feet in height, active and vigorous, during his long life, and never pursuing any one vocation for a long period. Except in versatility, the son did not much resemble the father. He received his book education mainly from his mother, spending but three months in the public schools at Port Huron, and gaining the reputation there of being rather stupid. His mother, before her marriage was a school teacher, and gave her son a more careful and thorough training than any ordinary school could give, among other things, teaching him to read good books, which he has followed all his life, and with his ability of concentrating his mind, he learned to grasp the contents of almost an entire page in an instant, so that the essence of a book was quickly caught.

From his earliest youth Edison was an indefatigable experimenter, at first in chemistry. It is related of him that seeing that scidlitz powders generated a considerable amount of gas, he conceived the idea that the use of enough of them would make enough gas to lift the user so that he could fly, and induced an unfortunate lad employed by his

father, to take a number of the powders with painful results to the boy, but no flight.

In 1859 the Grand Trunk Railway was opened from Port Huron to Detroit, and young Edison applied for the privilege of selling newspapers on the train. This train left Fort Gratiot at seven in the morning and arriving at Detroit at ten, returned, leaving Detroit about six p. m. This gave nearly a day in Detroit, which Edison improved by reading in the public library, and by chemical experiments.

After he had been upon the road for about two years he found the unemployed time unendurable, and bought a small press and some old type, and making use of a smoking compartment, unused except by him for the storing and use of some chemical apparatus, he began the publication on the train of the *Weekly Herald*, which was sold at three cents per copy, or at eight cents per month. He soon acquired a few hundred subscribers, and published his paper about six months. This enterprise, conducted by a boy of fifteen, was noted by the great English engineer, Stephenson, and commented on by the *London Times*. While he was publishing his paper and making his chemical experiments upon the train, an accident occurred which had a permanent effect. The car took fire from some of his phosphorus, and the angry and frightened conductor threw out his belongings and gave him a severe box on the ear, which caused a permanent deafness.

In August, 1862, he saved from death upon the railroad the little son of the railroad agent at Mt. Clemens, and the grateful father offered to teach him telegraphy. This was accepted and Edison worked nights at this task, and in the early part of 1863, feeling himself qualified, he left the railroad and entered the jewelry store and telegraph office of Mr. Walker at Port Huron, as the telegraph operator. Here he remained about six months, and then left, a boy of sixteen, to become railroad operator at Stratford, Ont., and never returned to Port Huron except for short visits. His subsequent achievements in electricity and other lines are so well known that it would be superfluous to refer to them at length here.

#### UNITED STATES SENATOR CONGER

Omar D. Conger occupied the highest political station ever held by any St. Clair county resident, that of senator of the United States. He was born at Cooperstown, N. Y., in 1818, and when a boy of six, removed with his father to Huron county, Ohio. He attended the schools of the neighborhood, and also the Huron institute at Milan, just over the line in an adjoining county, and at the age of twenty-four was graduated from Western Reserve University. In 1845 and 1846 he was a member of Dr. Douglass Houghton's party engaged in exploring and surveying the Upper Peninsula.

In 1847 he came to St. Clair county and spent about a year in the employ of his uncle, Mr. Titus, who was operating a water power saw mill at Lakeport, then a village plat under the name of New Milwaukee. During the time he was employed at this point, working in the lumber

woods, and saw mill, he was occasionally practicing before the justice courts, and in 1848 he came to Port Huron, and opened an office.

In 1850 he was elected county judge, defeating Judge Copeland, who had held the position one term. As the new constitution of the state adopted the same year, abolished the county court, he did not long wear the judicial ermine. As a lawyer he soon took a prominent position, and won a wide reputation for his dry, caustic wit and his power over juries, and while his application to study and investigation was small, he relied and generally with success, upon ability to bring the jury to his way of thinking. It is related of him that in an important case involving a large amount of pine timber, his opponent was an able lawyer from Detroit, who presented his case carefully and well, and felt himself sure of a favorable verdict. When Mr. Conger came to address the jury he began by saying that the plaintiff must have felt his case to be weak as he had gone out of the county, to Detroit, and engaged the able and famous lawyer who had tried the case. "But gentlemen of the jury," he continued, "if you and I stand together we shall be able to defeat this scheme and to teach these outsiders that we are able to manage our own affairs without their assistance." It is perhaps needless to say the jury stood with him.

In 1854 he was elected to the state senate and was twice re-elected in 1856 and 1858. In 1867 he was a member of the state constitutional convention, and in 1868 he was elected representative in congress and continuously re-elected until he resigned in 1881, upon his election to the United States senate. After the expiration of his term he lived in Washington until his death, July 11, 1898, at the age of eighty.

During his career in the House of Representatives, he became known as "The Great Objector," because of his great familiarity with parliamentary law and his proneness to raise points of order to harass his opponents. He always wore a swallow tail coat, and had numerous personal peculiarities, which during his long service in congress became well known. Very familiar with the political history of the county, an able debater, quick witted and shrewd, he was a dangerous enemy and a helpful friend. The state, the district and the county all found him a most valuable member of congress, and to him are due the Harbor of Refuge at Harbor Beach, the Lake St. Clair Ship Canal, the Port Huron Custom House, and many other important governmental enterprises.

#### THE WARD FAMILY

One of the most notable families, and one of the most widely connected of any in the county, was the Ward family, whose first representative in the county was Samuel Ward, the founder of Newport—Marine City. He bought land at the junction of Belle and St. Clair rivers in the fall of 1818, and the following year his brother, Eber Ward, came, followed later by his brothers, Zael and Nathan.

Eber Ward had four children, two of whom became very well known in the county and state, and even beyond the state confines. Eber Brock Ward and Emily Ward, or Aunt Emily, as she was fondly and

intimately called even by men who could not claim the tie of blood relationship with her. Eber B. Ward was born in Rutland, Vermont, in 1812, and came with his father to Ohio in 1818 and to St. Clair county the following year. After a youth spent in various pursuits, including three years spent with his father, who was light keeper on Bois Blanc Island, he came in the spring of 1833, just after he became of age, to Newport, and hired out to his Uncle Samuel, who already had established a reputation as an enterprising, successful business man, especially in the line of boat building and operating. For about ten years Eber B. Ward sailed for his uncle, in every capacity from deck hand to captain, and then obtained an interest in the business which gradually increased. At this time Samuel Ward was approaching his sixtieth year, and naturally was becoming conservative, but Eber B. brought to the firm an optimism, push and vigor which were irresistible. The following decade was one of rapid growth in boat building, and the Wards were in the forefront, and their fortunes grew with great rapidity, and when upon the death of Samuel in February, 1854, his estate passed to his nephew, the latter was, though still a young man, possessed of a considerable fortune, an extended business experience, of extraordinary force and persistence, and a boldness which frequently caused him losses, but usually rewarded him with success.

It was not long before his extensive business interests compelled his removal to Detroit, and from that time until death in 1875, he made that city his home. He bought and developed iron mines, established great rolling mills at Wyandotte, purchased immense tracts of pine timber, and built large mills at Ludington, established a large glass plant in Missouri, built railroads,—these are but a few of the many large enterprises into which he threw his personal force and energy. The panic of 1873 found him too widely extended and his sudden death greatly imperiled his vast estate, much the largest in the state up to that time, and it was only by the careful and prudent management of his executors, T. C. Owen and O. M. Potter, that it came safely through and realized a large amount to the beneficiaries.

A bitter litigation over his will followed his death, and it was demonstrated that his great wealth had not brought him happiness in home or family. He was a man of unbridled passions, ruthless and unscrupulous in his methods, but was one of the first great captains of industry. His sister, Aunt Emily, was a remarkable character. Deprived of her mother when only nine years of age, she grew up as the mainstay of the family, and took the care of her brother and two sisters, all younger than herself. After the removal of her father to Newport in 1845, she assisted her brother and uncle in many ways in the fitting out of their boats, and gradually grew to have a considerable interest in boats which brought her large returns. She could not be contented without doing for others, and for some years taught school at Newport, and not only brought up the orphaned children of her sisters, but took under her charge and educated a number of young men and women who repaid her with a life-long affection and gratitude. Many are still living who recall the woman who was "Aunt Emily" to so many, and who died in 1891, beloved and regretted.



Nathan Ward, was another brother of Samuel, and came to Michigan in 1836; his son, David, brought up in St. Clair county, educated as a surveyor, taught school, was graduated in medicine at the state university, and became the largest individual owner of pine lands in Michigan.

Zael Ward, another brother, came to St. Clair county in 1837, but after living in Newport for twenty-seven years, returned east to New York state, where he died. David Ward, still another brother, was a surgeon in the army, and died at the age of ninety in Wisconsin, where he had lived many years.

The Wards, during the high tide of wooden boat building, were among the leaders on the great lakes. They built in all no less than twenty-nine steamboats, including a tug and three propellers, and twelve sailing vessels or barges, a total of forty-one boats. Most of them were side wheel passenger steamers, and second to none upon the lakes of their time.

#### EMILY WARD

Emily Ward familiarly known for a generation as Aunt Emily, was born in Manlius, N. Y., March 16, 1809, and passed a large part of her busy and influential life within this county. Her father, Eber Ward, was the brother of Samuel Ward, the first of the family to come West, and who was the founder of Newport. The father was a great wanderer, and by the time Emily had reached the age of 13, she had lived successively in New York, Vermont, Canada, again Vermont, Ohio and Michigan. The early death of her mother threw many household cares upon the shoulders of a young girl who had three younger brothers to mother, but she grew to meet the burdens. The father came to Newport in 1819 and three years later brought his daughter Emily and son Eber B. there, where they lived for seven years and then went back to Ohio where the daughter remained until 1834. In the meantime the father had been appointed in 1829 lighthouse keeper on Bois Blanc Island near Mackinac Island and in the spring of 1834, Emily went up there and lived until 1842 when her father exchanged lighthouses, and became the keeper of Fort Gratiot lighthouse, which position he held for three years, when he withdrew finally from the service, and moved to Newport with his daughter. There they found the brother Samuel, a wealthy boat owner and the young Eber B. Ward already on the high road to success and displaying the enterprise and prescience which made him the wealthiest man of his time in the state.

Emily was then 36 years of age, her experience was wide, and to her abundant common sense, and business capacity, and thrift was added a far seeing generosity and a strong desire to improve the educational facilities of the community. A deep fondness for children led her to take a great interest not only in her own immediate relatives, but also in many other boys and girls, to whom she became their loving, helpful and generous "Aunt." One of her earliest movements to help was the establishment of an academy which she and her brother maintained for years, and the present Marine City High School stands upon the site of this academy



EMILY WARD

which was given for that purpose when Aunt Emily moved to Detroit. This school proved very unusual in the quality of its pupils. It produced a post master general (Don M. Dickinson), a railroad president (J. P. Hagerman), after whom is named one of the best known passes through the Rocky Mountains, and a considerable number of other noted and wealthy people in other lines.

The following twenty-two years of her life after returning to Newport were the most active and busy period of her life. Her brother and uncle were just at the outset of their famous boat-building career and Emily took an active part; she had charge of the furnishings of the boats, and this meant in each case the preparation of a large amount of material for cabins and staterooms, and called for much labor which was overseen by Aunt Emily, and as her pay was taken in shares in the boats, the large profits made by them resulted in procuring for her an ample fortune which she used during her life and in distribution at her death with the greatest care, judgment and liberality. In 1867 she moved to Detroit, and lived there until her death which occurred August 28, 1891, a part of the time with her brother, but the last twenty-one years in her own home on Fort street.

In rugged honesty and force of character, combined with unusual business ability and judgment, and a kindly generous helpful spirit, "Aunt Emily" Ward was one of the most notable characters of the county.

#### METTA VICTORIA AND FRANCES AURETTA FULLER

St. Clair county was the home for a short time of two writers of considerable reputation, half a century ago, Metta Victoria Fuller and her sister, Frances Aurette, who were residents of St. Clair for a part of two years, 1851 and 1852. Metta Victoria, the younger, was born in Erie, Pa., March 2, 1831, and removed with her parents to Wooster, Ohio, in 1839. When but thirteen years of age she wrote "The Silver Lute," a story which was published the same year. At fifteen she wrote a romance, "The Last Days of Tul." In 1851, "Poems of Sentiment and Imagination," by the two sisters, was published, and the following year Metta Victoria published "Fresh Leaves from Western Woods," a collection of stories.

In 1856 she married O. J. Victor, of Sandusky, Ohio, and not long after they removed to New York and lived in that vicinity until her death in 1886. During this period she wrote and published many volumes, stories of adventure, humorous sketches, and one temperance story, "The Senator's Son," which had a large circulation both in America and England.

Frances Aurette, the older sister, was born in Rome, N. Y., May 23, 1826, and while not so precocious as her sister, produced both poetry and fiction until her marriage in 1853, to Mr. Barrett. After his death she married in 1865, a cousin of her sister's husband, and removed to the Pacific coast. While living there she wrote a number of volumes descriptive of western scenes, and also furnished a number of chapters to Baneroff's series of histories of the Pacific States. She died in 1897.

While at St. Clair the sisters lived with their mother—their father

having died in Ohio—in the house on Main street which later became the Cadillac hotel.

#### THOMPSON JAY HUDSON

Was born in Windham, Ohio, February 22, 1834. He prepared for college, but unwilling to follow his father's desire to have him enter the ministry, he read law and was admitted to the bar at Cleveland in 1857, and practiced his profession successfully at Mansfield, Ohio, for a time. In 1860 he removed to Port Huron, where he entered the journalistic field by joining the staff of the *Port Huron Commercial*, with which he remained until 1865, when he returned to the law and was admitted to practice in Michigan. In 1866 he was a candidate upon the Democratic ticket, for the state senate, but was defeated by Colonel William Sanborn.

In 1868 he moved to St. Clair and went into the flouring mill business, but in the following year opened a law office there, and in May, 1870, was a candidate against Albert A. Carleton for the office of justice of the peace. Fortunately he was defeated and a little later he moved to Detroit and took a position as editor upon the *Daily Union*. When that paper was discontinued in the spring of 1873, he returned again to St. Clair for a short time, but went again to Detroit, this time for the *Evening News*. In 1877 he went to Washington to represent the Scripps newspapers and in 1880 he became an examiner in the U. S. Patent office, where he remained thirteen years. The remainder of his life was spent in writing and lecturing. He wrote "Law of Psychic Phenomena," "A Scientific Demonstration of the Future Life," and other books, which gained for him a wide attention and were recognized as valuable additions to the literature on those subjects. In 1861 he married at Port Huron, Emma Little, and died at Detroit, May 26, 1903.

#### STANLEY WATERLOO

The county can boast of its providing all kinds of intellectual food for the people, and among others, it has produced one of the leading novelists of the country in Stanley Waterloo, who was born in Columbus township, St. Clair county, May 21, 1846, the son of Charles H. Waterloo, who was elected register of deeds in November, 1862. He attended the schools in St. Clair and the University of Michigan for three years from 1865 to 1868, but did not graduate, although he received the honorary degree of M. A. in 1898. After leaving the university he began upon newspaper work, becoming a reporter, and later editor of several of the most prominent St. Louis and Chicago newspapers, and then definitely adopted a literary career. He has written, among other works, "A Man and a Woman," "An Odd Situation," "The Story of Ab," the latter descriptive of the life of primitive man, and it has received the flattery of several imitations. His writings bear evidence of his love and knowledge of nature and as some of his situations are placed in the county, his books have an added attraction in the local interest.

## JEREMIAH WHIPPLE JENKS

The National Cyclopedia of American Biography speaks as follows regarding one of St. Clair county's native sons: Jeremiah Whipple Jenks, educator and author, was born at St. Clair, Mich., September 2, 1856, son of Benjamin Lane and Amanda (Messer) Jenks. His first American ancestor was Joseph Jenks of Hammersmith, England, who was induced by Governor Winthrop to settle at Lynn, Mass. Here he established "the iron and steel works," in the year 1642, being the first builder of machinery in this country, as well as the first patentee of inventions, having built the first fire engine in America and patented the present form of grass scythe. His son, Joseph, founded Pawtucket, R. I., and made that town the great iron workshop of the colonies. Joseph Jenks' son Nathaniel was a major of militia; his son Jeremiah was one of the signers of the "association test," and a lieutenant of Newport volunteers at the battle of Ticonderoga. He married Lucy Whipple, and their son was Jeremiah Whipple, who married Hester Lane, and was the grandfather of the subject of this sketch.

Professor Jenks attended the Michigan public schools and in 1878 was graduated, B. A., at the University of Michigan, receiving the degrees of M. A. in 1879 and LL. D. in 1903. He received the degree of Ph. D. at the University of Halle in 1885. After his graduation he studied law and was admitted to the Michigan bar in 1881. He taught Greek, Latin and German at Mt. Morris College, and English literature at Peoria high school. He was professor of political science and English literature at Knox College, Galesburg, Ill., during 1886-89; professor of political economy and social science at Indiana University, 1889-91, and professor of political science at Cornell University from 1891 to the present time.

In 1899 Professor Jenks was engaged as expert agent by the United States Industrial Commission to supervise their investigation of trusts and industrial combinations, arranging for and examining the witnesses and editing the testimony and reports. In these reports he wrote "The Effect of Trusts on Prices," and prepared the legal report containing the statutes and decisions of federal, state and territorial law on the subject of industrial combinations. As consulting expert of the United States Department of Labor, he prepared the interpretation of its "Report on Trusts" (1900). In 1901 he was appointed special commissioner of the war department to visit the English and Dutch colonies in the East in order to secure information on the questions of currency, labor, taxation and police, which might be of service to the government in connection with legislation in the Philippine Islands, and in that capacity he visited Egypt, India, the Straits Settlements and the Federated Malay States, Sumatra, Java and the Philippine Islands. On his return the government published "Report on certain economic questions in the English and Dutch colonies of the far East." In 1903 the Mexican government invited him, with Messrs. Charles A. Conant and Edward Brush, to visit Mexico as an adviser in connection with the reform of their monetary system. Later that same year President Roosevelt appointed him a member of the commission on international

exchange with H. H. Hanna and Charles A. Conant. This commission visited the leading countries of Europe, and later, as a representative of the commission, he visited China, Japan and the Philippine Islands in connection with the reform of the Philippine currency and the projected reform of the Chinese currency. He also edited the second volume of the report of the commission on international exchange, which was issued as a government publication, two volumes, one in 1903 and the other in 1904. In 1907 he was made, by President Roosevelt, a member of the U. S. Immigration Commission.

Professor Jenks is the author of "Citizenship and the Schools" (1905), "Great Fortunes" (1906), and the "Political and Social Significance of the Life and Teachings of Jesus" (1906), "Road Legislation for the American State" (1889), "The Trust Problem" (1909), "Principles of Politics" (1909), "Governmental Action for Social Welfare" (1910), "The Immigration Problem" (1912), as well as of many contributions to encyclopedias, reviews and magazines in Germany, England and the United States, especially on the subjects of trusts, monopolies, money question, and political methods. Professor Jenks' career has a unique character in American university life. Successive generations of college students testify that his work in the classroom is ever vital with reality, that it develops a sane and judicial spirit in the student, and that it inspires also to active efforts for civic usefulness. His public service as expert adviser to various legislative and executive bodies has probably exceeded that of any other living economist, and his first-hand studies of trusts, monetary problems and immigration have aided both the specialist and the public to a better understanding of these questions, and have, in a peculiar and notable manner, advanced the cause of social reform and of political science in America. He is a member of the American Economic Association, of which he was president during 1905-07; is a member of the Century Club and the National Arts Club of New York City. He was married at Mt. Morris, Ill., August 28, 1884, to Georgia, daughter of George W. Bixler, and has two sons and one daughter.

#### OTHER CELEBRITIES

A native of the county who has reflected credit upon it in her character and writings is Huldah St. Bernard Hollands, who was born on the St. Bernard place above St. Clair, November 7, 1837, the daughter of George St. Bernard, a real pioneer, and Charlotte Millard. She married W. H. Hollands in 1860 and they moved to Detroit in 1869, where she lived until her death, February 12, 1910. She was always interested in the early days of this vicinity, and began writing about them, and their legends at an early age, contributing to the local and Detroit papers from 1853, and many interesting and valuable papers appeared, especially in the *Detroit News*, relating to places and people of St. Clair county. In 1889 she published a story, "Marfa," which dealt with opium smuggling across the St. Clair river, and in 1896 "When Michigan Was New" appeared. This contains stories and legends of the early days, and is of much interest. At her death she had

prepared ready for publication, the manuscript of another Michigan story to be called "Moccasined Feet."

In the fall of 1865, among the teachers employed in the St. Clair high school, was Miss Fanny E. Stone, who remained there one year. This ended her career as a school teacher, as she met in St. Clair Dr. Newberry, whom she soon after married, and they removed to the western part of the state. Mrs. Fannie Newberry became quite a prolific and successful writer of stories for boys and girls, among others were "All Aboard," "Bubbles," "Comrades," "Joyce's Investment," "Sara, a Princess." Her stories had a considerable vogue.

Mrs. Eliza W. Glover, who was long a resident of Port Huron, dying Nov. 20, 1911, was an enthusiastic admirer of Byron, and collected many copies and editions of his work, and in 1910, a book composed of various articles written by her and relating to the poet, was published by a niece, the book being entitled "Byroniana."

Mr. Crocket McElroy, who was for many years a prominent citizen of the county, and of late years has resided in Detroit, and who has been referred to in the Chapter on Natural Resources, because of his important work in starting the production of salt from the salt rock, was always inclined to literature, and since his retirement from active life, has spent much of his leisure in writing.

In the biographical volume of this history will be found a full sketch of the life of Loren A. Sherman, who is included in this chapter because of the fact that in addition to his newspaper writing he wrote and published in 1895 a book entitled "The Science of the Soul."

## CHAPTER XX

### RELIGIOUS HISTORY

FIRST TWO CHURCH BUILDINGS—HOW THE M. E. CHURCH WAS BUILT  
—A UNION CHURCH—PORT HURON PRESBYTERIAN CHURCH—PRO-  
TESTANT EPISCOPAL CHURCH—FIRST BAPTIST CHURCH—METHODISTS  
IN THE COUNTY—BAPTIST CHURCH OF ST. CLAIR—EPISCOPAL CHURCH  
—ST. CLAIR M. E. CHURCH—UNIVERSALIST CHURCH—MARINE CITY  
CHURCHES—THE CATHOLIC CHURCH IN THE COUNTY.

The first religious observances in the county were those conducted at Fort St. Joseph by Father Enjelran, who was a Jesuit priest of considerable prominence in this western territory, but after that fort was abandoned more than a century and a third passed before there was any community in the county populous enough to warrant the erection of a building for religious purposes.

#### FIRST TWO CHURCH BUILDINGS

In 1826 Jean B. Petit deeded to Edward Fenwick of Cincinnati, bishop of the Catholic church, a piece of land in private claim No. 187, —a part of the Cottrell farm,—one-half arpent (or acre) wide, on St. Clair river, by two arpents deep, conditional upon a church being built upon it to be called St. Felicity. The French were all Catholic and as the Cottrells had married French wives they belonged to that faith. Upon this land the first church building in St. Clair county was erected near the river's edge, not long after, and was used for some years, until the high water undermined the foundations and the building was destroyed.

The second church building was one at Algonac, built in 1831 and 1832, and the following statement of account showing the cost of the building and the sources from which it was obtained, throws so much light upon the conditions of life obtaining in the early days of the county that we reproduce it in full, the original papers being still in the possession of the family of the late Abram Smith, of Algonac.

#### HOW THE M. E. CHURCH WAS BUILT

“We, the undersigned, do agree to pay to a committee that may be appointed by the Methodist E. Church, the sums by us subscribed for



the purpose of building a Methodist Meeting House at or near Point Dechan, to be paid when called upon. January 10th, A. D. 1830.”

LIST OF SUBSCRIBERS	AMOUNT SUBSCRIBED	REMARKS.	AMOUNT RECEIVED
John K. Smith & Catharine Smith, .....	\$10.00	Paid in labor and lumber..	\$10.00
John Dunlop, to be paid in produce. ....	10.00	Unsettled account. ....	
Henry Cottrell, to be paid in sawed lumber. ....	5.00	\$3.50 paid to Newhall, \$1.00 to Smith. ....	4.50
Silas Miller, to be paid in wheat. ....	5.00	Paid to D. Hamilton.....	5.00
James Fulton, county orders	5.00	Paid to Hamilton at \$4.00..	4.00
John Harrow, in county orders. ....	5.00	Paid to Hamilton at \$4.00..	4.00
Samuel Ward, nails, 40 lbs.	5.00	Appropriated 25 lbs., lent to Smith, 15 lbs.....	5.00
P. F. Brakeman, supplies for laborers. ....	5.00	Appropriated in frame....	5.00
Flora Stafford. ....	5.00	Not paid.	
Geo. Jaspersen, in goods... ..	5.00	Paid in nails or other materials. ....	5.00
L. J. Brakeman, in materials	5.00	Paid to Newhall, 12s to C. Philips, 32s .....	5.50
Ebenezer Wesbrook, in lumber and labor.....	15.00	Unsettled.	
S. B. Grummond, in property. ....	5.00	Paid in labor, etc.....	5.00
Robt. Little, in labor.....	3.00	Paid hewing timber for frame. ....	3.00
Ira Marks, in team work. ....	5.00	Paid. ....	5.00
Jacob G. Streit, in grain....	5.00	Paid in grain at store, for mails, etc. ....	5.00
Mary Harsen, 20s to be paid in cider.....	2.50	Paid to E. Wesbrook and J. Peer, not accounted for.	
Lydia Harsen, 10s to be paid in apples.....	1.25	Paid to E. Wesbrook and J. Peer.	
Amelia Harsen, 10s to be paid in apples.....	1.25	Paid to Smith.....	1.25
Mary Stewart, 16s paid to Hamilton in door.....	2.00	Paid Hamilton for work on door. ....	2.00
Wm. Hill, in grain and labor	20.00	Unsettled account.	
John Brown. ....	3.00	Not paid.	
James & Palmer, in sawed lumber, 1 M feet.....	6.00	Paid to E. Wesbrook, 1 M feet. ....	6.00

LIST OF SUBSCRIBERS	AMOUNT SUBSCRIBED	REMARKS.	AMOUNT RECEIVED
Laura Graham, 10s in sewing. ....	\$ 1.25	Not paid, deceased.	
Lucretia Peer, 10s in stockings. ....	1.25	Paid one pair to Hamilton, one to Smith. ....	\$ 1.25
S. F. Hopkins, in cabinet work. ....	5.00	Not paid.	
Geo. Palmer, in grain.....	4.00	Paid to Charles Phillips..	4.00
Stephen Huling, in shingles	1.00	Paid 1 M to E. Wesbrook..	1.00
Jas. Byrns, in shingles....	1.00	Not paid; says he paid.	
E. H. Rose, in lumber and labor. ....	15.00	Not paid.	
A. H. Wesbrook, in lumber	15.00	Paid 2 M of boards. ....	15.00
Amasa Hemenger, in lumber	5.00	Paid to B. Newhall for labor	5.00
Clark Worden, in lumber..	5.00	Paid in lumber on hand....	5.00
Charles Phillips, labor....	10.00	In framing. ....	10.00
Daniel Stewart, in lumber..	5.00	To be paid to E. Beardsley; says not paid.	
Wm. Gallagher, in lumber..	10.00	Paid in whitewood siding..	10.00
James B. Wolverton, in lumber. ....	5.00	Not paid.	
John Robertson, in grain...	2.00	Paid to C. Phillips for frame	2.00
Thomas Furgo, in grain...	2.00	Paid to C. Phillips for frame	2.00
E. Beardsley, in sash.....	5.00	Paid in sash.....	5.00
Z. W. Bunce, in lumber....	6.40	In lumber, paid in boards...	6.40
Knapp & Cook, 1 M feet lumber. ....	6.00	Paid 1 M lumber.....	6.00
J. H. Wesbrook, 1 M feet lumber. ....	6.00	Paid in lumber.....	6.00
Geo. McDougall, in county order. ....	5.00	Paid E. Wesbrook in lumber at \$3 M. ....	5.00
Reuben Hamilton, in shingles	1.00	Paid E. Wesbrook, 1 M shingles. ....	1.00
Samuel Wilson, in shingles.	2.00	Paid 2 M to E. Wesbrook, shingles. ....	2.00
Joseph House, in shingles..	2.00	Paid 2 M to E. Wesbrook, shingles. ....	2.00
R. Goodwin, in shingles....	1.00	Paid 1 M to E. Wesbrook..	1.00
R. Sansbury, in shingles...	2.00	Paid 2 M to E. Wesbrook..	2.00
Wm. R. Goodwin, in saved lumber. ....	6.00	Paid in boards, 1 M ft...	6.00
Angus Willings, in shingles.	2.00	Not paid.	
Samson Ward, in shingles..	2.00	Paid 1 M to E. Wesbrook..	2.00
Henry Ward, in shingles...	2.00	Paid 1 M to E. Wesbrook..	2.00
Andrew Heath. ....	1.00	Not paid.	
Howard & Wadhams, in lumber (1 M).....	6.00	Paid in lumber, 1 M feet...	6.00

LIST OF SUBSCRIBERS	AMOUNT SUBSCRIBED	REMARKS.	AMOUNT RECEIVED
D. Cleaveland. ....	\$ 2.00	Paid in money, E. Wesbrook	\$2.00
Wm. Jackson. ....	1.00	Not paid.	
Henry Brown. ....	1.00	Paid in money to Wesbrook	1.00
Jacob Miller, in shingles...	2.00	Paid 2 M to E. Wesbrook..	2.00
John Nichols, in shingles...	1.00	Paid 1 M to E. Wesbrook..	1.00
G. Elliot, in shingles.....	1.00	Paid 1 M to E. Wesbrook..	1.00
A. R. Thompson, in money.	10.00	Paid in money to E. Wesbrook. ....	10.00
Jerry Marks, in lumber for frames. ....	2.00	Not paid.	
Joseph Buckley, in chairs...	3.00	Paid in chairs on hand....	3.00
Henry Robertson, in shoe-making. ....	3.00	Paid to D. Hamilton for labor. ....	3.00
Seth Taft, in grain.....	1.00	Paid J. K. Smith, P. Office sign. ....	1.00
John Thorn, in money.....	2.00	Paid E. Wesbrook. ....	2.00
Levi Hunt, in money.....	.50	Paid E. Wesbrook. ....	.50
Jacob McQueen. ....	1.00	Not paid.	
Richard Bean, in boards....	.12	Paid in boards to Wesbrook	.12
Hiram Mann, in boards....	1.20	Paid in boards to Wesbrook	1.20
Zadoc Priest, in boards....	2.00	Paid in boards to Wesbrook	2.00
John Kenely, in shingles....	2.00	Paid 2 M to E. Wesbrook..	2.00
West Barney, in lumber....	5.00	On hand, paid.....	5.00
Robt. Hogge, promised in goods. ....	2.00	Not demanded, not paid.	
Isaac Pulcifer, in shingles..	2.00	Paid 2 M to E. Wesbrook..	2.00
Alexander Savenyer, in shingles. ....	1.00	Paid 1 M to E. Wesbrook..	1.00
John F. Bassett, in freight.	1.50	Paid to E. Wesbrook.....	1.50
Lewis Jourdin, in shingles..	1.00	Paid 1 M to E. Wesbrook..	1.00
Capt. Cobb, in money.....	2.00	Paid in money to E. Wesbrook. ....	2.00
J. P. Bunce, in money; in boards .....	1.80	Paid in lath, 300 feet; good for nothing. ....	1.80
Thos. Byrns. ....	1.50	Not paid.	
Thos. Clark. ....	2.00	Not paid.	
Henry Gill, in money.....	1.00	Paid to E. Wesbrook.....	1.00
Total amount subscribed. \$333.02		Amount received. .... \$230.02	

The following is a statement of appropriations made for said M. E. chapel:

Unsettled accounts with subscribers. ....	\$45.00
Unpaid accounts on subscription. ....	52.75
Shingles used on said chapel, 10 M. at \$1.00.....	10.00

5,425 feet boards used and wasted about building, at \$6.00..	\$32.55
Nails, glass, files, oil, rum and whiskey received on Peter F. Brakeman's, Geo. Jaspersen's and J. G. Streit's subscriptions	15.00
J. K. Smith's account of money expended for material.....	22.88 $\frac{3}{4}$
Chas. Phillips' contract for framing.....	20.00
Benjamin Newhall's account for enclosing building.....	42.75
Ira Marks' account for hauling.....	5.00
David Hamilton, for carpentering.....	20.00
J. K. Smith's account for board, boards and labor.....	26.37 $\frac{1}{2}$
E. Wesbrook, retained 4 $\frac{1}{2}$ shingles.....	4.50
E. Wesbrook received of J. F. Bassett his subscription.....	1.50
E. Wesbrook received boards on hand.....	10.00
E. Beardsley, received for sash.....	8.62 $\frac{1}{2}$
Mary Stewart, subscription paid in making door.....	2.00
Joseph Buckley's subscription paid in chairs del'd.....	3.00
Deductions made on county orders paid D. Hamilton.....	2.00
Boards subscribed and not included above.....	3 32
County orders paid for boards made use of in building.....	5.00
	\$332.20 $\frac{3}{4}$
S. B. Grummond, Cr., \$1.00 omitted.....	1.00
	\$333.20

The church was enclosed in April, 1830, but not completed until 1832 and by the report of the trustees at the end of that year we learn that the cost was \$179.73 $\frac{3}{4}$ .

Rev. Samuel A. Latta, afterwards a resident of Cincinnati, and connected with a Methodist publishing company there, preached the first sermon in the new edifice. It was a momentous occasion. People were present from all parts of the county, of every grade of piety and impiety. The minister spoke from the top of a work bench, as the building was yet not completed. He was one of the regular shouting Methodists and had a congregation fully capable of enjoying the kind of argument he indulged in. The building, after all, was found to be too small and was abandoned and later used as a dwelling and finally burned September 21, 1878. Ebenezer Wesbrook was the most active in the campaign for this church and gave the site, and when the first church was abandoned he gave another lot upon which the new church was built in 1842. This church was burned New Year's day, 1866, and rebuilt the same year.

It will be noted that of the entire subscriptions, only \$48.52 was to be paid in money, \$15.00 in county orders and the rest in grain, produce or labor. The subscribers ranged from the Smiths and others at or near Algonac to Hopkins, Palmer and Beardsley at St. Clair, Judge Bunce at his mill. Knapp and Cook, Reuben Hamilton, Howard and Wadhams, and others along Black river, to Major Thompson and Captain Cobb at Fort Gratiot and George McDougall at the Light House. Denominational lines were evidently not known in this enterprise except that the French Catholics did not contribute and probably were not asked.

It will not be possible to give in detail the history of all the different religious societies in the county, but some facts regarding the earlier ones may be of permanent interest.

#### A UNION CHURCH

The next church to be built in the county was in Port Huron on substantially the site now occupied by the county jail. It was in the year 1838 and the population of the settlement was small, and while the chief contributors were Presbyterians, others from different denominations assisted. Butler's plat had been executed the year before and the block upon which the city hall stands was called Public Park. The new building stood on the north side of Broad street, west of this open square, but the society building it apparently did not obtain any deed to the lot upon which it stood. Its size was twenty-five by forty-three feet, and it stood there until 1844, when John Thorn gave to the society the north half of lot 17, on the west side of Fort street, and the building was moved to the new location and lengthened twenty-nine feet. Here again, if a deed was given it was not placed on record, but the building remained used as a church until 1859, when the society removed to its new brick building on the corner of Wall and Seventh streets.

#### PORT HURON PRESBYTERIAN CHURCH

Although the church spoken of was built in 1838 there was no organized society in connection with it until May, 1840, when a Presbyterian church was organized under the leadership of Rev. Oren C. Thompson, who had come to Michigan in 1831 and in the same year made a trip to Fort Gratiot and to St. Clair. At that time there were only a few shanties where Port Huron stands, mainly occupied by shingle makers who floated their products to Detroit. In 1834 he had moved to St. Clair and taken charge of the Presbyterian church at that place, and remained there until coming to Port Huron in the spring of 1840. He afterwards returned to St. Clair and started an academy, which was attended, among others, by Governor David H. Jerome and Senator Thomas W. Palmer.

The first meeting was held May 8, 1840, and there were present Mr. and Mrs. Edgar Jenkins, the former the storekeeper at Fort Gratiot, the latter the daughter of Chancellor Walworth of New York; Dr. Justin Rice and his wife, who had come to Port Huron from Detroit. Dr. Rice came in July, 1838, to take part in the management of the Black River Steam Mill Company, and remained until 1841. There were also present two of his daughters, Ruth and Pamela (the latter, in 1843, while her father was Indian agent at Mackinac, married Henry Whiting, then a lieutenant in the United States army, and stationed there, and who afterwards moved to St. Clair); General Duthan Northrop and his wife. Mr. Northrop came to Newport in 1836 as the representative of some Ohio capitalists, and bought from Samuel Ward a large part of his village plat, and after paying \$3,000 upon it, the panic of 1837 came on

and they were compelled to lose the property. General Northrop soon after coming to the state was appointed by the governor, general of the brigade to which St. Clair county was attached, and when the brigade was completely organized he resigned and Grover N. Buel, of Port Huron, was appointed in his place. He lost most of his property and moved to St. Clair for a time and then to Port Huron, where he gave singing lessons and also taught school. He subsequently became county treasurer for eight years, and though his accounts upon examination showed a shortage to the county, which was settled by his bondsmen, there was never any charge of dishonesty and he was highly regarded and beloved by all who knew him.

William Baird, a Scotch Presbyterian from St. Clair, together with Mrs. Thompson, completed the organizing group. One week later the articles of faith and covenant were adopted, connecting them with the Presbyterian church, and several more members taken.

Mr. Thompson remained until May, 1843, when he removed to St. Clair to take charge of the academy there which he had opened the previous year, and he was succeeded by Rev. Peter Boughton in January, 1844. During Mr. Thompson's charge the church changed its ecclesiastical connection and from a Presbyterian church became the First Congregational church of Port Huron, and became legally incorporated in May, 1843. This was done mainly because at St. Clair there was some trouble in the Presbyterian society; a member had been tried for misconduct and had appealed and the long-continued agitation was injurious to the church. It was felt that such trouble could be avoided by adopting the Congregational polity, in which each church is independent.

Under Mr. Boughton, the first building was moved to the new location on Butler street, where services were held until the brick church was erected, in 1859, on the corner of Wall and Sixth streets. Mr. Boughton left in the fall of 1850, and was followed the next fall by Rev. J. H. Benton, who served two years. In October, 1853, Rev. William P. Wastell came, and remained until October, 1855. After an interval of one year, Rev. S. M. Judson came for one year. In June, 1858, Rev. J. S. Hoyt came and remained for eighteen years and giving very acceptable service.

In 1876, Rev. A. Hastings Ross, a very scholarly and able man, came and was pastor for seventeen years, and was followed by Thomas Chalmers who, in turn, was succeeded by H. N. Dascom, he by Franklin Graf, and he by the present incumbent, Rev. W. J. Campbell.

#### PROTESTANT EPISCOPAL CHURCH

The first religious society in Port Huron to form a legally incorporated association was the Protestant Episcopal church, which filed its papers with the county clerk February 3, 1840. For more than a year before this date Rev. Charles Reighley, the chaplain at Fort Gratiot, had held services regularly at Port Huron and he was the leading spirit in bringing about the organization. The first wardens were Nicholas Ayrault, the resident agent of the Huron Land Company, which owned

practically all of Butler's plat and Fort Gratiot village and the McNeil tract, and John Wells, the father of Fred L. Wells; the vestrymen were Bartlett A. Luce, the manager of the Black River Steam Mill Company, Joseph B. Flanagan, L. M. Mason, Daniel B. Harrington and Joseph McCreary. They soon became ambitious for a church home of their own, and in October, 1840, they were presented with the lot on the northwest corner of Huron avenue and Butler street. The missionary committee gave them \$200, and with that in sight they obtained enough subscriptions from their members and friends so that by August 8, 1841, they were able to dedicate their church building free from debt. The building was small and as their membership grew need was felt for larger quarters, and in 1853 three lots were obtained at the southwest corner of Wall and Sixth streets, facing Wall street on the north and Court square as it was then called, upon the south (Court square at that time included the south half of the half block upon which the public library is built, and an equal area on the south side of Court street).

A wooden building was erected upon this site in 1854, facing the square. In June, 1874, an exchange was made with the city of its three lots for that part of Court square south of Court street, and in the fall of that year the building was moved to the new site, facing Sixth street, veneered with brick and decorated. Worship was held in this church until 1889, when it was moved to its present location facing Court street, and the erection of the beautiful stone church begun, which was completed in 1891. During the present year (1911) a fine church house, just south of the church building, has been completed, the gift of Mrs. Martha Goulden, as a memorial of her husband, James Goulden, for many years a faithful and strong friend of the church.

Much credit is due to Rev. Charles Reighley for his industry and enthusiasm in organizing the church, and he served it for two years, from 1840 to 1842, when Rev. Sabin Hough acted as missionary for some time, followed again by Rev. Mr. Reighley. He was followed by Phineas D. Spalding, who was appointed May 18, 1845, by the bishop, as missionary at Port Huron, and Palmer (now St. Clair). Five years later, in 1850, Rev. George B. Engle was installed as rector, in whose administration the church moved its place of meeting from Butler street to Wall street. Mr. Engle resigned in April, 1859, and was followed by Rev. Josiah Phelps, who remained only about a year. In the fall of 1861, Rev. Henry Banwell was installed and served until the summer of 1865, when he was succeeded by Rev. William Stowe, who officiated for nine years, and was followed by Rev. A. M. Lewis, who served until 1876, when Rev. Mr. Banwell returned for about three years. In 1879, Rev. Sidney Beekwith came, during whose incumbency the new stone church was built, resigning on account of poor health in 1894; he was followed by Rev. John Munday, the present rector.

#### FIRST BAPTIST CHURCH

Although there had been a number of Baptists in the community from an early date, the number did not seem large enough to warrant

any organization until December, 1859, when the First Baptist Society was formed, with John Lewis, John Howard, who had come to the locality in 1833, and was for many years an active and prominent lumberman; James J. Scarritt, the editor of the *Port Huron Press*, who entered the army as major in November, 1861, and died at Nashville in November, 1863; J. B. Hull, who conducted a hardware business in the city for many years, first alone, then as Hull & Boyce, which business is now in the corporation of S. L. Boyce & Son; and Calvin Ames, who with Alanson Sheley bought out, in 1855, the plant and business of the Black River Steam Mill Company.

In February, 1860, Sheley and Ames gave to the society a lot on Superior street, near Butler, but it was not until two years later that they were able to move into a new church building of their own, they having in the meantime used the old Congregational church at the corner of Butler and Fort streets. The building was completed, furnished and dedicated in December, 1863, and with some additions and improvements continued to serve the people until January 12, 1879, when it was completely destroyed by fire.

This might have discouraged weaker people, but nothing daunted, steps were at once taken to secure a better site, and a fine location on the northwest corner of Butler and Ontario streets was secured and plans made for a fine new brick structure, handsome in appearance and adapted to all church uses. This building was completed and dedicated May 21, 1882, and has since remained the home of the society.

The first pastor was Rev. C. R. Nichols, who came in 1862 and remained two years, and was followed by Rev. John Donnelly, who served very acceptably for nine years. After an interval of nearly a year, Rev. Alex McFarlane was called and remained three years. A few months later Rev. Daniel Baldwin came and served about three years, and was succeeded in 1881 by Rev. Charles E. Harris, and then successively S. A. Beaman, David H. Cooper, R. Van Doren, Clifford D. Gray, Abner F. Bowling and C. R. Duncan.

#### METHODISTS IN THE COUNTY

It seems probable that the first Protestant minister to visit the county was a Methodist preacher named Dixon, who visited the lower end of the county in 1818. From that time until October, 1825, the district of Michigan along St. Clair river was attached by the Methodist Conference to Canada, and it was visited during that period at irregular intervals by preachers. After 1825, this section was in the Detroit district of the Ohio Conference and was called the St. Clair mission. In 1826-27 it was supplied by Rev. James F. Donahoe, the two subsequent years by Elias Pattee, then by Samuel A. Latta, and in 1830-31 by Benjamin Cooper. There seems to have been some organization at Port Huron at this time, but it did not long continue. In 1831-32, Leonard Hill supplied the mission, followed by E. S. Gavit and he, in turn, by L. D. Whitney.

In 1834 a society was formed at Black River with nineteen members, but Port Huron continued to be within the limits of the St. Clair mission until 1838, when, for one year, the district was divided into the Palmer



mission and the Port Huron mission. In 1839 the Palmer mission was extended to include Port Huron and Rev. Salmon Steele was appointed minister in charge. February 15, 1840, this society adopted legal articles of association, with Joseph Flannagan, William R. Goodwin, John W. Campfield, Granville F. Boynton and Othiel Gould as the first board of trustees. In February, 1841, Rev. S. Steele appointed as trustees Stephen V. Thornton, Charles Flugal, John W. Campfield, Granville F. Boynton and Othiel Gould.

In 1844, the society built a church near the southwest corner of Water and Sixth streets, which soon proved too small for their growing membership and, in 1851, they obtained a deed from Fortune C. White of the site upon which they erected the building now occupied by John Lawler as a livery stable. Their old building was sold to the Catholic society, who moved it to the triangular piece of land between Lapeer avenue and Water street, upon which the Lauth hotel now stands. The new building had a basement or first story of brick and that part was finished and occupied in 1851, but the entire building was not completed until 1856. By 1871 the need of a new, larger and better church building was felt, and the property upon Lapeer avenue upon which the present church and parsonage stand was purchased. In May, 1875, the new church was dedicated, although it was not completely finished. Hard times severely crippled their resources and the society was heavily in debt, when to prove the adage that troubles never come singly, on July 6, 1879, the cyclone which did great damage through the county, unroofed the church and greatly injured it otherwise. This blow, which might have seemed fatal, proved on the contrary the stimulus which roused the society and its friends to extraordinary efforts, with the result that the church was rebuilt and completed and the entire indebtedness paid off, and the society left in possession of a church of which it may well be proud.

The Port Huron church has had, since it began its independent existence, a succession of ministers who have served it well, and generally to the satisfaction of the community.

#### ST. CLAIR CONGREGATIONALISTS

Prior to 1834 the preaching heard most frequently at St. Clair in the upper story of the old log court house, which was the only place suitable for meetings, was undoubtedly that of Methodist ministers, although ministers of other denominations were not infrequent, and Rev. Alvin Coe, a Congregationalist minister was occasionally heard on his way up or down from Mackinac, where he was stationed for a time, and in the summer of 1833 there was preaching by Rev. Albert Worthington who, assisted by Rev. Luther Shaw, of Romeo, organized a Congregational church with fourteen members in September, 1833.

In the spring of 1834, Rev. Oren C. Thompson, who had come to Michigan in 1831, as the representative of the American Tract Society and the American Sunday School Union, and who had in 1833 resigned that position and determined to preach, went to St. Clair and later in the same year was ordained and installed pastor of the church, and

for fifteen years at St. Clair and Port Huron, as minister and teacher, threw all the influence of a strong forceful character toward the up-building of Christian society.

In 1835 steps were taken to form a legal society and the first trustees were Everett Beardsley, who was one of the oldest residents of the village; Sargeant Heath, the father of Dr. John S. Heath, who about that time moved to Port Huron; Dr. Harmon Chamberlin, one of the leading characters of the county for many years; A. Northway, George Palmer, who came to St. Clair in 1825, and settled on the St. Clair river near where the Oakland hotel now stands, and John Doran, who a year or two later moved to Port Huron and carried on a mercantile business there.

In May, 1840, Mr. Thompson went to Port Huron and organized the Presbyterian church there—subsequently it became Congregational—but after a stay there of three years, came back to St. Clair, where he remained until 1849. During the last two years of his stay at Port Huron he gave a part of his time to St. Clair and, in fact, was installed their pastor again in 1841.

The first connection of this church was with the Presbyterians, but in 1841 a majority of the members decided to sever their connection with them and organized the Congregational Society of St. Clair. They immediately began to lay plans for a home of their own and in April of that year received from Thomas Palmer a deed of lot No. 68, upon which the building was erected, the same building which is now used by the *St. Clair Republican*. In May, 1842, the trustees were Reuben Moore, father of Charles F. and Franklin Moore, a pioneer lumberman and saw-mill owner, a very generous supporter of the church, and who had the sterling honesty and uprightness which have been transmitted to the sons; Elisha Smith, the father of Eugene Smith, also a lumberman and saw-mill man; George Palmer, Everett Beardsley and Samuel Carleton from China township.

Mr. Thompson conducted the academy at St. Clair from 1843 until 1849 and was indefatigable and unsparing in his efforts, and made a distinct impression upon the community in both capacities.

In 1847, Mr. Thompson retired and was followed by Rev. W. P. Wastell for about two years and he was followed by Rev. H. H. Morgan for the same period.

In the fall of 1851, Rev. George M. Tuthill came to the church and remained seven years, and was followed in July, 1859, by Rev. James Vincent, who remained until April, 1862. For nearly a year the church was without a pastor, but in March, 1863, Rev. L. P. Spelman came and remained three years, when, after another intermission, Rev. W. P. Wastell began his second pastorate, this time of three years, and was followed by Rev. H. B. Dean, who remained a little more than a year. Between September, 1871, and November, 1873, there was no regular preacher, but at the latter date Rev. John Van Antwerp became pastor for a year, and after an interval of two years, Rev. George H. Grannis came, in September, 1876.

During his charge the old church building was given up, and the Society moved to the present fine modern church building which was

built in 1879-80. Since its construction the church has had several pastors, although there have been intervals when it was not occupied, the position being filled at the present time by Rev. Mr. Fryer.

#### BAPTIST CHURCH OF ST. CLAIR

On November 5, 1848, the First Baptist church of St. Clair was organized under the leadership of Rev. E. K. Grout, who had held services for some time at China and Newport. The original members were Rufus Swift, John M. Oakes, Nancy Oakes, Daniel Stewart, Elizabeth Swift, Maria C. Eldredge and Mary Nicol. On June 2, 1849 they adopted formal articles of association. For the first two years the meetings were held in the court room in the old log court house, but as they grew in numbers they wanted to build a home for themselves. The second block west of the court house block was marked on the original plat academy block, and the board of supervisors having determined to erect a county jail on the west half of the block, voted on the fifteenth day of October, 1850, to release all right to the east half of the block for the erection thereon of schools and churches as the village of St. Clair might direct. The village retained the north part for a school house and donated the south two-thirds for a Baptist church, as the Methodist and Congregational societies had already had lots presented to them. No formal conveyance was made by either the county or village, and it was not until 1873 that the board of supervisors executed a deed to the Baptist church.

In November, 1850, Mr. Grout's health having failed, Rev. Nelson Eastwood came and the society set about building a church, which was of wood and stood until it was burned in March, 1870.

Mr. Eastwood was followed in 1856 by Rev. Silas Finn, who administered the affairs of the church very successfully and satisfactorily for about nine years, when he resigned. Rev. Mr. Hickey followed for a short time, and in the spring of 1866, Rev. D. C. Maybin was called. Although an able preacher, there soon arose dissatisfaction and in March, 1868, he withdrew, to be followed in January, 1869, by Rev. William A. Kingsbury, who married during his pastorate, Mary, a daughter of John M. Oakes, one of the original trustees. After the burning of the church there was much discouragement, but with the assistance of the Baptist Home Missionary Society, and with their own courage and pluck, they started to rebuild, under the charge of Rev. Deland, Mr. Kingsbury having resigned. When the church was completed in 1873—a plain comfortable brick structure—Mr. Deland withdrew and the following year Rev. Peter Carey was called.

Since that date there have been no long pastorates, there having been twenty-three ministers during the sixty-three years of the church's existence, and the maintenance of the church has been a struggle, conscientiously and faithfully carried on, and at the present time, under the pastorate of Rev. W. G. Coltman, the prospects are bright.

## EPISCOPAL CHURCH

For some time before there was any church organization of this denomination, occasional services were held at St. Clair by Rev. G. S. Salter, of Sarnia, and Rev. Charles Reighley, United States chaplain at Fort Gratiot, but in May, 1845, Rev. P. D. Spalding was appointed by the bishop to conduct a mission church at Port Huron and St. Clair, or Palmer, as it was then called, and he remained in charge until the last of August, 1846.

In December, 1849, Rev. Milton Ward was appointed rector of Trinity church, as the society was called, and the next year they bought three lots on the east side of Sixth street, between Cass and Trumbull streets, with a view of building there, but changed their minds and, in 1854, bought the property upon which the church and parsonage now stand.

Rev. Mr. Ward resigned in June, 1854, and beginning with September, 1855, Rev. George B. Engle, of Port Huron, conducted one service each Sunday for several months. At this time the society was building their first church, which stood about on the site of the present one.

In April, 1860, Rev. G. B. Hayden came, remaining one year, and then for another year Osgoode E. Fuller, who was the principal of the Union school, officiated as lay reader for a few months. In December, 1862, Rev. Joseph B. Pritchard took charge of the church, in connection with Newport and Algonac, and remained about five years.

After an interregnum of about three years Rev. Thomas B. Dooley was appointed rector in October, 1870, and remained until April, 1874. Under his administration there were severe factional troubles and on September 22, 1873, the church was burned. After Mr. Dooley's resignation there were no services for more than two years, when Rev. A. B. Flower came from Marine City.

In 1885 the present church building was erected and the name of the old society abandoned and St. Paul's mission adopted in its stead, and since that date it has had a succession of rectors, the present one being Rev. F. S. Devona, formerly of North Port Huron.

## ST. CLAIR METHODIST EPISCOPAL CHURCH

Prior to 1841, there does not seem to have been any Methodist organization located at St. Clair, although for twenty years before that, Methodist meetings had been held at the village. There had been, from 1826, a St. Clair mission belonging to the Detroit district, and extending all along the St. Clair river. In 1838 the territory of this mission was divided, the upper part being called the Port Huron mission, and the lower part the Palmer mission, but this division lasted only one year, when Palmer mission was extended and Port Huron mission dropped. Rev. Alanson Fleming was appointed, 1838, to supply the Palmer mission, and was followed the next year by Rev. Salmon Steele, who held charge for two years, the Port Huron mission being given up.

January 27, 1841, the Methodist Episcopal church of St. Clair was organized by Rev. S. Steele, who appointed Moore R. Barron, James

Ogden, George Clark, Andrew H. Westbrook and Arch P. Phillips trustees. The same month Thomas Palmer donated and conveyed to the society lot 69, on the southwest corner of Second and Cass streets. In the deed Solomon Gardner, of Newport, was named as a trustee, instead of Phillips. A plain building was put up and partly finished, but it was some years however, before the church building was entirely completed, which was not long after St. Clair had become an independent charge, it having passed from the mission stage in 1850. The first building was of frame and raised high enough above the ground so that cows and horses at first were often found under it during the summer season, later this space was boarded up. Before the new church was built services were held in the court room, which was the meeting place for all denominations which did not have homes of their own.

In 1851, Rev. J. M. Arnold was sent to St. Clair, remaining two years, and he was the first pastor under the new arrangement. He was followed by Rev. J. S. Sutton, who after his retirement from the ministry, made his home in St. Clair. This first church was occupied until 1869, when they moved into the fine new building just completed upon block 63, which they had bought in 1864, and which they have since occupied.

The church has always had a good membership and been served with capable and earnest pastors. Owing to the discipline of the church the changes have been numerous, and it would be invidious to select certain ones, but of the older pastors, Rev. J. S. Smart and Rev. John Kelly are most prominent. Rev. Samuel Jennings is the present pastor.

#### UNIVERSALIST CHURCH

One of the earliest church organizations in the county was the First Universalist Society, which was organized September 12, 1838, and comprised all the adherents to that faith within the county. Nine trustees were elected, Samuel Carleton, of China; William B. Barron, of St. Clair, and Hiram Whitecomb, of Port Huron, for one year; Edmond Carleton, of China, John Thorn, of Port Huron, and Jeremiah Carleton, of Yankee street, for two years; Stephen V. Thornton and Reuben Hamilton, of Port Huron, and Israel Carleton, of Yankee street, for three years.

No building was ever erected and the society gradually disintegrated. In 1841, Mr. Thornton was appointed one of the trustees of the Methodist church at Port Huron.

Its only successor in the county was the First Universalist church in Port Huron, organized in 1886. This society, after some years of waiting, erected in 1892 a brick church on the south side of Pine street, near Military, but after three years occupation the society was not able to longer maintain it. Rev. H. N. Couden, who had been the acceptable pastor for several years, was appointed chaplain of the national house of representatives, and the church building was leased for some years for public library and then sold.

## MARINE CITY CHURCHES

The first organized church at Marine City was the Congregational society at Newport. This was organized April 5, 1842, and the trustees were Zael Ward, Selden A. Jones and David Donihoo. Zael Ward came to the village of Newport in 1837 and lived there until 1864, when he returned to New York, where he died soon after. He was a brother of Samuel Ward, and was a man of good standing in the community and was state senator in 1855. Of his family, three were well known in the county, Eber Ward, who later became a merchant in Detroit; Submit, who married Captain George Cottrell, and Mary J., who married Captain David H. Westcott.

Mr. Jones came to Newport in 1837, and engaged in business furnishing wood for fuel to steamers. He was postmaster from October, 1841, to June, 1846, when he moved to Port Huron, where he resided until his death.

In 1851, the First Methodist Episcopal church of Newport was organized, with Tubal C. Owen as one of the trustees. Mr. Owen was a prominent citizen of the county for a number of years.

In 1848 he was elected justice of the peace of Cottrellville township and later moved into China township, where he was elected justice of the peace and supervisor. He was county clerk from 1857 to 1863 and, having moved to St. Clair, the county seat, during this office, he studied law and was admitted to the bar in November, 1858. He remained in St. Clair in the practice of his profession until 1873, when he removed to Detroit to look after the interests of Eber B. Ward, of whose estate he was later made an executor.

The Methodist church bought from E. B. Ward in June, 1856, lots 2 and 3 in block 35, and soon after erected a building.

Rev. E. K. Grout, whom we have seen active in organizing the Baptists church at St. Clair, lived for some years at Marine City and organized a church at that place and in December, 1853, Samuel Ward conveyed to the church lot 82 in block 7.

## THE CATHOLIC CHURCH IN THE COUNTY\*

The early history of the Catholic church in St. Clair county is more or less obscure, for while there is evidence of the visit of Catholic missionaries to this section as early even as the seventeenth century, we have few, if any, records of the work done previous to the first part of the nineteenth. The earliest account of Catholicity in this county dates from 1670, when two Sulpitian fathers—Dollier and Gallinée—visited the Indian villages along the St. Clair river and instructed the natives in the truths of Christian Doctrine. From this time until 1786, there is no account of any missionary work done in the district, although we are justified in believing that the religious wants of the people were not entirely neglected. A Catholic mission was established at Sault Ste. Marie in 1671, and there were a number of Catholic priests with Cadillac's

\*Note. This portion of the chapter was prepared by Father Ryan, assistant pastor of St. Stephens Church, Port Huron.

party in Detroit in 1701, so it is not at all improbable that the shore line connecting the two settlements was occasionally the scene of missionary labor.

In 1786, a traveler en route from the Red river country to Montreal reported on reaching that city that he had seen a Catholic priest with the Indians along the shores of Black river. This bit of information forms, however, the only positive statement of the work of more than a century.

After the close of the War of 1812, the visits of missionary fathers to this section became more regular and positive measures were taken to provide for the religious needs of the people. The first Catholic church in the county was built about 1826, the exact date, however, has not been recorded. It was a log structure built by the Franciscan fathers and was dedicated to God under the patronage of St. Agatha. The church was situated on the banks of St. Clair river, about two miles below Marine City, and the building together with the ground on which it stood, was washed away by the waters of the St. Clair about 1834 or 1835.

St. Agatha's church can claim the distinction of having formed the nucleus of the first parish in the county. It was in the interest of the people of this section that Father Gaberiel Richard, in 1818, bought from the United States government a parcel of land in this county to be used for Catholic church purposes. The receipt for payment was given in 1825, the parties to the sale being John Quincy Adams and Gaberiel Richard. This transaction of Father Richard may be regarded as the beginning of the Holy Cross parish of Marine City.

St. Stephen's parish, in Port Huron, while not formally established until 1851, can trace its inception back practically as far as the parish of Holy Cross. In 1817, about a dozen Catholic families moved northward from Swan creek (Anchorville), and settled along the shores of the Black river. These settlers, who formed the real foundation of the future St. Stephen's parish, received religious instruction from the first, and together with the other missions in the county, Algonac, Anchorville, Marine City and St. Clair, were visited frequently if not regularly by various Catholic missionaries.

Between the years 1817 and 1850 we have evidence of work done in this county by at least a dozen different priests; some paid only passing visits, remaining a day or two in each settlement to celebrate the holy sacrifice of the mass and to administer the sacraments of the church, while others made this county the scene of their missionary work for a year or two years at a time.

In 1817, Rev. S. T. Badin, a pioneer priest of the Ohio and Kentucky region, paid a visit to the St. Clair missions.

In 1821, Rev. Father Besrinquet crossed over from Walpole Island, where he had previously established an Indian mission, and visited the settlements along the St. Clair river. Father Besrinquet later left for the Lake Superior region, where he devoted his life to the conversion of the Indians.

In 1823, Father Richard, pastor of St. Ann's church in Detroit, visited the missions in this county, and two years later Father Sagelle

came. From this time until 1833, these two men came regularly to the Catholic settlements and they seem to have taken charge of the work for we have no record of other missionaries calling here during these eight or ten years.

In 1833 the diocese of Detroit was created and Rt. Rev. Frederick Rese, was appointed its first bishop. This meant much for the Catholics of the state. Parishes were immediately organized throughout the diocese with resident priests stationed there to care for the needs of the Catholic people. In November, 1833, Rev. Andrew Vizioski was appointed by Bishop Rese, to take charge of the missions of St. Clair county, and dating from that time we have preserved in the parish registers the records of the different priests who labored in this county. Rev. Frederick Baraga, who afterwards became the first bishop of Sault Ste. Marie, was here for a few months after Father Vizioski left in 1835, and he in turn was succeeded in 1836 by Rev. S. A. Bernier, who took charge of the missions until November, 1837. Fr. Bernier refers to the St. Clair mission as the parish of St. Felicitas, and he signs himself "missionary priest of this and other parishes." During Father Bernier's charge the settlements were visited by Rev. Father Bauwens, who administered baptism in some of the missions.

From 1837 to 1842 we have no records of missionary work, but in July of that year Rev. S. T. Badin, who had been appointed vicar general of Detroit diocese by Bishop Rese, visited the missions for the second time, celebrated the holy sacrifice of the mass and administered the sacraments. Rev. Charles Skolla (Scalamon) labored here for a short time during the year 1843, when Father Vizioski returned and again took charge of the work, this time for about a year or a year and a half.

In 1844 Rev. Michael Gannon visited the settlements. During the years 1845 and 1846 Rev. P. Kindekens, V. G. of Detroit diocese, made a number of trips through the county and administered the sacraments of the church. Rev. H. Van Renterghan attended the missions from 1847 to 1850.

In 1850, Rev. Lawrence Kilroy was appointed by Rt. Rev. Bishop Le Fevre to take charge of the St. Clair missions and with his name is associated much of the real work of parish organization. Father Kilroy had visited the missions in 1843, so when he was appointed seven years later, to take complete charge, he not only came full of zeal for his work—but he brought with him an equally valuable asset, a knowledge of the conditions he must face. His life, at least during his first years here, was that of a real missionary, for although he was sent to the St. Clair missions his work was by no means confined to the limits of St. Clair county. It extended from Algonac in the south to Point au Barque on the north, and he had to rest satisfied, therefore, with a visit about once a month to each of the various missions.

When Father Kilroy came to St. Clair county in 1850 he found already erected one Catholic church—the Holy Cross church at Marine City, which had been built in 1847, he immediately set to work to provide churches for the different congregations. He first built a church in Burtchville (Jeddo) in 1851, while the Catholics in Port Huron saw



their first church the following year. This was not a new building erected by Father Kilroy, but one which had previously served as a Methodist house of worship. Father Kilroy bought it from the Methodists and removed it to a lot previously acquired. In 1853 he built a church at St. Clair upon a lot at the corner of Fifth and Pine streets which Charles Reno deeded to Bishop Le Fevre July 21, 1851. The present brick church was built during the ministrations of Father Van der Bom in 1864.

The remarkable growth of the Catholic population of this district between the years 1850 and 1860, due in a great measure to the immigration from France, Belgium, Holland, Germany and Switzerland, made it necessary that more priests should be stationed here to care for the spiritual needs of the people. Accordingly Rev. Charles Chambille was appointed by Bishop Le Fevre in 1853 first resident priest at Anchorville, and in 1855 Rev. M. P. Wehrle was made pastor at Marine City. Two years later, 1857, Father Kilroy moved his residence from St. Clair to Port Huron, and shortly afterwards Rev. Father Van der Bom was appointed pastor of the parish at St. Clair.

Following the appointment of these first resident priests we have an uninterrupted series of resident pastors in each of the parishes of the county. That they did their work well and were loyal to their trusts is best attested by the sterling quality of the faith which characterizes today the Catholics of the St. Clair missions.

Father Chambille was succeeded in the pastorate of Anchorville by Rev. Theopholis Buyse, one of the picturesque characters among the priests of this county. During his ten years at Anchorville and later on during his twenty-six years as pastor in Jackson, he was always referred to as "Good Father Buyse." Father Buyse was succeeded at Anchorville by Rev. John Elsen and four years later Rev. H. H. Meuffels took charge. In 1892 the present pastor, Rev. Henry De Gryse, was appointed.

In 1867 Father Kilroy was transferred from Port Huron and given charge of the parishes at Kenoskee and Columbus. He had erected churches at these places some years prior to this time and attended them as missions. This formed Father Kilroy's last charge. He resigned from active duty some eight or nine years later and lived in retirement in Columbus until his death in July, 1891. Father Kilroy's death closed the earthly career of one of the noblest characters in the history of St. Clair county. A man of unbounded zeal, unlimited charity and untiring energy, he proved himself in every way fitted for the heroic work which Divine Providence marked out for him.

The Very Rev. Edward E. Van Lauwe was placed in charge of the church in Port Huron after Father Kilroy left. He immediately pushed to completion the new church, which had been begun by Father Kilroy in 1865. A few years later (1879) he established St. Stephen's Parochial school, the second Catholic school in this county—Father Lambert having established the first in Marine City about 1867. It was during Father Van Lauwe's pastorate that St. Joseph's German Catholic parish was organized. Rev. C. T. D. Krebs was made the first pastor of St. Joseph's and built the present church and school (combina-

tion) and rectory. He was succeeded in 1892 by Rev. Cassimir Rohowski. The parish at present is administered by Rev. Joseph Spaeth who has been in charge since 1895. Father Van Lauwe died in August, 1891, when the Very Rev. J. P. McManus, the present pastor, took charge.

Father Kilroy was succeeded in the parish at Kenockee by Rev. Father Tierney, and at his death, in 1878, came Rev. John Lynch. Father Lynch died in 1893 at which time Rev. Peter Loughran, the present incumbent, was given charge of the parish. Shortly after Father Loughran's coming the old church at Kenockee was destroyed by fire and the new church was erected at a point about two miles from the former site. It is now known as the parish of Our Lady of Mt. Carmel at Emmett. During the pastorate of Rev. Father Lynch a mission church was built at Brockway. This mission consolidated with the Speaker mission in Sanilac county and forms what is now known as the Sacred Heart parish of Yale, the latest parish to be organized in St. Clair county. A church was built there in 1904 and is still in charge of its first pastor, Rev. P. J. Cullinane.

In 1899 Rev. Frank McQueen was sent to take charge of the mission at Columbus and also to establish a new mission at Smith's creek. Father McQueen remains the present pastor.

Although the Catholicity of Algonac dates from an early period the history of the parish is closely identified with that of the adjoining parishes of Anchorville and Marine City. Rev. Father A. Kemper was appointed first pastor of St. Catherine's parish and remained in charge until 1896, when the Rev. B. Gery, the present pastor, was appointed.

There are today then in St. Clair county eleven Catholic churches and as many priests stationed there to care for the needs of the Catholic people. While two of the churches are mission churches, without resident pastors—Columbus being cared for from Smith's Creek and Jeddo by the priest from Crosswell—two of the parishes, St. Stephen's in Port Huron and Holy Cross in Marine City have grown to such an extent as to require the assistance of a second priest. Most of the old frame buildings of the earlier days have given place to more lasting and pretentious structures, while the Holy Cross church at Marine City and Our Lady of Mt. Carmel church at Emmett are numbered among the finest church buildings in the diocese of Detroit.

There are at the present time five parochial schools in St. Clair county. The school at Anchorville is in charge of the Sisters of St. Joseph from Nazareth, Mich., St. Stephen's school, Port Huron, and St. Joseph's school in Marine City are in charge of the Sisters of the Immaculate Heart from Monroe, Mich., and St. Joseph's, Port Huron, and St. Mary's in St. Clair are conducted by the Sisters of St. Dominic from Adrian.

The total Catholic population of St. Clair county is approximately twelve thousand (12,000), with an attendance enrolled at the parochial schools of between twelve and thirteen hundred.

The succession of resident pastors at the parish of Holy Cross in Marine City was as follows: Rev. M. P. Wehrle, 1855 to 1859; Rev.

Francis Van Kampenhautd, 1859; Rev. A. J. Lambert, 1859-75; Rev. L. J. Van Stralen, 1875-78; Rev. Geo. Laugel, 1878-81; Rev. Joseph Meeder, 1881-87; Rev. N. L. Maschino, 1887-93; Rev. C. M. B. Schenkelberg, 1893-95; Rev. P. Ternes, 1895—

The succession of the pastors at St. Clair: Rev. Father Van der Bom, 1859-66; Rev. Father Reichenbach, 1866-83; Rev. C. M. B. Schenkelberg, 1883-93; Rev. N. L. Maschino, 1893—

## CHAPTER XXI

### THE MEDICAL PROFESSION

MICHIGAN MEDICAL SOCIETY—MEDICAL SOCIETY OF ST. CLAIR COUNTY—NORTHEASTERN DISTRICT MEDICAL SOCIETY—ST. CLAIR, SANILAC AND LAPEER MEDICAL SOCIETY—MICHIGAN STATE MEDICAL SOCIETY—PORT HURON ACADEMY OF MEDICINE—ST. CLAIR COUNTY MEDICAL SOCIETY—MEDICAL MEN OF THE EARLY DAYS (1820-1860)—DRS. HARMON CHAMBERLAIN, AMASA HEMENGER, JOHN S. HEATH, NORMAN NASH, JOHN B. CHAMBERLAIN, ALONZO E. NOBLE, ALFRED E. FECHET, LEONARD B. PARKER, JOHN T. TRAVERS, CHARLES M. ZEH, CYRUS M. STOCKWELL, DANIEL H. COLE, GEORGE L. CORNELL, GEORGE B. WILLSON, FREDERICK FINSTER AND OTHERS.

*By Charles B. Stockwell, M. D.*

Members of the medical profession in St. Clair county have been identified with the following medical organizations:

1. Medical Society of the State of Michigan; later, the State Medical Society (1819-1860).
2. Medical Society of St. Clair county (1847-1860).
3. Northeastern District Medical and Scientific Association; name changed in 1865 to Northeastern District Medical Society (1854-1903).
4. Medical Society of St. Clair and Sanilac Counties; name changed in 1871 to St. Clair, Sanilac and Lapeer Medical Society (1866-1886).
5. Michigan State Medical Society (1866-1912).
6. Port Huron Academy of Medicine (1886-1902).
7. St. Clair County Medical Society (1902-1912).

#### MICHIGAN MEDICAL SOCIETY

According to the above list it will be noted that the first medical organization in Michigan came into being in 1819 in territorial days and bore the name Michigan Medical Society. This society was organized at Detroit, August 10, 1819, and its organization was in pursuance of an act adopted by the governor and judges of the territory of Michigan on the 14th day of June of the same year. This act was entitled "An act to incorporate medical societies for the purpose of regulating the practice of physic and surgery in the territory of Michigan." It provided for the organization of a territorial medical society and county medical societies.

In its authority was given to such societies: (1) To examine students and give diplomas, authorizing the holders to practice physic and surgery; (2) to acquire property and enact by-laws.

Persons practicing without such diplomas were subject to fine and could not collect for services. To carry out these provisions a board of censors, consisting of from three to five members, was to be appointed by each society. The board required certificates giving the dates on which students were received into physician's offices to begin the study of medicine, as well as the time spent in the offices in the pursuit of medical knowledge. This requirement accounts for the following sample certificate found in the old records kept by the clerks of St. Clair county:

"St. Clair, St. Clair County, State of Michigan, November 30, 1847. This may certify that William Denton began to study medicine, surgery and pharmacy, likewise John Dawson Chamberlain, with me in the month of July, 1846, and Reuben Henry Ison, September, 1847. [“Witness my hand,]

“J. B. CHAMBERLAIN, physician and surgeon.”

Physicians in any county, not less than four in number, who had been licensed by the Territorial, afterward the State Medical Society, were granted the right to form a local society which, within the county, had nearly all the rights held by the state organization. The law provided that each society should have four officers—a president, vice-president, secretary, and treasurer, and only required enough members present at the organizing meeting to fill those offices.

The only members of the first state medical society living in St. Clair county, of which we have any record, were C. M. Stockwell and Geo. B. Willson of Port Huron.

#### MEDICAL SOCIETY OF ST. CLAIR COUNTY

The announcement of the formation of this medical society is found among the records in the office of the St. Clair County Clerk, under the date, December 3, 1847, and is as follows:

“The undersigned physicians and surgeons met at St. Clair, St. Clair county, state of Michigan, for the purpose of forming a medical society in pursuance of the revised statutes of the state of Michigan to regulate the practice of physic and surgery in said state, at which meeting John B. Chamberlain was appointed president, Harmon Chamberlain, vice-president; R. R. McMeens, secretary, and Leonard B. Parker, treasurer.

“Signed

“JOHN B. CHAMBERLAIN,

“H. CHAMBERLAIN,

“R. R. McMEENS,

“L. B. PARKER.

“The meeting was adjourned to the last Saturday in January, 1848.  
“December 3, 1847.

“R. R. McMEENS, Secretary.”

No record has been found of any other meeting of the society until 1851. On May 21st of that year, a meeting of the medical society was held at the offices of Dr. Dyer, at which the following fee bill for professional services, by which the members agreed to be governed, was adopted: Verbal advice, one dollar to three dollars; letter of advice, five dollars; day visit in village, one dollar; night visit in village, one dollar and fifty cents; visit at a distance, one dollar for the first mile and fifty cents for each mile thereafter; minor surgical operations, five dollars to twenty-five dollars; capital surgical operations, twenty-five dollars to one hundred dollars; midwifery, five dollars to twenty-five dollars; consultation, five dollars; medicine furnished, extra. The signers were Laban Tucker, John T. Travers, C. M. Zeh and A. E. Noble, Port Huron; Benjamin Dickey, St. Clair; L. B. Parker, Newport (Marine City); John Galbraith, Lexington (now in Sanilac county); Walter B. Kellogg, Winthrop Dyer and Charles Gibson (location unknown).

There is a record of a meeting held by this society in Port Huron at the office of Dr. C. M. Stockwell on February 5, 1856. Dr. J. T. Travers occupied the president's chair and Laban Tucker was secretary. Drs. David Ward of St. Clair, and Reuben Crowell and Jared Kibbee of Port Huron were admitted to membership. These three entered little into the practice of medicine. Dr. Ward was graduated from the medical department of the University of Michigan in 1851, but began to devote most of his time to surveying and land buying and was elected county surveyor in 1852 and 1856. An old lady acquaintance of his says: "He surveyed and bought up tit-bits of land which laid the foundation of his becoming a twenty millionaire." Dr. Crowell early turned to "drugs," and Dr. Kibbee abandoned the practice of medicine, in which he had been engaged, while living in Mt. Clemens, for dentistry, when he settled in Port Huron.

On February 12, 1856, the society met in Port Huron at the office of Dr. J. Kibbee. At this meeting the committee appointed to mature a plan for prescribing for the poor of the villages, reported in favor of giving them gratuitous attendance. No list of members of this society can be found.

#### NORTHEASTERN DISTRICT MEDICAL SOCIETY

This society was organized at Romeo, Macomb county, on June 14, 1854. It embraced a membership from Macomb, Oakland, Lapeer, St. Clair and Sanilac counties. In 1896 Genesee county was included.

The following is a list of the St. Clair county physicians who served as presidents of the society, and the years in which they were elected: C. M. Stockwell, 1857 and 1893, Port Huron; D. H. Cole, 1875, Memphis; C. B. Stockwell, 1886, 1890 and 1895, Port Huron; M. Willson, 1891, Port Huron; O. Stewart, 1896, Port Huron; Elizabeth M. Farland, 1897, Port Huron; A. E. Thompson, 1900 and 1903, St. Clair; G. S. Ney, 1902, Port Huron.

The following is an alphabetical list of the St. Clair county physicians who at one time or another were members of the Northeastern District Medical Society: A. J. Abbott, Emmett; R. B. Baird, Marine

City; C. C. Clancy, Port Huron; J. L. Chester, Emmett; A. L. Callary, A. H. Coté and Sarah E. Connor, Port Huron; D. H. Cole, Memphis; W. P. Derek, Marysville; G. W. Harris, Port Huron; G. E. Henson, St. Clair; T. F. Heavenrich, and W. S. Henderson, Port Huron; J. W. Inches, St. Clair; A. D. McLaren, H. R. Mills, M. Northup, G. H. Norris and G. S. Ney, Port Huron; D. Patterson, Capac; J. S. Platt, C. M. Stockwell, C. B. Stockwell, G. A. Stockwell, S. K. Smith, O. Stewart, H. Shoebbotham, S. W. Smith, C. E. Spencer, E. P. Tibbals and G. H. Treadgold, Port Huron; A. Thomson, Adair; A. E. Thompson, St. Clair; W. G. Wright, Yale.

#### ST. CLAIR, SANILAC AND LAPEER MEDICAL SOCIETY (1866-1886)

On August 4, 1866, at Port Huron, the Medical Society of St. Clair and Sanilac Counties was organized. In 1871, Lapeer county was included.

The list of officers who resided in St. Clair county, and the years of their election, are as follows: Presidents—1866, J. T. Travers, Port Huron; 1870 and 1871, C. M. Stockwell, Port Huron; 1874, J. G. Maxfield, Ruby; 1877 and 1878, H. R. Mills, Port Huron.

Secretaries—1871, H. R. Mills, Port Huron; 1872 and 1873, J. G. Maxfield, Ruby; 1874, 1877, 1878, C. E. Spencer, Fort Gratiot; 1879 and 1880, C. B. Stockwell, Port Huron.

Treasurers—1871 to 1880, E. P. Tibbals, Port Huron; 1882 to 1884, C. E. Spencer, Port Huron.

Members residing in St. Clair county were as follows: C. H. Alden, C. Carvallo, M. K. Taylor, United States surgeons stationed at Fort Gratiot; T. Baird and R. B. Baird, Marine City; \*J. G. Bailey, Port Huron; G. L. Cornell, St. Clair; \*J. K. Farnum, T. Hammond and F. Heil, Port Huron; A. Howell, Brockway; J. Kibbee, Port Huron; A. Mitchell, Yale; J. G. Maxfield, Ruby; T. S. Murdock, Port Huron; J. R. McGurk, Capac; H. R. Mills and M. Northup, Port Huron; A. L. Padfield, St. Clair; \*P. W. Reed, C. M. Stockwell, C. B. Stockwell, G. A. Stockwell and H. Shoebbotham, Port Huron; C. E. Spencer, Fort Gratiot; A. J. Shockley, Ruby; S. W. Smith, J. T. Travers and E. P. Tibbals, Port Huron; G. Todd, Jeddo; C. M. Woodward, Port Huron.

#### MICHIGAN STATE MEDICAL SOCIETY (1866-1912)

On June 5, 1866, at Detroit, was organized the Michigan State Medical Society. Two St. Clair county physicians have been elected to the presidency in this society: 1866, C. M. Stockwell, Port Huron; and 1906, C. B. Stockwell, also of Port Huron. Two have been elected councilors of the seventh district, in 1902, O. Stewart, and 1903-10, M. Willson, both of Port Huron.

The following physicians in the county are recorded as members of the state society from its organization to 1902: A. J. Abbott, Emmett; R. B. Baird, Marine City; W. E. Burtless, St. Clair; C. C. Clancy, Port Huron; M. A. Cook, Riley; Elizabeth M. Farrand, Port Huron; W. G.

\*Dropped for unprofessional conduct.

Henry, St. Clair; S. A. Howard, Port Huron; J. W. Inches, St. Clair; S. W. Merritt, Fort Gratiot; H. R. Mills, Port Huron; J. R. McGurk, Capae; M. Northup, Port Huron; L. D. Parker, Marine City; O. H. Patrick, Port Huron; J. S. Platt, Port Huron; C. E. Spencer, Fort Gratiot; C. M. Stockwell, Port Huron; C. B. Stockwell, Port Huron; G. A. Stockwell, Port Huron; S. W. Smith, Port Huron; S. K. Smith, Port Huron; O. Stewart, Port Huron; W. L. Scholes, St. Clair; A. E. Thompson, St. Clair; J. T. Travers, Port Huron; G. Todd, Jeddo; M. Willson, Port Huron.

On June 26 and 27, 1902, at Port Huron, the Michigan State Medical Society was reorganized as to its constitution and by-laws, by which the membership thereafter was made up solely of the members of the county societies, these county societies becoming component parts of the state society.

#### PORT HURON ACADEMY OF MEDICINE, 1886-1902

The organization of this society followed close upon the meeting of the Michigan State Medical Society, which was held in Port Huron in 1886, and memory must be relied upon to furnish data regarding the Academy of Medicine, as the records of its proceedings seem to have been lost.

The following physicians held the office of president: 1886, C. M. Stockwell; 1887, M. Northup; 1888-9, H. R. Mills; 1890-1, M. Willson; 1892-4, J. S. Platt; 1895-7, O. Stewart; 1898-9, S. K. Smith; 1900-2, C. C. Clancy.

Between 1886 and 1902 the office of secretary and treasurer was held by H. R. Mills, Elizabeth M. Farrand, O. Stewart, and A. H. Coté.

The members were J. P. Aiken, A. C. Callary, D. W. Campbell, A. H. Coté, C. C. Clancy, Sarah E. Connor, W. J. Duff, Elizabeth M. Farrand, J. A. Fraser, W. A. Giffin, S. S. Hanson, G. W. Harris, T. G. Howard, S. A. Howard, W. S. Henderson, E. E. Lewis, C. N. Laurie, F. Lohrs-torfer, A. A. McKinnon, A. D. McLaren, C. W. Morey, H. R. Mills, R. E. Moss, G. S. Ney, G. H. Norris, M. Northup, A. Pollock, J. S. Platt, S. K. Smith, S. W. Smith, O. Stewart, C. M. Stockwell, C. B. Stockwell, C. E. Spencer, G. H. Treadgold and M. Willson.

#### ST. CLAIR COUNTY MEDICAL SOCIETY, 1902-1912

In 1902 the St. Clair County Medical Society was formed at Port Huron in order that it might become a component part of the Michigan State Medical Society. Membership in this society carried with it membership in the state society.

Up to the present time (January, 1912) the following physicians have been elected to office:

Presidents: 1903, C. C. Clancy; 1904-5, W. P. Derck; 1906, J. S. Platt; 1907, T. E. DeGurse; 1908, G. S. Ney; 1909, A. D. McLaren; 1910, S. K. Smith; 1911, T. F. Heavenrich; 1912, A. E. Thompson.

Secretary-Treasurers: 1903-5, A. H. Coté; 1906-7, A. J. MacKenzie; 1908, A. L. Callary; 1909-12, R. K. Wheeler.



The membership list from 1902 to the present time includes the following names: J. P. Aiken, B. E. Brush, A. L. Callary, C. C. Clancy, A. H. Coté, Sarah E. Connor, R. J. Dunn, W. J. Duff, F. Edmeister, J. A. Fraser, R. C. Fraser, Isabella Holdom, W. S. Henderson, G. W. Harris, T. F. Heavenrich, S. S. Hanson, A. J. Irwin, F. Lohrstorfer, E. E. Lewis, H. R. Mills, C. W. Morey, W. H. Morris, R. E. Moss, A. D. MacLaren, A. J. MacKenzie, A. A. McKimmon, G. S. Ney, J. S. Platt, O. H. Patrick, S. K. Smith, T. Sleneau, O. Stewart, C. E. Spencer, C. B. Stockwell, G. H. Treadgold, M. E. Vroman, J. E. Wellman, R. K. Wheeler and M. Willson, all of Port Huron; C. W. Ash, W. E. Burtless, G. E. Henson, J. W. Inches, W. L. Scholes, A. E. Thompson and W. H. Smith, St. Clair; R. B. Baird, F. Blagborne, T. E. DeGurse and F. W. Lang, Marine City; B. Clyne, A. Pollock, C. M. Turrell and W. G. Wight, Yale; L. M. Ardill, Avoca; G. C. Brock, Smith's Creek; W. G. Bostwick, Algonac; J. L. Chester, Emmett; W. P. Derek, Marysville; C. McCue, Goodell; D. Paterson and G. A. Ross, Capae; A. Thomson, Adair; R. J. Turner, Anehorville; G. Waters, Memphis; N. D. Campbell, Blaine.

#### MEDICAL MEN OF THE EARLY DAYS, (1820-1860)

Our medical forefathers were men of courage and endurance, and they played with hardships—to them they carried no fear. To alleviate another's suffering took from the weight of their own burdens. Although "medicine" was their calling, yet they were leaders in civic, educational and religious movements. They bore torches as did the preachers and the teachers. The lives of these early men of medicine reveal to us something of the times in which they lived, the conditions they had to meet and how they met them.

Previous to the establishment of St. Clair county, in 1821, there is a record of but one physician having located in any of the sparse settlements within its boundaries—Dr. Harmon Chamberlain.

#### DR. HARMON CHAMBERLAIN

Dr. Chamberlain is on record as having arrived in Algonac in 1819, "just fresh from his studies." Within a year he moved to St. Clair and entered into the practice of medicine—the first resident physician in that vicinity. He did not live wholly within his medical environment. He moved outside, for he was a man of affairs. Dr. Chamberlain held the position of supervisor of the township of St. Clair fifteen years altogether, at intervals between 1842 and 1863. He was sheriff of the county and state representative for two terms. A skilful physician, he displayed untiring energy in all of his work and is spoken of by one of the old pioneers as the "good physician and true friend." He was always ready to help the early struggling settlers and so, with them especially, was a great favorite. Dr. Chamberlain died at St. Clair in December, 1865.

## DR. AMASA HEMENGER

Dr. Hemenger settled in Newport (Marine City) in 1824. There he practiced medicine till his death, about 1840. Besides his interest in medicine he showed an interest in township affairs, for he was twice elected supervisor of the township of Cottrellville—in 1828, and again in 1831. When he first came to Newport he boarded with Capt. Wm. Brown, whose farm home was a little south of that place. Here Dr. Hemenger used about an acre of ground to grow poppies, from which he made opium, and lettuce, an acrid variety, (*Lactuca virosa*), from which he extracted lactucarium for its hypnotic and anti-spasmodic properties. An old lady friend relates that “he believed in bleeding for most ills.” As a physician and as a man, it is said he was well liked.

## DR. JOHNSON L. FROST

Dr. Frost was a practitioner in Clay township in 1830. How long he was in that locality, or what became of him, is not known.

## DR. JOHN S. HEATH

In 1833, Dr. Heath came to St. Clair with his father, Sargent Heath, who was a blacksmith and also a man of some importance in the community. Dr. Heath, together with L. M. Mason, edited for some months, in 1835-6, the *St. Clair Republican*—in addition to his medical work—but came to Port Huron in the latter year.

It seems not to have been uncommon in the early days for doctors to combine office holding with the practice of their profession, and we find Dr. Heath an unsuccessful candidate, in 1836, for the state legislature, and in 1840, for the office of sheriff. Failing in the latter, he taught school during the winter of 1841-2, in the district school on the south side of Black river. In 1842 he was elected sheriff. After his term of office expired he engaged in lumbering in Huron county, with Peter F. Breakman, and in March, 1849, while returning in a small boat to Port Huron, he was drowned. He married Marilda James, daughter of Horatio James, a well known pioneer.

## DR. NORMAN NASH

In 1836 there settled in Port Huron a missionary and teacher among the Indians, (who then had a reservation on the south side of Black river,) appointed by President Andrew Jackson. He also served in the capacity of a physician—the first of whom we have any record in Port Huron—Rev. Norman Nash. Soon after his arrival the Indians were removed. The position to which he had been appointed being then devoid of duties, the missionary turned his attention more to medicine, and so his title “Rev.” was dropped by the pioneers and to them he became “Dr.” Nash.

Nevertheless, for several years, Dr. Nash kept regular appointments for religious services in outlying districts. These services were carried on

by him in an independent way. To the younger generation of his day there was something weird and mysterious about him, as he lived alone in a diminutive castle (as their vivid imagination pictured it, for it had a tower) in a dense wood where now stands Grace church. His flowing locks brushed back from his forehead, falling in clusters about his neck, and his long frock coat, gave to him a venerable appearance.

DR. JOHN B. CHAMBERLAIN

Little can be learned regarding Dr. John B. Chamberlain. He was a medical practitioner in St. Clair in the late thirties and was associated with his nephew, Dr. Harmon Chamberlain. As already mentioned, he was the first president of the first medical society formed in St. Clair county. The elder physician was not so much a "man of affairs" as was his nephew. A friend has placed on record one of his characteristics—a man "witty and sarcastic, who joked friends and enemies alike." He had a son, John D., who began the study of medicine in 1846, but later on, in the fifties, kept a drug store in St. Clair.

DR. ALONZO E. NOBLE

Dr. Noble came to Port Huron in 1838. He had studied medicine under Dr. Stearns at Pompey, New York, and later had taken a medical course at Berkshire Medical College in Pittsfield, Massachusetts. His license to practice medicine in the state of Michigan was issued at Detroit, July 3, 1839, by the officers of the Michigan Medical Society, and is worded as follows:

"To all to whom these presents may come or in anywise concern: The President, Secretary and Censors of the Medical Society of the State of Michigan send greetings.

"Whereas, Alonzo E. Noble hath exhibited unto us satisfactory testimony that he is entitled to a license to practice physic and surgery;

"Now know ye that by virtue of the power and authority vested in us by law, we do grant unto the said Alonzo E. Noble the privilege of practicing physic and surgery in this state, together with all the rights and immunities which usually appertain to physic and surgery.

"R. S. RICE,

"Z. PITCHER,

"EDW. O. SPRING,

Censors.

"In testimony whereof we have caused the seal of the society to be hereunto affixed. Done at the city of Detroit this 3rd day of January, A. D., 1839.

"Attest: J. B. SCOVIL, Secretary.                      Z. PITCHER, President."

Dr. Noble, like Dr. Nash, had two callings. After engaging in the practice of medicine for about twelve years in the city of his adoption, he abandoned it for the jeweler's trade, which he had learned before medicine drew him on. Dr. Noble and Dr. Nash lived out their years in Port Huron and both died at advanced ages in 1870.

## DR. ALFRED E. FECHÉT

The next prominent medical pioneer to locate in St. Clair county came *via* the military post, Fort Gratiot. Dr. Feché, a young Frenchman twenty-four years of age, settled in Port Huron after varied and interesting experiences. He had studied medicine and surgery at the medical school at Tours, and at the University of France, from which university he received his degree. Later, at the then famous University of Heidelberg, he took a post-graduate course. Returning to France he was appointed a junior medical officer in the French Army of Occupation in Algiers. His service there was short, as he became involved in a military conspiracy to restore the Bonapartes. The plot was betrayed; most of his companions were tried and sentenced, but although stationed in the interior of Algiers remote from the coast, he was enabled, through timely warning, to escape and finally reached New York with very little means.

A few weeks' trial practicing his profession in a strange land, the language of which he spoke but haltingly, brought the young French doctor to desperate straits. Fortunately at this time the government was seeking young doctors for service in the Seminole war in Florida, and Doctor Feché luckily secured an appointment corresponding somewhat to the contract army doctors of recent years.

Service in Florida was short, as the command he was attached to, a battery of the United States artillery, was ordered to Fort Gratiot. After a very short service at Fort Gratiot, Dr. Feché engaged in the practice of medicine in 1841 in the village of Port Huron nearby, which had begun to exhibit a healthy growth, and he was the first practitioner in the county to make surgery his especial domain. Surgery was handicapped in many ways in those days. Ether and chloroform anesthesia were unknown, and asepsis and antisepsis were still back in the night.

Dr. Feché believed that doctors were called as much as ministers to a high vocation—that of relieving suffering humanity. He, with the high minded in the profession, believed that when a doctor was called to the bedside of the sick, no thought of the fee should ever enter his mind till after life had been saved, or suffering alleviated. Dr. Feché died in 1869.

## DR. HENRY B. TURNER

In 1836, Dr. Henry B. Turner, an eccentric rather crusty Englishman from Norfolk, came to St. Clair and remained there until his death in 1850. Although a man of good education and well informed in his profession, he did not care to practice much and lived a rather retired life. His daughter, Clementina, married H. N. Monson, who was a prominent resident of St. Clair in the early days.

## DR. JEREMIAH SABIN

The first physician who settled in Memphis was Dr. Jeremiah Sabin, in 1844. He continued in the practice of his chosen profession for ten

years. In 1854 he moved away, leaving his practice to Dr. D. H. Cole. While in Memphis he built a saw mill, making use of the excellent water power which Belle river then furnished to run it.

#### DR. LABAN TUCKER

Dr. Tucker settled in Port Huron in 1845. A copy of the license to practice medicine, issued to him by the Medical Society of the State of Michigan is on file among the records of the clerk of St. Clair county. He was one of the active members of the old Medical Society of St. Clair County and filled the office of secretary in 1856.

Dr. Tucker was interested in religious affairs, having joined the Congregational church shortly after locating in Port Huron, and thereafter was actively engaged in its support. He lived in a colonial house which he built on Military street, where the Boyce hardware block now stands.

#### DR. LEONARD B. PARKER

In 1846 there came to Marine City—then Newport—a physician whose record is unique, in that his years in the practice of medicine in St. Clair county have never been equaled by any other physician.

Dr. Leonard B. Parker had a medical life span which bridged fifty-eight years. He began his medical studies in St. Albans, Vermont, and continued them at Castleton (Vt.) Medical college, whence he graduated in 1843. After practicing three years in New York state he came to Marine City in 1846. At that time, and for some years afterward, he dressed in the old-school fashion, wearing a blue swallow-tailed coat with large brass buttons and a tall stiff hat covered with long white fur—an "Uncle Sam" hat.

Dr. Parker acquired a large practice which he retained until age required its relinquishment. He entered more or less into politics, having been made state senator in 1861-2; president of Marine City a number of times; its mayor, and member of the board of education. As already stated, he was one of the four who organized the first medical society in St. Clair county.

Dr. Parker was a man of large frame and great physical endurance—an endurance which enabled him to reach patients at long distances over the worst of roads and in the severest weather; he never failed to reach the patient to whom he was called. Widely known throughout the county, he always conveyed the impression of standing for the best, both in medical and civic affairs.

Two of Dr. Parker's sons have become prominent in the medical profession. Dr. Delos L. is professor of materia medica in the Detroit Medical College and Dr. Walter L., professor of ophthalmology in the University of Michigan.

#### DR. SOLOMON GILBERT

Dr. Gilbert's name would have been Caleb Smith Douglas, if this name received from his parents had not been changed by the Massa-

chusetts legislature to Solomon Gilbert, through his petition. He settled in St. Clair in 1845, where he began practicing medicine, although there is no record in an old biographical sketch of him, that he was ever a graduate of a medical school. He continued to practice in St. Clair for fifty years, dying in 1895. He was never identified with any medical organization. For four years he served as alderman and for seven years as constable—the only medical man in St. Clair county who ever filled that office.

#### DR. JOHN T. TRAVERS

In October, 1847, Dr. John T. Travers, a man finely equipped for the work of his chosen profession, was delayed in Port Huron on his way from London, Ontario, to Milwaukee, by a storm. The chance delay in Port Huron, then a village of 700 inhabitants, led him to establish himself in the practice of medicine there. He was born in Cork, Ireland, and was a graduate of the Royal College of Surgeons, London, England. He came to London, Canada, when he was about twenty-one years of age and remained there four years; then he located at Port Huron, where he spent the remainder of his days.

He possessed the proverbial resourcefulness and wit of his countrymen. The following incident will illustrate his resourcefulness: Being called upon, at one time, in haste to attend a very sick woman forty miles away, he went on horseback, taking what few things the case seemed to require. When he reached the place designated, he was called upon to hasten to a place a few miles beyond to see a man whose leg had been crushed by a falling tree. An amputation was necessary. Dr. Travers had no anaesthetic—this was before the days of ether and chloroform; he had no instruments. Undaunted, he called for a grindstone and hammer. With these he prepared steel table knives and two-tined forks, fashionable in those days, and with these, a handsaw and little else, proceeded to do the necessary amputation.

As a sample of his wit—in this instance gruesome—the following is told: During a healthful season, being asked how he accounted for such a condition, he quickly replied, "Mulford" (the one undertaker in the community) "refuses to come down with the percentage."

Dr. Travers was active in the medical organizations of his day. He was president of the St. Clair county Medical Society in 1856 and president of the St. Clair and Sanilac Counties Medical Society in 1866. He died in 1870 at the comparative early age of fifty—cut off while at the height of his usefulness.

#### DR. CHAS. M. ZEH

In 1848 Dr. Chas. M. Zeh settled in Port Huron and established himself in his chosen profession. He was a graduate, that same year, from Castleton Medical College, Castleton, Vermont, and had secured a license from the Medical Society of the state of Michigan to "practice physic and surgery."

He remained in Port Huron three years, identified himself with the first county medical society and proved himself a man of ability.

Owing to a disaster in the use of the new anaesthetic—chloroform—an accident, which still happens not infrequently even in expert hands, Dr. Zeh decided to move elsewhere, thinking his usefulness in the community was at an end. He turned over his practice to Dr. C. M. Stockwell, who had been called to Port Huron from Friendsville, Pa., where he had been engaged in medical and surgical work. In 1900 Dr. Zeh was still practicing medicine in Newark, N. J.

#### DR. WM. BELL

Dr. Bell came to Port Huron in 1848. He was born in Quebec, Canada, in 1807 or thereabouts. He graduated at the University of Edinburgh. Being of Scotch descent he naturally sought a Scotch school for his medical education. After graduation he returned to Canada. He secured an appointment as assistant surgeon in the British Army and was ordered to Sault Ste. Marie, Canada, where there was a military post. While stationed there he met and married a Miss Armitage, whose grandfather, McKee by name, was an officer in the U. S. army and was stationed at the "American Sault."

While serving at the military post at the Sault, Dr. Bell was ordered to accompany one of the Indian chiefs—sent on a special mission to Washington D. C.—to act as his interpreter.

After leaving the army Dr. Bell located at Malden, Ontario. Soon thereafter he moved to Port Sarnia, in the same province.

Coming to Port Huron in 1848, he occupied a little house, still standing on Michigan street—No. 507. Later he built a house on the southwest corner of Park and Fort streets, where he resided for a short time before his death, which occurred in 1852. This house is still standing and is in a good state of preservation.

Dr. Bell had seven children. Two daughters are still living in the west.

#### DR. R. R. McMEENS

Dr. McMeens probably practiced medicine in Newport (Marine City) in 1848. He was secretary of the first medical society, but nothing more can be learned of his life or his influence in the community where he lived.

#### DR. ORANGE B. REED

Nothing can be learned of Dr. Reed except that he came to Newport (now Marine City) in 1839 and was one of its medical men.

#### DR. BENJ. DICKEY

Dr. Dickey settled in St. Clair and engaged in the practice of medicine in 1851. He received his state license in 1849. He was born in the north of Ireland in 1808, where he received his literary education. We next find him in London, Ontario. He studied medicine later, and

graduated at the University of Pennsylvania. Afterward he served as house physician in Bellevue hospital, New York City.

Returning to London, Ontario, Dr. Dickey engaged in the practice of medicine for five years and then (1851) settled in St. Clair, where he pursued his chosen vocation until his death in 1865. He was reputed to have been "exceedingly kind to the poor, serving them without pay," "a brilliant scholar and a very skilful physician."

#### DR. CYRUS M. STOCKWELL

Dr. Stockwell's medical life in St. Clair county spanned nearly half a century. He came in December, 1851, and died in December, 1899. He was born and brought up in New York state, where he received his academic education and taught school. In Binghamton, that state, he acquired a portion of his medical education in a physician's office. Later, he completed a course at Berkshire Medical College, Pittsfield, Massachusetts, from which school he graduated in 1850. He practiced medicine in Friendsville, Pennsylvania, one year; in December, 1851, he moved to Port Huron, where he became the successor of Dr. Chas. M. Zeh, who was then about to leave for an eastern location.

In 1862 a commission as surgeon of the Twenty-seventh Michigan Infantry was voluntarily tendered him by Governor Blair. At the siege of Vicksburg he contracted typhoid fever which left his health so broken that he was obliged to resign his commission and return home.

From 1864 to 1871 Dr. Stockwell served as one of the regents of the University of Michigan. For many years after the war he was acting assistant surgeon at Fort Gratiot (now a part of Port Huron) and United States pension surgeon for St. Clair county.

Dr. Stockwell never considered himself rugged, yet he proved to have had a wiry constitution. Always fearing ill health, he always was watching for danger signals and acted promptly when they appeared. He accepted, in a way, Dr. Oliver Wendell Holmes' suggestion for securing longevity: "Acquire an incurable disease and take care of it."

Through long drives—forty to sixty miles a day frequently—and a great amount of night work, he became inured to hardships, as did his horses. There comes to mind some of the incidents of a drive of seventy miles, taken over the unsettled roads of spring, to see several patients. Among the incidents were roads paved (?) with logs (corduroy) and mud; swollen streams requiring the horse to wade through water at midnight belly deep to get to and across a bridge; a walk of five miles and return in the small hours of the night over a road impassable for his horse; and the coaxing of the horse across a bridge where some of the planks were being floated off by the high water.

The horses of those days were taught to meet emergencies, and trained to travel long distances without marked fatigue. The vicious and ugly could stand the most "wear and tear," so they were the ones Dr. Stockwell almost invariably picked out for his stable. One such—a mare—the doctor hitched to a cutter one winter's morning at 4 o'clock and, with a friend, drove to Detroit—nearly sixty-three miles distant—and back again, reaching home at midnight of the same day. The drive did not



phase her, for she was ready for work the next day. She lived to be thirty-seven years of age, and to the last years of her life required shackling, when descending any considerable hill, to prevent her becoming unmanageable. No horse can be found in Michigan today trained to such endurance as those of the pioneer days.

A favorite vehicle used by Dr. Stockwell in the earlier years of his practice was a sulky with a semi-enclosed top and wheels seven feet in diameter. This was ordered from New York state, where such vehicles (with a seat for one only) were popular among the doctors, but not among the people, who always expected a "lift" if "going your way." The people dubbed the vehicle a "sulky," because to them it showed the spirit of the man who would use such an unaccommodating pressed the doctor's motives in his surgical work.

Dr. Stockwell's success as a practitioner was due to an inventive genius, a resourceful mind and the constant acquisition and application of the latest and best methods in medical and surgical treatment. He undoubtedly subscribed for more medical journals and invested in more works on medicine than any other physician in eastern Michigan.

Dr. Stockwell was probably the pioneer in St. Clair county in conservative surgery. He never sacrificed any tissue in treating a wound which could possibly be saved and made useful. Amputation of a member, though looked upon often as a brilliant operation in those days, was never resorted to by him if it could possibly be avoided. A noted surgeon once said, "to amputate is to acknowledge defeat." This expressed the doctor's motives in his surgical work.

In the study of hygiene and sanitation, Dr. Stockwell spent much time. When a system of sewerage was first agitated in Port Huron he was made chairman of a commission appointed by the common council to prepare a report embodying the most feasible as well as most efficient plan. The commission recommended a system of sewers which should have no outlet into Black river, but the lamentable stupidity of the members of the council led them not only to reject the plan but also to give it almost no consideration. Today the city of Port Huron is digging a canal at great cost, which could easily have been avoided if the plan presented by the commission had been adopted.

When possible, Dr. Stockwell made it a point to attend not only every meeting of the county and state medical societies, but also the national meetings held at various points throughout the country, from the Atlantic to the Pacific. At the organization of the Michigan State Medical Society at Detroit in 1866, he was elected its first president. Twice he was elected president of the Northeastern District Medical Society, twice president of the St. Clair, Sanilac and Lapeer Counties Medical Society, and once president of the Port Huron Academy of Medicine.

Dr. Stockwell's interest in educational matters led to his being chosen a member of the board of education, where he served several years in the seventies. A member of the First Congregational church, he served as a trustee and as clerk of the society for over twenty-five years. His two sons followed him into the fields of medicine—Dr. G. Archie, who died in Houston, Texas, in 1906, and Dr. Charles B., who is still at Port Huron actively engaged in the work of his profession.

## DR. JEREMIAH N. PEABODY

Dr. Peabody lived in East China where he practiced medicine from 1848, for about twenty years. His home was three miles north of Marine City. One who knew him and who is still living, says "He was a large man, and very handsome," adding: "He was said to have been an excellent physician." Dr. Peabody was the father of one son and two daughters, but they all died many years ago. The son married a daughter of Henry Whiting, of St. Clair. His wife inherited a fortune and in consequence, about 1868, the doctor moved to Detroit from the township of East China, and ceased the practice of his profession.

## DR. DANIEL H. COLE

The second medical man to settle in Memphis was Dr. Cole, who came to Memphis in 1853 and succeeded to Dr. Jeremiah Sabin's practice in 1854. Dr. Cole came to Michigan, settling in Detroit for a time, in 1845. For six years he alternately taught school and studied medicine, putting in part of his time "compounding prescriptions in a drug store." In Detroit he accumulated enough money to pay the expenses of a medical course at the University of Michigan, from which he graduated in 1852.

Dr. Cole's medical work in Memphis covered fifty-one years. Next to Dr. L. B. Parker, of Marine City, his medical record is the longest of any physician who has lived in St. Clair county. He was always interested in the welfare of the schools and the support of the churches. He died in 1904.

## DR. GEO. L. CORNELL

Among the pioneer physicians who settled in St. Clair city was one who, though coming later than Dr. Harmon Chamberlain, should be classed with him on account of the marked impress which each left on things civic as well as medical. Dr. Geo. L. Cornell was an important factor in the city's life.

Dr. Cornell was a large man both mentally and physically. He is said to have been six feet five inches tall and to have weighed 240 pounds. His early days were spent in Michigan, near Jackson. He obtained a good academic education and then turned to the study of medicine, which he pursued in the office of his father—a physician—and afterward in the office of Dr. Moses Gunn. He graduated in medicine from the University of Michigan in 1852. In 1854 he settled at St. Clair and continued there almost uninterruptedly until his death in 1877.

Dr. Cornell was commissioned assistant surgeon of the First Regiment of Michigan sharp shooters during the War of the Rebellion and served until compelled to resign on account of illness. He was several times elected mayor of his city and for over twenty years served as a member of the school board. He was skilful as a surgeon and self-reliant as a physician. As a man of affairs, he showed a judicial spirit, and was

“active in promoting the interests of his city, county and state.” Withal, he had a sense of humor which is a “saving grace” to a successful practitioner.

One son is a physician in Lewiston, Michigan—Dr. Geo. L. Cornell. A daughter, Pearl, married Dr. H. W. Knaff of Johannesburg, Michigan; another, Feodora, married Dr. R. B. Baird of Marine City, Michigan.

#### DR. REUBEN CROWELL

About 1855 Dr. Crowell came from Peoria, Illinois, and settled at Port Huron to engage in the work of his profession. After practicing two or three years he entered into a copartnership with Edgar White to deal in drugs, under the firm name of “White and Crowell.” On the first day of the Civil war he moved to Ann Arbor.

#### DR. GEO. B. WILLSON

Dr. Geo. B. Willson was perhaps the brightest man in medicine and allied sciences which the county has ever known. Unfortunately, he was a victim of the “white plague” and died at the early age of thirty-two years.

Coming from Canada in 1850 to Port Huron, Dr. Willson studied medicine with Dr. Zeh, his preceptor looking upon him as a man of great promise. He showed the greatest enthusiasm in pursuing the science of medicine, but he pursued with great avidity the study of other sciences, especially philosophy and geology. He graduated in medicine at the University of Michigan in 1857, and his thesis, submitted at the time of his graduation was quoted by professors as authoritative for years afterward. Professor Winchell, of the university, world-famous as a geologist, found in him a congenial spirit and spent days with him in the most enjoyable companionship.

Although Dr. Willson’s life as a physician covered only four years outside of his one year’s service as assistant surgeon in the Third Michigan Infantry during the Civil war, his work in surgery and medicine was especially brilliant. His mind seemed to work with lightning-like rapidity and his judgment to be unerring.

At a time when to deal surgically with the brain was supposed to invite death, he was called to see a man through whose forehead and into the center of whose brain had been driven the breech-pin, with its binding screw, of an exploded gun. With Dr. Willson there was no hesitancy as to what course to pursue. To his mind it was plain that where a missile had gone, and had not killed, he could go. He enlarged the opening in the forehead (it being found necessary) and after removing considerable disorganized brain matter, succeeded with considerable difficulty in removing the foreign body. The man recovered and lived for many years afterward.

Dr. Willson’s passionate quest for things undiscovered led him in this case, while dressing the wound, to make experiments touching the existence of tactile sensation in the brain—a condition which, as far as was then known, no anatomist or physiologist had attempted to demon-

strate. Supposition and guess work were never satisfying to him. To verify a diagnosis he used every means at his command. In one instance where he was called to see a dying man, he made a diagnosis of cancer of the stomach, which diagnosis was at variance with that of a fellow practitioner. Wishing to verify the existing conditions he asked the privilege of making an examination of the stomach after death. The relatives promised, but when death had taken place the promise was withdrawn. Not to be thwarted, he, accompanied by a medical student, went in the middle of the night following the day of the funeral, to the cemetery, which was located in an outlying, lonely place. There, after removing the earth down to the coffin and removing the lid, he proceeded, by the light of a dark lantern, to make an autopsy. He verified his diagnosis, finding a cancer of the stomach; then, replacing the lid of the coffin and covering in the earth, he departed, just before dawn, satisfied and paid for all the risks he had run. His spirit, burning and unquenchable, led him to spend night after night, till dawn, in study. His physical strength was unequal to the strain, so in a brief time it gave way.

Dr. Willson was looked upon by all who knew him as a genius. What luster he would have cast upon the medical profession of the county could he but have lived out the ordinary span of life, must be left to conjecture only.

#### DR. FREDERICK FINSTER

Dr. Finster was probably the first homeopathic physician to practice in St. Clair county. He was a German, having been born in Bavaria. When he was six years old, his father emigrated with his family to America that his sons, as they grew up, might evade compulsory service in the German army. The family settled on a farm near Windsor, Ontario, but in a short time the father died. A little later the boy was taken into the family of a Mr. Remington, living in Detroit, who aided him in getting a common school education. Subsequently Dr. E. R. Ellis, then living in New York City, inspired the then young man with a desire to study medicine, and generously furnished him the means to attend a course of lectures at the medical school of the University of Michigan in 1853-4, and a later course at the Homeopathic Medical College at Cleveland, Ohio (1854-5), where he graduated in the latter year. The loan for pursuing the study of medicine was afterward repaid in full.

Prior to attending the above medical schools, Dr. Finster had studied medicine in the office of Drs. John Ellis and S. B. Thayer in Detroit. In 1855 he formed a copartnership with Dr. E. H. Drake, of Detroit, with whom he was associated for two years. In 1857 he came to Port Huron, where he practiced medicine for the rest of his life. He died in 1885.

Dr. Finster was a man of slight build. An air of gentleness and quietness always seemed to surround him. He was endeared to his patients and well he should have been, for the charges for his medical services were so small that they amounted largely to gratuities. He believed in giving freely to others of his life and talents, but the resulting gain to

his patients meant an uncalled for sacrifice on his part, for it was attended with a lack of provision for his own later days and the future welfare and comfort of his family. His loving generous spirit blurred that foresight which looks out for the future, yet, perhaps his ways were wiser in the onward march toward "ultimate good."

Although Dr. Finster embraced the "minute dose" system of practice in medicine, he did not hesitate to use the so-called "heroic" doses when occasion required. An incident will illustrate: A gentleman suffering from malarial poisoning met an "old-school" physician on the street and asked what he would advise him to do. The physician's answer was: "Take two two-grain pills of quinine three times a day." Later, meeting Dr. Finster—the apostle of small doses—he wished his opinion; He advised: "Two three-grain pills of quinine three times a day."

Although Dr. Finster belonged to a school of medicine looked upon at that time with disfavor by the large majority of physicians, he was highly respected by all his confreres.

## CHAPTER XXII

### THE FRATERNAL SOCIETIES

EARLY HISTORY—FIRST FRATERNITIES IN THE UNITED STATES—FRATERNAL BENEFICIARY SOCIETIES—EFFECT ON CIVIL LIFE AND ECONOMICS—DEVELOPMENT TOWARD SAFETY—FIRST ORDERS IN ST. CLAIR COUNTY—FIRST FRATERNAL BENEFICIARY SOCIETY—BIRTHPLACE OF THE MACCABEE ORDERS—LATER HISTORY OF FRATERNAL BENEFIT SOCIETIES.

Among the many remarkable developments of the nineteenth century was the general introduction of fraternal societies into the social life of the nation. In the very early days of the settlement of our continent, societies were not possible, except in large centers, owing to the conditions of the times. The newness of the country and the sparseness of the population made the exchange of products and commodities of first importance, and the instinct for self-preservation bound men together for defense against a common foe. When the land became cleared and dotted with farm houses, when peaceful cities, towns, and villages became the centers of commerce and trade, when the time of strife and conflict was over and all were engaged in the occupations of peace, there came a demand for a larger social life, and the more complex problems of civilization began to appear. Family needs were to be considered in times of sickness and death, and organized forms of relief originated to meet this demand.

The same instinct which impelled the early settlers to unite for defensive purposes impelled the men and women of a later period to organize for mutual assistance and the protection of the home.

#### EARLY HISTORY

Organized efforts for the relief of suffering, cure of the sick, burial of the dead, and protection of the family, were the developments not of our civilization alone, but have been common to many countries in all the ages.

We hear of them in the form of burial clubs in China, where they were established in the towns and villages under the term "long-life loan companies"; in Greece, combining the provident element with religious ceremonies; and in the Roman fraternities, where the religious ceremony developed into a ritual. We are told that three centuries before the Christian era an association existed "having a common chest into which

a certain monthly contribution paid by each individual was deposited that a fund might be raised for the relief of such members of the society as should in any manner have experienced adverse fortune." The ancient Maccabean warriors had a system of depositing in a common fund before going into battle, stated contributions for the benefit of the widows and orphans of those who should fall, and this custom has been made the basis for the ritualism of the societies of Maccabees of today.

The early guilds or trade unions also had in common plans for mutual assistance, and the promotion of religion and charity as well as of trade, and these were followed by the Friendly Societies of Great Britain, from which the fraternal system of this country is said to have sprung.

Friendly or Fraternal societies were also early established in the countries of Belgium, France, Switzerland, and Denmark, and in colonies of the United Kingdom. Conditions in Russia, Austria, and many of the countries of Europe are still such as to make impossible the organization of secret or fraternal societies along the lines understood in America. Even where they are organized, there is usually no federation or affiliation of local branches or central form of government. Fraternal societies in the United States and Canada have reached the highest known stage of development, and the reforms now under way to strengthen the plans of these societies will create still further stability and financial responsibility.

Many governments encourage and promote the growth of fraternal orders as a strong factor for training in loyalty, patriotism, and self-government, and it is a significant fact that only in the nations having an advanced state of civilization do they prosper.

#### FIRST FRATERNITIES IN THE UNITED STATES

Among the earliest known fraternal societies were the Masons and the Odd Fellows, and associated with these are the corresponding orders for women, the Order of the Eastern Star and the Daughters of Rebekah.

The Order of Free and Accepted Masons is credited by fable, though without historical basis, as dating back to the Roman empire, to the Pharaohs, to the building of Solomon's temple, or to the Tower of Babel, and even to the building of the Ark. It is known that a society of actual masons and builders did exist in England in the seventeenth century, but modern freemasonry dates from 1717, and about this time freemasonry spread all over Europe.

The first Masonic lodge to be organized in the United States was established in Pennsylvania in 1727. The first one in Michigan was Zion Lodge organized in Detroit, April 27, 1764. The order now has in Michigan nearly 70,000 members, and maintains a home for members at Alma, Michigan. The first lodge in St. Clair county was Evergreen Lodge No. 9, organized at St. Clair in 1843. Members in St. Clair county now number 1,800, with eight well organized lodges.

The Order of the Eastern Star is said to have been founded in 1776, but there is no positive authority for a date earlier than 1850. Only

Masons or women relatives of Masons are eligible to membership. The Order of the Eastern Star has now 522,970 members, 6,598 subordinate chapters, and sixty-nine grand chapters. The Michigan Grand Lodge was organized October 30, 1867, at Adrian. There were then fifteen lodges in Michigan, and the order now has 47,984 members in Michigan. Capac Chapter was the first organized in St. Clair county in July, 1870, at Capac.

The Independent Order of Odd Fellows originated in England in the eighteenth century (first reported lodge, 1745), and in 1814 the various lodges were consolidated into the Manchester Unity. It was the first friendly society introduced into America, of which there is a record. The dispensation was granted by the Duke of York Lodge of the Preston District, England, and its original charter conferred by the annual meeting of the Manchester Unity in 1826. The Independent Order of Odd Fellows of America is not now affiliated with the English Independent Order of Odd Fellows, and does not give benefits as does its old world prototype, but provides homes and relief for aged members and for members' widows and orphans. Though the first representative in America of an English friendly society, it is known in this country as a purely fraternal society.

The United States organization has grown in less than a century to a membership of about a million and a half. The Independent Order of Odd Fellows was first organized in Michigan at Detroit in 1843, and has over 50,000 members in the state, and nine hundred and fifty in St. Clair county where the order was established in 1853, the first lodge being at Marine City. This society maintains one of its homes at Jackson, Michigan, and has paid out altogether in relief considerably over \$5,500,000.

In 1859 Mr. Charles Hardwick, an English authority on the subject, says: "Benefit or friendly societies appear to be almost exclusively confined to Great Britain, its colonies, and the United States of America." From this it would appear that there may have been many English friendly or fraternal societies organized in America between the year 1820 and the organization of the Ancient Order of United Workmen in 1868.

#### FRATERNAL BENEFICIARY SOCIETIES

The honor of being the first fraternal benefit society which originated in the United States and which established the basis for what is known as the fraternal beneficiary system of today belongs to the Ancient Order of United Workmen, organized in 1868, at Meadville, Pennsylvania, by John Jordon Upchurch.

This was over two hundred years after the first settlement in Michigan was made by La Salle at Sault Ste. Marie, and more than one hundred years after the first farm in the county of St. Clair was cleared by Patrick Sinclair.

The constitution of the Ancient Order of United Workmen prepared by Father Upchurch declared its principal objects to be:



- To unite mechanics and artisans.
- To settle differences with employees.
- To denounce strikes.
- To improve its members morally, mentally and socially.
- To aid in establishing worthy indigent members in some business to help themselves.
- To pay to the lawful heirs of its members not less than five hundred dollars at death.

The Ancient Order of United Workmen, though organized without reference to the science of life insurance or to the experience of the British friendly societies, grew rapidly into favor and at the period of its greatest prosperity, in 1902, numbered nearly half a million members. To Mr. Upchurch and his society is due the respect of every fraternalist, for it accomplished untold good both in its own earlier operations, and in laying the foundation of the fraternal beneficiary system. As its leaders grew in experience and a knowledge of life insurance principles became common property, every effort was made to correct the faults in the organization plans, and the various state bodies of the present day are courageously striving to maintain the integrity of this pioneer society.

A fraternal beneficiary society is defined by law to be "any corporation, society, order, or voluntary association, without capital stock, organized and carried on solely for the mutual benefit of its members and their beneficiaries, and not for profit, and having a lodge system with ritualistic form of work and representative form of government, and which shall make provision for the payment of benefits."

These fundamentals of fraternal beneficiary societies constitute their greatest advantages. They are carried on not for profit but for mutual benefit, not for personal gain, but for the protection of others. The ritualistic form of work gives order and uniformity. The lodge system minimizes the cost of operation and provides fraternal and social companionship. The representative government places control in the hands of the members, and develops powers of self-government, while the benefits given exercise a direct influence upon the economic life of the people.

#### EFFECT ON CIVIL LIFE AND ECONOMICS

The home is the most sacred of American institutions. It is the bulwark of society and the nation. The protection and perpetuity of the home mean the protection and improvement of society, and in this the fraternal benefit society performs an important function.

Fraternal societies aid the poor, educate the ignorant, teach the well-to-do fraternal brotherhood, and demonstrate the dependence of man. They build up character, relieve suffering, assist members in securing employment, and aid their members to be self-respecting members of society. They are an educational factor in self-government. Young men leaving school, in the forum of fraternal societies gain confidence to enter the larger field of public life. They also teach loyalty, which is the foundation of good government. Belief in a Supreme Being and good citizen-

ship are requirements of membership, and those from other lands seeking our shores are brought by the fraternal beneficiary order into contact with American principles.

Professor Frank B. Seaborn says those who merely receive occasional relief from the public funds cost \$10,000,000 a year to the tax-paying citizen. The distribution of benefits by fraternal orders lessens this burden on the tax payer. It creates self-respecting men and women who provide for their own. By providing homes for the orphans and the aged, the fraternal beneficiary society further decreases the burden of the state. The distribution of the millions by fraternal orders, by providing for the children, enables widows to educate their families and reduces the ranks of poverty and vice.

Through this agency, then, poverty is prevented, crime is lessened, taxation reduced, the brotherhood and sisterhood of man and woman mutually assisting one another, instead of allowing the maintenance of the weak to fall upon the state.

That the fraternal beneficiary society is not simply a factor, but is a powerful factor in the social and economic life of the country may be seen from the fact that there are 182 of these societies in the United States and Canada, with a total membership on January 1, 1911, of 7,471,884.

The total amount of benefits paid out from organization to January, 1911, is the stupendous sum of \$1,825,888,958.00. In addition to benefits given, charitable and orphans' homes are established and maintained by the Knights of Columbus; by the Independent Order of Foresters, which has 600 orphans receiving care in their own homes and 50 in orphans' homes; the Odd Fellows, the Masons and the Order of the Eastern Star, the Grand Army of the Republic and the Woman's Relief Corps, and the Benevolent and Protective Order of Elks. Sanitaria for tuberculosis have been established by the Independent Order of Foresters, who have 45 patients, by the Modern Woodmen of America, which numbers hundreds in its sanitarium at Colorado Springs, Colorado, and by the Royal League, which was the first order to establish such a sanitarium, while many other societies are now taking up this project.

In educational lines also the influence of the fraternal beneficiary society is felt, for the Knights of Columbus has established a scholarship in a Catholic college and a chair of American History in the Catholic University of America, besides establishing libraries and maintaining a lecture course as part of their public work.

#### DEVELOPMENT TOWARD SAFETY

The criticism which has in the past attached to the fraternal beneficiary societies in the matter of rates being too low to admit of fulfilling obligations is no longer applicable.

A reform movement is now under way among the societies themselves, and many of them have of their own accord faced the situation and have placed themselves on a sound basis for the future by making their rates of collection adequate to pay promised benefits. By the co-operation of these leading safe societies, it has been possible to put

upon the statute books of many states laws which will in time remove entirely from the system the stigma of unsafeness.

The requirements of the new law are for annual valuation of certificates and publicity, with a provision for improvement in financial condition according to a stated ratio until technical solvency is assured. This maintains the societies with their tremendous influence for good and their yearly budget of want and suffering relieved, and gives them time to remedy within themselves any faults in plans. At the same time, that they shall so remedy the defects threatening their own perpetuity and the success of the system is an absolute requirement that cannot be evaded. It is for this that the honest, courageous leaders have long been working.

It is this which will make the fraternal beneficiary system truly fraternal, in that it will no longer be open to the accusation of deceiving the people with promises which cannot be fulfilled. By giving pure life protection that will really protect, but free from the excessive cost of investment features, the fraternal beneficiary orders will vindicate their position as friends of the people, and fraternity and protection will go hand in hand.

#### FIRST ORDERS IN ST. CLAIR COUNTY

Despite the untoward conditions of the early days, the fraternal societies were not so far as might be supposed behind the settlement of the county. About 1790 the first settlers located on the site of Port Huron, the settlement coming to be called Desmond. Michigan became a state in 1837. Only six years after this, in 1843, the first Masonic lodge made its appearance. Thus the appearance of the fraternal order was practically simultaneous with that of schools, churches, hotels, houses and other signs of civilization.

Later we find of purely fraternal orders in the county the Oddfellows, the Knights of Pythias, the Benevolent Protective Order of Elks, the Eagles, the Knights of the Grip, the Daughters of the American Revolution and the Red Men. The Knights of Pythias was founded in 1864 and was first introduced in the county as a fraternal order solely, the insurance branch founded in 1877 having been a later development. Auxiliary to the Knights of Pythias is the society of the Rathbone Sisters, founded in 1888 at Warsaw, Indiana, and first organized in St. Clair county at Capac, in 1897. Auxiliary to the Red Men is the order of the Daughters of Pocahontas, and to the Independent Order of Oddfellows, the Daughters of Rebekah.

Other societies, not strictly fraternal, which were organized early in the history of the county were Sons of Temperance, founded 1842, and organized at Port Huron in March, 1853; St. George's Society, organized at Port Huron in July, 1874; and later, St. Patrick's Society, organized at Port Huron September, 1875; St. Michael's Society, organized at Marine City February 25, 1876; Royal Templars of Temperance (since 1884 this society gives benefits), organized at Port Huron February 5, 1879; Good Templars, organized at St. Clair October, 1877; and the Order of the Red Cross, organized at St. Clair July, 1882. About

1875 several Granges were also organized among the farmers of the county. A society called the Patrons of Husbandry was organized in 1876, with Grand Lodge in Wales township. The Farmer's Protective Society was organized in China township in February, 1874, but seems to have been a commercial enterprise with stockholders.

The War of the Rebellion brought the Soldier's Aid, organized among the ladies of Port Huron in 1862, and whose members after the close of the war formed the Ladies' Library. Growing out of this terrible chapter in the nation's history came also the Grand Army of the Republic, founded in 1866. The first Grand Army post in Michigan was established at Quincy in 1876, and William Sanborn Post organized in Port Huron in 1882 was the first in St. Clair county. There are now five posts and 115 members in the county. The Woman's Relief Corps, auxiliary to the Grand Army of the Republic, grew out of the need for woman's assistance in the succor and care for veterans of the great war. It was established in 1879, but did not achieve national organization until two or three years later. Michigan's first branch or corps was organized in March, 1884, and this state now has 8,500 members out of a total in the United States of 164,255. Fully \$2,000,000 has been expended for relief by this society of women.

#### FIRST FRATERNAL BENEFICIARY SOCIETY

The first fraternal beneficiary society to be established in the county of which a record has been obtainable was the Knights of Honor (established in 1873), of which Port Huron Lodge was organized in October, 1875. Since that time about fifty fraternal orders have organized subordinate branches in the county, some of them being represented in all the important towns. The Knights and Ladies of Honor and the Golden Cross (organized in 1876) were the first fraternal beneficiary societies to admit women to membership.

Port Huron, being a railroad center, has been headquarters for some of the largest lodges of railroad conductors and engineers, including those of the Brotherhood of Railroad Trainmen, the Brotherhood of Locomotive Firemen and Engineers, and the Railwaymen's Relief Association of America, which society was formed of employees of the Pere Marquette Railway for mutual benefits. The first Michigan lodge of the Brotherhood of Locomotive Firemen and Engineers was organized at Battle Creek.

Moreover, as St. Clair county lies along a great waterway, and its industries are largely marine, there have grown up thriving associations composed of those who "go down to the sea in ships," marine engineers, and shipmasters. At the present time the Port Huron Lodge of the Shipmasters' Association has about eighty-five members in good standing, and the whole membership of the association is about 1,000. This is an association of the purely fraternal character for the mutual benefit of its members, each of whom pays a certain amount into the funds each month. The membership of the society is composed entirely of captains on lake vessels. Auxiliary to the Shipmasters' Association is the Shipmasters' Wives' Club, which is purely a social order, giving no benefits.

Port Huron is also the American headquarters for the Independent Order of Foresters.

The Woodmen of the World, Sovereign camp, has its Michigan headquarters at Port Huron.

Other societies which are represented by the residence in Port Huron of some of their supreme officers are the Catholic Mutual Benefit Association and the Patricians.

The Ladies' Auxiliary of the Brotherhood of Railroad Trainmen originated in Michigan, the first grand lodge being organized at Fort Gratiot in 1889, by Mrs. Sophia J. Granger, who became the first grand president of the society. Golden Star Lodge No. 1 was organized in June, 1889, and the association now numbers about 20,000 members in the entire jurisdiction.

#### BIRTHPLACE OF THE MACCABEE ORDERS

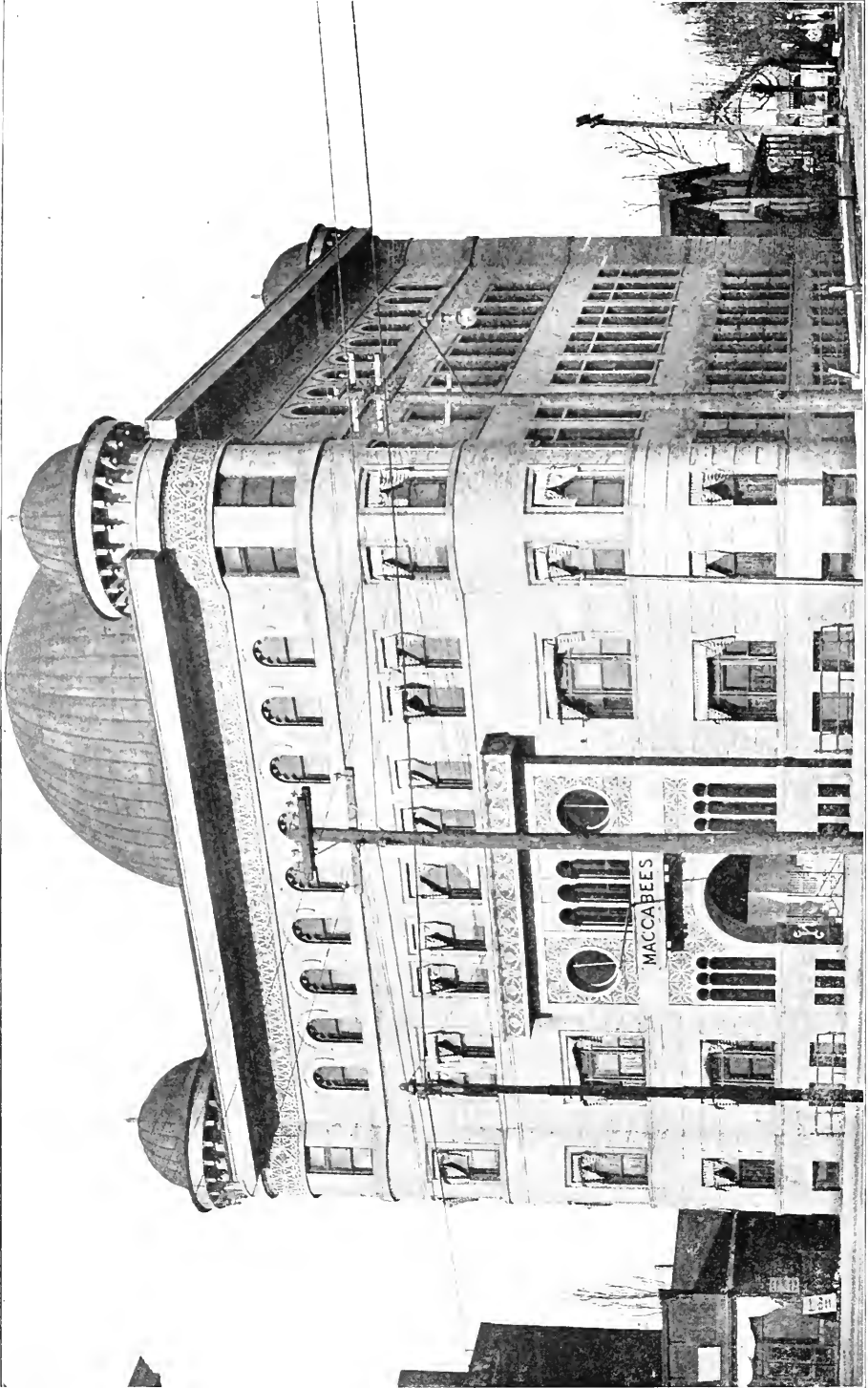
The fact that stands out preeminent in the history of fraternal beneficiary societies in St. Clair county is that this county is the birthplace of the Maccabee orders, which are recognized leaders in this branch of insurance.

The Knights of the Modern Maccabees was instituted in 1881, with Major N. S. Boynton, Alexander Avery, of St. Clair county, and others, prominently interested, and with headquarters at Port Huron. The Knights of the Modern Maccabees has the largest record for membership and benefits in the county, having now 3,562 members in St. Clair county. This society has paid \$16,000,000 in benefits in Michigan, and \$1,180,606 in St. Clair county alone. At the time it was established (in 1881) there were fewer than thirty-three societies in the United States with a total membership of approximately 500,000. There are now nearly 200. Over \$1,825,888.958 has been paid out in benefits in the United States and Canada, and the insurance protection given by these societies is now \$8,595,911,685.

The Knights of the Modern Maccabees was at first a part of the jurisdiction of the Supreme Tent of the Knights of the Maccabees of the World, first organized in Ontario in 1878. The plans of the original society were so faulty that business success was impossible and although the membership reached 10,000 in less than two years, it was impossible to maintain it on the original basis. In order to save the part that was good, the Michigan members in 1881 assumed jurisdiction over their own affairs, and became the Great Camp, Knights of the Maccabees for Michigan, with territory restricted to that state. This society is now known as the Knights of the Modern Maccabees.

Its auxiliary, the Ladies of the Modern Maccabees, has also a large membership in the county, and has paid in benefits \$395,315 into the homes of St. Clair county women. It has a membership of 51,409, of which 44,867 are Michigan members. There are now 1,891 members in St. Clair county. The Ladies of the Modern Maccabees was first organized in Muskegon in 1886, and its headquarters were moved to Port Huron in 1906. It enlarged its territory to include other states than Michigan in 1903.

The Supreme Tent, Knights of the Maccabees of the World, was re-



World's Maccabee Temple—Headquarters of the Ladies of the Maccabees of the World

organized in 1883, Major N. S. Boynton, founder of the Knights of the Modern Maccabees, being also instrumental in the resuscitation of the first Maccabee order and becoming its supreme record keeper.

Major Boynton is generally known as the "Father of the Maccabees," and was more than that, one of the greatest men St. Clair county has ever produced, and one of the greatest, if not the greatest, fraternalists the country has known. Successful as a business man, as an editor, and in politics, with a career behind him of military service from private to major, Nathan S. Boynton was yet the fraternalist par excellence. His was the true fraternal spirit. He could reach and touch the hearts of all classes. His organizing ability manifested itself constantly in new ways. He stood a great man even among other great men. Most of all, predominant over all other characteristics, was his broad humanity. "He loved his fellowmen."

The revived society of the Knights of the Maccabees of the World, with headquarters at Port Huron, and with Major Boynton's force and ability to push it, grew rapidly and very soon extended into all parts of the United States and Canada. It is now a leader among safe fraternal beneficiary societies for men, with a membership of 283,848, with \$10,000,000 in its funds, and \$41,321,159 already paid in death and disability benefits.

Mr. D. P. Markey, who in 1891 was elected supreme commander of the Knights of the Maccabees of the World, and long a resident of this county, has been a notable figure in the progress toward safety of the fraternal beneficiary system. A successful lawyer, and in 1897 speaker of the Michigan house of representatives, Mr. Markey brought an unusual ability to the service of his order and the system as a whole. During his administration the membership of the Knights of the Maccabees of the World has increased from 17,000 to 300,000, and its funds from practically nothing to \$10,000,000. At the same time Mr. Markey has led the movement for adequate rates of collection in fraternal orders, and has not only succeeded in having his own order placed on an adequate basis, but has been in the forefront of the struggle for legislation to place the whole system on the same safe foundation.

In St. Clair county the Knights of the Maccabees of the World is well represented, and has paid into homes of the county fully \$50,000 in benefits, besides the relief given by tents and members locally.

Auxiliary to the Knights of the Maccabees of the World is the Order of the Ladies of the Maccabees of the World, also with headquarters at Port Huron. This society was organized in 1892, and again Major Boynton took an interest in launching the new order, and his help and encouragement were a very real factor in the pioneer work of the first woman's order of magnitude. Founded, built up, and managed entirely by women, the Ladies of the Maccabees of the World has been established on safe, businesslike plans in fifty-four states and provinces of the United States and Canada, and numbers 165,308 members in 2,862 hives. With \$9,090,870.37 already paid out in benefits, and a reserve fund of \$5,500,000 to protect future contracts, it stands as the greatest financial institution of women in the world. It originated and its headquarters have always been in Port Huron.

## LATER HISTORY OF FRATERNAL BENEFIT SOCIETIES

Since the early days many fraternal beneficiary societies from other states have established lodges in St. Clair county, and have thriving organizations here. Nearly every town has one, and most of them have from six to twelve different societies, each with a good membership.

There have been paid in benefits in the county by fraternal beneficiary orders uncounted thousands, and the amount of assistance given by members in trouble and sickness is untold. The value to the county of this voluntary service can hardly be estimated, as it results in an immeasurable saving of expense in the case of the sick and the poor, the orphan and the homeless.

Following is a list of the fraternal beneficiary societies now represented in St. Clair county as far as can be ascertained; the present total membership and the amount of benefits paid are given for those societies from which the items could be secured:

Name of Society	Total Membership	Benefits Paid
American Nobles .....	16,441	\$ 315,827.57
American Insurance Union.....	25,314	2,186,429.15
Ancient Order of Gleaners.....	69,500	1,967,449.00
Ancient Order of United Workmen.....	.....	.....
Brotherhood of American Yeomen.....	139,162	5,793,190.00
Brotherhood of Locomotive Firemen and En- gineers .....	79,033	14,224,353.52
Brotherhood of Railroad Trainmen.....	113,871	21,203,301.00
Catholic Knights & Ladies of America.....	9,935	1,646,790.00
Catholic Mutual Benevolent Association....	62,000	24,000,000.00
Court of Honor.....	64,843	7,067,498.41
Degree of Honor (for Michigan).....	5,689	363,638.51
Highland Nobles .....	.....	.....
Ideal Reserve Association.....	2,207	98,877.00
Independent Order of Foresters.....	242,000	31,859,259.40
Junior Order United American Mechanics..	161,423	1,982,008.00
Knights of the Maccabees of the World..	283,468	45,197,960.01
Knights of the Modern Maccabees.....	101,456	16,862,099.29
Knights and Ladies of Honor.....	74,265	31,737,458.00
Knights of Columbus .....	275,000	5,500,000.00
Knights and Ladies of Security.....	104,259	8,577,848.00
Knights of Pythias (Ins. Dept.).....	71,779	31,805,467.97
Ladies Auxiliary to Brotherhood of Railroad Trainmen .....	20,000	.....
Ladies Catholic Benevolent Association....	118,527	9,230,896.00
Ladies of the Maccabees of the World.....	165,308	9,090,870.37
Ladies of the Modern Maccabees.....	51,409	5,286,825.84
Loyal Guard .....	4,647	557,014.00
L'Union St. Jean-Baptiste d'Amérique....	25,000	426,823.09
Foresters of America.....	241,439	1,348,418.06
Modern Woodmen of America.....	1,129,805	94,122,350.93



Modern Brotherhood of America.....	163,253	6,606,592.48
National Union .....	63,707	32,601,480.99
National Fraternal Society for the Deaf...	1,200	14,745.00
Patricians, The .....	6,407	184,781.03
Protected Home Circle.....	78,034	6,133,954.01
Prudent Patricians of Pompeii.....	.....	.....
Railwaymen's Relief Association.....	1,568	21,689.68
Royal Arcanum .....	245,458	137,604,692.73
Royal Neighbors .....	284,107	6,612,330.00
Supreme Tribe of Ben-Hur.....	120,000	9,078,437.74
United States Letter Carriers' Mutual Bene- fit Association .....	6,633	1,493,123.56
Woodmen of the World.....	563,466	32,601,481.00
Woodmen Circle .....	104,270	2,676,307.84

The following statistics refer to the purely fraternal societies:

Name of Society.	Michigan Membership.
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Ancient Order of Hibernians.....	.....
Benevolent Protective Order of Elks.....	19,000
Daughters of the American Revolution.....	2,238
Daughters of Rebekah. ....	.....
Free and Accepted Masons. ....	60,699
Grand Army of the Republic. ....	9,372
Grange, The. ....	.....
Improved Order of Red Men. ....	1,000
Independent Order of Odd Fellows.....	55,000
Knights of Pythias. ....	20,247
Michigan Knights of the Grip.....	.....
Order of Eagles. ....	6,000
Order of the Eastern Star.....	47,961
Pythian Sisters. ....	5,693
Shipmasters' Association. ....	330
Shipmasters' Wives Club. ....	.....
Woman's Relief Corps. ....	8,500

## CHAPTER XXIII

### NATURAL RESOURCES

WHITE PINE AND EARLY FRENCH SAW MILLS—OTHER PIONEER MILLS—  
THE HOWARD AND SANBORN MILLS—THE BROWNING MILL—FIRST  
STEAM SAW MILL—WESLEY TRUESDAIL—A SECOND STEAM SAW MILL  
HARDWOOD TIMBER MILLS—SALT AND ITS MANUFACTURE—FISHING  
INDUSTRIES.

It is not as a rule a profitable speculation to give time to considering what might have been, or to mourn over lost opportunities, but it may be of interest to briefly consider the immense natural resources which this county originally possessed. The early travelers were unanimous in their praise of the beauty of the country, and the wealth of timber and its variety, but to the early settler this timber, instead of being an attraction, was a drawback and hindrance. When the small amount of lumber and shingles needed in the building of his own house had been obtained, the remaining trees were merely so much matter in the way of clearing and cultivating his land. There was no demand. Each settler had more than enough for his own needs, but no opportunity to dispose of his surplus.

The two most important species of timber trees known to man in their extent and economic importance are the pine and oak, and singularly the county of St. Clair was originally very rich in both. An irregular line beginning at about the mouth of Pine river and extending westward to Lake Michigan was the southern boundary of the pine district, while oak, ash, maple, hickory and other hardwoods covered the lower part of the county, and extended through the northern part as well. As a rule the pine was found in lighter, sandy soil, although in the townships of Grant and Burtchville where the finest cork pine ever found grew in profusion, it grew interspersed with hardwood in excellent quality of soil.

#### WHITE PINE AND EARLY FRENCH SAW MILLS

The white pine, through its softness, ease of cutting and working; lightness and strength, was the most valuable timber that a new country could furnish, and it was due to the presence of this timber upon St. Clair river and Black and Pine rivers, that not only the settlement at Fort Sinclair was made in 1765, but also the early French mills a few years later.

In 1780 Detroit was a settlement of 2,000 people. There were no desirable building materials nearer than St. Clair river, and in that year Duperon Baby built a saw mill to be operated by water power, upon the creek which was for forty years called by his name, but which later and now is known as Buncie's creek. He was a man of good standing with the British, after they came into possession of Detroit, and occupied several high positions with them, among others, that of Indian agent. He also was for several years the official interpreter with the Chippewa Indians, and member of the Hesse Land Board. In 1780 he obtained from the Chippewa chiefs along St. Clair river a deed to



IN THE ST. CLAIR COUNTY PINERIES

a large tract of land five leagues in depth, extending up Riviere du Lhud—Black river—as far as navigable for rafting timber, and down St. Clair river to the lower point of Stag island. This deed was certified to before T. Williams, a justice of the peace at Detroit, and Major A. S. DePeyster, the British commandant there. At the point where this mill was located the pine timber was more accessible than at any other point along St. Clair river, and more visible from the latter stream.

The Baby mill was evidently operated but a short time, and it is possible that the treaty of peace of 1783 caused Mr. Baby, who was a loyal British subject, to abandon his claim and mill under the idea that it would be within American territory, or his death, in 1790, may have had this effect.

Certain it is that about 1786 Antoine Morass of Detroit, another Frenchman, was operating a mill upon the same creek, and possibly it was the same mill.

These early mills were of cheap construction and small capacity. In ordinary cases the building of the dam would be much the largest part of the construction of a mill. Of all the manufacturing methods it is probable that no greater change has taken place in any line during the last century than in the manufacture of lumber. At the time of Baby and Morass, and indeed for nearly half a century later, the trees in the forest were cut down with considerable difficulty, with their rude and ill shapen axes, then cut into lengths not exceeding twelve feet, the sides squared, and the timber in this form hauled to the mill. This consisted of a single upright saw fastened into heavy timbers above and below, working in a gate, the saw frame connected with the shaft of the water wheel. Such a mill would have a capacity of a few hundred feet per day, under favorable conditions, and as the streams and dams were small, there was never enough water to furnish power for more than six months during the year.

The Morass mill was operated for several years and in 1820 a son, Victor Morass, presented his claim to 640 acres of land at Bunce creek, basing his right upon the occupation, through this mill, of his father. As he had delayed presenting his claim until after the land had been sold by the government to Z. W. Bunce, his claim was rejected for this particular land, but his equities were recognized.

There is a tradition often repeated that a Frenchman had built a saw mill upon the same creek about 1690, but this seems doubtful. Fort St. Joseph, built in 1686, had been abandoned in 1688, and there was no French force or settlement nearer than Mackinac. Detroit was not begun until 1701, and under such circumstances it hardly seems probable that any man would solely for his own amusement, erect a mill near and practically upon the waterway frequented by the Iroquois, the old and deadly enemy of the French. Judge Campbell speaks in one of his articles of a mill along St. Clair river prior to 1742, and if one existed it would probably be at this point. And in fact there still exist traces of two dams upon the creek older than the Bunce dam.

This spot, however, was a favorite site for a saw mill. In 1818 Mr. Bunce erected a water power mill a short distance below the location of the old French mills, and operated it for a number of years. In 1843 after his return from his operations upon Mill creek for Mr. Abbott, he built near the mouth of the creek, another water power mill, and this three years later he converted into a steam mill, which increased its capacity from 2,000 to 10,000 feet per day.

Just south of the Baby tract on St. Clair river was the large tract, ten miles along the river and four miles deep, deeded by the Chippewa Indians to Patrick Sinclair about 1765, and passing in 1788 to Meldrum and Park, a firm of merchants doing a large business in Detroit with the Indians, and government agents. This firm put up a small mill about 1792 on a creek long known as Meldrum creek, and later as Maek creek, near its mouth in private claim No. 255. They also erected mills upon Pine river about seven miles above its mouth, in what became section

27 of St. Clair township. These mills were destroyed by fire in 1803, it is related, while all the people were absent in Detroit at some religious observance.

This same location was in 1827 the site of two other mills, built in that year by Thomas Palmer and Horace R. Jerome. At that time the remains of the old Meldrum and Park dam were plainly visible. It is apparent that Palmer and Jerome were not alone in their anticipations of the needs of a growing community, as in November, 1828, they sold twelve acres of their land to Isaac Rowe, together with water power sufficient to supply a fulling mill and carding machine when there was water.

#### OTHER PIONEER MILLS

In addition to these early French mills it is said that prior to or about 1800 one Jervais had a mill upon Indian creek, which was then called Riviere a Jervais. Victor Morass presented to the U. S. Land board a claim for 640 acres on Black river just above the Indian reservation, and produced evidence that his father had a mill thereupon what he calls Gorse creek, as early as 1792, so that we are justified in claiming that prior to 1800 there had been at least seven saw mills in operation within this county, two on or near Black river, two on Bunce creek, one on Meldrum creek, and two on Pine river.

During the early years of the nineteenth century there was but little demand for lumber. There were a few settlers in the lower part of the county, and a few French near Black river who made a simple livelihood by fishing and hunting, and making shingles, which they would take to Detroit and exchange for necessaries.

The fire of 1805 which destroyed Detroit must have created some demand for this lumber and shingles and in March, 1806, an order was issued by Stanley Griswold, secretary and acting governor of the territory, that the pine timber in the territory should be open to the use of the poorer sufferers by the conflagration of Detroit, and St. Clair county was at that time the nearest locality producing pine.

The first mill built within the county after that period was that of Ignace Morass, upon Mill creek, in section 17 of the township of Clyde, which he built before 1816, some years before the township was surveyed, and when he had free range through a large body of fine pine timber near at hand. It has been stated that Morass supplied the U. S. government with spars and ship timbers from this field during the War of 1812, hauling it during the winter on the ice clear to Detroit.

The next mill in point of time was that of Judge Bunce, in 1818, and following that was the mill of Robert Smart in 1825, at Clyde Mills, which passed subsequently to Ralph Wadhams.

Next in order was the Palmer and Jerome mill on Pine river in 1827, followed the next year by Thomas S. Knapp, with a mill in the township of Burtchville, which Judge Bunce operated for about a year, 1828, and which Mr. Knapp later sold to Jonathan Burtch.

In 1830 Ai Beard, who had come from Chenango county, N. Y., and bought pine land along Black river, in Clyde township, put up a water

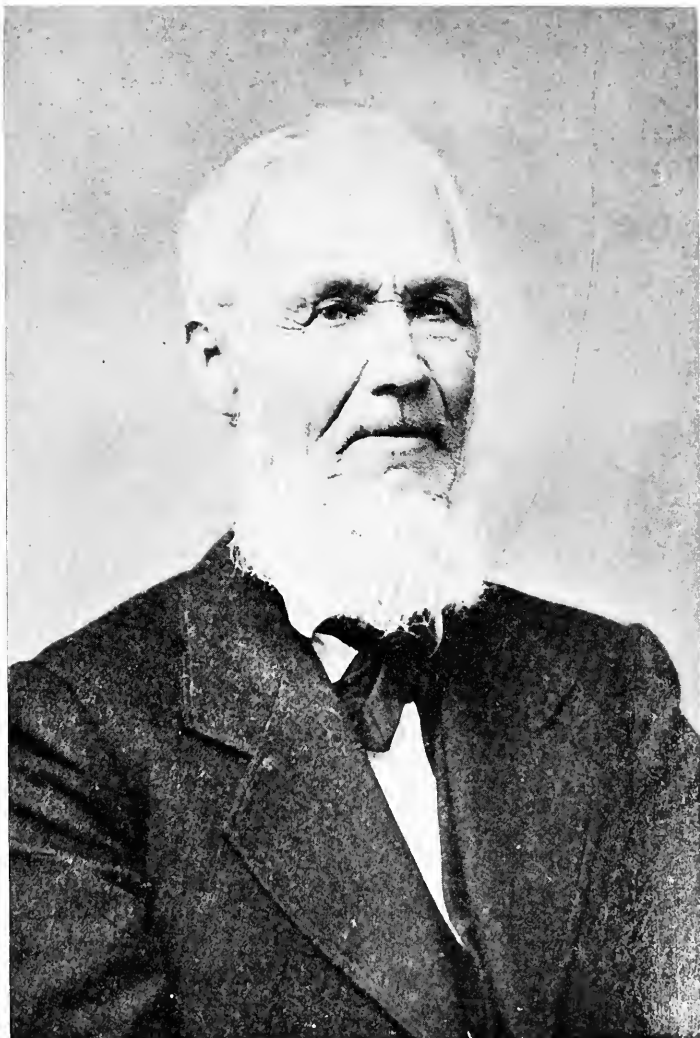
mill at Ruby, with a capacity of 800,000 feet yearly. In 1841 he sold out to his sons, John and James, who operated the business jointly until 1856, when they dissolved, John retaining the Clyde mill and property, which he continued to operate until his death in 1879, when it passed to his son, F. A. Beard. The greater part of the lumber manufactured at this mill was floated down Black river in rafts to its mouth, and then shipped in boats to its destination. A considerable amount of the lumber used in the building of Milwaukee in the early thirties came from this mill.

#### THE HOWARD AND SANBORN MILLS

In 1833 John Howard, who was born in Pennsylvania and had come to Detroit in 1821, at the age of twenty-two, and had been successful in mercantile business and hotel keeping, left Detroit largely on account of the cholera, and came to Port Huron and in company with John Drew, also of Detroit, bought land in section 28 of Fort Gratiot township and built a saw mill on the north side of Black river, which he operated until it was burned in 1838. In 1849 in company with Cummings Sanborn and John L. Beebe, he built a steam saw mill on the flats on the north side of Griswold street in Port Huron. This mill had two saws and an annual capacity of two million feet and was operated until the land was sold to the Port Huron and Milwaukee R. R. in 1856. In the meantime Mr. Sanborn had died in 1852 and his interest had passed to A. and H. Fish. Upon the closing down of the mill, the machinery was taken by A. and H. Fish and put into a mill which Simon Petit was erecting on St. Clair river just below the railroad bridge, in Port Huron. Mr. Petit was accidentally killed in January, 1856, and the Fishes completed the mill and operated it several years.

In 1854 Mr. John Howard took into partnership his son Henry and J. F. Batchelor and built a mill on St. Clair river north of the railroad bridge, which he afterwards sold to Batchelor, and in November, 1860, the Howards bought a steam saw mill which had been built in Port Huron upon the south side of Black river at Third street, by Wellington Davis, in 1848, and operated by him until his death in 1857, and sold by his administrators to George S. Lester, who in turn sold it to the Howards. This mill had eight saws and had a yearly capacity of two and one-half million feet, and was operated for nearly twenty years after the purchase by the Howards.

In 1834 and 1835 Cummings Sanborn bought from the government land in section 27 of Kimball township, where he had both a good supply of timber and a good site for a mill. He took in as partners Larned Smith, Horace Hall and Christopher Bartlett, and put up a water mill, but he sold out his interest in 1841 and moved to Port Huron, where he was interested in the mercantile business with his nephew, Martin S. Gillett, as Sanborn, Gillett & Co. He afterwards joined with John Howard and John L. Beebe in the building of a saw mill in Port Huron. Mr. Beebe built the house in block 64 of White's plat, which Edgar White owned and occupied for many years. Before going into partnership with Sanborn and Howard Mr. Beebe had erected a mill in 1845



JOHN HOWARD

on the north side of Black river near its mouth, in company with L. M. Mason and N. D. Horton under the name of Mason, Horton & Beebe. The following year Mason sold out to Elisha B. Clark and the business was known as Clark & Co. Their mill had four saws and an annual capacity of three million feet. After three or four years Clark and Beebe sold out to W. B. Hibbard, the capacity was increased to five million feet and the plant was known as Hibbard's mill for many years, until it passed in 1878 into the possession of Henry Howard.

#### THE BROWNING MILL

In 1833 came the Browning mill at Port Huron, which was a steam mill, and the second of that kind in the county. Mr. Browning, who lived in Detroit, died in the cholera epidemic of 1834, and his creditors applied to the legislative council and had themselves incorporated in December, 1834, into the Black River Steam Mill Company with Phineas Davis, Jr., Enoch Jones, Bartlett A. Luce, Frederick H. Stevens, Edward Bingham, John Clark and Jonathan L. King as the first directors. The following year the act incorporating the company was amended so as to prohibit it from engaging in the banking business. This company took over the Browning property and business, including the mill which was located on the north side of Black river, just west of Seventh street bridge, and which was quite large for the time, having two upright saws with a capacity for cutting 10,000 feet in twelve hours. It is said to have been the first mill to successfully use sawdust as fuel. The steam-boat, General Gratiot, which was built in 1831 for Mr. Browning, also passed to the company. The company was managed by Mr. Luce until his death in 1842, and then for some years by John Miller, who was one of the successful Port Huron pioneers, and in 1855 the mill and property was sold to Alanson Sheley and Tilden Ames, with whom Thomas S. Skinner was associated. The mill continued to be operated for several years and its annual capacity was increased to five million feet, and later the mill was used for a stave mill, thus closing out the evidences of the Black River Steam Mill Company, for many years one of the most prominent institutions of the county.

In 1845 Mr. D. B. Harrington built a water mill on the north side of Black river a short distance above the present canal, and to supply it with power dug a large ditch or canal from a large swamp between Black river and Lake Huron. This mill had an annual capacity of 700,000 feet, and was operated for a number of years. Afterwards steam was put in and it was changed to a grist mill.

A little below the Simon Petit—A. & H. Fish—mill on the St. Clair river, David Whitman built a mill in 1853 with a capacity of one and a half million feet, and in three years sold it to Elijah R. Haynes and James Beard, under the firm name of Haynes and Beard, who operated upon logs brought down Black river from Sanilac county, until about 1863.

Still further down St. Clair river upon what has since been known as the Avery farm, was a saw mill built by Nathan Chase and John Miller about 1850, and sold by them to Eddy, Avery and Murphy in



1853. This mill had two saws, with an annual capacity of three million feet. After the death of Mr. Eddy his interest in the mill property was sold to his partners and they operated it many years. They also improved the farm adjoining and used it for breeding fancy short-horn cattle. This portion of the investment, was not, however, profitable.

In 1854 John Wells with his son Fred L., under the firm name of John Wells and Son, built a steam saw mill on the south side of Black river in Port Huron for the purpose of sawing the pine from their lands in Sanilac county. This mill had a capacity of five million feet and was operated until 1880.

In 1858 A. & H. Fish bought a fine tract of pine land in Kimball and Port Huron townships and erected a mill on section 12 of Kimball just south of the Port Huron and Lapeer plank road. The mill was intended mainly for sawing bill stuff and long timber, which after sawing had to be hauled to Port Huron and shipped from there. For that purpose they purchased control of the plank road and replanked it to Port Huron. As an indication of the quality of timber, it is said that to fill a special order, a piece was sawed out and hauled to Port Huron which was seventy feet in length and twelve by seventeen inches in dimension.

In 1869 Mr. Jacob F. Batchelor, in company with his son, Henry, leased property on St. Clair river a short distance below the Avery and Murphy mill and erected a fine new saw mill with a capacity of eight million feet. This mill was especially fitted for the sawing of long timber. The panic of 1873 and subsequent depression brought about their failure, and the loss of the mill, which was sold in 1877 to Fred Fish, and two years later was removed to Duluth.

In 1871 George Brooks and Otis Joslyn built a mill on the north side of Black river a short distance above the old Black River Steam Mill, which they operated until 1889.

According to the census of 1837 there were in the county of St. Clair four grist mills and thirty saw mills. In this number were included some located in what subsequently became Sanilac county, but a large part of the mills reported at that time must have been very small and their output was not large enough to cut much figure. It is unfortunate that the census returns for 1837 are not preserved, so that the location and ownership of the mills could be ascertained.

#### SAW MILLS AT ST. CLAIR.

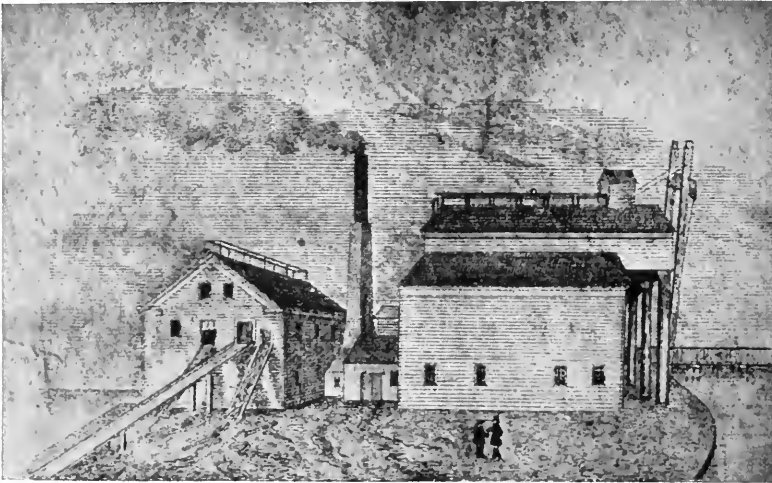
In addition to the mills which have already been enumerated there was a mill at St. Clair owned by Thomas Palmer, father of Senator Thomas W. Palmer, which he built in 1834-5, under an agreement with Marcena Monson of N. Y., that the latter was to furnish a complete rotary steam engine and boilers with power enough to drive two saws. It was as agent for his father in the carrying out of this arrangement that Mr. H. N. Monson came to St. Clair, where he became an influential citizen. This mill operated with logs bought from different owners in Pine and Black rivers. This mill was located on property now belonging to the Diamond Crystal Salt Company and was sold in 1841 by Palmer to Wesley Truesdail, who continued to operate it until he sold it in Novem-

ber, 1856, to William M. St. Clair, who operated it for several years longer. This mill when built was large for the time, having an annual capacity of about two million feet.

In 1845 Harmon Chamberlin, who had been for some years in the intervals of his medical practice and office holding, dealing in logs and timber bought a lot just north of the mouth of Pine river and in company with James Ogden built a steam saw mill with a capacity of two million feet which they operated until 1852.

#### WESLEY TRUESDAIL

Wesley Truesdail was one of the most enterprising of St. Clair county pioneers. He was born at Kinderhook, N. Y., in 1812, and after some



TRUESDAIL'S FLOUR AND SAWMILL NO. 2, ST. CLAIR

preliminary education spent several years in New York City in the banking and brokerage business. In 1836 he came to St. Clair to assume the cashiership and management of the Bank of St. Clair, which had been incorporated a short time before with a capital of \$100,000. Mr. Truesdail, who came west with a small capital of his own, and good business connections in the east, was not content to occupy himself with the affairs of a bank in a small town like St. Clair, even though it was more than ordinarily profitable, and he soon became interested in the one natural resource of St. Clair county, which was immediately available—the pine timber.

The bank was moved to Detroit in 1841 and closed out in 1845 and this left Mr. Truesdail free to devote his entire time to his business interests and investments. In 1841 he bought a mill from Thomas Palmer as stated above. In 1845 he bought the lots in St. Clair

City immediately adjoining Pine river on the south side, and erected a steam saw mill and grist mill. This, together with the Palmer mill, gave him six saws with a yearly capacity of three million feet. Not content with these, he bought, in March, 1852, the steam mill of Chamberlin and Ogden, which lay on the north side of Pine river, just across from his second mill. This addition made a total capacity of five million feet. In 1855 this last mill burned, and was rebuilt and put in operation the following year, and in the same year he sold his first mill to St. Clair. In 1845 he built the steam barge, Goliath, which was the first steamboat built upon the river for exclusively freight purposes. This boat cost him \$46,000, and was lost in 1848 upon Lake Huron with her entire crew. Including two planing mills which he built at St. Clair, he lost five mills by fire. Optimistic, confident in his own judgment, of quick decision, active in body and mind, he invested heavily in many widely scattered enterprises, not only his own money, but much which he borrowed from business acquaintances in the east. Many of these investments failed, and in the end, after much litigation, he was left absolutely penniless in his old age and dependent upon the charity of friends. He married Miss Emily Hunt of Detroit, daughter of Judge Hunt, but they did not live happily, although they were never legally separated. Mr. Truesdail was most accurate and methodical in his methods, an enterprising, far-seeing man, able to strongly influence other men, rather autocratic and choleric in his manner, he seemed to deserve success in many ways, but somehow, often not by apparent fault of his own, failed to command it. He died January 3, 1886.

#### A SECOND STEAM SAW MILL

In the fall of 1848 Justin Rice, who had had considerable experience with the Black River Steam Mill Company at Port Huron, and had been operating the Palmer mill for Truesdail for a year, bought, together with his son-in-law, Henry Whiting, and Willard Parker of Detroit, property on St. Clair river just south of the old Palmer mill, and in the next spring began putting up a new mill. In the midst of the work Mr. Rice was taken suddenly sick while at Detroit and died in April, 1849. Messrs. Whiting and Parker completed the mill and operated it and a store for about three years, when they divided the business, Mr. Parker taking the mill and Mr. Whiting the store. Two years later Mr. Parker sold the mill, which had a capacity of three million feet, to Oakes and Holland, and soon after removed to Detroit, where he acquired wealth as a packer.

Still another steam saw mill was located at St. Clair. This was the mill operated for more than ten years by William Oakes and Nelson Holland, who bought it in March, 1856, from George N. Fletcher. Fletcher bought the mill from Grant P. Robinson, who built it in 1849. It had two saws and an annual capacity of three million feet. George N. Fletcher, who owned the mill about six years, took it over because Robinson was unable to pay a loan of \$5,000, which he had obtained from Fletcher for the building of the mill, and moved to St. Clair, building the home afterwards occupied by John L. Agens. After

selling out his mill Mr. Fletcher went to Alpena, where he subsequently became through his timber operations, one of the millionaire "pine barons" of the state. He owned considerable pine land in the township of Kimball and as a means of getting out the timber he built a wooden track logging road from St. Clair river to the land and after its abandonment as a log road, it became a highway, generally known as the Wooden track.

A short distance below St. Clair was the mill of Elisha Smith, who came to this county from Amherst, Mass., in 1836, and together with B. B. and A. Blodgett and Benjamin Bissell, built this mill, which in 1845 passed into the possession of Eugene Smith, his son, who operated it for a number of years, and later leased the Truesdail mill on the north side of Pine river and operated that for some years in cutting his own timber. The Smith mill was run by steam, had one saw, and an annual capacity of 500,000 to 700,000 feet. Mr. Eugene Smith not only made a comfortable fortune out of pine timber, but also built several boats, one of them—Margaret R. Goffe—named for his wife, whom he married in 1858.

In 1836 Franklin and Reuben Moore bought a considerable tract of timber land in the county, mainly in the townships of St. Clair and Kimball and the following year they built a saw mill on St. Clair river a short distance above Yankee street, and later put in and operated a tannery at the same place. Franklin Moore retired from the business, which was conducted by Reuben until his death in 1857. The mill had three saws with an annual capacity of three million feet. Reuben Moore was the father of Charles F. and Franklin Moore of St. Clair.

Mr. Z. W. Bunce after operating a water saw mill on Mill creek for Judge Abbott of Detroit from 1831 to 1843, returned in the latter year to his old place on Bunce creek, where he built in that year a water mill near the mouth of the creek, which he changed in 1846 into a steam mill, which was rather small, having a capacity of less than one million feet.

At Marysville, or Vicksburg, as it was then generally called, E. P. Vickery, the first syllable of whose name had been used in giving the name to the settlement, had built a steam saw mill about 1843 which he later enlarged until it had a capacity of one million feet. A short distance below, Williams and Mills built, in 1855, a steam mill of two million feet capacity, and this, together with the Vickery mill, which in the meantime had been bought by Lewis Brockway, were acquired by Williams and Mills, and later by Nelson and Barney Mills, who also purchased in 1878 the mill above their upper mill, which had been built in 1871 by William Sanborn and brother (James). This mill was a fine modern mill with a capacity of seven million feet, and was erected to saw timber brought from north of Saginaw bay.

In 1851 Mr. B. C. Farrand, who had been a practicing lawyer, bought a considerable tract of fine timber land in Burtchville and Grant townships and built a steam mill at Lakeport, which village he laid out and platted upon the site of a paper city—Milwaukie City—which had been laid out by Jonas H. Titus during the speculative fever of 1836. A small water mill on Milwaukie creek had been built by Titus and Casper K. Conger, a relative of Omar D. Conger, also had a mill upon the same

stream. Mr. Farrand's mill was one of the largest in the county, having a capacity of four million feet, and was supplied by logs brought in on a logging railroad, one of the earliest constructions of that kind in the country. After running for several years, and meeting with some losses, the panic of 1857 compelled Mr. Farrand to make an assignment and the mill was dismantled. At the north end of Burtchville, Mr. Jonathan Burtch had a water mill which he bought in 1834 from T. S. Knapp of Detroit. This mill he operated until about 1850, when he built a steam mill of much greater capacity, which he sold out in 1857.

At Marine City there were at various times three saw mills of considerable capacity. The first mill was built in 1837 by Henry Folger and the second mill was built in 1842 and was owned by Samuel Ward and Aloney and David W. Rust. This mill was run alternate months by Ward to saw oak lumber, for his shipbuilding, and by the Rusts to saw the pine logs brought to them down Pine and St. Clair rivers. It had a capacity of two million feet, which was later increased to three million feet and was operated until 1858. The Rusts then moved to the Saginaw and rapidly became wealthy out of pine lumber.

In 1848 Albert Gilchrist, the father of Frank W. Gilchrist, came to Newport as it was then called, and bought the Folger mill, which was increased to about two million feet capacity, and was operated until 1856 when it burned. His son went to Alpena in 1867 and made a large fortune from the pine in that region.

Dr. L. B. Parker, an excellent physician and man of high character, evidently thought that the lumber game was a good one, and about 1851 he built a steam mill on Catholic point at Newport with two million feet capacity, and operated it for several years, when it was turned into a stove plant.

At Algonac Dan Daniels built in 1845 a steam saw mill at the lower end of the village. This mill afterwards passed to Ripley and Butterfield. It had a capacity of over two million feet and was operated for more than twenty years.

Nathaniel Brooks and William M. St. Clair, under the firm name of Brooks and St. Clair, built a steam mill at Algonac in 1845 having a capacity of three million feet, which was sold to Buttles and Chase in 1853, and by them sold in 1855 to A. and S. L. Smith, who operated it for several years. Nathan Reeves and Miron Williams were interested in this mill for a time before it was sold to Smith.

In addition to the foregoing there were a number of smaller mills at different places in the county, and it is estimated that the total amount of white pine lumber cut from land in St. Clair county aggregated three billion feet.

#### HARDWOOD TIMBER MILLS

While the pine timber formed the most valuable natural asset in this county, the hardwood timber made a good second. There were originally large quantities of the finest white oak which, especially during the decade from 1860 to 1870, were converted into staves and shipped east. This method of using the timber was very wasteful as only the

very best part of the tree was used. Much oak was also used in ship-building, which industry was created and maintained by the presence in the county of a large body of the finest quality of such timber. Toward the lower and western part of the county in the townships of Ira, Casco, and China, there was much ash, elm and other timber suitable for hoops and staves and William and Edwin Jenney, who lived in the village of New Baltimore, built in 1852 a mill at Fair Haven and a logging railway north to the township of Casco. This mill passed from Jenney to Ralph Sackett, and finally in 1864 to Henry C. Schnoor, who continued the business after the timber in this county was exhausted, bringing his timber from Canada.

At Memphis, Capac and other places mills were erected for sawing hardwood timber and operated for many years. What was probably the last piece of hardwood timber within the county of importance, was located in the township of China and belonged to the estate of the late Thaddeus Bacon of St. Clair, and was sold and cut during the present year, 1911.

#### SALT AND ITS MANUFACTURE

Salt seems to be one of the universal needs of mankind. From the earliest records the possession of supplies of salt has meant power or wealth. In addition to the store of wealth in the form of timber which rapidly grew less and has long been practically exhausted, St. Clair county possessed another resource of great value in the form of salt, of which it knew nothing until its supply of timber was gone.

It is true that within the county there were several places known as deer licks, where a weak brine oozed to the surface and attracted wild animals and became the favorite resort of the hunter, and that just west of the county line at Macomb county there was Salt river, so called because of the salt springs upon it, and from which Meldrum and Park actually made salt, and to which is probably due the Indian name of Lake St. Clair—Otsiketa—which means salt water, but none of these gave indications of the existence of available salt of commercial value.

The existence of salt springs in the early days was, however, regarded as important, and as it was known that several existed in the territory, congress in the act which admitted Michigan to the union, appropriated twelve sections of the public land for the development of each of not exceeding six such springs, and when Michigan had become a state, one of its first acts was to provide for a state geological survey and to appoint Douglass Houghton geologist with instructions to survey and examine especially for salines as they were called. He put down a well at Saginaw, but nothing practical resulted, and his untimely death in 1845 put an end to further state investigation.

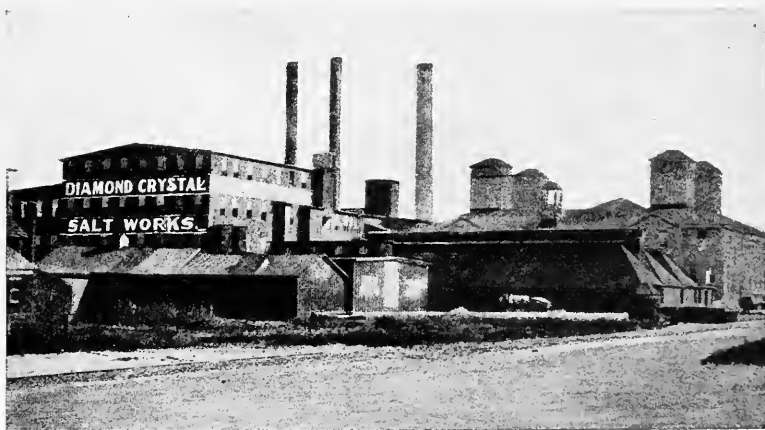
The existence of brine became known and in 1859 the legislature passed an act to encourage the manufacture of salt in the state and offered a bounty of one cent per bushel. This stimulated the Saginaw people, and in 1860 a few hundred tons were made, and from that time the industry grew rapidly, as salt could be made cheaply in connection with the saw mills, because of the cheapness of the fuel. Michigan

soon became the first state in the union in the amount of its salt manufacture.

Salt blocks were established in Huron and Sanilac counties, and finally in 1865 a company was formed in St. Clair to put down a well and manufacture salt. This company was called the St. Clair Salt Company, and bought from George Palmer a tract of land upon which the Oakland hotel was afterwards erected, and put down a well 1,195 feet deep. Brine was found which tested well, and a plant was put up and a process devised by a man named Chapin of Saginaw was put in operation.

Under favorable conditions the plant had a capacity of about fifty barrels per day, but such conditions seldom existed, and as fuel had to be purchased it was soon found that the hope of making St. Clair a second Saginaw must fade away. The plant was abandoned as a salt making proposition and a part of the company's property sold to the railroad and a part platted into lots and sold. And yet with a little more knowledge and such courage as was exhibited a few years later by Mr. McElroy, the former dream would have been realized.

Hope had not been entirely given up, but it was realized that there could be no competition with the Saginaw valley so long as the latter had



DIAMOND SALT BLOCK, ST. CLAIR

an unlimited supply of cheap fuel in the waste from the saw mills. In 1880 it was thought that the time had come when coal from the Ohio fields could be used at a low cost, and a public meeting was held in St. Clair to consider the matter, and as a result \$1,200 was raised by public subscription to repair the well and re-establish the business. Fortunately the matter was put in the hands of Mr. Crocket McElroy, who after an honorable and active life had come to St. Clair to live, although his chief business, the Marine City Stave Company, was located at Marine City. Mr. McElroy employed Mr. Matthew Porter of Petrolia to clean

out the well, and through conversations with him over the conditions in Canada at Goderich and elsewhere, became convinced that a solid bed of salt underlay the eastern part of St. Clair county at a depth of about 1,500 feet.

Enough capital could not be obtained at St. Clair to make the experiment of boring to the salt rock and putting up a plant, so Mr. McElroy brought the subject before his directors in the Marine City Company and by dint of enthusiasm, knowledge and logic, he induced the company to permit him to go ahead and in 1882 he made a contract for a deep well at Marine City. Many troubles and difficulties were experienced, but in July, 1882, at a depth of 1,633 feet, rock salt was struck and the boldness and judgment of Mr. McElroy were justified.

It had been evident to Mr. McElroy that the ordinary form of pump would not work satisfactorily here. Water must be introduced to dissolve the salt and when saturated it must be brought to the surface. The problem was solved by extending a pipe of smaller diameter within one of larger diameter to the salt rock, and then forcing water down the space between the two pipes.

In May, 1883, a modern salt block was begun and in October of the same year salt was first made in the state of Michigan with coal as fuel, and this most necessary and important asset in the resources of the county was established forever as one of its great industries. Since then modifications and improvements in process have been made, costs have been reduced, but it is only justice to Mr. McElroy to say that to his firmness, ingenuity, persistence and judgment is due the establishment of the salt industry in St. Clair county.

When the success of Mr. McElroy's plant became evident, others followed and property fronting on St. Clair river rapidly increased in value. In 1884 there was but one salt block in St. Clair county which was inspected by the state salt inspector, but two years later twelve blocks were in existence producing salt. Over production and resulting competition, together with the inability to ship salt in winter owing to lack of railroads, however, so reduced the price of salt that the number of plants began to decrease. Some were abandoned, others burned and not rebuilt until at the present time (December, 1911), there are but four plants in operation—Port Huron Salt Co., Diamond Crystal Salt Co., Davidson & Wonsey, and Michigan Salt Company—with two other plants—Port Huron Salt Company, No. 2, formerly Thomson Brothers, and the Walton Salt Company—which could be put in commission.

At various times the plants producing salt were: At Marine City: (1) Marine City Stave Company, which later passed to the Sicken Salt and Stave Company; (2) J. A. Wonsey & Son, later Davidson & Wonsey; (3) Marine City Salt Works; (4) Marine City Salt and Brick Works; (5) R. B. Baird; (6) Excelsior Salt Works; (7) Germania Salt Company; (8) Toledo Salt Company; (9) Lester & Roberts; (10) Johnson and McHaney; (11) National Salt Company; (12) Michigan Salt Works; (13) St. Clair Salt Company, later Crystal Flake Salt Company.

At St. Clair: Thomson Brothers, later Port Huron Salt Company; Diamond Crystal Salt Company.

At Algonac: Algonac Salt Company.



Below Algonac: Walton Salt Company.

At Port Huron: A well was put down for F. L. Wells, but no plant erected. A well was also put down for the Morleys at Marine City.

In the township of Port Huron the largest plant in the county was erected, the Port Huron Salt Company, with a daily capacity of 2,500 barrels, and having a record of actual manufacture of about 700,000 barrels in one year.

In 1884 the amount of salt manufactured and inspected was 74,677 barrels, in 1910, exclusive of a large amount of dairy and table salt, the amount was 1,296,605 barrels, and from the small beginning in 1884 up to the present time not less than twenty million barrels of salt have been made in St. Clair county.

### FISHING INDUSTRIES

The Indians were wont to congregate along St. Clair river and especially near the entrance of the river because of the great abundance of fine fish, and when the white man came this abundance still existed, and it furnished the means of living to a considerable number of people. The fish, and especially the whitefish, which were very plentiful in the early days, were caught mainly by the seine and salted both for home consumption and for sale in the eastern markets.

Evidently there were persons engaged in the business who pursued it without regard to the rights of others or of the public, and numerous petitions were sent in to the first legislative council in 1824 praying the business of white fishery in St. Clair river be regulated, and on April 21, 1825, an act was passed which prohibited seines of greater length than forty-five fathoms, that no fishing should be done on Sunday, that the natural running of the whitefish should not be diverted, and that fishing should be done only in the river channel and not by using the land of other persons.

In 1833 each person using a seine or net for the taking of whitefish was required to give a description under oath of his seine to the township clerk for registry. Large quantities of fish were caught and dried. It was estimated in 1837 that the value of fish taken on the lakes and straits was \$125,800, much of the actual work being done by the Frenchmen, then living around the principal places.

The ownership of land properly located for the purpose of operating seines for whitefish was considered a matter of value, and when the Huron Land Company in 1837 bought their property around and in what is now the city of Port Huron, they acquired all the sections in the township of Fort Gratiot along the lake shore extending from the light house to the north town line, a distance of over five miles. In that year they laid out a highway from the town line south, substantially parallel with and a short distance from the shore line, and divided the space between the road and the lake into what they denominated "fisheries," each one about a mile in length, and numbered them beginning from the south. It was in connection with fishery number one that the long continued and expensive litigation arose between the city of Port Huron and John M. Hoffman.

Robert T. Holland, from whom the Holland road is named, bought a lot on the west side of the Lake Shore road and leased fishing rights as early as 1840.

The whitefish gradually disappeared, either owing to their being exhausted in this vicinity, or to their moving to other localities in the lakes and rivers, and while many fish are still caught in the river, the amount is small compared with the early days of the county. There was also a considerable amount of pickerel and herring caught, salted and shipped. In 1836 there were reported 3,100 barrels of these fish caught at Fort Gratiot, and the following year 4,000 barrels, worth from \$6.00 to \$8.00 per barrel.

## CHAPTER XXIV

### AGRICULTURE AND LIVE STOCK

CHANGE FROM TIMBER TO FARMING LANDS—GREAT HAY COUNTRY—BEANS,  
SUGAR BEETS AND ALFALFA—FARMERS' CLUBS—THE FARMERS' IN-  
STITUTE—PROGRESSIVE FARMERS—LIVE STOCK.

*By A. E. Stevenson.*

The agricultural interests of St. Clair county in the days of early settlements were considered but very little, as the early settlers of this country were either interested in boats and the rivers and Great Lakes, or lumbering, and on account of the conditions little thought was given to farming and agricultural pursuits. The men interested in the great lumber operations of the county commenced to make some clearings and improvements so as to furnish feed for the live stock used in lumbering. So it can easily be seen why in the early days the farming and agricultural interests were greatly neglected and not given the attention and consideration that was given by the early settlers of the southern counties of the state where they had no pine forests to derive their living from and amass great fortunes.

The men working in lumber woods of this county depended on that for a livelihood and only took up farming for a short time in the summer, and then only to grow a few potatoes and vegetables to help them through. These men, for a number of years, left their homes in this county and would go further north to work in the woods and earn money to keep their families, and it was only after most of the great pine timber of Michigan was removed before the agricultural interests of the county were given that attention necessary for the proper production of crops. It is true that some of the early settlers were very good farmers, but the proportion of the inhabitants engaged in agricultural pursuits was comparatively small.

#### CHANGE FROM TIMBER TO FARMING LANDS

As the timber disappeared and proper attention was given to agricultural pursuits, it was learned that the soil in St. Clair county was very productive and on account of the great variety of soil it was soon learned that this county could produce all kinds of crops of the finest quality—some of the sandy soil producing the finest quality of potatoes

and fruits; the heavier soils, wheat and other grains as well as hay in great quantities.

#### GREAT HAY COUNTRY

In fact St. Clair county for a great number of years has been producing for shipment large quantities of the finest of hay and today nearly every four corners has a hay buyer and while farmers have made money with the hay crop it is to be regretted that so much fertility has been taken from the soil and shipped from the county.

#### BEANS, SUGAR BEETS AND ALFALFA

While at first the farmers produced potatoes, hay, wheat and oats and seemed to think these crops were all there was to farming they now are producing beans in large quantities, and of the finest quality.

The same is true of sugar beets, as some of the townships of this county, such as Berlin, has ideal soil for sugar beets and the farmers are realizing big money from this crop. In other townships, such as Columbus, Werles and Kimball, beans are being produced in great quantities and they are such a paying crop that less wheat and oats are grown, than formerly. Emmet, Kenockee and the northern townships of the county are great hay producing townships, as well as grain-growing sections.

In some parts of the county we are meeting with considerable success in growing alfalfa and in a short time our farmers will have solved the peculiarities of this great crop and it will be grown in quantities.

#### FARMERS' CLUBS

Among other agencies to bring St. Clair county to the front as one of the best the state of Michigan has been the organization of Farmers' Clubs. These clubs were organized in different parts of the county over twenty-five years ago and are still doing good work today. They were and are composed of the better farmers and their wives of the different localities. They meet in these clubs and discuss many important topics relating to farming interests and in this manner improve a whole community.

#### THE FARMERS' INSTITUTE

Another great agency for the improvement of the agricultural interests of the county has been what is known as the Farmers' Institute conducted by the state through the Agricultural College at Lansing. Local officers are selected in the county and two or three state speakers visit the county for ten days in the year and discuss with the farmers the most up-to-date methods and crops.

#### PROGRESSIVE FARMERS

In this way St. Clair county farmers, taking advantage of these institutes, are progressive and up to the times. In fact, Prof. L. R. Taft,

president of these institutes at Lansing, says he has to select the very best men in the state for St. Clair county as they are the most intelligent and progressive farmers in the state.

#### LIVE STOCK

It is to be regretted that this branch of agriculture has not received more attention from the general farmer. There has been no stability along live stock breeding with but a very few exceptions. Back in 1875 Messrs. Avery & Murphy on their farm adjoining the southern limits of the city of Port Huron had as fine a herd of short-horn cattle as was in America. At a sale about this time they sold at auction seventy-five head for over fifty thousand dollars.

In the year 1875 Mr. John P. Sanborn of Port Huron had a fine herd of short-horn cattle. In fact he bought one bull that year for \$9,600.

These herds were broken up and scattered and did the people of this county very little good.

Just following that time the Jersey cattle commenced to make their appearance in the county and at this time the farmers were not inclined to give dairying much of any attention and these cattle in place of being a benefit by being crossed on the cattle of the county proved detrimental. This was not the fault of the Jerseys, but because our people would not give the dairy interest the required attention to make it a success, but only kept a few cows and made a small quantity of butter for country stores.

Along about 1882 or '83 Mr. Edward Sanderson of Memphis started a fine herd of Holsteins, but still the farmers were not ready to give proper attention to the dairy to make it a success and this herd did very little good to the community and was finally sold to Ex-Gov. Warner and taken out of the county.

Mr. Ralph Wadhams and Mr. John Beard at one time had fine herds of short-horns and later Chas. Moore of St. Clair, but these herds were scattered and disposed of without St. Clair county securing the benefits that were possible and desirable.

Now a few are securing some Holstein cattle and giving more attention to the dairy interests such as Messrs. Boyd and Bench of Grant and Chas. W. Stevenson of Kimball. In 1897 A. E. Stevenson of Port Huron placed on his farm in Kimball township a few short-horns, which have increased to a herd of 100 head and during these years he has brought considerable credit to the county as his cattle have been consistent winners at Michigan State Fair for years, also at International Exhibition, Chicago. In fact it is conceded that this herd of short-horns is the largest and best in Michigan, which gives St. Clair county a very prominent position in the cattle industries of the state.

The horse interests have been about as varied and at the present time only a few pure bred horses are in the county. Mr. C. Kern of Port Huron has a few very good Percherons, also A. E. Stevenson a few.

St. Clair county farmers are keeping up to the times and no county in the state is more progressive. Mr. Daniel Foley of Emmet has a gas traction engine to do his plowing, etc., and although at the present time this is somewhat experimental no doubt others will follow Mr. Foley.

## CHAPTER XXV

### TRANSPORTATION

EARLY ROAD SUPERVISORS—FIRST HIGHWAYS IN COUNTY—NEW ROAD SYSTEM (1827)—THE MILITARY ROAD—STATE ROADS—TOLL ROADS—RAILROADS—WILLIAM L. BANCROFT—ST. CLAIR TUNNEL—PERE MARQUETTE RAILWAY—PORT HURON SOUTHERN—RAPID RAILWAY—PAPER RAILROADS—CITY STREET CAR LINES—RIVER BOAT LINES—FERRIES.

The earliest settlers in the county all located on its eastern and southern edge, on the river or lake, in order that they might have the use of the only method of transportation then available—the waterways. One of the early acts of the governor and judges in 1805 was to formally declare the Detroit river and Raisin river public highways.

As the settlement proceeded and people became more numerous and the need of communication more frequent, and regardless of season, the question of land highways arose.

Prior to 1820 the matter of laying out roads seems to have rested in the governor and judges as in September, 1805, they laid out two roads starting near the house of James Abbott in Detroit, and the power was not given to any other person or body until an act was passed, taking effect December 31, 1819, giving to the county commissioners authority to establish, open, alter and vacate all roads and highways and to recommend to the governor suitable persons to act as supervisor of highways.

#### EARLY ROAD SUPERVISORS

Undoubtedly, however, many roads were opened in the territory long before this, and in the lack of positive legislation it seems to have been assumed that highways would be laid out, as in April, 1818, the governor appointed George Cottrell supervisor of roads of the township of St. Clair, and as this was before St. Clair county was established, and it was a part of Macomb county, there must have been some roads in existence which he was expected to supervise. There was at that time a settlement on the north shore of Lake St. Clair and another on St. Clair river between Algonac and Marine City, and probably some sort of highway communication between them.

In May, 1819, the governor appointed Andrew Westbrook to the position of supervisor of roads of the township of St. Clair and on October 17, 1820, he appointed Joseph Mini to the same position.

In May, 1821, when the county of St. Clair was being organized to commence business, a complete corps of county officers was appointed by the governor and among those was Joseph Mini, supervisor. Two years later in March, 1823, he appointed David Oakes supervisor of roads and this is the last time such position was filled through appointment by the governor.

#### FIRST HIGHWAYS IN COUNTY

There is no evidence to indicate what roads if any were laid out within this county by the commissioners of Macomb county during 1820, but at the first meeting of the commissioners of St. Clair county held on June 4, 1821, they proceeded to give the supervisor something to do by directing him to open a highway from the mouth of Belle river to Pine river. This was to enable the inhabitants of the lower end of the county to reach the county seat. It would appear that this order was not carried into effect promptly enough, as at their meeting held August 29th, the commissioners ordered the supervisor to open the remainder of the road between the house of Oliver Ricard and Pine river.

On March 4, 1822, the commissioners divided the county into three road districts, and named supervisors and requested the governor to confirm their action and on December 27th, authorized an alteration in the highway near the mouth of Belle river.

In March, 1824, acting upon a petition, they appointed Isaae Davis, Reuben Dodge and Samuel Wilson, viewers of a proposed road on Black river, and Jeremiah Harrington as the surveyor. This road ran on the south side of Black river from John Riley's (at the northeast corner of the Indian reservation, near the corner of Military and Water streets) to Morass's mill. (Section 17 of Clyde township.)

In March, 1825, a road was authorized to be built on the south side of Belle river from its mouth to Ward and Gallagher's grist mill in section 15 of China township, and during the same month the commissioners authorized a road on Harsen's Island.

In March, 1826, work was ordered done on the highway between Judge Bunce's and the county seat and the following year the road from Pine river to St. Bernard's was ordered opened, and a bridge built across the mill stream of Z. W. Bunce, near its mouth.

#### NEW ROAD SYSTEM (1827)

In 1827 a new road system went into effect which provided for the laying out of new highways in much the same manner as at present and the county commissioners ceased to have jurisdiction over them.

At that time there was a system of communication connecting Morass's mill near the center of Clyde township with the mouth of Black river, and down St. Clair river and along the shore of Lake St. Clair with a road to the Belle river grist mill. This in a measure served the purpose of all the people then living in the county, connecting them with each other and with the county seat. All supplies which had to be bought were got from Detroit by boat, or were obtained from dealers like

Samuel Ward, who carried a floating store, and in that way served all the communities along the water. The settlers had horses and oxen and a few of them carts, wagons of the more modern style being unknown. The French cart was a two wheeled vehicle, with large heavy wheels and no springs, and with the roads which must have existed at that time, transportation of either persons or property would necessarily be slow. During the winter sleighing was much more convenient and rapid, and at all other seasons traveling by boat was more comfortable and cheap.

Since this date, 1827, there has been more advance made in methods of transportation than in all the preceding time since the world began. Before that ancients and moderns alike were compelled to rely upon animals and men to transport freight and persons, and the Romans had carried the science of road making to a high degree, which enabled the carrying or hauling of greater burdens, and the roads which our pioneers made through this heavily timbered undrained country were probably considerably short of the stone paved Roman roads.

The Road Act of 1827 was largely due to Governor Cass, who in his message to the legislative council in November, 1826, spoke of the value of good roads, saying: "In a new country where the population is scattered and the settlements are thin, and where distant and constant communication is necessary to the supply of the most common wants, the state of the roads is a matter of vital importance. Our roads are bad and little permanent improvement is made upon them."

#### THE MILITARY ROAD

During all the time since Fort Gratiot had been built in 1814 it was practically isolated in the winter time. A trail connected it with Black river and the settlements along St. Clair river, but if occasion arose for bringing in munitions or supplies in haste it would have been practically impossible. The importance of connecting Detroit with Fort Gratiot, and other outlying points had been pressed upon Congress as a military necessity by Governor Cass and others, and as a result an act of Congress was passed March 2, 1827, providing for the survey and construction by the United States of a road from Detroit to Fort Gratiot. Three commissioners were appointed to lay out the road, Amos Mead, Hervey Parke, and Conrad Ten Eyck. Mr. Parke was a surveyor who had been engaged for several years in surveying the public lands in Michigan and he did the practical work of running out the line of the road, which was begun in June, 1827.

The line as run was followed in the construction from Detroit through Mt. Clemens to the point where the present road makes a turn about a mile south of Belle river. The original line continued straight across Belle river about four miles and then took a northeasterly course for Fort Gratiot, striking Black river at about the point where the Grand Trunk Railway bridge is located.

The building of the road began at the Detroit end and contracts were let for portions; the construction went on slowly but by 1831 a settlement had started up at the mouth of Black river and it became apparent that this road would be of equal advantage to the fort and of much



greater advantage to the county if it were made to strike more directly for St. Clair river.

Acting under the direction of Major Henry Whiting of the U. S. army, stationed at Detroit, Mr. John Mullett, surveyor of public lands in Michigan, laid out in 1831 a new line from the thirty-seventh mile post, crossing Bunce creek, "near Colonel Bunce's store house," and from that point following the general course of the River road, Military street and Huron avenue to Fort Gratiot. From about the location of the railroad bridge the military road followed rather closely the contour of the bank, thus being a few rods east of Military street, but struck Black river just west of the corner of the Indian reserve, at the present location of Military street bridge. When Harrington and White in 1835 platted White's Plat, they laid out Military street in a direct line from the bridge as at present, buying land south of Griswold street for that purpose, and abandoned the old military road line for about a mile south of Black river.

Congress by act of July 3, 1832, gave authority to make the change and the balance of the road was completed during that and the following year and the bridge across Black river built so that in 1833 there was a highway from Black river to Detroit, valuable chiefly as a military measure but also of some value in opening up the country. This road has always been known as the Fort Gratiot turnpike.

In March, 1831, the legislative council authorized a territorial road to be laid out from Romeo to St. Clair, and appointed Roswell R. Green, Horace Foot and Thomas Palmer the commissioners to lay it out and in the following year a road from Point du Chene to the Fort Gratiot turnpike was authorized and in 1833 a road to intersect the latter road by a road from St. Clair river starting at the south line of William Thorn's land. Neither of these roads was completed very promptly as in March, 1834, new commissioners were appointed for both with instructions to complete them within the year.

#### STATE ROADS

As soon as Michigan became a state, the importance of roads in encouraging immigration and the development of the country was pressed upon the legislature, and a system was adopted and followed for some years by which the state appointed special commissioners to lay out and establish roads extending from some point in one county to a place in another county. The state paid the expenses of the commissioners but not the cost of the right of way or the construction of the road. Later when the state became the owner of public lands it appropriated in certain cases land for the construction of supposedly important roads.

In 1836 a state road from China to the Fort Gratiot turnpike was authorized and J. Boynton, B. Cox and Reed Jerome were named as the commissioners to lay it out, also another road from Palmer, by way of Gallagher's mill in China to the Point du Chene and Gratiot turnpike road.

In 1837 several state roads affecting St. Clair county were authorized, one from Black river to the county seat of Sanilac county, one from

Algonac to the Fort Gratiot turnpike, one from Newport to the same road, one from Palmer to Lapeer, and one from Fort Gratiot to Point au Barques. Evidently the latter was not laid out, as in 1841 it was again authorized. In 1845 a state road was authorized from Palmer to Riley. This must have covered much the same line as the one authorized in 1837, and as actually built it crosses the turnpike at Rattle Run and has ever since been called the State road.

#### TOLL ROADS

It was early recognized that the thinly settled districts of the state could not be expected to construct and maintain good roads, nor indeed was it reasonable that they should. For this reason, and in order that the traffic over a road should bear a fair share of its cost and maintenance, the idea of turnpikes or toll roads was imported from England where it was very successful in causing the construction of a large amount of good road.

In this county the earliest use of the method was the incorporating of the Detroit and Port Huron Plank Road Company in March, 1844, followed the next year by the St. Clair and Romeo Turnpike Company. Evidently capitalists of that day did not think there was enough business over either of these lines to justify the cost, and nothing was done on either. The same fate befell the St. Clair Plank Road Company authorized by act of April, 1849. There was one road, however, of these early days which was at least partially constructed and operated for many years—the Port Huron and Lapeer Plank Road Company. This company was organized in 1849 under a special charter, and constructed from Port Huron to Brockway and was planked the entire distance. The principal owners were Lewis Brockway, John Beard, A. H. Fish and J. W. Sanborn. After the lumber interests were pretty well exhausted, A. and H. Fish obtained control and replanked the road from Port Huron to Clyde Mills and used it for hauling lumber and timber from their mill in Kimball township. Later the part within the city limits was given up to the city and then the remainder of the road abandoned as a toll road.

In November, 1874, the Clyde Plank and Macadamized Road Company was organized to build a road from Port Huron to Brockway Center, with a branch up the Wild Cat road. This branch was never built and the main line was built only as far as John Beard's on Black river in Clyde township. Although the road opened up and developed the territory through which it ran, it was not a financial success, as the Port Huron and Northwestern Railroad was soon after built near it, and many new township roads were opened. This situation coupled with the growing feeling that toll roads are an anachronism, that travel upon all ordinary highways should be free, and that good roads should be constructed and maintained by the township or county or state, or all combined, has resulted in the road of this company being thrown open to the public, although it has not been purchased or legally condemned.

In 1881 the Riverside Turnpike Company was organized to build a toll road from Port Huron down the river road, and it was constructed

first of cedar blocks and then of gravel as far as Marysville. This had an experience somewhat similar to the Clyde road. Never profitable, the part within the city limits was sold to the city in 1903, and the rest abandoned to the public.

#### RAILROADS

At the close of the year 1830 there were but thirty-six miles of railroad in the entire United States. It was felt however that a new era was just dawning, and the hopes of men far outran the possibilities of realization. It was believed that the developments in transportation would revolutionize conditions, and enable the new and fertile western country—in which Michigan was included—to deliver its natural products at the east and the seaboard so quickly and cheaply that its lands would at once become valuable.

It was also recognized that it would be difficult if not impossible for private capital to secure the immense sums necessary for the construction of long and expensive lines of railway, and canal, and when the first constitution of Michigan was adopted in 1835 one of its provisions expressly authorized the state to engage in works of internal improvement.

Before the state authorities got started in this line, in a few cases public spirited and enterprising citizens boldly led the way, and St. Clair county was one of the few places where this was done. At the legislative session of 1836, before Michigan had been recognized as a state by the national government, an act was passed incorporating the St. Clair and Romeo Railroad Company with a capital of \$100,000, divided into \$25 shares. The commissioners to obtain subscriptions of stock were John Clark, H. R. Jerome, H. N. Munson, Thomas Palmer, Elijah J. Roberts, all with the exception of Palmer residents, of St. Clair county, and Asahel Bailey, Jacob Beckman, Aaron R. Rawles, and Linus S. Gilbert of Macomb county. Considerable stock was taken, and the company was organized with Thomas Palmer, president, and H. N. Munson, secretary. The line was surveyed starting at St. Clair river, just north of the mouth of Pine river, and running west along Clinton avenue and continuing nearly due west, crossing Pine river a few rods south of the present state road. Some miles of roadway were cleared and considerable grading was done, and about nine thousand dollars expended before the work ceased. In 1839 application was made to the state for a loan of \$100,000 to aid in the construction of this road but although it was strongly urged by E. B. Harrington, the state senator from this county, the bill failed of passage through the senate.

While this work was progressing Thomas Palmer had a new map of the village of Palmer made and lithographed and upon it appears a railroad train consisting of an engine and three cars or coaches, as they were very properly called, being nothing more than coach bodies on a car frame.

The work on this railroad stopped, undoubtedly, because of the action of the state legislature at its session of 1837. Following out the mandate of the people contained in the constitution, this legislature adopted

a system of public improvements adapted for a wealthy and thickly settled community. Railroads and canals to cost many millions of dollars were projected and a board of commissioners of internal improvement provided to construct them.

Included in the plan were three railroads to cross the state from west to east, the Southern, Central and Northern Railroads. The last was to commence at Palmer or at or near the mouth of Black river and terminate at the navigable waters of Grand river in Kent county or at Lake Michigan in Ottawa county, and was properly called the Northern Railroad because it ran near the north end of the surveyed portion of the state.

Before the session began and in anticipation of such action, the governor had negotiated with such railroads as had been proposed or begun to obtain a surrender of their charters to the state, and the St. Clair and Romeo Railroad had agreed to surrender on condition that the state repay the money expended and complete the road within six years.

It will be noticed that the eastern terminal of the northern railroad was left undetermined, which was to be settled by the board. Surveys were made from both points, and public meetings were held in December at Palmer and Port Huron, and finally the board decided in favor of Port Huron. It is obvious from the language of their report, that they had read the prospectus of the Huron Land Company, and had been convinced that its statements and reasoning were reliable. The report says: "The great and important point in controversy on this route, was the place of commencement; this question was debated with great ability, and urged with all the vehemence and spirit that most men feel in questions where private interests to a large amount are involved. The board, after a full investigation of the whole matter, decided in favor of commencing at or near the mouth of Black river, for the following, among other reasons: This point is near the foot of Lake Huron, and at the rapids of the St. Clair; it had long since been selected by the general government as a military station, and they consider it of so much importance that at a great expense a road had been constructed from this city to that place, although there is an easy and safe communication by water in the same direction for about eight months in the year.

"At the rapids, it was represented, that the passage across the river was always open and free from ice, affording a safe, convenient and rapid communication with the Canada shore. The legislature had made provisions for the construction of their public works extending across the state south of this point, and a glance at the maps will show that they do not embrace one-half of the peninsula of Michigan; it was, therefore, obviously the duty of the commissioners to fix the commencement of this road as far north as the law would permit them, especially as this road was intended for the benefit of the northern tier of counties, and yet the most northern point at which its commencement would be fixed, is between six and seven miles south of the county seat of Lapeer, and south of the other counties west. There is also at this place, a large commodious and safe harbor, at all seasons of the year, and vessels at this point can receive from the interior the wood and provisions neces-

sary for the lake navigation; an extensive fishery is established here, which will constantly increase, and must eventually add to the wealth and importance of the place.

"If, at any time hereafter, a railroad should be constructed through Canada from the head of Lake Ontario to the River St. Clair, the most direct and eligible point to connect with the northern railroad would be near the foot of the lake. Such a company has been formed, and by its charter it is to terminate at a point opposite the commencement of the northern railroad.

"When the Canada road shall be completed, then the real value and importance of the northern railroad for the transportation of passengers will commence, because it is the shortest and most direct route from the Atlantic states to Wisconsin and the mineral region west. The road from the mouth of Black river west passes through lands belonging to people of this state, of some, but to what extent the commissioners are not informed.

"The location at Palmer was urged for a variety of reasons, and among others, that in addition to the business the road would do, if commenced at Black river, a rich and productive part of Macomb county would at once furnish produce and business enough to pay the interest on the cost of construction for at least that distance of the road; and minute calculations were made in proof of these statements. That the principal business of the road would be to and from the city of Detroit and the east, and that by commencing at Palmer, twelve or fourteen miles of difficult and often tedious river navigation would be avoided; that Palmer was an old settlement, and was, and long had been, the county seat of St. Clair county. That in relation to the termination of the Canada road, interest would induce that company to terminate their road opposite the commencement of the northern road, wherever that should be.

"These arguments, with others not here enumerated, had their weight with the commissioners."

After deciding in favor of the Port Huron terminus, the board next decided to have the line run and terminate on the south side of Black river. Contracts for clearing and grubbing were made and in 1838 the board reported an expenditure of \$12,772.44, with contracts let involving an estimated expenditure of \$85,204. Governor Mason in his message to the legislature in January, 1839, says that contracts to clear and grub have been let from Port Huron to Lyons, Ionia county, and that \$20,998 had already been expended. By 1841 the end had been reached of the vast projects of internal improvement in which the new state had so light-heartedly engaged. In order to carry them out a loan of five million dollars had been authorized, and negotiated but the banking institution which had engaged to place the bonds had failed, and there was no money forthcoming to complete the railroads and canals. The visions of Port Huron as a great railroad center, the terminus of the Northern railroad through Michigan, and the Canadian railroad through Ontario, vanished into thin air, not to be revived for nearly twenty years.

It was felt, however, that all the work done and money expended upon the Northern railroad, which by January, 1841, amounted to near-

ly \$70,000, should not be allowed to go entirely to waste, and at the legislative session in April, 1841, an act was passed reciting that a large amount had been expended in chopping, grubbing and clearing the road, which, if left in its present condition, could be of no value to the people in its vicinity, and as it was impolitic in the existing embarrassments of the state to make further expenditures for a railroad, and it was the wish of the people that for the present the railroad should be converted into a turnpike or wagon road and thereby render the money already expended available for the best interests of the people in the northern section of the state, it was provided that \$30,000 of the unexpended balance be expended in bridging, clearing and grading so as to make a good passable wagon road. Later, in 1848, 20,000 acres of swamp land were appropriated to aid the same road. The line of the Northern Railroad, which was first surveyed to cross Black river and have its terminals on the north side (probably owing to the fact that at that time the largest part of the industries and population was on that side) was actually laid out and the work done from Seventh street west on the line of Lapeer avenue as now existing.

It took the country and state several years to recover from the consequences of 1836. When the people of Michigan came in 1850 to provide a new constitution for themselves they were still suffering, and they put in an express prohibition against the state engaging in works of internal improvement.

In 1847 the legislature chartered the Port Huron and Lake Michigan Railroad Company to build a line of railway from Port Huron to some point on Lake Michigan, at or near the mouth of Grand river. The company had an authorized capital of \$2,000,000, and was required to begin construction of its road within five years and complete it within fifteen years. In 1855 the act was amended increasing the capital to \$8,000,000, and extending the time of beginning work to ten years, and the time of completion to twenty years.

No construction was done under this charter until after it was required in 1865 by W. L. Bancroft and his associates, but in the same year, 1855, under the general railroad law the Port Huron and Milwaukee Railway Company was incorporated to build a railroad from St. Clair county to Shiawassee county. This company completed its organization and in 1856 bought considerable land in Port Huron upon St. Clair river both north and south of Griswold street, for terminals and rights of way. In several cases it paid a part of the purchase price and gave back a mortgage for the balance, which upon the failure of the company to build its road, was foreclosed and the company's right extinguished. Considerable work was done in Port Huron, the roadway was made through the hill over which the Military street railroad bridge was built, and some clearing and grading done. It was in anticipation of the completion of this road that the villages of Capac and Emmet were platted.

Financial difficulties soon arose and the enterprise had to be abandoned, and the hopes of Port Huron for a railroad communication seemed destined never to be realized. The title to nearly all the Port Huron property came back by mortgage foreclosure to the original

owners, and Lake Michigan, and the western country were farther away than ever.

WILLIAM L. BANCROFT

Matters slumbered another decade, when the subject was taken up once more and pushed slowly and with many drawbacks to conclusion, and the credit for this result should be largely given to William L. Bancroft.

Mr. Bancroft was born in Martinsburg, N. Y., August 12, 1825, and died at Hot Springs, Ark., 1901. In 1832 his father moved to Detroit with his family, where they remained a few years, going from there to Milwaukee. In 1844, Mr. Bancroft, who had had some experience in newspaper work, came to Port Huron and purchased the *Lake Huron Observer*, which he managed until 1848, changing the name to the *Port Huron Observer*. Selling out his paper, he went back to New York state to study law, and returned in 1851 to Port Huron to engage in the practice of that profession, going into partnership with Omar D. Conger. In 1854 he was the Democratic candidate for secretary of state, the same year his office burned and as his eyes had already given him much trouble, he bought an interest in the *Port Huron Commercial*, which he edited for two years and then sold out. The following year, 1857, he established the first bank in Port Huron, in company with Cyrus Miles, as Cyrus Miles & Company. After about a year he withdrew, and engaged in lumbering in Sanilac county, but retaining his residence in Port Huron. In November, 1858, he was elected representative in the state legislature. In 1864, he became interested in the railroad situation and to it devoted all his abilities for several years. He got up all the rights of the old Port Huron & Lake Michigan Railway Company and of the Port Huron & Milwaukee Railway Company and united them, and in the fall of that year was elected to the state senate.

The legislature in 1864 had passed several acts authorizing the municipalities along certain specified proposed lines of railway to aid in their construction by giving their own bonds upon certain conditions to the railroad companies. In 1865, several more similar acts were passed, including one which authorized municipalities in the counties of St. Clair, Lapeer, Genesee and Shiawassee to assist the Port Huron & Lake Michigan Railroad. Governor Crapo vetoed a number of such bills but they were carried over his veto. The general public sentiment throughout the state was at that time strongly in favor of such legislation, and giving such assistance. In 1866, the Port Huron & Lake Michigan Company began to purchase land in Port Huron necessary for terminals, and to arrange for the construction of the road. Mr. Bancroft had the foresight to see that Chicago was destined to be the great railroad center and connection there was vastly more important than with Lake Michigan, he accordingly began negotiating with the Peninsular Railway Company, which was formed to construct a railroad from Lansing to Battle Creek, and these negotiations finally culminated in the formation of the Chicago & North-Eastern Railway Company to unite both companies and extend the road to Chicago.

In 1867 a general law was passed by the legislature to authorize municipalities anywhere in the state to vote aid to railroads up to ten per cent of their assessed value.

In 1869, the city of Port Huron voted in favor of loaning the Port Huron and Lake Michigan Railroad \$42,000, and the bonds, bearing ten per cent interest were executed and delivered. With this and other assistance and the ability of Mr. Baneroft in smoothing out difficulties and convincing investors, the road was finally completed to Flint. Before that, however, in May, 1870, the decision of the Michigan supreme court had been made which declared all railroad aid bonds illegal and worthless. This merely added one more to Mr. Baneroft's difficulties, which he overcame. After serving as manager of the railroad and receiver of it, he retired from the railroad business in 1876. He was an able, incisive writer, a strong partisan of the Democratic party, an eloquent speaker, and for many years one of the most generally influential men of this locality.

The road was completed sufficiently to do business to Capac in June, 1870, to Imlay City, the following month, to Lapeer in June, 1871, and to Flint in December, 1871. This was all that was ever built of the Port Huron & Lake Michigan Railroad, and it is hard now to realize the troubles, discouragements, and almost impossible difficulties which were surmounted to complete it. The story of how the chain in which this road formed a link, extending from Port Huron to Chicago, was finally finished, and at last became the Grand Trunk Western, a part of the great Grand Trunk system, is one well worth telling, but would fill a volume of itself, and is not specially connected with the history of St. Clair county.

Although the Chicago road was the first railroad in Port Huron upon which work was actually begun, it followed in completion by several years, another road. It will be remembered that the promoters of the Huron Land Company, in 1837, were confident of an immediate construction of a railroad through Canada which would connect at the head of St. Clair river with a Michigan road west. They were correct in their anticipations, except that they under-estimated the time by twenty years. The Grand Trunk Railway Company of Canada finally completed its road to Pt. Edward and, in 1859, built under the name of a Michigan corporation (Chicago, Detroit & Canada Grand Trunk Junction Railway Company), the railroad from Port Huron to Detroit. This road was located without reference to existing communities, but simply to connect its line with Detroit.

During the years immediately following the completion of the Port Huron & Lake Michigan Railroad, the air was full of railroads in which St. Clair county was interested. Roads from Port Huron to Saginaw, from Saginaw to St. Clair, from St. Clair to Chicago, and of all these the only one to materialize was the short road from St. Clair to Lenox, built in 1873, a part of the projected Michigan Midland & Canada Southern Railroad. Another company, the Chicago, Saginaw & Canada Railroad Company, expended considerable money in right of way and grading between the same points in the same year and then abandoned the project.



## ST. CLAIR TUNNEL

The Grand Trunk Railway system was owned by English capital, and for many years was a by-word for its lack of progressiveness, and slow business methods. It finally secured a Chicago connection for its large eastern mileage through the purchase of the Port Huron & Lake Michigan Railroad and other links. Its president, Sir Henry Tyler, was a capable clear-headed man, and saw that although the Rapids furnished the best river crossing anywhere between Lake Huron and Lake Erie, there were many drawbacks to a ferry crossing, from ice and other causes, and to him is due the credit of conceiving and carrying out the great railroad tunnel under the St. Clair river. He persuaded his fellow directors of the Grand Trunk to join with him and the St. Clair Tunnel Company was organized to build the tunnel. Two different methods were tried in 1886 and 1888 and abandoned, and then the successfully used method of the shield system was adopted. Large open cuts were made at each portal and in July, 1889, actual tunneling began and was completed in 1890.

The total cost of the completed tunnel was about \$2,700,000, its length from portal to portal 6,025 feet, the grade one in fifty. As an engineering proposition it was completely successful, and creditable to Mr. Joseph Hobson, the chief engineer.

The use of the tunnel began in 1891, and while highly satisfactory in many ways, developed a trouble which was serious and caused a number of deaths. The locomotives in their passage through generated a considerable volume of gas which took time to escape, and when from any cause trainmen were compelled to stay any length of time in the tunnel this gas was apt to be fatal.

After long and thorough examination it was decided, in 1907, to use electric power to haul all trains through the tunnel, and a contract was let to the Westinghouse Company to install the necessary equipment. This was completed in 1908 and now large electric locomotives of 1,500 horsepower each take all trains, freight and passenger, through a well-lighted, pure-air tunnel, a most happy and satisfactory outcome. The system used is single phase alternating current with overhead working conductor.

## PERE MARQUETTE RAILWAY

To Port Huron enterprise is due the considerable railroad system, now included as a part of the Pere Marquette Railway, which for several years was known as the Port Huron & Northwestern Railway. During 1877 and 1878 there was much talk of building a railroad from Port Huron north through Sanilac and Huron counties, which culminated in 1878 in the formation of the Port Huron & Northwestern Railway Company, composed of D. B. Harrington, John P. Sanborn, William Hartsuff, Charles R. Brown, Fred L. Wells, Henry Howard, James Beard, Henry McMorran, S. L. Ballentine, C. A. Ward and P. B. Sanborn. Large subscriptions in aid of the proposed road were obtained and construction of a narrow-gauge railroad began in the fall of 1878.

The first section, to Crosswell, was opened for business May 12, 1879, and the road was completed to Harbor Beach in September, 1880. In the meantime it had been decided to build to Saginaw, and starting from a point on the main line in the south part of Grant township a branch was built, and completed to Saginaw, February 21, 1882. Subsequently, this line was changed to start in Port Huron, on the south side of Black river and not crossing that stream, and a part of the former line abandoned. In October, 1882, the branch to Almont was completed, under the corporate name of the Port Huron & South-Western Railway, and in December, 1882, the branch from Palms to Port Austin via Bad Axe was completed.

In June, 1880, Congress gave permission to the city of Port Huron to give the railroad a right of way through Pine Grove Park, which was done, and the road from the north was extended to cross Black river, and the general station built at the foot of Court street in 1881 and used as the passenger station of all the railroads entering Port Huron.

In 1889 the road was sold to the Flint & Pere Marquette Railway Company, and thus passed out of the control of Port Huron citizens a road which through its construction has been of the greatest value to Port Huron, and which is a monument to the enterprise of its citizens.

#### PORT HURON SOUTHERN

In January, 1900, the owners of the Port Huron Salt Company, whose plant is located a short distance below Port Huron, built a railroad about three miles long to connect their plant with the Grand Trunk and Pere Marquette railroads. A corporation was formed under the railroad act called the Port Huron Southern Railroad Company and a well-constructed road built, its business being practically confined to hauling away the product of the plant and bringing in its supplies.

#### RAPID RAILWAY

In August, 1895, the Detroit & River St. Clair Railway Company was incorporated under the Street Railway Act to build a railroad from a connection with the Grand Trunk Railroad to St. Clair river. Franchises were obtained from the townships and villages from Chesterfield east and building of the road began. Financial difficulties soon came on and for the double purpose of protecting creditors and completing the road, in January, 1897, James G. Tucker was appointed receiver. Under his management enough funds were obtained to complete the road from Chesterfield Station, on the Grand Trunk, through New Baltimore, and along the north shore of Lake St. Clair, and through Algonac, to Marine City in 1899. In the meantime Judge C. J. Reilly, and C. M. Swift, of Detroit, the owners of the Rapid Railway, an electric line from Detroit to Mt. Clemens, had organized in March, 1899, the Detroit, Mt. Clemens & Marine City Railway Company, and during that year the latter company built from Mt. Clemens to Chesterfield and in December, 1899, purchased from the receiver all the rights of the Detroit & River St. Clair Railway.

In April, 1899, Messrs. Albert Dixon, F. J. Dixon and W. L. Jenks, the owners of the City Electric Railway of Port Huron, organized the Port Huron, St. Clair & Marine City Railway Company, obtained the necessary franchises and began the construction of an electric road from Port Huron to Marine City. This road was completed in 1900, and the following year all the different corporate rights in the electric roads between Detroit and Port Huron were purchased by the Detroit United Railway of Detroit, and in 1902 a cut-off branch was built from Marine City to Anchorville.

The company operates a steam freight car service from Chesterfield to Marine City, and a double line of electric service, one by way of Algonac and one by the cut-off. The electric line between Port Huron and Detroit is operated by a large central power station at New Baltimore, where the electrical current is generated, transformed to a high voltage, carried to various sub-stations along the road, and there reduced in voltage and converted to direct current, which is used in the cars. The construction of this road has operated to open up and develop the southern portion of the county better than could be done by a steam road, and in consequence the entire lake and river shore from New Baltimore to Marine City has been built up by summer residents.

#### PAPER RAILROADS

The following is a list of railroad companies organized in Michigan, whose roads would, if constructed, have affected St. Clair county, but which were never built.

Detroit, Romeo & Port Huron Company, a railroad chartered originally under the name of the Shelby & Detroit Railroad Company, by act No. 87 of 1848, changed to the Detroit, Romeo & Port Huron Railroad Company, with a capital stock of \$100,000. Its termini were Detroit and Port Huron. By subsequent acts its charter was amended so as to authorize the company to arrange with any other railroad company for a guarantee of its bonds, and also for an increase of capital stock.

Air Line Company of Michigan. Its articles of association were filed April 28, 1869, authorizing a capital stock of \$4,000,000, with termini Port Huron and Indiana state line.

Canada, Michigan & Chicago Railway Company. Articles filed February 8, 1872, capital stock \$4,000,000, termini Lansing and St. Clair.

Chicago & Lake Huron Railway Company. This was formed by the consolidation of the Peninsular Railroad Company, whose termini were Lansing and Battle Creek, and the Port Huron & Lake Michigan Railroad Company. Its articles were filed August 15, 1873; capital stock \$10,000,000; termini Port Huron and Chicago.

Chicago, Saginaw & Canada Railroad Company. Articles filed January 4, 1873; capital stock \$4,200,000; termini Grand Haven and St. Clair.

Detroit & Port Huron Railroad Company. Articles of association filed March 26, 1858; capital stock \$500,000; termini Detroit and Port Huron.

Detroit, Port Huron & Sarnia Railroad Company. Articles filed March 27, 1858; capital stock \$1,200,000; termini Detroit and Port Huron township.

East Saginaw & St. Clair Railway Company. Articles filed October 31, 1872; capital stock \$1,000,000; termini East Saginaw and St. Clair.

Fort Gratiot & Lexington Railroad Company. Articles filed April 30, 1872; capital stock \$200,000; termini Port Huron and Lexington.

Michigan Air Line Extension Company. Articles filed April 15, 1870; capital stock \$1,000,000; termini Ridgway and St. Clair.

Michigan Midland Railroad Company. Articles filed July 4, 1870; capital stock \$3,000,000, increased in 1872 to \$6,000,000; termini St. Clair and a point on Lake Michigan in the township of Holland.

Port Huron & Owosso Railroad Company. Articles filed May 24, 1869; capital stock \$1,000,000; termini Port Huron and Owosso.

Port Huron & Saginaw Valley Railroad Company. Articles filed January 16, 1873; capital stock \$1,000,000; termini Port Huron and Saginaw river.

Saginaw & St. Clair River Railroad Company. Articles filed April 25, 1870; capital stock \$3,000,000; termini East Saginaw and St. Clair.

St. Clair & Chicago Air Line Railroad Company. Articles filed April 8, 1872, under name of St. Clair River, Pontiac & Jackson; capital stock \$1,200,000. Amendment to changing name to St. Clair & Chicago Air Line and increasing capital stock to \$1,700,000, filed October 2, 1872; termini St. Clair and Jackson counties.

Capac & Northern Railway Company. Articles filed November 11, 1879; capital stock \$300,000; termini Capac and Marlette.

Bay City, Caro & Port Huron Railroad Company. Articles filed February 15, 1886; capital stock \$1,000,000; termini Bay City and Port Huron.

Bay City & Port Huron Railroad Company. Articles filed 1904; capital stock \$1,000,000; termini Bay City and Port Huron.

Port Huron & Lexington Railroad Company. Articles filed 1895.

#### CITY STREET CAR LINES

For some years after the Grand Trunk Railroad was built in 1859, Port Huron passengers to or from Detroit or points east were compelled to walk or take a bus to the railroad station at the extreme northeast corner of the Military reserve. As there was considerable in and out travel, Gurdon O. Williams, of Detroit, and some associates, thought a horse-car road from the center of Port Huron to the railroad station would be profitable and in 1866 they organized the Port Huron and Gratiot Railway Company and obtained from the city of Port Huron a franchise to operate horse cars on Huron avenue. In the meantime, on January 31, 1866, Congress had passed an act granting to Williams and his associates the right of way across the Military Reservation to the Grand Trunk station, and during the year 1867 the new road was built along the river bank through what is now Pine Grove Park, from the station to Huron avenue and down the latter street to River street, and later extended across the bridge to Pine street, and proved a great con-

venience and also reasonably profitable. The fare during the daytime was ten cents and at night twenty-five cents.

The success of this company aroused emulation and, in 1873, after a large part of the Reservation had been platted and sold, the City Railway Company was organized to construct a street railroad from the Grand Trunk station, west on Michigan (now State street), south on Stone to Pine Grove avenue, down that avenue to Erie street, south on Erie street and Seventh street to Griswold street, thence east to Port Huron & Lake Michigan depot, with a branch on Butler street, from Erie street to St. Clair river. The necessary franchises were obtained and a grant from Congress to construct a curve track on the reservation at the corner of Stone and Michigan streets. The old road then obtained a franchise to build from Huron avenue up Pine Grove avenue to Elk street, withdrawing its track from Pine Grove Park. Both roads engaged in a large amount of new construction, a considerable amount unnecessary and duplicated. In 1874 the franchise to the City Railway was amended so as to permit the construction of its road on Pine Grove avenue to Superior street, down that street to Broad, east on Broad to Huron avenue, down that street to Butler street, and east to St. Clair river. It built from the north end and when it came to Huron avenue found the old road constructing a second track on the west side of its first track, thus interfering with the proposed construction of the City Company's track. Immediately trouble arose, suits were brought, injunctions were issued, appeals to the supreme court taken, but after some years of warfare and loss to all concerned the fight was ended by the formation of a new company, the Port Huron Railway Company, in 1877, and its acquiring the rights of both former companies and the taking up of track now rendered unnecessary, and the making of one line from the Grand Trunk station west on Michigan street to Stone, down Stone to Pine Grove avenue, then to Huron avenue, down that street and Military street to Griswold street and east to the Port Huron & Lake Michigan station.

In September, 1883, application was made to the council of Port Huron for a new thirty year franchise, granting permission to lay a track upon Elk street instead of Stone street, and also a track on Court street from Military street east to the Port Huron & Northwestern Railway station. This was granted as was also a franchise by Fort Gratiot village on Elk street and Elmwood avenue. With a foresight quite remarkable permission was asked and obtained to operate cars by electric power, although there was then no electric railway in commercial operation in the world. The old tracks were changed to the new locations but the branch on Court street was not constructed.

It was not until 1886 that this permission was utilized. In August of that year the Port Huron Electric Railway Company was organized and bought out the rights and franchises of the other company, obtained new franchises, and proceeded to install an electric system. This was the first established street railway in Michigan to use electric motive power. In the same year, 1886, a short line was built on Dix avenue, Detroit, and operated for a few months. Prior to this, and the inducing motive to the adoption of electricity here, there was installed in Windsor

an electric traction system. The Port Huron company was certainly a pioneer in this line and it is probably the second street car line on this continent that can show a continuous use of electricity as motive power from as early a time as the fall of 1886.

The motors were about seven horsepower and set in the middle of the car, on the floor, connecting with the axles through cog wheels. A trolley running on top of the wire strung over the track communicated the current to the motor. Many were the troubles and difficulties which these early cars met and subdued. The line was extended up Gratiot avenue to the beaches and was very popular.

In 1892 the Grand Trunk had completed the tunnel under St. Clair river, and located its station at Twenty-fourth street. It was felt that street railway connection should be made there, and that the entire system should be remodeled to include the improvements made since 1886. Accordingly a new company, the City Electric Railway Company, was organized in May, 1892, which bought out the older company, rebuilt the entire road, extended it to the tunnel station, and installed the most modern equipment. Subsequently, other extensions were made down Military street, and out Lapeer avenue, and farther up Gratiot avenue, and in 1900 all the interests were acquired by the Detroit United Railway. Very few cities of the size of Port Huron have enjoyed as good street railway service.

#### RIVER BOAT LINES

One mode of transportation which has always been of much importance to the people of this county, was the lines of river boats between Port Huron and Detroit, and between Port Huron and Algonac. The first steamboat to ply between Detroit and St. Clair river was the "Argo," whose hull was built of two immense logs hollowed out, and then fastened together with a deck upon which was the small engine which operated the side wheels. Its speed was at the rate of about two miles per hour. This boat was owned and operated by Captain John Burtis, of Detroit, who used her also as a ferry between Detroit and Windsor. The "Argo" was very cranky, and required its load to be carefully distributed. The late General Friend Palmer relates that one occasion the "Argo" was bringing Thomas Palmer, who was a man of generous proportions and weight, up to his property at St. Clair. The movements of Palmer around the boat had so great an effect that the captain was compelled to frequently call out, "Trim ship, Unele Tom." The boat was not large enough to carry along from Detroit all the fuel she would need to get to St. Clair, and it was her custom, in coming up via the North channel, which was the one in ordinary use at that time, to stop at Stromness Island and lay in another supply of wood. The dimensions of the boat were forty two feet in length, nine feet in breadth, and she had a capacity of nine tons.

The schooner "Emily," built in 1828, and owned by Howard & Wadhams, had been used to carry lumber from Clyde Mills, on Black river, and supplies back, but the first steamer to run to Black river was the "General Gratiot," which was built in Ohio in 1831, and was owned by

F. P. Browning, who built the first steam saw-mill at Port Huron in 1833. Her first captain was Arthur Edwards, who was succeeded in 1833 by Captain John Clark, who afterwards settled up on a large farm in East China township and was a prominent man in the county for many years.

In 1833 the steamer "General Brady" was also put on the river route. She had a tonnage of sixty-five tons, while the "General Gratiot" was credited with forty-five tons.

The "Erie," of 149 tons, built in 1835, and owned chiefly by James Abbott, of Detroit, was placed upon the river route in 1836, and for some years maintained the reputation of being the fastest boat on the lakes, and was sunk by the ice in Lake St. Clair in the spring of 1842.

During the season of 1837 the "General Gratiot," Captain S. T. Hanson, and the "Erie," Captain Henry Ballard, left Port Huron for Detroit alternate mornings, going down one day and returning the next.

In 1840 the steamer "Huron," of 139 tons, built by the Wards at Marine City in 1839, was placed upon the route and commanded by Captain Eber B. Ward, who afterwards became the richest man of his time in Michigan. At this time business was brisk and the route was very profitable. The Wards continued to build new and larger boats for the lake and river service, and regarded the river route especially as one which belonged exclusively to them. From time to time various intruders appeared to contest this claim, but with their larger resources and resourcefulness they were able to drive out all competitors. In 1851 the "Pearl" and "Ruby," crack steamers of 251 tons each, appeared, and from their speed and beautiful fittings, aroused great enthusiasm. The village plat of Ruby in the township of Clyde was named by Mr. John Beard from one of these boats. Two years later appeared the steamer "Canadian," one of their strongest rivals, and as the Wards, by their arbitrary methods, had created considerable enmity along the river, it was only by reducing the passenger fare to practically nothing, and by similar tactics in other directions, that they were able to maintain control of the route.

Later came the "Forester," the "Forest Queen," the "Dart," and in the sixties the "Reindeer" and "Evening Star," in 1870 the "Milton D. Ward." The White Star Line was organized and now operates the "City of Toledo," "Tashmoo" and "Owana," steamers admirably fitted for the business. At different times for short periods competition has existed, but the White Star Line has for thirty years enjoyed a virtual monopoly of the Detroit-St. Clair river business. In 1894 Mr. Crochet McElroy, the owner of the popular river boat, "Mary," planned and had constructed the steamer "Unique," which was intended to be very speedy, and it was expected would absorb a large part of the Port Huron-Detroit traffic. She failed however to meet expectations and after several accidents was withdrawn from the route, with great loss to her owners.

In the late sixties in order to accommodate the people along the St. Clair river, a small steamer was put on, at first running only from Marine City to Port Huron, later the route was extended to Algonac. In 1870 the "Belle of Oshkosh" was on. In 1871 the "Carrie H. Blood" was put on the line and operated for about ten years, then came the "Agnès" for a short time, followed by the "Mary," the best boat ever

on the Port Huron-Algonac line, with Captain S. H. Burnham as master and Spain E. Pearce as clerk, the combination was a favorite one along the river, until the electric line so absorbed the business that the steamer line was no longer profitable.

#### FERRIES

One of the first acts of the first county court held in St. Clair county, in January, 1822, was to license James Fulton to maintain a ferry across Pine river. The situation was much the same as the highways. The community at large could not afford to build a bridge, and the traffic itself paid for the ferry. The rates authorized to be charged were: Each person, six and one-quarter cents; man and horse, nine cents; horse and carriage, one shilling. Two years later the same kind of license was granted to Jean B. Desnoyer to maintain a ferry across Black river, and the following year Louis Chortier was licensed to maintain a ferry across Belle river. This completed the list of official ferries entirely within the county and they were maintained until bridges were built. In the summer of 1831 floating bridges were built by the county across both Pine and Belle rivers, and in 1833 the government completed the military road from Detroit to Fort Gratiot and built a bridge across Black river, and ferries, officially licensed, ceased to exist.

There was, however, a growing traffic between Canada and Michigan, which could be transported only by boat, and with a view of nominal regulation, but actual monopoly, in March, 1837, application was made to the legislature, and an act was passed giving to Norman Nash and Nicholas Ayrault, the right to keep and maintain a ferry across St. Clair river near the mouth of Black river.

Rev., or Dr. Nash, for he was called by both titles, was born in Ellington, Conn., November 17, 1790. After being ordained as an Episcopal minister, he went, in 1825, as a missionary to the Indians at Green Bay, and taught the Menominee Indians. In 1836 he was appointed by President Jackson, missionary and teacher to the Indians near Port Huron. He came to Port Huron and built a house near where the Huron House stood later, the lower part of which was one large room which he used as a school room, and the upper part he used for living purposes. Although he was to receive a salary of \$400, owing to some complication with the Indian agent and the Episcopal bishop he never received any. Having obtained some knowledge of medicine, he was often called on in default of regular physicians, and thus earned the title of doctor. In the teaching of the Indians he prepared a special alphabet and is said to have had some books printed in that language.

After the Indian reservation was sold he remained in Port Huron, buying the property just south of the Episcopal church, on Sixth street, where he built a house and lived during the remainder of his life. He never married, and although he never had a regular parish he used to preach regularly for many years at Clyde Mills, Fort Gratiot and other places. He was a notable man in many respects, possessed the universal love and respect of the community, and died November 11, 1870, after a residence in Port Huron of more than thirty-five years.



Nicholas Ayrault was a merchant in Livingston county, New York, and became interested in the Huron Land Company and came to Port Huron in 1836 to look after that company's interests. He remained here a few years and then returned to New York. While here, about 1840, in connection with Edgar Jenkins, sutler at the fort, he built a water-power saw-mill on McNiell creek, and, because of the interests he represented, was a man of considerable importance in the community.

Although Nash and Ayrault were the first to obtain legislative sanction for their ferry, they were not the first to conduct the business. William Eveland came from Canada in 1833 and not long after began to operate the first ferry between the localities now known as Port Huron and Sarnia. A man by the name of Hitchcock is also said to have operated a ferry for a time until he was driven out by Malcolm Cameron, the founder of Sarnia, who had succeeded to the rights of Nash, and for some time kept out competitors by his claims of special rights. Under him, the carrying of passengers and light freight was by row boats. For teams and heavy freight he used a scow rigged with a sail, which obviously could be used only under favorable conditions. Cameron was succeeded by Orrin Davenport, who introduced a startling innovation. A sort of catamaran was constructed and upon a platform two Indian ponies attached to a sweep furnished the power, the steering being done by a large oar hung on a pivot. Later Davenport bought the steamer "United," using it as a ferry in the winter time, and in towing in the summer.

In 1851, Captain James Moffatt, who had been in Davenport's employ, started a ferry of his own, and together with a Mr. Curtis built a ferry whose power was furnished by four horses. They managed this ferry so well as to drive out their competitors. A little later Captain Moffatt and Mr. Brockway built the small steamer "Union," and in 1859 the "Sarnia," and then came the boats now in operation.

The license to Nash and Ayrault allowed eighteen and three-quarter cents for each passenger during the months from November to April, and one shilling during the remainder of the year, and ninety-three and three-quarter cents and sixty-two and one-half cents during the respective seasons, for a single horse and carriage, but it is doubtful if these rates were long or ever in actual use.

The same legislature which gave the license to Nash and Ayrault, gave a similar one, at St. Clair, to Thomas Palmer, James McClannan and David Lockwood. McClannan, who had bought in 1836 a considerable interest in St. Clair (Palmer) real estate, left after the panic of 1837, and it is not known that this ferry license was ever used, and it soon became known that the business was open to everybody. For many years rowboats and sailboats were the only kind in use, until the Canada Southern Railroad was built, when a steamboat was put on.

## CHAPTER XXVI

### SHIPPING

INDIAN AND FRENCH CRAFT—ENGLISH AND AMERICAN VESSELS—SHIP BUILDING IN ST. CLAIR COUNTY—PASSENGER TRAFFIC AND FREIGHT BUSINESS—BOATS BUILT IN MARINE CITY, PORT HURON, ST. CLAIR, ALGONAC, MARYSVILLE, LAKEPORT, FAIR HAVEN, FORT GRATIOT, BURTCVILLE, CHINA, COTTRELLVILLE, HERSON'S ISLE AND CLAY, AND ON ST. CLAIR RIVER AND SWAN CREEK.

It is doubtful if any county bordering upon any one of the Great Lakes was as much interested as St. Clair county in the making and operating of wooden boats, but when iron and steel came to displace wood, the supremacy of St. Clair county began to disappear.

#### INDIAN AND FRENCH CRAFT

For centuries the waters of these lakes and rivers were troubled by no boat larger than the Indian canoe, generally only large enough to hold two or three persons, and even long after the French and English came, the canoe was practically the only means of transport and communication. The Huron Indians brought to Quebec their loads of furs in their birch-bark canoes, and it was by the same means that the first priests and missionaries poled their way, with great fatigue and suffering, up the rapid and rocky Ottawa, or portaged around the falls and rapids.

The Lake Indians had found at hand in the bark of the native birch an ideal material for their purposes. Light and strong, it made a boat which could easily be carried by one man whenever a portage was necessary, and would carry two men and several hundred pounds of furs or other freight. Under the French rule, when the system of licensing traders with the Indians was in vogue, there was specified in the license the number of people and of canoe loads which might be taken to the Indians by each trader.

The Iroquois Indians of New York, and the other eastern and southern Indians, were not so fortunate in their canoe material. In general these boats were dugouts, or constructed of logs cut or burned hollow, but in lightness and ease of motion they could not compare with the birch-bark canoe of the Chippewa or Huron.

The French readily adapted themselves to the advantages and re-

strictions of the canoe, and their voyageurs became as expert in their use as the Indians themselves. It was a favorite amusement of Governor Cass to be rowed by French boatmen on his official trips, in fact his expeditions to the Northwest, in 1820 and later years, were accomplished in canoes. One drawback to the canoe was the ease with which it cap-sized and for that reason its users were required to keep near shore and could not venture out in wind or wave.

The French introduced in use a larger boat called batteau, rowed with oars and calculated to carry larger loads.

The first sailing vessel west of Niagara was the "Griffon," built by La Salle and launched in 1679. After a successful trip to Lake Michigan she was loaded with furs and started on her return, and was never again heard of, to the great loss and disheartening of her owner.

#### ENGLISH AND AMERICAN VESSELS

When the English came into control of the lakes and established a line of forts and posts, it became necessary to create a small fleet to carry the supplies and munitions to these various points, and a number of small sloops came into being to meet this demand. Thus we find in a return of the British vessels in the lakes in 1783, that they possessed the "Gage," of 114 tons, built in 1772; the "Dunmore," built in the same year, of 70 tons; the "Wyandot," of 37 tons, and in addition an unnamed sloop built at Mackinac.

The "Hope," of 70 tons; the "Faith," of 37 tons, and the "Angelica," of 59 tons, were all lost in a storm of November, 1783, and the "Welcome," of 45 tons, was lost in 1781.

When the Americans, in 1796, came into possession of the posts on the Great Lakes, there was little need of boats to transport men or merchandise, and it was not until after the War of 1812 that American shipping on the lakes came into existence.

#### SHIP BUILDING IN ST. CLAIR COUNTY

The county of St. Clair, with its large and convenient supply of oak and other timber suitable for ship building, was well adapted for the building of boats, but there was no demand. The government built Fort Gratiot in 1814 and, in 1818, built near the fort the first boat ever constructed in St. Clair county, the "Split Log" by name. Intended as a revenue cutter, it was thirty-four feet in length, with nine foot beam, and of thirty-four tons. This was the forerunner of a large fleet of all kinds and sizes, from the small scow or launch of a few tons to the large and palatial passenger steamers and modern freighters.

In 1824, Samuel Ward, of Newport, as it was then called, built the "St. Clair," with enterprise far in advance of the ideas of the time, with the intention of establishing a line to carry freight from the lakes to the Atlantic coast via the Erie canal. The time was not ripe and the trip which Captain Ward made in his own boat to New York and return was not repeated.

The Ward fleet, however, grew both in number and size until it was

second to none on the lakes. Eber B. Ward became associated with his uncle, Samuel, and the combination was a very strong one. Profits generally were good and sometimes extremely good. When the Michigan Central Railroad was completed to New Buffalo, on Lake Michigan, the Wards made a contract to deliver passengers and freight from that terminal to Chicago and Milwaukee and they put two boats upon the route. One of them was the "Pacific," built in 1848, at a cost of \$40,000, which was put on the route in her second year, during which she cleared for her owners \$45,000, with the companion boat doing equally well.

During a period of about twelve years, beginning with 1845, the Wards turned out a large number of first-class boats, most of them side-wheel passenger steamers. It was during that period that they came to feel that the route from Port Huron to Detroit belonged to them, and that anyone daring to put another boat on the line was an impudent trespasser. Rivalry at times grew very intense and it is said that occasionally travelers were not only given passage free, but good substantial meals in addition.

In those days dwellers along the river had their favorite steamer, and took great pride in the speed and appearance of their favorites. The captain was an autocrat, and if of a courteous and obliging disposition, soon acquired a widespread favorable reputation. Captain John Clarke, long a resident of East China, commanded the steamer "General Gratiot" from 1833 to 1835, and because of his manner and ability acquired a great and lasting popularity through the county. When the screw propeller came into use its extension on the lakes was slow, as was the idea that it would be found profitable to build boats adapted for freight alone. When Wesley Truesdail, of St. Clair, in 1846, built the "Goliath," of 279 tons, as an exclusively freight propeller, he was derided as a visionary, but the magnificent freighters of today with their freight capacity of 12,000 tons or more, passing daily during the season through the river, prove conclusively that Mr. Truesdail was merely in advance of his contemporaries.

The rapid building of railroads during the decade from 1850 to 1860, had a serious and depressing effect upon the lake marine. The steamer from Buffalo to Chicago could not compete in time and expense with the iron horse, and many boats were dismantled or taken to the coast.

#### PASSENGER TRAFFIC AND FREIGHT BUSINESS

During the high tide of passenger traffic the steamboats were finely fitted up, first rate meals were served and a fine band of music was generally carried. The trip from Buffalo to Chicago was made in three or four days. In 1847, Thurlow Weed made this trip, and passing through St. Clair river, was greatly struck with the beauty of the landscape and he noticed at St. Clair "the gigantic framework of a steamer building by Captain Walker, that is to be the leviathan of the lakes." This was the "Empire State," launched in 1848, and was indeed a monster for the time, as it had a measured tonnage of 1,691 tons. It

perhaps was too large for the traffic and the facilities, as within a few years it was turned into a drydock at Buffalo.

During all this period and for many years afterward wood was the only fuel used on the steamers, and St. Clair river was lined with wood docks, evidence of which in many cases still remain. This demand furnished a ready market at a good price, for the hardwood timber, and many acres within the county were cleared in the process of cutting wood for the boats.

When the passenger business declined, the freight business began to increase and this demanded a change in the character of the boats. Sailing vessels became more numerous, and a new creation came into existence, the steam tug, a boat of small size, but large power, adapted to towing the sailing vessels into and out of harbors, or through narrow channels, or against adverse winds or currents. In those days the St. Clair river was the theater of much of their operations, and it was a striking sight to see a small sturdy tug in advance pulling up the river a long line of six or seven vessels, each several times larger than itself, some of them perhaps with sails set.

The business was profitable and the rivalry between the tugs or lines of tugs grew to be very great, and as many of the strongest and fastest ones were owned in Port Huron or other places in the county, their respective merits formed the subject of frequent and often acrimonious discussion along the water front, or during the winter at the meeting places of the sailors.

The following constitutes a list as complete as it is now possible to make of all the boats which have been constructed in St. Clair county, with the date and place of building.

#### BOATS BUILT IN MARINE CITY

1824—Schooner Sam Ward, 27 tons; Schooner St. Clair, 28 tons, sunk 1855.

1825—Schooner Isaac E. Pomeroy, 54 tons.

1827—Schooner Grampus, 30 tons.

1830—Schooner Marshal Ney, 73 tons; Schooner Albatross, 20 tons.

1833—Schooner Elizabeth Ward, 65 tons; capsized 1845.

1835—Schooner General Harrison, 115 tons.

1838—Schooner Trader, 19 tons.

1839—Steamboat Huron, 147 tons, dismantled 1848; Schooner Eagle, 29 tons; Steamboat Detroit, 350 tons; sunk Saginaw bay, 1854, collision with Nucleus.

1842—Schooner Vermont, 67 tons; lost Grand Haven, 1855.

1843—Steamboat Champion, 266 tons; broken up.

1845—Steamboat Oregon, 781 tons; burned at Chicago in 1849.

1846—Steamboat Detroit, 352 tons; made into barge.

1846—Schooner Mary Ann Larned, 79 tons.

1847—Schooner Samuel Ward, 433 tons; made into barge.

1848—Steamboat Franklin Moore, 192 tons; broken up in 1862; Steamboat Pacific, 462 tons; lost in Lake Michigan in 1867.

1849—Steamboat Atlantic, 1,155 tons; sunk at Long Point by collision, 1852, with Propeller Ogdensburg, 250 lives lost.

1850—Steamboat Ocean, 1,052 tons; made into barge in 1857.

1851—Steamboat Pearl, 251 tons; broken up in 1869; Steamboat Ruby, 251 tons; broken up in 1865; Steamboat Arctic, 861 tons; stranded in Lake Superior in 1860; Steamboat Caspian, 921 tons; wrecked at Cleveland, 1852.

1852—Steamboat Cleveland, 574 tons; wrecked in Lake Superior, 1864; Steamboat Traveller, 603 tons; burned at Chicago, 1854; rebuilt; burned at Eagle Harbor, 1865; Steamboat Huron, 348 tons.

1853—Propeller Challenge, 665 tons; Steamer E. K. Collins, 942 tons; burned at Malden, 1854, twenty-three lives lost; raised and made into the Ark.

1854—Schooner Forester, 284 tons; Steamer R. R. Elliott, 254 tons; made into barge, 1866; Steamer Forester, 503 tons; made into barge, 1865; lost 1869.

1855—Steamboat Forest Queen, 462 tons; made into barge, 1866; Steamboat Planet, 1,164 tons; made into barge Northwest, 1866; lost in collision on Lake Erie; Propeller Mary Stewart, 442 tons; wrecked at Grand Haven, 1866; Schooner Colonel Cook, 327 tons; stranded, 1894; Schooner Torrent, 411 tons; sunk Port Stanley, Lake Erie, 1863; Barque Pacific, 482 tons; sunk in 1855.

1856—Schooner Wyandotte, 452 tons; Steamer Montgomery, 925 tons; Steamboat Gem, 50 tons; Barque Marquette, 426 tons; sunk in Lake Michigan, 1862, by collision.

1857—Scow-schooner Forest, 102 tons; Barge Ark, 308 tons; wrecked in Lake Huron, 1866.

1858—Steamboat Gazelle, 422 tons; wrecked Eagle Harbor, 1860, only wheelsman saved.

1859—Steamboat Sea Bird, 535 tons; burned in Lake Michigan, 1868, seventy-two lives lost.

1860—Schooner John Rice, 146 tons; Steamer Comet, 385 tons.

1861—Steamer Antelope, 600 tons; foundered in 1897; Scow Schooner William Kelly, 198 tons; Scow Schooner R. N. Brown, 236 tons.

1862—Steamer Sea Gull, 36 tons; Schooner E. Kanter, 378 tons; Schooner Yankee, 410 tons; abandoned; Propeller Waterwitch, 369 tons; foundered, 1863, in Lake Huron; twenty-eight lives lost; Propeller B. F. Wade, 715 tons; Scow Forest Maid, 60 tons.

1863—Schooner Otter, 270 tons; wrecked near Sturgeon bay, 1895; Schooner Stephen Clement, 602 tons; made into barge in 1869; Schooner M. B. Spaulding, 450 tons; burned in 1860; Schooner George W. Bissell, 278 tons; lost; Schooner Favorite, 451 tons; Schooner Saginaw, 378 tons; Schooner Frances Adah, 62 tons.

1864—Steamer Wave, 153 tons; Brig St. Joseph, 193 tons; Scow Eureka, 199 tons; Tug Mayflower, 127 tons.

1865—Steamer Trader, 150 tons; boiler exploded, 1866, three lives lost; Propeller C. J. Clark, 98 tons; Schooner Carrier, 187 tons; Tug George N. Brady, 165 tons; rebuilt in 1893.

1866—Scow Lizzie Bell, 59 tons; lost Lake Ontario; Steamer River

Queen, 68 tons; burned in 1868; Schooner Sophia J. Luff, 277 tons; Steamer Salina, 212 tons; burned at St. Clair, 1876; Steamer East Saginaw, 235 tons; lost in Lake Huron, 1883; Bark F. Morell, 369 tons; Steamer Marine City, 267 tons; burned Lake Huron; Steamer W. R. Clinton, 259 tons; Steamer Keweenaw, 635 tons; Steamer Saginaw, 707 tons; condemned, 1910; Steamer Alpena, 617 tons; Schooner Kewanaw, 493 tons.

1867—Tug M. I. Miles, 152 tons; Schooner Tailor, 298 tons; name changed to Romeo; Steamer Bay City, 262 tons; burned in 1891; Steamer J. S. Estabrook, 280 tons; Schooner S. Gardner, 238 tons; Schooner Guiding Star, 384 tons; abandoned, 1892; Schooner William Brake, 318 tons.

1868—Steamer D. F. Rose, 258 tons; Schooner Florence Lester, 265 tons; lost in 1889; Steamer William Cowie, 208 tons; burned in Cheboygan, 1890; Steamer George S. Frost, 131 tons; burned in Lake Erie, 1879; Schooner Francis Palms, 560 tons; lost in 1889 in Lake Michigan; Steamer St. Paul, 909 tons; burned in Lake Superior; Schooner William E. Barnes, 122 tons; Schooner H. P. Merry, 170 tons.

1869—Schooner A. Gebhart, 354 tons; Schooner Edward Dean, 376 tons; Schooner Keepsake, 268 tons; foundered in Lake Erie, 1898.

1870—Steamer P. H. Birekhead, 378 tons; burned Alpena; Schooner C. H. Johnson, 332 tons; wrecked in 1895; Steamer Milton D. Ward, 544 tons; Propeller Coburn, 867 tons; lost in 1871, Saginaw bay, thirty-two lives lost.

1871—Steamer Annie Laurie, 356 tons; Scow L. C. Larned, 38 tons; Schooner Katie Brainard, 412 tons; Schooner Dayton, 462 tons; Steamer Carrie H. Blood, 75 tons; Schooner Emma A. Mayes, 429 tons; Schooner George W. Wesley, 280 tons; Steamer D. W. Powers, 302 tons; Steamer Porter Chamberlin, 257 tons; Steamer Northerner, 1,214 tons; Steamer Rose, 10 tons.

1872—Schooner Troy, 480 tons; Schooner C. L. Young, 362 tons; Steamer Tempest, 412 tons; Steamer Robert Holland, 339 tons; Schooner Planet, 473 tons; Scow Sunnyside, 35 tons.

1873—Schooner Charles Spademan, 306 tons; sunk in Lake Erie, December 10, 1909; Steamer Jarvis Lord, 770 tons; sunk in Lake Michigan, 1885; Schooner J. H. Rutter, 897 tons; gone to Atlantic ocean; Schooner Charles H. Weeks, 324 tons; Schooner Elma, 400 tons; wrecked in Lake Superior, 1895, one life lost; Schooner Hattie, 400 tons; Schooner Nellie Gardner, 567 tons; wrecked in Thunder bay, 1883; Steamer Minneapolis, 1,072 tons; lost in Lake Michigan.

1874—Steamer George King, 532 tons; Steamer Abercorn, 260 tons; Steamer City of Duluth, 1,110 tons; Steamer N. K. Fairbank, 980 tons; burned in 1895; Steamer V. H. Ketchum, 1,660 tons.

1875—Steamer Gladys, 337 tons; Steamer Germania, 263 tons; Steamer City of New Baltimore, 80 tons; Propeller Northern Belle, 290 tons; burned in Lake Huron, 1898.

1877—Schooner Bay City, 371 tons; burned in Detroit, 1891.

1879—Schooner Agnes, 55 tons; Steamer James P. Donaldson, 521 tons; Steamer Morley, 869 tons; name changed to Grand Travers, Ont.; Schooner Centennial, 8 tons; Steamer Isle Royal, 91 tons; sunk in 1885.

1880—Schooner Grace Holland, 629 tons; Propeller A. L. Hopkins, 756 tons; foundered, 1911.

1881—Schooner Nelson C. Holland, 564 tons; Schooner Minnie E. Orton, 410 tons; Schooner Isabel Reed, 548 tons; Schooner Teutonia, 594 tons; Steamer Kate Butteroni, 865 tons; name changed to Falcon; stranded on Fix island, November 7, 1909; Schooner T. S. Fassett, 548 tons; Steamer R. J. Gordon, 186 tons; Steamer Sylvanus J. Macy, 548 tons; lost in Lake Erie.

1882—Steamer Mary, 170 tons; Schooner G. K. Jackson, 400 tons; Schooner R. H. Brown, 44 tons; Steamer J. M. Osborn, 891 tons; sunk by collision in 1884, near Owen Sound; Steamer C. F. Curtis, 502 tons.

1883—Schooner J. R. Edwards, 435 tons; Schooner William A. Young, 434 tons; Schooner Plymouth, 739 tons; Steamer Pickup, 136 tons; changed to Lucille; Schooner J. W. Westcott, 522 tons; Steamer Edward Smith, 523 tons.

1884—Steamer M. Sicken, 212 tons; Steamer C. W. Wells, 38 tons; burned in 1897 at Amherstburg.

1885—Steamer New Orleans, 1,457 tons; lost; Steamer Roy, 88 tons; crushed by ice in 1895; Steamer Alice May, 27 tons.

1886—Steamer Harry Cottrell, 76 tons; foundered in 1897.

1887—Steamer Louisiana, 1,753 tons.

1888—Steamer W. B. Morley, 1,478 tons; Steamer Miami, 228 tons; Steamer Pawnee, 639 tons.

1889—Schooner Toltec, 684 tons; Steamer Aztec, 834 tons; Steamer P. J. Ralph, 964 tons; Steamer Cherokee, 1,304 tons; Propeller Italia, 2,036 tons.

1890—Steamer Tempest, 260 tons; Steamer Newaygo, 906 tons; burned, Georgian bay; Schooner Chippewa, 1,290 tons; Schooner Miztec, 770 tons; Schooner Zapotec, 811 tons; Steamer St. Lawrence, 1,437 tons; Steamer F. W. Fletcher, 495 tons.

1891—Steamer John J. Hill, 974 tons; went to Atlantic ocean.

1892—Steamer Harvey J. Kendall, 300 tons; Steamer Iroquois, 1,469 tons; Schooner Alex Anderson, 738 tons.

1893—Steamer Wotan, 886 tons; Steamer Santa Maria, 982 tons; Schooner Mingo, 712 tons; Steamer Mohegan, 1,216 tons.

1894—Schooner Biwabik, 1,324 tons; Steamer Unique, 381 tons.

1895—Steamer George Farwell, 977 tons.

1896—Schooner Connely Bros., 751 tons.

1898—Steamer Isaac Lincoln, 376 tons.

1899—Steamer Maud, 98 tons.

1900—Steamer Alva S. Chisholm, Jr., 435 tons.

1902—Steamer Edward P. Recor, 368 tons.

1906—Steamer Gas Gem, 7 tons.

1909—Barge Kenyon, 44 tons; Barge Ruth, 14 tons.

#### BUILT IN PORT HURON

1838—Sloop Temperance, 29 tons.

1839—Schooner Key West, 20 tons.

1842—Schooner Henry Hubbard, 53 tons; capsized Lake Huron.  
1845.



1844—Schooner Freedom, 28 tons; capsized Lake Huron, 1844; three lives lost; Schooner Morning Star, 38 tons; sunk in Lake Erie, 1849.

1845—Brig David Smart, 203 tons; wrecked near Chicago, 1857; Schooner H. Hopkins, 14 tons.

1846—Schooner Dolphin, 7 tons; Schooner Amazon, 215 tons; wrecked Point Edward, 1864.

1847—Steamer America, 600 tons; wrecked Dunkirk, 1854.

1848—Schooner Venus, 79 tons; Brig Robert Burns, 307 tons; last full-rigged brig on lakes; lost in the Straits with ten souls in 1869; Schooner May, 25 tons; Propeller Petrel, 227 tons; Schooner Mariner, 68 tons; wrecked near Chicago, 1852; Schooner Mary (rebuilt); Schooner Hawk, 8 tons; Schooner Industry, 19 tons.

1849—Schooner Trader, 20 tons; Schooner Dial, 161 tons.

1851—Scow United, 71 tons; Scow Ariel, 45 tons.

1852—Scow-schooner Traveller, 182 tons; sunk Port Burwell, 1855.

1853—Schooner David Ferguson, 223 tons. Schooner Free Democrat, 54 tons; capsized in Lake Michigan, 1868; four lives lost. Schooner Maine Saw, 35 tons; Scow-schooner Remittance, 27 tons; Schooner L. M. Mason, 340 tons; Schooner Fidelity, 64 tons; abandoned, 1860; Scow-schooner Weasel, 41 tons.

1854—Schooner F. G. Scott, 93 tons; Scow-schooner Enterprise, 56 tons; lost in Lake Huron, 1861; Schooner Helen Kent, 142 tons; abandoned Lake Michigan, 1867.

1855—Steamboat Union, 116 tons.

1856—Scow Whittlesea, 107 tons; abandoned Cleveland, 1873; Schooner Fred L. Wells, 158 tons; wrecked off Port Bunce, 1868; Schooner William A. Chisholm, 136 tons; Schooner J. Hibbard, 95 tons.

1857—Schooner John S. Minor, 97 tons; Schooner W. R. Hanna, 186 tons; capsized in Lake Michigan in 1870; Schooner Gulielma, 170 tons; wrecked at Buffalo, 1863; Schooner Forest Rose, 105 tons; Schooner Crenoline, 23 tons; Schooner Jim Moffat, 25 tons.

1859—Scow-schooner Wetzell, 21 tons; Schooner E. J. Sexton, 23 tons; Schooner Emma, 40 tons; lost near Blue Point, 1869.

1860—Schooner Mahala, 32 tons; Steamer Sarnia, 123 tons; Schooner Morning Lark, 59 tons; sunk near Detroit, 1875.; Scow Morning Star, 48 tons; Scow Triton, 34 tons; Propeller Belle, 235 tons; burned in Lake Michigan, 1869; two lives lost.

1861—Scow-schooner Spray, 41 tons; capsized off South Haven, 1875; Schooner Gulielma (rebuilt), 230 tons; Schooner Garibaldi, 167 tons.

1862—Schooner Elva (rebuilt), 76 tons; Scow Rival, 57 tons; lost in 1869.

1863—Scow Uncle Sam, 58 tons; Scow Lizzie, 93 tons; Brig Lucy J. Clark, 410 tons; wrecked in Lake Michigan, 1883; three lives lost.

1864—Scow Senator, 68 tons; Scow Evergreen, 61 tons; Steamer Kate Moffat, 235 tons; burned in Lake Huron, 1885; Schooner Idaho, 46 tons; Scow Mayflower, 92 tons; sunk off Kelly Island, 1875; Schooner Elisha C. Blish, 107 tons; lost on Lake Huron in 1864 with all hands; Bark Huron, 378 tons.

1865—Scow Home, 144 tons; Bark St. Clair, 350 tons.

1866—Schooner Kewaunee, 210 tons; Scow Maple Leaf, 87 tons;

Seow Henry Young, 45 tons; wrecked on Lake Erie, 1870; Schooner E. M. Carrington, 121 tons; Tug Ida S. Botsford, 26 tons; Seow Curlew, 80 tons; sunk in Lake Michigan, 1890; Seow Maria, 104 tons; lost near Hedgehog, 1883; Seow Iris, 62 tons; Barge Erie, 230 tons.

1867—Barge Hattie Johnson, 418 tons; sunk in Lake Huron, 1868; Seow Rozilee, 40 tons; Steamer City of Port Huron, 411 tons; ashore in 1871; Schooner Topsy, 146 tons; lost in Lake Michigan, 1891; Seow Clipper Vision, 36 tons; Seow Two Brothers, 8 tons; Seow C. G. Meisel, 132 tons; abandoned off Lexington, 1883; Schooner Hattie Wells, 291 tons; Seow Emma Leighton, 82 tons; Steamer Henry Howard, 261 tons; burned off Harsen's Island, 1884; Steamer George E. Brockway, 164 tons; Seow E. T. Gain, 86 tons; stranded Point Pelee, 1868; Seow Mary Miller, 32 tons; Schooner Winnie Wing, 200 tons.

1868—Seow Juno, 85 tons; sunk in St. Lawrence, 1873; Seow Adain, 62 tons; Seow H. B. Moore, 60 tons; lost in Lake Michigan, 1894; Schooner Hattie Howard, 273 tons; Seow Maggie, 40 tons; Seow Melissa, 30 tons; Schooner Groton, 350 tons; foundered Lake Erie, 1897; Seow Kittie, 88 tons; wrecked in Lake Erie, 1870.

1869—Schooner Wm. G. Keith, 211 tons; Schooner Carlingford, 470 tons; sunk by collision in Lake Erie in 1881; Schooner David A. Wells, 310 tons; foundered in Lake Michigan, 1880; Seow Thomas S. Skinner, 195 tons; Tug Frank Moffat, 122 tons.

1870—Schooner Wyoming, 289 tons; Schooner Fannie Neil, 451 tons; Seow Christina, 25 tons; Schooner E. Fitzgerald, 297 tons; wrecked Long Point, 1883; 7 lives lost; Schooner L. W. Perry, 253 tons.

1871—Tug Gladiator, 220 tons; Barge Ark, 68 tons; Steamer Vanderbilt, 1,302 tons; Schooner George H. Ely, 648 tons; total loss near Detour, 1882; Schooner Harvey H. Brown, 834 tons; chartered for ocean service, 1898; wrecked off coast of Maine; Schooner James Couch, 343 tons; later the Tasmania; lost Lake Erie.

1872—Schooner Elizabeth A. Nicholson; lost in Lake Michigan, 1895; Schooner I. N. Foster, 319 tons; Steamer Montana, 1,535 tons.

1873—Steamer Oscar Townsend, 817 tons; burned in Lake Huron, 1891; Schooner Emma C. Hutchinson, 736 tons; made into barge; Seow Fred J. Dunford, 273 tons; rebuilt 1904; Schooner America, 341 tons; lost; Steamer Mocking Bird, 142 tons; Schooner Pulaski, 349 tons; wrecked Good Harbor Bay, 1887; Tug Saginaw, 350 tons.

1874—Schooner Mary Lyon, 334 tons; Schooner Jennie Mathews, 332 tons; Schooner Edward Kelly, 776 tons; Steamer Mary, 52 tons; Steamer Crusader, 198 tons; burned at the Sault, 1894; Barge Belknap, 46 tons.

1875—Schooner Lizzie A. Law, 747 tons; sunk by collision Pt. Pelee, 1893; Schooner Frank C. Leighton, 328 tons; Sloop Belle Stevens, 88 tons.

1876—Schooner Essex, 25 tons.

1877—Tug Red Ribbon, 20 tons.

1878—Steamer Saginaw, 282 tons; Schooner Hanna Moore, 74 tons; lost in Lake Michigan, 1894.

1880—Seow Ernest, 14 tons; Seow Aunt Ruth, 111 tons; Schooner Home, 125 tons; Schooner R. J. Gibbs, 176 tons; foundered Bar Point, 1893; Propellor Mackinaw, 203 tons; burned in Lake Huron, 1890.

1881—Schooner Ed Volley, 13 tons; Schooner Jeremiah Godfrey, 653 tons; Steamer City of Stiles, 98 tons.

1882—Sloop Osear Wilde, 23 tons; Schooner H. A. Benson, 13 tons; Seow George Davis, 15 tons; Steamer Omar D. Conger, 199 tons.

1884—Seow Tinker, 8 tons.

1885—Schooner Homer Alverson, 760 tons; chartered seaboard and sunk in St. Lawrence river, 1898.

1886—Seow L. B. Forester, 20 tons; Schooner E. B. Palmer, 277 tons; wrecked Lake Huron, 1893.

1890—Steamer D. N. Runnels, 83 tons.

1891—Steamer O. O. Carpenter, 364 tons.

1892—Steamer Desmond, 456 tons.

1893—Steamer C. D. Thompson, 91 tons; Steamer Lloyd S. Porter, 536 tons; sunk in St. Lawrence river, 1898; Steamer W. G. Harrow, 84 tons; Steamer H. E. Runnels, 862 tons.

1894—Steamer C. L. Boynton, 103 tons.

1895—Steamer F. J. Haynes, 27 tons; Steamer B. B. Inman, 89 tons; Steamer Linden, 894 tons; sunk South Channel, 1904, collision; raised and rebuilt.

1896—Steamer Fred A. Lee, 60 tons; Steamer James T. Martin, 47 tons; Steamer Vigilant, 372 tons.

1897—Steamer Black Rock, 1,646 tons.

1898—Steamer W. G. Mason, 99 tons.

1900—Steamer Ravensraig, 2,402 tons; Steamer Capt. Thomas Wilson, 4,719 tons; Steamer Chas. S. Neff, 992 tons.

1901—Steamer Kennebee, 2,183 tons; Steamer Henry Steinbrenner, 4,719 tons; sunk in collision with St. Berwind, Dec. 6, 1909.

1902—Steamer Kanawha, 2,182; Steamer John B. Cowle, 4,731 tons; sunk in collision with Isaac M. Scott, July 12, 1909; 15 lives lost; Steamer Hyacinth, 677 tons.

1903—Steamer Eastland, 1,961 tons; Steamer F. B. Squire, 4,583 tons.

1907—Barge Alfred E. Hunt, 510 tons; Seow Cuilene Rhu, 160 tons.

#### BUILT IN ST. CLAIR

1825—Schooner Grand Turk; lost in 1869 in Lake Michigan; Schooner Pilot, 34 tons.

1828—Sloop Betsey, 24 tons.

1834—Schooner Esther, 45 tons.

1838—Schooner Mink, 25 tons.

1842—Schooner Unele Tom, 101 tons; wrecked in Lake Erie, 1848.

1846—Propellor Goliath, 279 tons; wrecked in 1848; 18 lives lost.

1847—Steamer America, 130 tons; wrecked in Lake Erie, 1854.

1848—Steamer Empire State, 1,691 tons; made a dry dock at Buffalo, 1858.

1849—Brig F. C. Clark, 270 tons; wrecked at Manitowoc in 1856.

1853—Steamer Traffic, 43 tons; wrecked in 1868.

1855—Schooner E. K. Gilbert, 161 tons; sunk in Lake Erie, 1868.

1857—Schooner Twilight, 20 tons; lost in Lake Ontario, 1859.

1858—Schooner H. B. Steele, 118 tons; wrecked in Lake Michigan in 1870.

1858—Schooner Island City, 54 tons; sunk in Lake Michigan, 1894; two lives lost.

1862—Schooner Hazzard, 26 tons; Schooner Margaret R. Goffe, 278 tons.

1863—Schooner Maid of the Mist, 145 tons.

1864—Bark Hemisphere, 397 tons.

1865—Scow Liberty, 59 tons; Scow Mary Amelia, 99 tons.

1867—Schooner Amoskeag, 243 tons; later called Horace Taber.

1869—Scow Growler, 10 tons.

1870—Schooner Agnes L. Potter, 279 tons.

1871—Sloop Myrtle, 13 tons.

1873—Steamer Milton Courtright, 12 tons; Steamer D. M. Wilson, 757 tons; foundered in Lake Huron, 1894.

1874—Scow Light Guard, 16 tons; Steamer Chauncey Hulbert, 1,009 tons.

1875—Schooner Justin R. Whiting, 458 tons; Schooner John W. Hanaford, 326 tons.

1878—Steamer Oscoda, 529 tons.

1880—Schooner Melbourne, 510 tons.

1881—Steamer Ogemaw, 628 tons; Schooner Rambler, 26 tons.

1882—Steamer Transfer, 16 tons; Steamer D. C. Whitney, 1,090 tons; Schooner Wayne, 965 tons.

1883—Schooner Nipigon, 626 tons.

1884—Schooner Kalkaska, 555 tons.

1885—Scow Tyler, 28 tons.

1886—Steamer Simon Langell, 845 tons.

1887—Steamer Kaliyuga, 1,941 tons; lost Saginaw Bay, all hands, 1907.

1888—Schooner Fontana, 1,163 tons; Schooner Arenac, 521 tons.

1889—Steamer Oscar T. Flint, 823 tons; burned in Lake Huron, Nov. 25, 1909.

1890—Steamer Langell Boys, 387 tons.

1892—Steamer Penelope, 54 tons; burned in Lake Erie Dec. 19, 1909.

1894—Steamer Welcome, 212 tons.

1900—Steamer Alfred Mitchell, 1,751 tons.

1903—Steamer Winnebago, 1,090 tons; lost in Pacific ocean; Steamer John C. Howard, 1,244 tons; lost in Pacific ocean.

1905—Steamer George H. Russell, 4,978 tons; Steamer Frank J. Hecker, 4,978 tons.

1906—Steamer Ashtabula, 2,690 tons.

1907—Steamer John Mitchell, 4,478 tons; Steamer William B. Davock, 4,468 tons.

1908—Steamer Normania, 4,871 tons.

1908—Steamer Adam E. Cornelius, 4,900 tons.

1909—Steamer North Star, 3,849 tons; Steamer North Lake, 3,861.

1910—Steamer Harry Yates, 6,077 tons; Steamer Theodore H. Wickwire, Jr., 6,077 tons.

## BUILT IN ALGONAC

- 1836—Schooner George Hamilton, 54 tons.  
1838—Schooner James L. Peer, 23 tons.  
1840—Schooner Adelaide, 43 tons.  
1842—Schooner Ben Franklin, 231 tons; wrecked Thunder Bay, 1853.  
1843—Schooner Wolverine, 97 tons.  
1844—Schooner Congress, 206 tons; went ashore in Lake Erie, 1844;  
Schooner Venus, 66 tons.  
1845—Steamboat Tecumseh, 285 tons; wrecked, 1850; Schooner  
Vengeance, 78 tons; Steamer Macomb, 132 tons.  
1846—Steamboat Sultana, 806 tons; made a barge named Cumberland;  
wrecked, 1858.  
1847—Steamer Fashion, 324 tons; lost in Lake Huron, 1856.  
1850—Schooner Capella, 24 tons.  
1853—Scow-schooner May Breeze, 65 tons.  
1854—Schooner Orion, 111 tons; lost in Lake Huron, 1856; Scow-  
schooner Cygnet, 95 tons; sunk in Lake Erie, 1855.  
1856—Schooner Pike, 32 tons.  
1857—Schooner Comet, 52 tons; wrecked, 1870.  
1858—Schooner Planet, 93 tons; Steamboat Princess, 109 tons;  
broken up, 1869.  
1860—Tug Jas. E. Eagle, 194 tons; burned near Bay City, 1869;  
Sloop M. B. Kean, 30 tons.  
1861—Steamer Philo Parsons, 221 tons; captured by Confederates,  
1864, on Lake Erie.  
1862—Steamer Young America, 57 tons; Steamboat Emerald, 249  
tons; Schooner Sea Bird, 102 tons; wrecked, 1869; Scow-schooner Orion  
(rebuilt), 111 tons; sunk in Lake Michigan, 1861.  
1864—Tug C. W. Armstrong, 51 tons; burned in Bay City, 1870;  
Steamer Twilight, 125 tons; Steamer F. B. Smith, 141 tons; Scow Salma,  
132 tons; Schooner Alice M. Beers, 211 tons; Ferry Detroit, 126 tons;  
burned in 1875.  
1865—Schooner Morning Star, 99 tons.  
1866—Schooner Sailor Boy, 76 tons; Schooner R. C. Crawford, 309  
tons; name changed to Geo. W. Naghton; abandoned; Schooner Jen-  
nie, 153 tons; Schooner Widgeon, 22 tons.  
1867—Steamer Sanilac, 263 tons; Schooner Market Drayton, 88 tons;  
Schooner Seaman, 131 tons; Schooner Hercules, 195 tons; Scow Lilly  
May, 181 tons; abandoned; Steamer St. Clair, 236 tons; burned;  
Steamer Princess, 96 tons; Steamer Ira H. Owen, 236 tons.  
1868—Schooner St. Clair Flats, 21 tons; Schooner Twilight, 105  
tons.  
1869—Schooner George Dana, 304 tons; stranded in Lake Huron,  
1876.  
1870—Steamer John Ritchie, 205 tons; lost in 1888.  
1871—Schooner J. A. Smith, 255 tons; wrecked in 1887; Tug John  
Martin, 20 tons.  
1872—Schooner John R. Noyes, 333 tons; Tug Ontario, 54 tons;  
burned in 1883.

1873—Steamer Rhoda Stewart, 323 tons; Steamer Anna Smith, 636 tons; lost in 1889 in Lake Huron; Schooner Isaac G. Jenkins, 327 tons; Schooner Belle Cash, 375 tons.

1874—Schooner Belle Mitchell, 320 tons; lost in Lake Erie, 1886; 8 lives lost; Schooner Oliver Mitchell, 320 tons.

1876—Steamer Ella M. Smith, 151 tons; Scow Essex, 5 tons; Schooner Boscobel, 503 tons.

1879—Steamer Albert Miller, 283 tons; burned off Point Au Sable, 1882.

1880—Schooner W. Case, 266 tons.

1881—Schooner R. W. Currie, 36 tons; Steamer Ella G. Stone, 42 tons; Schooner Middlesex, 618 tons.

1882—Schooner Lady Franklin, 301 tons.

1883—Steamer Fern, 48 tons; lost Lake Superior.

1884—Steamer S. C. Roby, 301 tons.

1888—Steamer L. Schofield, Jr., 10 tons.

1890—Schooner Delta, 269 tons.

1891—Schooner J. B. Comstock, 306 tons; Steamer Nelson Bond, 21 tons.

1892—Schooner Leader, 31 tons; Schooner Abram Smith, 372 tons.

1893—Schooner Interlaken, 567 tons.

1894—Schooner W. K. Moore, 618 tons.

1895—Schooner A. W. Comstock, 805 tons; foundered 1895 in Lake Superior.

1896—Schooner Vineland, 965 tons.

1897—Barge D. C. Cutler, 468 tons.

#### MARYSVILLE

1849—Propeller Peninsula, 354 tons; wrecked 1853 in Lake Huron.

1852—Schooner O. O. Melzer, 137 tons; ashore 1854.

1853—Schooner Mary, 88 tons; lost; Schooner Antelope, 89 tons; lost in 1859; Schooner Mary Williams, 88 tons.

1862—Schooner Emeline, 121 tons.

1864—Tug Tawas, 122 tons; boiler exploded, 1874, at Port Huron, killing some of crew; Barge City of Tawas, 572 tons; wrecked, 1877, in Lake Michigan.

1866—Schooner Clifton, 139 tons.

1870—Steamer N. Mills, 391 tons.

1872—Schooner Mary Mills, 119 tons.

1874—Scow David A. Williams, 117 tons.

1883—Steamer J. E. Mills, 179 tons.

#### LAKEPORT

1860—Scow Forwarder, 62 tons; sunk in 1872.

1866—Scow Jerusha, 13 tons; Scow Amanda, 49 tons.

1869—Scow Industry, 50 tons.

1872—Schooner Annie Faught, 10 tons.

## FAIR HAVEN

- 1865—Scow Eugene, 40 tons.  
 1869—Schooner Sea Bird, 10 tons.  
 1871—Scow Alvina, 48 tons.  
 1874—Steamer H. C. Schnoor, 244 tons.  
 1881—Steamer J. S. Roby, 128 tons; burned, 1891.  
 1882—Steamer Hattie, 66 tons.

## FORT GRATIOT

- 1818—Sloop Split Log by U. S., 16 tons.  
 1867—Schooner Twilight, 5 tons.  
 1873—Schooner Waubonsie, 12 tons.  
 1879—Schooner Sea Bird, 7 tons.  
 1880—Scow Ben Busby, 8 tons; Scow S. E. Curtis, 39 tons.

## BURTCHVILLE

- 1842—Schooner Baltic, 96 tons.  
 1849—Scow Milwaukie, 32 tons.  
 1850—Schooner Star, 55 tons; wrecked.

## CHINA

- 1844—Schooner Henry Clay, 140 tons.  
 1845—Schooner Sparrow, 44 tons; wrecked in 1855 in Lake Erie.  
 1846—Schooner St. Clair, 35 tons.  
 1847—Schooner Macomb, 42 tons.  
 1848—Schooner T. Lemex, 124 tons; Scow Coaster, 63 tons; Schooner William I. Price, 103 tons; Schooner A. H. Newbold, 152 tons; wrecked in Lake Michigan; Schooner Buena Vista, 26 tons; wrecked, 1875, in Lake Michigan.  
 1849—Schooner California, 72 tons; wrecked; Scow-sloop Texas, 26 tons; wrecked 1851.

## COTTRELLVILLE

- 1845—Schooner Avenger, 77 tons; stranded 1861.  
 1848—Schooner Emeline Larned, 105 tons.  
 1851—Schooner Meridian, 75 tons.  
 1853—Steamer Oliver M. Hyde, 112 tons; Schooner Meridian, 99 tons.  
 1855—Steamer Undine, 116 tons.  
 1858—Schooner A. Rust, 325 tons.  
 1859—Scow-schooner Elva, 52 tons.  
 1862—Schooner Liberty, 124 tons; wrecked 1872.  
 1865—Schooner Mary Larned, 26 tons.

## HARSON'S ISLAND

- 1859—Schooner Island City, 46 tons; sunk in 1894 in Lake Michigan; two lives lost.  
 1860—Scow Ocean Wave, 89 tons; wrecked in Green Bay, 1866.

## CLAY

- 1827—Sloop Savage, 34 tons.  
 1863—Schooner Annie, 42 tons.

## BOATS BUILT ON ST. CLAIR RIVER,

- 1824—Schooner Emily, 34 tons; lost, 1830, Lake St. Clair; seven lives lost.  
 1840—Schooner Farmer, 28 tons.  
 1847—Schooner Sachem, 74 tons.

## SWAN CREEK

- 1833—Steamboat Detroit, 137 tons.  
 1834—Schooner Waterloo, 63 tons.  
 1835—Schooner Wave, 44 tons; Sloop Democrat, 20 tons.  
 1836—Schooner Ocean, 44 tons; lost 1844 Lake Michigan.  
 1842—Schooner Betsy, 29 tons; Schooner Hunter, 18 tons; Schooner Eagle, 37 tons; lost Lake Erie, 1852.  
 1845—Schooner St. Clair, 35 tons.  
 1848—Scow Fair Trader, 38 tons.  
 1849—Schooner Deer, 48 tons.  
 1852—Schooner Anna, 48 tons.  
 1859—Scow Anna, 48 tons.  
 1863—Scow-schooner J. B. Chapin, 160 tons; Schooner Rosa, 33 tons.  
 1866—Scow Louis, 31 tons; Scow Josephine, 26 tons; Scow Elizabeth, 23 tons.  
 1867—Scow St. Stephen, 93 tons; Scow Rosa Ann, 39 tons; Schooner Sippican, 121 tons.  
 1870—Scow Red Bird, 19 tons; Scow St. Catherine, 26 tons.



## CHAPTER XXVII

### NATIONAL INTERESTS

PROTECTION OF LAKE COMMERCE—EARLY LIGHT HOUSE KEEPERS—NEW LIGHT HOUSE—PRESENT STRUCTURE—KEEPERS FOR SEVENTY YEARS—POST OFFICES—CUSTOM HOUSE—LIFE SAVING STATION—GOVERNMENT CANALS—GOVERNMENT BUILDING—BUSINESS OF DISTRICT.

The national government has long had within this county visible evidences of its power and forms of activity. In 1814 it built Fort Gratiot and maintained it for sixty-five years.

#### PROTECTION OF LAKE COMMERCE

From an early date it recognized its obligations for protecting commerce on the Great Lakes, and although the number of boats traversing Lake Huron in 1825 was small, it was determined in the spring of that year that a light house should be erected near the entrance of St. Clair river. Plans were prepared and after advertising in the *Detroit Gazette*, the contract for building and equipping the Fort Gratiot light house was let to Winslow Lewis of Massachusetts, who seems to have made a specialty of that line of business. Lewis in turn, employed Daniel Warren of Rochester, N. Y., to construct the light house and keeper's dwelling, and they were finished and the light lit for the first time August 8, 1825. The light house had a diameter at the base of 18 feet and at the top of 9½ feet, with a height of 32 feet from the surface of the ground.

#### EARLY LIGHT HOUSE KEEPERS

When completed the building was turned over to Rufus Hatch, who together with Jean B. Desnoyers, a Frenchman who lived on the Bonhomme tract upon which Fort Gratiot was built, operated the light until the arrival on December 2nd of George McDougall from Detroit, who had been appointed the official keeper. Mr. Hatch had applied for the position which paid the munificent salary of \$350 yearly, but political pull even in those days had its influence and McDougall had too much pull and secured the place. McDougall was a noted character for many years. Born in 1766 he was the son of George McDougall who came to Detroit in 1761 as a lieutenant in the British army, and married a Mlle. Navarre, daughter of one of the most influential French citizens of De-

troit, and who is said to have retained during his entire life his British preferences, but managed to conceal them so successfully that he obtained and held various offices under both state and national governments. He was about five feet nine inches in height, but weighed fully 200 pounds, and during all his latter years was much troubled with the gout. He held a number of offices, civil and military, while living in Detroit, and practiced law there for a number of years after 1811, but was of an extremely irascible temper and although he had a considerable practice, was often in trouble. In 1810 he was a member of the grand jury and caused the judges and Governor Hull to be "presented" on account of tyrannical conduct in office. He was charged with contempt, but was discharged. Later, in 1816, he again had trouble with the supreme court by his abusive personalities, and they suspended him from practice for a year. This was almost fatal to his business, and not long after his friends interceded for him, he humbly apologized and was reinstated. His habits grew dissipated, his gout came on, his business fell off, and his friends, professional and other, were glad to secure for him this position which proved to be an asylum for the rest of his life, as he continued the keeper of Fort Gratiot light house until his death in October, 1842.

Like most office holders, when once settled in his position, he began to think his salary too small, and set about obtaining an increase. At that time light houses were under the jurisdiction of the United States treasury department, and the keeper at this point was required to report to the customs collector at Detroit. McDougall arrived at his post December 2nd, and on the 25th he writes to William Woodbridge, later governor and senator of the state, and then the collector, suggesting that there was considerable traffic across the river, and probably much smuggling, and that it would clearly be to the advantage of the government to have a capable and alert deputy collector on the ground to prevent smuggling and collect the revenues, and proffering his willingness to accept the position and the emoluments. This suggestion seems to have met with favor, as a little later we find him exercising the duties of collector and receiving the salary of \$150 yearly.

When McDougall arrived at his post he made it his first duty to thoroughly inspect the buildings and the light, and he made a characteristic report of the results to Collector Woodbridge. He found the tower building differing from the specifications in a number of particulars, especially in the matter of size, which to a man not more than 5¾ feet in height and weighing over 200 pounds was of some importance. He says, "I find the third stairs in going up in some places so steep as to compel me to force up sideways and then comes the tug, being a ladder of narrow iron nearly perpendicular, leading to a small trap door or entry into the dome which is precisely 18 inches by 21¼ inches through which I, with very great difficulty, squeeze up and examine the whole apparatus, and by sitting in one corner on a small circular seat I examined the whole, there being scarcely enough room in this apartment for me to walk around the lamps without rubbing."

The tradition goes that this was the only time he did go up to the lamps, but always had that work done by his hired man or helper. Navi-

gation was late that season, as a vessel passed down December 9th. On the 6th the Washington went by loaded with shingles, and on the 9th a vessel supposed to be the Harriet passed down, and upon information supplied by Captain Ward and Mr. Wadhams, that the Commodore Perry was still above, the light was kept burning until after the 15th.

This light house not only fell short of the specifications in size, but it was poorly located, being too far to the south, with the result that it was not visible until boats came near the mouth of the river. It seems that the builder used his own discretion in the location, and that considerable fault was found with it, and Mr. McDougall refers to it quite frequently. The foundation was insufficient for such a building, and in the summer of 1828 the keeper reports that the building already has cracks in the walls and sags toward the east. The current was also eating away the ground and in early September came a terrible storm which blew with great fury for three days and nights. At that time Judge Bunce was operating a mill in Burtchville for Thomas S. Knapp of Detroit, and had made a road to it along the lake shore from Fort Gratiot. At one place the road passed through a grove about fifty rods long and twenty-five rods wide, of heavy white oak timber. This grove was entirely swept away by the violence of the storm, which greatly damaged the light house and put it temporarily out of commission, and before it could be repaired, in the latter part of November it fell entirely down.

#### NEW LIGHT HOUSE

Steps were immediately taken to have new buildings erected and at a better location, and in April, 1829, a contract was given to Lucius Lyon, afterwards one of Michigan's senators, to build the light house and dwelling house for \$4,445.

This light house had a diameter at the ground of 25 feet and a height to the focal plane of 69 feet. It was constructed of brick and finished in December of the same year, and with some alterations made in 1861, stands today a solid well-built structure, capable of defying all the winds that blow, and sending out in all kinds of weather its signals of warning to the anxious mariner.

The few vessels braving the lakes in 1825, the largest of which did not have a capacity of 100 tons, have given way to the hundreds of immense steel steamers of 250 times their capacity, but the beacon light is as welcome a friend now as then.

#### PRESENT STRUCTURE

The present light house stands some distance farther north than did the first one, and upon what was originally a part of private claim No. 244, confirmed to Francois Bonhomme. It lies within the limits of the tract recommended by General Macomb November 10, 1828, to be reserved for military purposes. The light house reservation itself, or that part within the private claim, contained about 50 acres and by act of congress of January 24, 1873, the secretary of the treasury was author-

ized to plat and sell all the reservation except a small part surrounding the light house buildings.

The outfit is known officially as Fort Gratiot Light and is located at latitude 43° 22" N., longitude 82° 24' 44" W. The light itself is of the 3rd order, 2,000 candle power, fixed white, varied by white flash every minute. It is 76 feet in height above the base of the tower, and is visible at a distance of 16 miles.

The present dwelling is double, being intended for two families, the keeper and his assistant and was first used in 1825.

There is in addition to the light a complete fog whistle outfit.

#### KEEPERS FOR EIGHTY-SIX YEARS

George McDougall remained as the first keeper until his death in October, 1842. Owing to his gout and other infirmities, he always employed a helper to do the actual work of caring for the light. For many years Reuben Hamilton, who came up from St. Clair in 1829, performed that service, living in the keeper's dwelling, McDougall being always a bachelor. Following McDougall the keepers have been: Col. George McDougall, November 1825, to October, 1842; William Church, October, 1842, to May, 1843; Eber Ward, May, 1843, to July, 1845; William Wright, July, 1845, to June, 1849; Elijah Crane, June, 1849, to December, 1850; William Taylor, December, 1850, to June, 1853; Elihu Granger, June, 1853, to May, 1857; Elijah Burch, May, 1857, to August, 1859; P. McMartin, August, 1859, to July, 1861; Eber Lewis, July, 1861, to September, 1864; Jno. W. Vanhorn, September, 1864, to September, 1865; David W. Cooper, September, 1865, to October, 1865; W. H. Sutherland, October, 1865, to June, 1866; Jno. W. Vanhorn, June, 1866, to November, 1869; John Sinclair, November, 1869, to April, 1881; John Sinclair, Jr., April, 1881, to March, 1882; Israel T. Palmer, March, 1882, to October, 1894; Frank E. Kimball, October, 1894, to date.

Assistant keepers (position authorized in June, 1870): Jno. P. Hutton, June, 1870, to April, 1872; Jno. Sinclair, Jr., April, 1872, to April, 1881; Frank Cowan, April, 1881, to April, 1882; Samuel C. Palmer, April, 1882, to May, 1887; Frank F. Palmer, May, 1887, to March, 1888; Daniel Carrigan, March, 1888, to August, 1900; H. N. Burrows, August, 1900, to May, 1901; Otto Redman, May, 1901, to March, 1911; Emil E. Kohnert, March, 1911, to date.

#### POST OFFICES

St. Clair—The government began its activities in this county by the erection of a fort as a means of offense and defense; it followed that by the erection of a light house, an aid to commerce not only for the benefit of Americans but also of their neighbors across the line; its third step was an important one in the developing and uniting the interests of the county, the establishment of post offices and mail routes. As might be expected the county seat received the first attention and a post office was established there with the name Saint Clair, February, 1826, and Mark Hopkins as postmaster. Although the name of the settlement was

changed in 1828 to Palmer and so remained until 1846, the name of the post office was never changed. Mark Hopkins remained postmaster until his death in the fall of 1828, and on January 14, 1829, his son, Samuel F. Hopkins, was appointed and held the office for six years. The succeeding postmasters have been: Sargent Heath, May 16, 1835; Horatio James, February 3, 1837; William B. Barron, April 29, 1839; J. D. Chamberlin, July 28, 1841; William B. Barron, August 17, 1848; Horatio N. Monson, March 31, 1849; J. D. Chamberlin, August 26, 1852; Edwin D. Kitton, April 28, 1853; Harmon Chamberlin, July 13, 1861; Robert H. Jenks, May 11, 1865; William Black, September 4, 1866; Robert H. Jenks, May 21, 1869; Franklin Moore, May 9, 1881; T. D. Barron, February 19, 1886; Franklin Moore, February 6, 1890; William M. Barron, February 21, 1894; Hannibal A. Hopkins, February 25, 1898, to date.

Algonae—The second office to be established within the county was at Algonae, where an office was established August 5, 1826, under the name of Plainfield, John K. Smith, postmaster. The name was changed to Clay December 23, 1835, but Mr. Smith remained in office until September 15, 1841. After an interval of about two years when the position was filled by Sherman S. Barnard, Mr. Smith again took charge August 17, 1843, at which time the name was changed to Algonae, and held it until his death, April 14, 1855, thus having the record of holding the office of postmaster for nearly 27 years, a record not approached elsewhere in the county. The succeeding postmasters have been: Samuel L. Smith, December 6, 1855; Charles C. Folkerts, September 26, 1861; F. C. Folkerts, 26, 1864; Daniel G. Jones, October 2, 1866; F. C. Folkerts, May 18, 1869; Daniel G. Jones, September 15, 1885; Christopher C. Smith, July 17, 1897, to date.

Fort Gratiot—The third post office in the county was established in the same year, December 16, 1826, and this was Fort Gratiot, with the capable and eccentric light house keeper, George McDougall, as postmaster. Mr. McDougall was a prolific correspondent, his friends were all in Detroit, and he did not like the idea or expense of being compelled to entrust his correspondence to the chance of an occasional boat, or a passing traveller, and although the fort was then unoccupied and the number of persons in the vicinity very small, the light house keeper had a strong influence with the political powers in Michigan, and secured the establishment of a post office and of himself as the officer, and he held the position until the office was discontinued November 22, 1837, at a time when the fort was again unoccupied. The office was re-established July 18, 1838, and again discontinued November 19, 1845. From that date until March 18, 1870, the nearest post office was at Port Huron, but upon that date the post office of Fort Gratiot was again established and continued until June 13, 1895, when it was discontinued probably forever.

Since George McDougall, the postmasters have been: Edgar Jenkins, July 11, 1838; George C. Watson, April 23, 1842; Joseph A. Emerson, February 16, 1843; discontinued November 19, 1845; Robert C. French, March 18, 1870; W. T. Busby, February 20, 1885; Julius Granger, August 11, 1886; Clayton G. Brown, March 19, 1891.

Port Huron—May 12, 1831, the post office of Desmond was established with Z. W. Bunce as postmaster. At that time there was no settlement of any size anywhere within the township of Desmond, a few people along Black river, at the Wadhams saw mill, and at the Morass mill in Clyde township, but the Fort Gratiot office was not convenient for any one except the keeper and the fort, and Judge Bunce probably officiated as a general convenience, his office nominally at his residence, but actually traveling around with him. He held the office two years, until he removed to the Abbott mill in what is now the township of Clyde, but was then in the township of Desmond, and yielded up the lucrative office to Jonathan Burtch, who had a fixed location for it in a store on the north side of Black river, in what is now Butler's plat of Port Huron. Burtch retained the position until November 4, 1834, when he was succeeded by D. B. Harrington, who had bought out the Burtch business. It was while Mr. Harrington held the position that the name of the office was changed from Desmond to Port Huron, and he was re-appointed to the new named office and was succeeded by the following postmasters: John Wells, May 31, 1841; William L. Bancroft, August 2, 1845; Cummings Sanborn, February 11, 1846; John McNeil, June 19, 1849; George W. Pinkham, June 21, 1853; Henry S. Potter, July 22, 1857; Martin S. Gillett, May 23, 1861; William Hartsuff, August 10, 1865; Edgar White, March 3, 1883; William Springer, March 8, 1887; Alexander R. Avery, April 2, 1891; John Murray, May 16, 1895; Loren A. Sherman, March 10, 1899; Burton D. Cady, August 4, 1909.

Marine City—The same year, 1831, that saw Desmond established as a post office, saw the office of Belle River created, December 27, 1831; Samuel Ward was appointed to fill that position. Though Mr. Ward, when he laid out his village of Newport in 1834, would have liked to change the name of his post office to correspond, he was prevented by the regulations which prohibited duplication of post office names within the state and there already was one Newport below Detroit, and Belle River as the post office name remained until May 20, 1865, when it was changed to Marine City. Mr. Ward was succeeded December 7, 1836, by James H. Tallman, one of the men from Ohio who had bought out his plat. When the purchasers were compelled to surrender back the village property to Mr. Ward, Mr. Tallman was succeeded by Marcus H. Miles, after a six month's tenure of office. Marine City has had a greater number of postmasters than any other city or village in the county, as appears from the following list: Marcus H. Miles, June 17, 1837; Curtis Bellows, January 19, 1839; Selden A. Jones, October 4, 1841; M. B. Kean, June 18, 1846; T. C. Owen, April 11, 1849; M. B. Kean, May 24, 1853; Pierce G. Wright, April 19, 1854; Ansel B. Clough, August 6, 1855; Calvin A. Blood, August 23, 1861; Nathan S. Boynton, July 10, 1868; John J. Spinks, December 15, 1868; John F. Wedow, June 25, 1885; Frank McElroy, January 9, 1890; John Drawe, January 31, 1894; William Baird, March 1, 1898; Joseph L. Baird, February 26, 1903; Charles L. Doyle, December 11, 1907, to date.

Memphis—Memphis post office was established December 7, 1848, and has had the following postmasters: Henry Rix, December 7, 1848; L. S. Gilbert, September 29, 1849; Thomas Robson, January 23, 1857;

George Robson, October 8, 1858; S. P. Spafford, June 15, 1861; James M. Beach, November 28, 1865; William Jenkinson, October 2, 1866; Orrin Granger, June 3, 1868; H. C. Mansfield, December 17, 1868; James Carman, January 28, 1879; George W. Carman, February 3, 1879; Constant Simmons, May 26, 1884; S. G. Taylor, November 30, 1885; George Roberts, December 12, 1887; Fred G. Coburn, June 20, 1889; George S. Fries, July 11, 1893; Fred G. Coburn, July 12, 1897; Frank A. Bywater, February 2, 1904, to date.

Capac—A post office was established near the present village of Capac May 15, 1852, under the name of Pinery, with Daniel Alverson, who owned a saw mill, as the postmaster. This office was discontinued in September of the same year and re-established with William B. Preston as postmaster, August 8, 1853. Mr. Preston remained, through the change of name, to Capac, January 5, 1858, until February 26, 1858, and was succeeded by the following officers: George A. Funston, February 26, 1858; D. C. Walker, March 13, 1859; John Neeper, July 16, 1861; J. J. Wilder, July 15, 1862; John Neeper, July 21, 1863; C. H. Smith, September 6, 1864; William F. Praker, September 10, 1868; Adolph Cohoe, November 3, 1885; Julius A. Jonas, December 16, 1885; A. J. McNaught, May 21, 1889; Charles S. Warn, July 24, 1893; A. J. McNaught, July 17, 1897; William Hunter, July 27, 1901, to date.

Yale—Yale post office was established as Brockway Center May 11, 1865, and remained under that name until June 24, 1889, when it was changed to Yale. It has had the following postmasters: Orrin P. Chamberlin, May 11, 1865; James Ferguson, October 26, 1885; James E. Lutz, November 22, 1887; John D. Jones, June 24, 1889; James E. Lutz, March 20, 1894; James Wallace, March 31, 1898; E. Harvey Drake, May 7, 1906, to date.

Emmet—Emmet post office was established December 13, 1869, and has had the following postmasters: Oel N. Sage, December 13, 1869; Laban Hawse, April 3, 1873; Frank Brogan, May 14, 1874; William E. O'Neill, December 28, 1885; Henry P. McCabe, October 3, 1898; Peter E. Neaton, June 16, 1908, to date.

An interesting comparison of the growth of the postoffice business is afforded by these facts. In 1830 postage was charged according to weight and distance, and no stamps were used. In that year the total amount of postage accruing at all the post offices in St. Clair county was \$170.67, distributed as follows: Cottrellville, \$6.24; Fort Gratiot, \$124.84; Plainfield, \$9.94; St. Clair, \$29.65. Five years later, when two more offices had been established, the receipts had grown to \$433.39. Fort Gratiot still retaining the lead with \$185.12, but St. Clair followed with \$128.41; Desmond, \$92.68; Plainfield, \$17.16; Belle River, \$14.66; Cottrellville, \$5.26.

The receipts of the Port Huron post office alone for the year ending September 30, 1911, were \$79,814.90.

Free delivery was established in Port Huron September 3, 1887, and at St. Clair, December 1, 1906. Port Huron post office was made a postal savings bank office October 7, 1911, and had on deposit January 1, 1912, \$2,045.50.

## CUSTOM HOUSE

In the territorial days the collector of customs at Detroit had jurisdiction over a very extended territory. The commercial intercourse across St. Clair river was quite small, but in the eyes of the light house keeper, George McDougall, it and the possibilities of smuggling and the consequent injuries to the revenues of his country, loomed so large that immediately after his arrival at his post in December, 1825, he began to impress on the mind of the collector at Detroit the great need of a vigilant and active guardian stationed at the head of St. Clair river, and although he was troubled severely with the gout, he felt himself capable of overtaking any immigrant who had anything subject to duty. It is possible the salary attached to the position may have had something to do with his views. At any rate his arguments were effective, the position was created, and he was appointed at a yearly salary of \$150, and for some years the total amount of duties would often be as much as half his salary.

As early as 1821 James Fulton wrote to the collector suggesting the advisability of a deputy collector at the lower end of the river and suggesting the appointment of John K. Smith, who during his life time filled so many offices, and all satisfactorily. At that time the collector did not see the necessity for an officer, but by 1832 he was convinced and appointed Mr. Smith, who held the position until his death.

After the construction of the Grand Trunk Railway the customs business done within this county increased greatly, and it was felt necessary to create a separate district for this and the counties on the lake shore above, all of which had been from the earliest times under the jurisdiction of Detroit, and by act of congress approved April 13, 1866, the customs district of Port Huron, was established. By the act of June 25, 1868, the name of the district was changed to Huron, which it still retains. The district was not organized until the fall of 1866, and there was some difficulty in the selection of a collector, the president and senate not being very harmonious. President Johnson appointed John Atkinson collector in the fall of 1866, but this failed of confirmation; the president then appointed Edgar G. Spalding, but this also failed of confirmation, and finally Mr. John P. Sanborn was appointed, and confirmed, March 2, 1867, and he held the position until March 3, 1883, when William Hartsuff was appointed and held until December 11, 1886. William L. Baneroff was appointed as a recess appointment June 18, 1885, but was not confirmed by the senate. August 6, 1886, the president appointed Charles A. Ward and this became permanent by confirmation on December 20, 1886. He was succeeded in 1889 by Harrison Geer, who held four years, by Thomas M. Crocker, who held four years, by A. R. Avery, who held from June 2, 1897, until his death, May 6, 1901, by Lincoln Avery from June, 1901, to December, 1908, when he was succeeded by John T. Rich, the present incumbent.

## LIFE SAVING STATION

In addition to the light house, custom house and postoffice business, the government established, in 1898, and maintains a life saving station



upon the shore of Lake Huron, a short distance above Port Huron, which has amply justified its existence in the saving of life and property. It is under the command of Capt. George W. Plough, who has been in charge since its creation and who has seven men in service under him.

#### GOVERNMENT CANALS

The government also built two canals into Lake St. Clair at the mouth of the south channel as an aid to commerce and maintains them and the necessary lights. It constructed at large expense a deep channel at the entrance of the river, and maintains there a light ship during the season of navigation. Work is frequently done in dredging Black river, so that boats of moderate size and draft may use it, and there are few counties in the state or country which see more of the benevolent and beneficial activities of the nation.

#### GOVERNMENT BUILDING

In 1873 the work and importance of this district had increased so greatly that with the influence of Omar D. Conger long the representative of this congressional district, congress passed an act authorizing the building of the custom house and post office in Port Huron. Additional appropriations were made so that the total cost of the building and furnishings aggregated over \$250,000. The building, made of blue Ohio limestone, is well constructed with simple architectural lines, very satisfactory and very creditable to the government architect; it stands as the visible representative of the nation's many and wide reaching interests. The first floor is devoted to the post office; the second to the custom house, and United States court room, in which, however, court is seldom held; the third shelters the inspectors of hulls and boilers, and the weather service operators.

#### BUSINESS OF DISTRICT

An indication of the custom business done in this district is afforded by these figures. For the year ending June 30, 1911, the value of imports was \$64,853,180, the exports \$27,305,308, and the duties collected \$456,498.04. During the year ending June 30, 1868, the imports were valued at \$625,324, and the exports at \$1,148,091.

## CHAPTER XXVIII

### BANKS AND BANKING

BANK OF ST. CLAIR, PALMER—FIRST NATIONAL EXCHANGE BANK—PORT HURON SAVINGS BANK—COMMERCIAL BANK—ST. CLAIR COUNTY SAVINGS BANK—GERMAN AMERICAN SAVINGS BANK—COMMERCIAL AND SAVINGS BANK—MARINE CITY BANKS—BANKS OF YALE—CAPAC—MEMPHIS—EMMET—AVOCA—THE FIGURES FOR FORTY YEARS.

When the first constitution of Michigan was adopted in 1835 it contained no provision relating to banks or banking, but required all corporations to obtain a special charter from the legislature. It was customary when any corporation charter was granted to provide that the opportunity to take stock should be given to the general public upon the theory that in that way the special advantages given by the incorporation might be equally and widely distributed. In order to effect this the incorporating act usually provided that certain commissioners, named in the act, should open books for subscription to the public, and when the necessary amount had been subscribed the incorporators should meet and complete the organization.

In 1836 enthusiasm and speculation were rife, population was increasing rapidly, public land was selling in tremendous quantities, and the county of St. Clair was not behind others in feeling the effects. There were but few banks in the state, and none nearer than Detroit, and to meet the needs of the growing county, which to be sure was then small, but which no doubt was destined to become large very soon, application was made to the legislature of 1836 for a bank charter, and an act was passed in March incorporating the Bank of St. Clair and authorizing it to be located at any point within the county. The commissioners named in the act for receiving subscriptions were Charles Kimball, John Clark, H. N. Monson, C. Sanborn, D. B. Harrington, and Ralph Wadhams. The amount of capital stock authorized to be issued was \$100,000.

#### BANK OF ST. CLAIR, PALMER

St. Clair or Palmer, as it was then called, was the county seat, and three of the commissioners. Kimball, Clark and Monson were located there, the others, Sanborn and Harrington, were at Port Huron, or were favorable to it. It seemed evident that the location which secured the bank would reap great benefits. Mr. Harrington was clearly of this

opinion and evidently wrote quite strongly on the matter to Fortune C. White, who had furnished the money to buy the land on which White's plat in Port Huron was laid, as Mr. White replied as follows:

“WHITESBORO, March 25, 1836—D. B. Harrington, Esq., Dear Sir:— I wrote you yesterday but cannot forbear to drop you another line today. That bank charter that is applied for by the Palmer people works on me. It must be defeated if possible, but if it cannot, as your letter intimates, then if the location is to be fixed by the directors, we must by all means secure a majority of the stock so that proper directors shall be chosen. I will be ready with the requisite funds. But do you not mistake directors for commissioners, who are to locate it. In all charters commissioners are appointed to distribute the stock, etc., and then the directors are chosen by the stockholders, but let it be which way it will, you will see that everything will depend on having proper commissioners, for they are to distribute the stock, and in doing that they can give a majority to stockholders who will be opposed to Desmond; we must make every effort to sustain Desmond. Money for the stock shall not be wanting, you may calculate on it.

“Truly yours,

“F. C. WHITE.”

These efforts were in vain; a majority of the stock was subscribed by St. Clair partisans, and the Bank of St. Clair was located in the village of Palmer, with John Clark as president. Some months elapsed in completing the organization, and in October, 1836, the position of cashier was offered to Wesley Truesdail of New York City, through the influence of Jesse Smith, a capitalist of New York, who was interested in the village.

The first report of the bank was made in 1837 and showed a paid-in capital of \$40,000, an issue of circulating notes of \$60,940, and deposits, \$2,404. In February, 1838, the circulation had increased to \$6,441, and deposits had risen to \$5,471. During this time it had specie to the amount of \$14,500, which was an unusually large amount in proportion to its outstanding notes. At the time of the 1838 report this specie was in the vaults of the Farmers and Mechanics Bank of Detroit, having been carried there the preceding fall by the Brady Guards of Detroit, who had gone, as narrated in another chapter, to Fort Gratiot to take away the military material stored there, and protect it from the “Patriots.” The Guards reached St. Clair on their return and as the river and lake had frozen they were compelled to finish the return overland. Mr. Truesdail fearing for the safety of his large amount of specie induced the Guards to take it to Detroit for him, and it remained there several months.

In striking contrast with most of the banks of the state, the Bank of St. Clair was able to report in 1838 that it had redeemed on demand all notes presented during the preceding seven months.

In 1839 the bank's paid-in capital was increased to \$50,000, and its circulation to \$114,591, although its deposits had increased but little. This illustrates the way in which banks of that time made their profits.

not by loaning the money of their depositors, but by loaning their own non-interest bearing notes.

In 1840 the bank commissioner reported that of all the chartered banks of the state, with any considerable amount of circulation, the Bank of St. Clair alone continued to redeem its notes on demand. It became evident, however, that the bank, in order to prosper, must have a larger field of operations and the office and business of the bank were removed in 1841 to Detroit, but as some doubt arose as to the legality of this action without the consent of the legislature, in February, 1842, the legislature passed an act permitting the bank's removal to Detroit. At that time its president was Levi Cook of Detroit, Wesley Truesdail, cashier, and they, together with George C. Bates, S. Gillett, J. R. Dorr, H. N. Monson, and John Clark, were the directors. The following year Alpheus S. Williams, later a famous general in the Civil war, became president and remained until 1845, when the bank failed, owing to the failure of its eastern correspondents.

#### FIRST NATIONAL EXCHANGE BANK

The removal of the bank to Detroit left the county without any banks and it was some years before there was any organized bank. The first to conduct a banking business—the receiving of deposits and loaning of money—was W. L. Bancroft, who furnished the capital and in company with Cyrus Miles, under the name of Cyrus Miles & Company, did business at Port Huron from November, 1856, for a few months, when Mr. Bancroft withdrew and John Miller and Elliott T. Brockway came in and the business was continued under the same name until 1861, when Brockway retired and the name of the firm was changed to John Miller and Co. In 1868 Mr. Miles withdrew and John E. Miller entered in his place. The business was then carried on as Miller and Son until 1870, when the First National Bank was organized to take over the Miller business. This bank was incorporated in October, 1870, with a capital of \$100,000, divided into 1,000 shares held as follows: D. B. Harrington, 200 shares; John Miller, 100 shares; Henry Howard, 100 shares; James Goulden, 100 shares; O'Brien J. Atkinson, 100 shares; John Johnston, 300 shares; and Samuel S. Ward, 100 shares.

In January, 1871, D. B. Harrington was president, John Miller, cashier, John E. Miller, assistant cashier. In 1874 Mr. H. G. Barnum became connected with the bank as assistant cashier, later became cashier, and president of the First National Exchange Bank, its successor, which position he still retains. Upon the expiration of the bank's charter in 1890 it was reorganized as the First National Exchange Bank, with Henry Howard as president, and again in 1910, its corporate existence was extended for another period of 20 years. Its growth is shown by the following figures:

On October 2, 1871, its capital stock was \$50,000, and on December 5, 1911, \$150,000; at the same dates its surplus and profits were \$1,345.61 and \$112,954.49, respectively, and its deposits \$83,147.85 and \$1,625,396.42.

Its present officers and directors are H. G. Barnum, president, Frank

E. Beard, vice-president, Guss Hill, cashier, D. D. Brown and A. C. Lassen, assistant cashiers. H. G. Barnum, F. E. Beard, H. McMorran, F. J. Dixon, A. R. Ballentine, W. L. Jenks, D. MacTaggart, Phil Eichhorn, James Bradley, directors.

#### JOHNSON & COMPANY

In 1865 John Johnston, who came to Port Huron from St. Clair, and after spending some years in the employ of A. and H. Fish, lumber manufacturers and dealers, had conducted for a time a lumber brokerage business, engaged in the banking business in Port Huron in company with W. C. Green, a son of Judge S. M. Green, under the firm name of Johnston and Green. In 1866 Green withdrew and the following year a new and exceedingly strong banking firm was organized under the name of John Johnston & Co., composed of John Johnston, John L. Woods, James W. Sanborn, I. D. Carleton, and H. G. Barnum, the latter coming from Detroit.

In 1870 Mr. Sanborn died, Messrs. Woods and Carleton withdrew, and the firm name was continued with Messrs. Johnston, Barnum and F. L. Wells, as partners. In 1874 Mr. Barnum withdrew to go into the First National Bank, and Mr. Wells also withdrew and a new firm, under the old name, was formed with Johnston, W. F. Botsford, Miron Williams, John W. Porter and A. A. McDiarmid as partners. Mr. Porter withdrew in 1877 and went to Mt. Clemens, and in the same year the firm failed with large liabilities.

#### PORT HURON SAVINGS BANK

In the fall of 1872, Mr. D. B. Harrington, president of the First National Bank, determined to organize a savings bank and this was done in December of that year, although the new bank did not open up for business until January 20, 1873, with D. B. Harrington, president, Henry McMorran, vice-president, and C. F. Harrington, cashier, and they together with Charles Baer, J. H. White, James Beard, Otis Scott, L. B. Wheeler and Edward Vincent formed the first board of directors. It had a strong list of directors and starting with a capital stock of \$50,000, subsequently increased it to \$100,000. Its latest officers and directors were Henry McMorran, president, C. F. Harrington, vice-president, E. R. Harrington, cashier; directors, Henry McMorran, C. F. Harrington, H. L. Stevens, H. B. Sibilla.

Its comparative statements are as follows: Capital, \$40,000, on December 31, 1873, and \$100,000, December 1, 1911; deposits, \$106,565.17, in 1873, and \$370,939.55 in 1911. The surplus and profits on December 1, 1911, were \$32,743.36.

On January 1, 1912, this bank went into voluntary liquidation, transferring its assets to the Commercial Bank and paying its stockholders a profit.

#### COMMERCIAL BANK

The organization of this bank was effected December 6, 1881, with C. A. Ward, president, William Hartsuff, vice-president, and they to-

gether with S. L. Ballentine, Otis Joslyn, J. G. O'Neill, D. N. Runnels, A. N. Moffatt, formed the first board of directors. In January, 1882, John W. Porter, who had been at one time a member of John Johnston & Co., and had gone to Mt. Clemens as cashier of the Mt. Clemens Savings Bank, was made cashier. Its charter was renewed for another term of thirty years in December, 1911. The present officers and directors are A. D. Bennett, president, C. N. Runnels, cashier, C. D. Beard and S. W. McFarland, assistant cashiers. Directors, A. D. Bennett, J. G. O'Neill, Albert Dixon, C. N. Runnels, M. W. Mills, S. L. Boyce.

On July 1, 1882, its capital stock was \$50,000, and on December 5, 1911, \$100,000; at the same dates its surplus and profits were \$3,630.16 and \$121,689.34, respectively, and its deposits \$126,775.03 and \$1,710,020.35.

#### ST. CLAIR COUNTY SAVINGS BANK

This bank was organized in the spring of 1890, with Directors J. B. Hull, Charles Wellman, E. G. Spalding, Stephen Moore, S. W. Vance, Edward Hollis, E. L. Vincent, and as officers J. B. Hull president, Charles Wellman, vice-president, George W. Moore, cashier. It had an authorized capital of \$50,000, which has since been increased to \$100,000. Its present directors and officers are Charles Wellman, president, E. G. Spalding, vice-president, George W. Moore, 2nd vice-president, F. T. Moore, cashier, and they, together with Phil Higer, S. A. Graham, L. A. Weil, W. D. Smith, and Henry Marx constitute the board of directors.

Comparative statement—Capital stock: July 1, 1890, \$30,000; December 5, 1911, \$100,000. Deposits: July 1, 1890, \$31,043.15; December 5, 1911, \$1,070,208.62. The surplus and profits, on the latter date, amounted to \$113,127.11.

#### GERMAN AMERICAN SAVINGS BANK

This bank was organized in 1907 and opened for business September 3rd of that year, with capital of \$100,000, and as directors, W. F. Davidson, A. E. Stevenson, C. C. Peck, Henry F. Marx, E. J. Ottaway, Dudley E. Waters, Fred E. Farnsworth, A. G. Bishop, M. D. Smith, W. F. Davidson, president, C. C. Peck, cashier.

The present directors are Henry F. Marx, A. E. Stevenson, C. C. Peck, E. W. Ortenburger, A. T. Slight, E. J. Ottaway, Robert Watson, Fred E. Farnsworth, M. D. Smith, and H. F. Marx, president, A. E. Stevenson, vice-president, C. C. Peck, cashier, R. H. Kruger, assistant cashier.

Comparative statement—Capital stock: December 3, 1907, \$100,000; December 5, 1911, \$100,000. Deposits: December 3, 1907, \$31,106.17; December 5, 1911, \$402,936.52. The surplus and profits, on the latter date, amounted to \$2,989.40.

The private banking house of J. J. Boyce & Co. began business in Port Huron in 1873, and was composed of James J. Boyce and Jacob Haynes. Some changes were made in the membership, and during the later years Mr. Boyce was sole owner, the business continuing until Mr.

Boyce's death in January, 1905, and after his death under the same name, first by H. J. Boyce, and then by Maurice Boyce, as manager, until the summer of 1911, when it was closed out.

#### COMMERCIAL AND SAVINGS BANK, ST. CLAIR

Before any organized bank did business at St. Clair after the withdrawal of the chartered Bank of St. Clair of 1836, the needs of the community for a safe place to deposit money and withdraw it when needed was supplied in a measure by Henry Whiting & Co., merchants, but by 1871 it was felt that St. Clair needed a bank. Mr. Gabriel S. Holbert of New York, came on, and in February, 1871, the First National Bank of St. Clair was organized with W. B. Barron as president and G. S. Holbert cashier, and Diodorus Sheldon, Bela W. Jenks, Henry Whiting, Abram Smith, Solomon Bendit, W. B. Barron and J. C. Clarke formed the first board of directors.

After continuing for fifteen years as a National bank, it was thought the needs of the community would be better served through a state bank, and on October 18, 1886, the Commercial and Savings Bank was organized to take over the business of the First National Bank.

The present directors are: Charles C. Jenks, Franklin Moore, Charles Beyschlag, E. C. Reeor, Henry Whiting, Russ S. Jenks, with C. C. Jenks, president, Franklin Moore, vice-president, and Russ S. Jenks, cashier.

On October 2, 1871, its capital stock was \$50,000, and on December 5, 1911, \$50,000; at the same dates its surplus and profits were \$5,853.82 and \$20,137.69, respectively, and its deposits, \$39,081.55 and \$493,693.36.

#### MARINE CITY BANKS

Marine Savings Bank—The first bank at Marine City was conducted for some years by Charles H. Westcott as a private bank. After that it ceased to do business and there was no organized institution for several years. In June, 1884, John W. Porter, cashier of the Commercial Bank of Port Huron, and George W. Carman of Memphis, opened The Marine Bank, with a capital of \$10,000 and conducted it until September 8, 1891. On the latter date the Marine Savings Bank was organized and took over the business of Porter and Carman. It had a capital of \$50,000 and its first officers were John W. Porter, president, Frank Hart, vice-president, George W. Carman, cashier.

Its present directors are Charles E. Blood, W. H. Mammel, H. P. Saph, S. C. McLouth, F. W. Becker, John O'Leary, Charles Basney, J. H. McDonald, George W. Carman, and its officers, Charles E. Blood, president, W. H. Mammel, vice-president, George W. Carman, cashier.

On September 21, 1891, its capital stock was \$45,800, and on December 5, 1911, \$50,000; at the same dates its surplus and profits were \$93.54 and \$32,667.30, respectively, and its deposits \$99,588.63 and \$453,477.16.

Home Savings Bank—This bank was organized February 11, 1903,

with a capital of \$35,000, and John D. Baird, James Davidson, C. L. Doyle, George N. Jones, Harry Lawrence, F. T. Moore, W. F. Sauber, as directors, and F. T. Moore, president, George N. Jones, vice-president, C. L. Doyle, cashier.

The present board of directors consists of James Davidson, C. L. Doyle, Harry Lawrence, F. T. Moore and W. F. Sauber, with F. T. Moore, president, W. F. Sauber, vice-president, C. L. Doyle, cashier, J. N. Bates, assistant cashier.

On June 9, 1903, its capital stock was \$28,530, and on December 5, 1911, \$35,000; at the same dates its surplus and profits were \$1,195.12 and \$3,909.30, respectively, and its deposits \$141,819.44 and \$231,253.04.

The First State Savings Bank of Marine City was organized September 1, 1891, with a capital of \$25,000 and Robert Leitch as president and Frank McElroy, cashier, and continued business until 1898, when it liquidated, paying all depositors in full.

#### BANKS OF YALE

First National Bank—In 1886, B. R. Noble, who had for several years conducted a banking business at Lexington, came to Yale and opened up a private bank as B. R. Noble and Co., which was operated until the summer of 1900, when the First National Bank organized and took over the business. This bank opened for business June 8, 1900, with a paid-in capital of \$35,000, and B. R. Noble, James McCall, E. F. Fead, H. E. Beard, and Bart McNulty, directors, and as officers, B. R. Noble, president, James McCall, vice-president, E. F. Fead, cashier, G. E. Beard, assistant cashier.

The present directors are A. E. Sleeper, E. F. Fead, W. F. Ruh, W. V. Andreae, T. V. Wharton, Bart McNulty, Lincoln Avery, and the officers, A. E. Sleeper, president, W. F. Ruh and W. V. Andreae, vice-presidents, E. F. Fead, cashier, C. R. Adams, assistant cashier.

On June 8, 1900, its capital stock was \$35,000, and on December 5, 1911, \$40,000; at the same dates its surplus and profits were \$472.03 and \$19,548.11, respectively, and its deposits \$103,065.54 and \$328,266.38.

Yale State Bank—This bank opened for business February 21, 1901, with a paid-in capital of \$25,000, which has since been increased to \$30,000. Its first directors were James Livingston, James McCall, James F. Ferguson, John P. Livingston, Harvey Tappan, with James Livingston, president, James McCall, vice-president, W. H. Learmont, cashier.

Its present directors are James Livingston, James McCall, Charles Rounds, John P. Livingston, Alex Pollock, W. H. Learmont, Harvey Tappan, and its officers, James Livingston, president, James McCall, vice-president, W. H. Learmont, cashier, Guy E. Beard, assistant cashier.

Comparative statement—Capital stock: July 15, 1901, \$25,000; December 5, 1911, \$30,000. Deposits: July 15, 1901, \$43,325.16; December 5, 1911, \$318,664.18. The surplus and profits, on the latter date, amounted to \$18,397.34.



## CAPAC

A private bank owned by George W. Moore and Fred T. Moore of Port Huron, was established here and opened up June 18, 1889, and has continued to do business to the present.

On September 18, 1898, the Capac Savings Bank opened for business with capital of \$14,200. Its directors were John W. Porter, II. C. Siegel, Walter Shearsmith, E. J. Buck, Richard Shutt, with J. W. Porter, president, Robert Morrison, Jr., cashier.

Its present directors are Fred T. Moore, Walter Shearsmith, S. H. Moore, H. B. Hitchings, Frank Burt, with F. T. Moore, president, Walter Shearsmith, vice-president, Frank Burt, cashier, Floyd J. Burt, assistant cashier.

On September 20, 1898, its capital stock was \$14,200, and on December 5, 1911, \$20,000; at the same dates its surplus and profits were \$129.07 and \$5,876.75, respectively, and its deposits \$3,369.21 and \$211,236.49.

## MEMPHIS

The Memphis State Bank was organized April 5, 1906, with a capital of \$20,000, and Thomas W. McCall, Charles E. Greene, Bert C. Preston, Eugene A. Bartlett, Lincoln Avery, its first directors, and Thomas W. McCall, president, Frank C. Flumerfelt, cashier.

Its present directors are Thomas W. McCall, Charles E. Greene, E. A. Bartlett, L. Avery, F. R. Schell, J. L. Preston, Judson Black; its officers, Thomas W. McCall, president, E. A. Bartlett, cashier.

Comparative statement—Capital stock: June 18, 1906, \$20,000; December 5, 1911, \$20,000. Deposits: June 18, 1906, \$24,912.05; December 5, 1911, \$154,547.22. The surplus and profits, on the latter date, amounted to \$3,496.05.

Memphis also has a private bank which has been in existence for several years, owned and managed by F. D. Coburn.

## EMMET

The banking needs of this community are cared for by the private bank of H. P. McCabe.

## AVOCA

W. V. Andreae and Company have maintained a private bank at this point for some years.

In addition to the foregoing there are private banks at Smith's Creek and Goodells.

## THE FIGURES FOR FORTY YEARS

The history of the banks in St. Clair county has been on the whole very creditable, not a dollar has ever been lost to depositors in incor-

porated banks. The growth in the banking capital and in the deposits is the strongest evidence of the real prosperity of the county. The comparative statistics for each ten year period from the organization of the first incorporated to the present are interesting and instructive:

Year.	No. of Banks.	Capital and Surplus.	Deposits.
1871	2	\$ 107,199.43	\$ 122,229.40
1881	3	339,817.66	718,696.53
1891	7	692,558.06	1,538,603.48
1901	9	851,763.89	4,034,689.95
1911	12	1,282,736.24	7,370,639.29

In forty years the banking capital increased \$1,175,000, while the deposits increased \$7,250,000, a growth in the first item of 1,200 per cent and in the second of 6,000 per cent, while the increase in population during the same period was less than 70 per cent.

CHAPTER XXIX  
OFFICIAL AND STATISTICAL

ROSTER OF SHERIFFS—COUNTY CLERKS—COUNTY SURVEYORS—PROSECUTING ATTORNEYS—REGISTERS OF DEEDS—CIRCUIT COURT COMMISSIONERS—CORONERS— STATE LEGISLATORS— CONGRESSMEN— POPULATION OF COUNTY.

Following are the rosters of those who have served St. Clair county in an official capacity, arranged either chronologically or alphabetically, as well as the lists of those residents of the county who have been identified with state and national legislatures.

ROSTER OF SHERIFFS

- 1821 (May 12) Henry Cottrell.
- 1821 (July 14) James B. Wolverton.
- 1822 (April 27) Henry Cottrell.
- 1835 (January) Harmon Chamberlin.
- 1841 Reuben Moore.
- 1843 John S. Heath.
- 1845 Lyman Granger.
- 1847 Pierce G. Wright.
- 1851 Robert Scott.
- 1853 David Whitman.
- 1855 James H. White.
- 1859 Amos James.
- 1861 Elijah R. Haynes.
- 1865 Samuel Russell.
- 1867 W. H. Dumphy.
- 1869 Edward Potter.
- 1871 Joseph Stitt.
- 1873 John B. Kendall.
- 1877 John M. Hart.
- 1879 John Hilton.
- 1883 Frank L. Follensbee.
- 1887 Jacob Bernatz.
- 1889 George Mann.
- 1893 Jacob Bernatz.
- 1895 George E. Mallory.

- 1899 Harrison W. Maines.
- 1903 George W. Davidson.
- 1905 Thomas Moore.
- 1907 George W. Davidson.
- 1909 William F. Wagenseil.

## COUNTY CLERKS

- 1821 John Thorn.
- 1827 Harmon Chamberlin.
- 1830 (October 30) Thomas C. Fay.
- 1831 (February 26) James Fulton.
- 1833 (January) Horatio James.
- 1839 Marcus H. Miles.
- 1843 Edward C. Bancroft.
- 1845 Charles Kimball.
- 1847 Daniel Follensbee.
- 1849 Marcus H. Miles.
- 1853 James S. Clark.
- 1855 Albert A. Carleton.
- 1857 Tubal C. Owen.
- 1863 George F. Collins.
- 1867 Hazzard P. Wands.
- 1873 Moses F. Carleton.
- 1879 Horace Baker.
- 1883 Charles S. Warn.
- 1889 Michael Reid.
- 1893 William Mason.
- 1897 John L. Shepherd.
- 1901 Eugene A. Bartlett.
- 1905 Daniel Foley.
- 1909 Jefferson G. Brown.

## TREASURERS

- 1821 David Cottrell.
- 1832 Sargent Heath.
- 1837 Edmund Carleton.
- 1839 Horatio N. Monson.
- 1843 William B. Barron.
- 1845 Duthan Northrup.
- 1853 Edmund Carleton, Jr.
- 1863 Henry Johr.
- 1867 Valentine A. Saph.
- 1871 Robert Thompson.
- John Miller.
- 1873 John Johnston.
- 1875 Charles D. Thompson.
- 1877 John Johnston.
- Edward Vincent.

- 1879 Edward Vincent.
- 1881 Edward C. Recor.
- 1885 Richard Shutt.
- 1889 William Burns.
- 1893 Henry F. Marx.
- 1895 Stephen Moore.
- 1899 Henry Streeter.
- 1903 Charles Beyschlag.
- 1907 Stephen H. Moore.
- 1911 Edward L. Vincent.

## COUNTY SURVEYORS

- 1837 Nathan Ward.
- 1843 James L. Smith.
- 1845 Joseph L. Kelsey.
- 1847 James L. Smith.
- 1849 David Ward.
- 1851 Norman Nash.
- 1853 David Ward.
- 1855 James S. Bacon.
- 1857 David Ward.
- 1859 Israel D. Carlton.
- 1865 Horatio G. Robbins.
- 1867 James S. Kennefick.
- 1869 Parker M. Brown.
- 1875 Eli B. Chamberlin.
- 1877 Parker M. Brown.
- 1883 Patrick Shea.
- 1885 Henry T. Morley.
- 1887 Henry P. Jenney.
- 1889 Henry E. Brown.
- 1891 Henry P. Jenney.
- 1893 Henry E. Brown.
- 1895 Justin L. Paldi.
- 1903 William M. Streit.
- 1909-11 Walter Tripp.

## PROSECUTING ATTORNEYS

- George A. O'Keefe.
- 1836 (July) Lorenzo M. Mason.
- 1840 (March) Ira Porter.
- 1841 (February) True B. Tucker.
- 1842-3 (July) Lorenzo M. Mason.
- 1843-4 John McNeil.
- 1844 Bethuel C. Farrand.
- 1848-9 John J. Falkenbury.
- 1850
- 1851 True P. Tucker.

- 1853 Smith Falkenbury.
- 1855 William Grace.
- 1859 Harvey McAlpin.
- 1861 Bethuel C. Farrand.
- 1863 O'Brien J. Atkinson.
- 1867 Edward W. Harris.
- 1869 Charles F. Harrington.
- 1873 William Grace.
- 1875 Alex R. Avery.
- 1879 Elliott G. Stevenson.
- 1881 William Grace.
- 1883 Elliott G. Stevenson.
- 1885 Patrick H. Phillips.
- 1887 Bethuel C. Farrand.
- 1889 Seward L. Merriam.
- 1891 Cyrus A. Hovey.
- 1893 Lincoln Avery.
- 1897 Joseph Walsh.
- 1901 Eugene F. Law.
- 1903 Burt D. Cady.
- 1905 Alex Moore.
- 1909 Frederick B. Brown.
- 1911 Thomas H. George.

## REGISTERS OF DEEDS

- 1837 Horatio James.
- 1839 Marcus H. Miles.
- 1843 Edward C. Bancroft.
- 1845 Charles Kimball.
- 1847 Volney A. Ripley.
- 1851 Thomas E. Barron.
- 1853 Alfred Weeks.
- 1855 Fred H. Blood.
- 1863 Charles H. Waterloo.
- 1867 Fred H. Blood.
- 1871 John A. Lamb.
- 1873 William W. Hartson.
- 1879 Henry C. Mansfield.
- 1885 John S. Duffie.
- 1891 William O'Connor.
- 1893 Daniel N. Runnels.
- 1899 Spain E. Pearce.
- 1903 William T. Dust.
- 1907 Spain E. Pearce.
- 1911 David D. Martin.

## CIRCUIT COURT COMMISSIONERS.

- 1853-5 Marcus H. Miles.
- 1857-61 John McNeil.

- 1863-5 George F. Collins, Joseph F. Merrill.  
 1867 William Grace, George W. Wilson.  
 1869 William Grace, Bethuel C. Farrand.  
 1871 William Grace, Nahum E. Thomas.  
 1873 Alex. R. Avery, Jabez B. Waldron.  
 1875 William Baird, Herman W. Stevens.  
 1877 Herman W. Stevens, William Grace.  
 1879 John McNeil, William Baird.  
 1881 John McNeil, Albert A. Carlton.  
 1883 Charles K. Dodge, John M. Kane.  
 1885 Charles K. Dodge, Ada Lee.  
 1887 John L. Black, Patrick H. Cummings.  
 1889 Frank T. Wolcott, William Grace.  
 1891 O'Brien O'Donnell, Dennis P. Sullivan.  
 1893-7 Alex. Moore, Asa R. Stowell.  
 1899-01 Burt D. Cady, Hugh H. Hart.  
 1903 Charles W. Adams, Henry R. Baird.  
 1905 George S. Clarke, Henry R. Baird.  
 1907 Frank R. Watson, George S. Clarke.  
 1909 James W. Benedict, Stanley Lambert.  
 1911 Isaac S. Hughes, William R. Walsh.

## CORONERS.

- 1831 Philo Leach.  
 1833 William Brown.  
 1837 Reuben Hamilton, Chester Kimball.  
 1839 Elisha B. Clark, Henry Cottrell.  
 1841 Aura P. Stewart, Reuben Hamilton.  
 1843 James D. Brown, Alfred Comstock.  
 1845 James D. Brown, Clark M. Mills.  
 1847 L. B. Parker, John Galbraith.  
 1849 James D. Brown, Oliver Dodge.  
 1851 Joseph Luff, A. F. Ashley.  
 1853 Henry Cottrell, James Demarest.  
 1855 John Howard, Isaac Klein.  
 1857 John Howard, Daniel Leach.  
 1859 Ezra Hazen, Asa Larned.  
 1861 James Rickerson, Asa Larned.  
 1863 Aura P. Stewart, Herman Herzog.  
 1865 A. E. Fechet, John P. Quick.  
 1867-9 Asa Larned, John Nicol.  
 1871 Asa Larned, T. J. Nicol.  
 1873 Malcolm McKay, Peter Rider.  
 1875 Asa Larned, John Nicol.  
 1877-9 Asa Larned, Chester Kimball.  
 1881 John Nicol, James Bingham.  
 1883 Asa Larned, Ezra H. Buddington.  
 1885 James Wilson, J. A. Van Dam.  
 1887 O. M. Stephenson, Joseph L. Bartholomew.

- 1889 Loren A. Cady, John M. Robertson.
- 1891 Joseph L. Bartholomew, Ezra H. Buddington.
- 1893 Loren A. Cady, Arthur V. Langell.
- 1895 Albert B. Carlisle, Jacob C. Vollmar.
- 1897 Albert B. Carlisle.
- 1899 Albert B. Carlisle, John M. Robertson.
- 1901 Albert B. Carlisle, Albert Falk.
- 1903 Albert Falk, Robert Bennett.
- 1905 Allen A. Brink, Albert Falk.
- 1907-11 Albert Falk, John Schwickert, Jr.

## SENATORS.

- 1835 John Clark.
- 1839 Ebenezer B. Harrington.
- 1840 Justin Rice.
- 1842 Lyman Granger.
- 1844 Lorenzo M. Mason.
- 1846 Oel Rix.
- 1848 Charles A. Loomis.
- 1850 Joseph T. Copeland.
- 1853 Daniel B. Harrington.
- 1855 Omar D. Conger.
- 1861 Ezra Hazen.
- 1863 Leonard B. Parker.
- 1865 William L. Bancroft.
- 1867 William Sanborn.
- 1869 Bela W. Jenks.
- 1873 Frederick L. Wells.
- 1877 Crockett McElroy.
- 1881 James R. McGurk.
- 1883 Justin R. Whiting.
- 1885 William M. Cline.
- 1887 John E. Barringer of Macomb County.
- 1891 Martin Crocker.
- 1893 Robert E. French.
- 1897 Charles H. Westcott.
- 1899 George W. Moore.
- 1903 George N. Jones.
- 1907 Burt D. Cady.
- 1909-11 James E. Weter.

## REPRESENTATIVES.

- 1835 John S. Heath.
- 1838 Ralph Wadhams.
- 1839 True P. Tucker.
- 1841 Ira Porter.
- 1842 Cummings Sanborn.
- 1843 Oel Rix.
- 1845 Edward C. Bancroft.



- 1846 Hannibal Hollister.  
 1847 Nathaniel W. Brooks, Daniel B. Harrington.  
 1848 Reuben B. Diamond, Elihu Granger.  
 1849 William M. St. Clair, Martin S. Gillett.  
 1850 Harmon Chamberlain, George S. Lester.  
 1851 James L. Smith, Joseph P. Minne.  
 1853 John P. Gleason, William T. Mitchell.  
 1855 James W. Sanborn, Zael Ward.  
 1857 John Clark, John Miller.  
 1859 Samuel L. Smith, William L. Baneroft.  
 1861 Horace E. Bunce, Nathan D. Smith.  
 1863 John Miller, Abram Smith, John Grinnell.  
 1865 Cyrus Miles, Benjamin S. Horton, Ezra Hazen.  
 1867 Marcus H. Miles, John L. Newell, George A. Funston.  
 1869 Nathan S. Boynton, Cyrus Miles, William W. Hartson.  
 1870 Tubal C. Owen, Cyrus Miles, William W. Hartson.  
 1871 Frederick L. Wells, Joseph T. S. Minne, Ezra Hazen.  
 1873 Thomas H. Bottomley, Lawrence T. Remer, Henry Howard.  
 1875 Lawrence T. Remer, Henry Howard, John Berk.  
 1877 Charles F. Moore, John D. Jones, Charles F. Harrington.  
 1879 James R. McGurk, Palmer S. Carlton, James H. White.  
 1881 James H. White, William H. Ballentine, Calvin A. Blood.  
 1883 Byron F. Parks, Edward Vincent, Henry Meyer.  
 1885 Horace N. Hammond, William Powers, Charles Wellman.  
 1887 William Powers, Charles Wellman.  
 1889 Frederick Lindow, Joseph Gibbons.  
 1891 Joseph Gibbons, Fred H. Bathey.  
 1893 Charles A. Bailey, Fred H. Bathey.  
 1895 Thomas H. Parkinson, John M. Robertson, Edward B. Taylor.  
 1897 Charles M. Green, Lewis O'Dett, Henry M. Zimmerman.  
 1899 William J. Duff, John Kingott, Franklin Moore.  
 1901 Franklin Moore, Silas L. Ballentine, James Dunn.  
 1903 James Dunn, Philip Eichhorn.  
 1905 Philip Eichorn, Thomas W. McCall.  
 1907 Thomas W. McCall, William M. Dunning.  
 1909 William M. Dunning, James M. Haviland.  
 1911 James M. Haviland, David A. Fitzgibbon.

#### CONGRESSMEN

The first representative in congress from St. Clair county was Omar D. Conger, who was elected to the forty-first congress, beginning in 1869, and who was re-elected to the succeeding six congresses. After being elected as representative in 1880, he was elected United States senator in 1881, serving in that capacity one term, from 1881 to 1887, the only time in which this county has been honored in that office. The other representatives from the district in which St. Clair county has been are as follows:

- 1881-82 John T. Rich, Lapeer county.  
 1883-86 Ezra C. Carleton, St. Clair county.

- 1887-94 Justin R. Whiting, St. Clair county.  
 1895-98 Horace G. Snover, Huron county.  
 1899-02 Edgar Weeks, Macomb county.  
 1903- Henry McMorran, St. Clair county.

Prior to Mr. Conger, the representatives from the various districts in which St. Clair county chanced to be were as follows:

- 1835-40 Isaac Crary, Marshall.  
 1841-42 Jacob M. Howard, Detroit.  
 1843-46 James B. Hunt, Pontiac.  
 1847-50 Kinsley S. Bingham, Green Oak.  
 1851-52 James L. Conger, Belvedere.  
 1853-54 Hester L. Stevens, Pontiac.  
 1855-56 George W. Peck, Lansing.  
 1857-60 Dewitt C. Leach, Lansing.  
 1861-62 Rowland E. Trowbridge, Bloomfield.  
 1863-64 Augustus C. Baldwin, Pontiac.  
 1865-68 Rowland E. Trowbridge, Bloomfield.

#### POPULATION OF COUNTY

1830,	1,114	1870,	36,661
1834,	2,244	1874,	40,688
1837,	3,673	1880,	46,197
1840,	4,606	1884,	46,783
1845,	8,375	1890,	52,105
1850,	10,420	1894,	54,321
1854,	16,825	1900,	55,228
1860,	26,604	1904,	55,637
1864,	27,591	1910,	52,341

# APPENDIX A

## CIVIL WAR SOLDIERS FROM ST. CLAIR COUNTY

Abby, Austin. Enlisted in Battery H, Feb. 4, 1864.

Ackerman, Elihu. Enlisted in Company E, Tenth Infantry, Nov. 28, 1861.

Ackerman, Silas. Enlisted in Company E, Tenth Infantry, Nov. 26, 1861.

Ackles, James, Port Huron. Enlisted in Company A, Seventh Infantry, Aug. 8, 1861. Died Sept. 28, 1862.

Adamson, John S. Enlisted in Company A, Fourth Infantry, Aug. 26, 1864. Mustered out as sergeant.

Adrian, George H. Enlisted in Company E, Fifth Infantry, Aug. 2, 1861.

Agner, Francis. Deserted April, 1864.

Aglor, George L. Enlisted in Company C, Twenty-second Infantry, Aug. 12, 1862. Killed in action at Chickamauga.

Ahern, Daniel. Mustered in Sept. 27, 1864.

Airheart, Ira. Enlisted in First Company Sharpshooters, attached to Sixteenth Infantry, Aug. 10, 1861.

Akred, George. Enlisted in Company I, Fourth Infantry, Sept. 3, 1864.

Aldrich, George. Enlisted in Company E, Twenty-second Infantry, Nov. 27, 1863.

Alexander, Charles. Enlisted in Company C, First Infantry, as corporal, Sept. 16, 1861.

Allen, Adna. Enlisted in Company E, Tenth Infantry, Oct. 2, 1861.

Allen, Benjamin R. Enlisted in Company K, Second Cavalry, Sept. 2, 1861. Died March 23, 1862.

Allen, Calvin. Enlisted in Company H (reorganized), Third Infantry, Aug. 30, 1864. Corporal.

Allen, Henry. Enlisted in Company E, Twenty-second Infantry, as sergeant, July 29, 1862. First lieutenant, Oct. 11, 1863.

Allen, Luther (Veteran). Enlisted in Company E, Tenth Infantry, Dec. 19, 1861. Corporal.

Allen, Merrett. Enlisted in Company C, Twenty-second Infantry, Aug. 11, 1862. Died Dec. 25, 1862.

Allen, Philander. Enlisted in Company E, Tenth Infantry, Nov. 30, 1861.

Allen, Thomas C. Enlisted in Company D, First Sharpshooters, March 24, 1863.

Allen, William F. Enlisted in Company I, Fourth Infantry, Sept. 23, 1864.

Allman, Sebastian. Enlisted in Company E, Twenty-second Infantry, July 28, 1862.

Allor, Louis A. Enlisted in Company E, Twenty-second Infantry, as first sergeant, July 31, 1862, at Ira. Commissioned second lieutenant Nov. 17, 1862. Commissioned first lieutenant to date June 6, 1863. Commissioned adjutant Oct. 11, 1863. Acting assistant adjutant general, Reserve Brigade, June 1, 1864. Acting assistant adjutant general, Third Brigade, Second Division, April 8, 1865.

Almon, William J., or Wilmont J. Enlisted in Company C, Twenty-second Infantry, Aug. 12, 1862.

Alward, Henry J. Enlisted in Company B, Third Cavalry, Feb. 8, 1864.

Alway, Richard. Enlisted in Company E, Fifth Infantry, Sept. 9, 1862. Died of wounds received in action at Gettysburg.

Ambrook, Charles. Enlisted in Company K, Second Cavalry, as saddler, Sept. 2, 1861. First lieutenant.

Ames, or Annes, Charles J. Enlisted in Company C, Twenty-second Infantry, March 21, 1865.

Anderson, Andrew. Drafted for three years. Mustered Nov. 30, 1863. Assigned to Company M, Fourth Cavalry.

Anderson, Charles. Enlisted in Second Infantry, March 22, 1864.

Anderson, Charles W. Enlisted in Company E, Fifth Infantry, Aug. 18, 1861. Died May 7, 1862.

Anderson, William J., Mussey. Enlisted in Company E, Fifth Cavalry, Aug. 18, 1862. Died April 5, 1863.

Andrews, Joseph. Enlisted in Company G, Twenty-second Infantry, Aug. 21, 1862. In Company F, Fifteenth Regiment, Veteran Reserve Corps, Aug. 29, 1863.

Andrews, Joseph. Enlisted in Sixteenth Infantry, April 26, 1864. Died Oct. 2, 1864.

Andrews, Joseph. Deserted.

Andrews, Mortimer. Enlisted in Company F, Seventh Infantry, as sergeant, June 19, 1861. Died May 14, 1862.

Andrews, William. Deserted.

Andrews, William F. Enlisted in Company C, Twenty-second Infantry, July 31, 1862.

Appley, Sylvester. Enlisted in Company H, Third Cavalry, Feb. 28, 1864, at Wales.

Apply, William (Veteran). Enlisted in Company G, Tenth Infantry, Oct. 5, 1861.

Arehart, John. Enlisted in Company D, First Sharpshooters, March 30, 1863.

Arkells, Oliver. Enlisted in Company L, Seventh Cavalry, May 14, 1863. Deserted.

Armstrong, Edward. Enlisted in Company D, Sixteenth Infantry, Feb. 11, 1862.

Armstrong, Joseph. Enlisted in Company K, Second Cavalry, as sergeant, Sept. 2, 1861.

Armstrong, Martin R. Enlisted in Company D, First Sharpshooters, March 21, 1863.

Arnet, George. Enlisted in Company G, Fourteenth Infantry, Dec. 18, 1861. Died July 29, 1862.

Arnley, Joseph. Enlisted in unassigned First Infantry, March 7, 1863.

Arnold, Michael. Enlisted in Company F, Fifteenth Infantry, Dec. 29, 1861.

Arnold, Noah. Enlisted in Company G, Tenth Infantry, Oct. 29, 1861.

Artis, Arehy. Enlisted in Company G, First Colored Infantry, March 4, 1864.

Atkins, John S. Enlisted in Company A, Seventh Infantry, Aug. 13, 1861. Died Aug. 8, 1862.

Atkinson, James J. Entered service in Company K, Third Infantry, at reorganization, as second lieutenant and commissioned July 29, 1864. Adjutant.

Atkinson, John. Entered service in Company C, Twenty-second Infantry, at organization, as captain, July 25, 1862. Commissioned major June 7, 1864. Mustered July 26, 1864. Discharged to accept promotion Oct. 14, 1864. Commissioned lieutenant colonel, Third Infantry, at reorganization, July 29, 1864. Mustered Oct. 15, 1864. Judge advocate

Jan. 15, 1865. Discharged at San Antonio, Texas, Feb. 24, 1866. Was in battle at Nashville, Tenn. Died at Detroit, Mich., in 1898.

Atkinson, Patrick. Enlisted in Company C, Twenty-second Infantry, Aug. 13, 1862. Died in prison at Andersonville, June 25, 1864.

Atkinson, William F. Enlisted in Company C, Twenty-second Infantry, as corporal, Aug. 13, 1862. Sergeant, Dec. 30, 1862. Wounded in action and taken prisoner at Chickamauga, Ga., Sept. 20, 1863. Escaped Jan. 19, 1864. First sergeant. Commissioned second lieutenant to date Jan. 7, 1864. Commissioned captain, Company K (reorganized), Third Infantry, at organization, to date July 29, 1864. Judge advocate, Third Division, Fourth Army Corps, July, 1865. Mustered out at Victoria, Texas, May 25, 1866.

Austin, Robert H. Deserted.

Austin, William A. Enlisted in Company I, First Sharpshooters, May 29, 1863. Died May 12, 1864.

Avery, Edward O. Enlisted in Company H (reorganized), Third Infantry, Aug. 27, 1864.

Avery, John. Enlisted in Company F, Eighth Cavalry, Dec. 4, 1862.

Avery, Stephen H. Enlisted in Company K, Twenty-second Infantry, Jan. 29, 1863. Commissary sergeant.

Ayers, William (Veteran). Enlisted in Company E, Tenth Infantry, Dec. 9, 1861. Sergeant.

Ayers, James V. Enlisted in Company C, Twenty-second Infantry, Aug. 12, 1862. Died, Andersonville, June 19, 1864.

Babeock, Augustus B. Enlisted in Company F, Twenty-seventh Infantry, Sept. 11, 1862.

Babeock, Ralph F. Enlisted in Company K, Twenty-second Infantry, Aug. 11, 1862. Died Jan. 5, 1864.

Babeock, or Baldoek, William. Enlisted in Company H (reorganized), Third Infantry, Sept. 28, 1864.

Bachman, Silas. Enlisted in Company G, First Cavalry, as blacksmith, Aug. 31, 1861. Saddler sergeant.

Bailey, William H. (Veteran). Enlisted in Company G, Tenth Infantry, Oct. 26, 1861. Corporal.

Baird, Adam. Enlisted in Company F, Twenty-seventh Infantry, Feb. 21, 1863. Killed June 18, 1864.

Baird, John. Enlisted in Company H, Tenth Infantry, Jan. 2, 1862. Died July 5, 1862.

Baird, William E. Enlisted in Com-

- pany E, Twenty-second Infantry, July 30, 1862. Died Aug. 1, 1863.
- Baird, William. Enlisted in Company C, Sixth Cavalry, as farrier, Sept. 10, 1862. First lieutenant.
- Bakeman, William. Enlisted in Company E, Twenty-second Infantry, Aug. 6, 1862. Died Sept. 20, 1863.
- Baker, Charles N. Enlisted in Company K, Second Cavalry, Sept. 2, 1861. Major.
- Baker, Henry M. Enlisted in Company F, First Cavalry, March 7, 1865.
- Baker, James, Jr. Enlisted in Company E, Twenty-fourth Infantry, March 22, 1865.
- Baker, Robert S. Entered service in Company F, Twenty-seventh Infantry, at organization, as captain, Nov. 11, 1862.
- Balmer, James L. Enlisted Aug. 25, 1864, in Thirteenth Infantry. First lieutenant.
- Balmer, Robert. Enlisted in Company H (reorganized), Third Infantry, Aug. 26, 1864. Corporal. Died July 11, 1865.
- Banfell, George (Veteran). Enlisted in Company E., Tenth Infantry, Jan. 3, 1862. Corporal.
- Banfill, Reuben. Enlisted in Company E, Fifth Cavalry, as wagoner, Aug. 16, 1862.
- Barber, Henry. Enlisted in Company K (reorganized), Third Infantry, Oct. 6, 1864.
- Barden, William. Enlisted in Company C, Twenty-second Infantry, Aug. 13, 1862. Corporal.
- Barden, James. Enlisted in Company I, Fourth Infantry, Sept. 5, 1864. Died Feb. 11, 1865.
- Barker, Franklin (Veteran). Enlisted in Company K, Second Cavalry, Sept. 2, 1861. Sergeant.
- Barret, Edward. Enlisted in Company H, Eighth Cavalry, Nov. 6, 1862.
- Barrett, Judson. Enlisted in Company K, Twenty-first Infantry, Aug. 15, 1862.
- Barrett, Judson. Enlisted in Company H (reorganized), Third Infantry, Aug. 27, 1864. Sergeant.
- Bartlett, Hiram. Enlisted in Company K (reorganized), Third Infantry, Oct. 7, 1864. Sergeant.
- Barthlemas, John G. F. W. Enlisted in Company A, Seventh Infantry. Aug. 11, 1861.
- Bartlett, Oscar. Enlisted in Company C, Twenty-second Infantry, as sergeant, July 26, 1862. Died Jan'y. 22, 1864.
- Basney, Charles. Enlisted in Company E, Twenty-second Infantry, Aug. 9, 1862.
- Basney, John. Enlisted in Company E, Twenty-second Infantry, Aug. 8, 1862. Corporal.
- Bates, Charles D. (Veteran). Enlisted in Company E, Fifth Infantry, as wagoner, Aug. 28, 1861.
- Bates, Gilbert. Enlisted in Company D, First Sharpshooters, April 7, 1863. Deserted.
- Beach, Byron A. Enlisted in Company D, Sixth Infantry, April 9, 1864.
- Beach, Ebenezer W. Enlisted in Company E, First Cavalry, Aug. 31, 1861.
- Beach, Mark H. (Veteran). Enlisted in Company K, Second Cavalry, Sept. 2, 1861. Died June 19, 1864.
- Beagle, George W. Enlisted in Company B, First Infantry, July 13, 1861.
- Beal, Lemuel. Enlisted in Company C, Sixth Cavalry, Sept. 4, 1862. Corporal.
- Bean, Solomon. Enlisted in Company K, Second Cavalry, as corporal, Sept. 2, 1861.
- Beardslee, Philo. Enlisted in Company C, Twenty-second Infantry, Aug. 12, 1862. Enlisted in Company K (reorganized), Third Infantry, Sept. 15, 1864. Sergeant.
- Bearden, Joseph (Veteran). Enlisted in Company G, Fourteenth Infantry, Dec. 27, 1861. Corporal.
- Beaton, or Bealton, John. Deserted.
- Beaudin, Amable. Enlisted in Battery H, Jan. 1, 1864.
- Beckwith, Charles. Enlisted in Battery H, Oct. 17, 1861.
- Beebe, James. Enlisted in Company E, Tenth Infantry, Nov. 4, 1861.
- Belanger, Charles. Drafted for three years. Mustered Nov. 31, 1863.
- Belanger, Francis X. Enlisted in Company C, Twenty-seventh Infantry, Oct. 18, 1862.
- Belcher, Hiram E. (Veteran). Enlisted in Company H, Tenth Infantry, Feb. 16, 1862. Second lieutenant.
- Belcher, William. Enlisted in Company H, Tenth Infantry, March 17, 1862.
- Bell, William. Deserted.
- Bellaw, Robert. Enlisted in Company C, Twenty-second Infantry, Jan. 4, 1864.
- Bellaw, Charles. Enlisted in Company I, Fourth Infantry, Aug. 27, 1864.
- Belnap, Jesse. Enlisted in Company I, Fourth Infantry, Sept. 4, 1864. Died Jan. 19, 1865.
- Benedict, Jewett. Enlisted in Company I, Fourth Infantry, Aug. 21, 1864. Corporal.
- Benjamin, Charles. Enlisted in Battery H, Sept. 8, 1862. Deserted.
- Bennett, Cutler. Enlisted in Company E, Fifth Infantry, Aug. 8, 1861.

Bennett, Emmet M. Enlisted in Company D, First Sharpshooters, March 6, 1863.

Bennett, George H. Enlisted in Company B, Fourth Cavalry, July 18, 1862.

Bennett, George W. Enlisted in Company E, Twenty-second Infantry, July 28, 1862.

Bennett, James. Deserted.

Bennett, John. Enlisted in Company E, Tenth Infantry, Nov. 22, 1861.

Bennett, or Burnett, Thomas. Enlisted in Company E, Fifth Infantry, Aug. 7, 1861.

Bennighoff, Frederick (Veteran). Enlisted in Battery B, as corporal, Sept. 24, 1861.

Benton, George H., Berlin. Enlisted in Company E, Fifth Cavalry, Aug. 18, 1862.

Bernard, Edwin E. (Veteran). Enlisted in Company H, Fourteenth Infantry, Dec. 25, 1861. First lieutenant.

Bernard, James T. (Veteran). Enlisted in Company H, Fourteenth Infantry, Oct. 20, 1861. Second lieutenant.

Berg, Philip. Enlisted in Company C, Twenty-second Infantry, Aug. 11, 1862.

Besold, Frederick. Enlisted in Battery H, Dec. 3, 1861. Deserted.

Betwee, William. Enlisted in Company F, Sixteenth Infantry, Jan. 26, 1865.

Bickford, Andrew J. Enlisted in Company G, Fifth Infantry, Sept. 6, 1861.

Biddlecomb, Isaac. Enlisted in Company E, Twenty-second Infantry, as sergeant, July 30, 1862.

Biddlecombe, James. Enlisted in Company L, Eighth Cavalry, April 11, 1863.

Bieleman, Frederick. Enlisted in Company H, First Cavalry, as first sergeant, Aug. 9, 1861. First lieutenant.

Biersdorfer, Christian. Enlisted in Company F, Twenty-seventh Infantry, Sept. 15, 1862. Died Sept. 16, 1864.

Biggs, Thomas N., or W. Enlisted in Company B, Fifteenth Infantry, Sept. 1, 1862.

Billings, James. Enlisted in Company B, Nineteenth Infantry, Aug. 11, 1862.

Bishop, Charles. Enlisted in Company F, Twenty-seventh Infantry, Nov. 13, 1862. Died Oct. 17, 1864.

Bissell, Phillip D. Enlisted in Company A, Ninth Infantry, Aug. 22, 1864.

Bixby, Benjamin. Enlisted in Company C, Fourteenth Infantry, as corporal, Nov. 1, 1861. Died June 22, 1862.

Black, James. Deserted.

Black, William. Entered service in

Company I, Fourth Infantry, as first lieutenant, Aug. 24, 1864. Captain.

Blackie, James. Enlisted in Company G, Lancers, Dec. 10, 1861.

Blair, David. Enlisted in Company C, Sixth Cavalry, Sept. 8, 1862. Corporal.

Blair, David H. Enlisted in Company F, First Sharpshooters, May 26, 1863.

Blakeslee, Henry L. Enlisted in Company B, Nineteenth Infantry, Aug. 11, 1862. Killed in action at Thompson's Station, Tenn., Mar. 5, 1863.

Blanchard, Francis J. Enlisted in Company C, Sixth Cavalry, Sept. 9, 1862. Quartermaster sergeant.

Blannet, Charles. Enlisted in Company A, Twenty-seventh Infantry, Oct. 8, 1862. Deserted.

Blauvelt, Edward. Enlisted in Company E, Ninth Infantry, Aug. 20, 1861. Deserted.

Blodgett, William H. Enlisted in Company K, First Infantry, July 18, 1861.

Bockius, Charles J. Enlisted in Company E, Twenty-second Infantry, Aug. 22, 1862. Assistant quartermaster.

Boler, Walter. Deserted.

Bolio, Charles. Enlisted in Company L, Eighth Cavalry, April 9, 1863. Died Dec. 24, 1863.

Bondy, Christopher. Enlisted in Company C, Thirtieth Infantry, Dec. 19, 1864.

Boomer, James. Deserted.

Boortz, Augustus. Enlisted in Company C, Twenty-second Infantry, Aug. 11, 1862. Killed in action at Chickamauga, Sept. 20, 1863.

Borden, Thomas, St. Clair. Enlisted in Company E, Twenty-second Infantry, as musician, Aug. 11, 1862. Died Apr. 30, 1865.

Boshaw, Daniel W. Enlisted in Company E, Twenty-second Infantry, July 26, 1862.

Boshaw, John (Veteran). Enlisted in Company G, Fifth Infantry, Aug. 28, 1861. First lieutenant.

Bostwick, Francis E. Enlisted in Company G, First Infantry, July 13, 1861.

Bow, Andrew. Mustered in Dec. 3, 1863. Company M, Fourth Cavalry.

Bowen, Henry N. Enlisted in Company M, Third Cavalry, Oct. 10, 1861.

Bowin, Newell. Enlisted in Company H, Fourth Infantry, Sept. 27, 1864.

Bowby, David. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861. Died in prison.

Bowman, George H., or G. Enlisted in Company I, Fourth Infantry, Aug. 22, 1864.

Boyce, Patrick. Deserted.

Boyce, Richard B. Enlisted in Company H, Eighth Cavalry, Nov. 4, 1862.

Boynnton, Nathan S. Enlisted in Company C, Eighth Cavalry, Nov. 4, 1862. Major.

Bontriger, Peter. Mustered at Pontiac, April 1, 1865.

Brabant, George. Enlisted in Company H, Eighth Cavalry, Nov. 16, 1862.

Brabant, Robert H. Enlisted in Company E, Twenty-second Infantry, Aug. 7, 1862.

Brabeau, Joseph. Enlisted in Company G, Twenty-fourth Infantry, March 22, 1865.

Brace, James H. Deserted.

Bradley, James W. Enlisted in Company B, Eleventh Cavalry, Oct. 19, 1863.

Bradley, Joseph C. Enlisted in Company G, Fifteenth Infantry, Jan. 21, 1862.

Bragg, John. Deserted.

Brayman, Jeremiah. Enlisted in Company C, Sixth Cavalry, as teamster, Sept. 13, 1862.

Brennan, or Bremen, Michael. Mustered in Nov. 25, 1863. Second Cavalry.

Brennan, Peter. Enlisted in Company F, Twenty-second Infantry, April 8, 1865.

Brennan, William. Enlisted in Company D, Sixteenth Infantry, March 22, 1865.

Brewster, Edward. Deserted.

Brian, or Bryan, John. Enlisted in Company C, Twenty-second Infantry, Feb. 7, 1864. Died Sept. 26, 1864.

Brigham, Martin V. Enlisted in Company H, Eighth Cavalry, Nov. 30, 1862. Second lieutenant.

Briggs, Amentus. Enlisted in Company E, Tenth Infantry, Jan. 10, 1862.

Briggs, James W. Enlisted in Company K (reorganized), Third Infantry, Oct. 11, 1864. Color bearer.

Bright, Henry. Enlisted in Company E, Fifteenth Infantry, May 3, 1864.

Brines, George. Enlisted in Company C, Twenty-seventh Infantry, Nov. 7, 1862.

Brines, Reuben C. Deserted.

Brininstool, Alonzo, Emmet. Enlisted in Company A, Seventh Cavalry, Nov. 7, 1862.

Brinkman, Frederic D. Deserted.

Bristol, Nathan P. Enlisted in Company H, First Sharpshooters, Oct. 15, 1863. Died Apr. 10, 1865.

Broadhagen, William. Mustered in Dec. 19, 1863. Company M, Fourth Cavalry.

Brockway, Charles (Veteran). Enlisted in Company K, Second Cavalry, Sept. 2, 1861.

Brown, James G. Enlisted in Company I, Fourth Infantry, Sept. 19, 1864. Corporal.

Brown, James G. Enlisted in Company E, Tenth Infantry, as corporal, Oct. 31, 1861.

Brown, James H. Deserted.

Brown, Irwin, or Ervin. Enlisted in Company K, Second Cavalry, May 27, 1864.

Brown, Noble. Enlisted in Company B, Second Infantry, March 8, 1864.

Brown, Orlando. Enlisted in Company C, Twenty-second Infantry, Aug. 11, 1862. Sergeant.

Brown, Orrin B. Enlisted in Battery M, June 11, 1863. Died Aug. 10, 1865.

Brown, Simeon B. Entered service in Sixth Cavalry, as major, at organization. Commissioner Oct. 15, 1862. Commissioned colonel, Eleventh Cavalry, at organization, Aug. 14, 1863. Commanding First Brigade, First Division, District Kentucky, May, 1864. Brevet general, U. S. Volunteers, Jan. 31, 1865, for meritorious conduct at the battle of Marion, Va. Resigned June 11, 1865.

Brown, Thomas B. Enlisted in Company E, First Colored Infantry, Dec. 7, 1863.

Brown, William. Deserted.

Brown, William. Enlisted in Company I, Seventh Cavalry, May 28, 1863. Died Apr. 20, 1864.

Brown, Wesley (Veteran). Deserted.

Bryant, Samuel. Enlisted in Company G, First Colored Infantry, Feb. 29, 1864.

Bryant, William W. Deserted.

Bryce, Stephen T. Enlisted in Company H, Third Cavalry, as sergeant, Sept. 1, 1861.

Bryce, William (Veteran). Enlisted in Company G, Third Infantry, May 13, 1861. Corporal.

Buchanan, George (Veteran). Enlisted in Company K, Second Cavalry, as sergeant, Sept. 2, 1861. First lieutenant.

Buchanan, Dunean. Enlisted in Company F, Twenty-seventh Infantry, as corporal, Sept. 9, 1862. Sergeant. Killed in action at Petersburg, Va., June 25, 1864.

Bueklin, James H. Enlisted in Company H, Eighth Cavalry, April 1, 1863. Corporal.

Baker, Joseph W. Enlisted in Company A, Seventh Infantry, as corporal, June 19, 1861. Sergeant.

Bale, or Beale, Alexander. Enlisted in Company A, Twenty-fourth Infantry, Feb. 24, 1865.

Bullinger, James. Enlisted in Band, Seventh Infantry, July 30, 1861.

Bullus, Hiram. Enlisted in Company G, Lancers, Dec. 25, 1861.

Bunce, Edward F. Entered service in Company E, Tenth Infantry, at organization, as second lieutenant, Oct. 18, 1861.

Bunting, John A. Enlisted in Company H, Eighth Cavalry, Nov. 15, 1862.

Burch, Henry. Deserted.

Burch, Joseph N. Enlisted in Company E, Twenty-second Infantry, Aug. 7, 1862.

Burk, James. Mustered in Dec. 1, 1863. Assigned to Company M, Fourth Cavalry.

Burgoyne, Anthony. Enlisted in Battery H, Nov. 30, 1861.

Burley, Jerome. Enlisted in Company F, Twenty-seventh Infantry, Oct. 20, 1862.

Burley, John R. Enlisted in Company C, Twenty-second Infantry, Aug. 11, 1862.

Burnett, Joseph. Deserted.

Burnham, Henry. Enlisted in Company I, Fourth Infantry, Sept. 19, 1864. Second lieutenant.

Buraham, Henry. Enlisted in Company K, Second Cavalry, Sept. 2, 1861.

Burt, Charles. Enlisted in Company C, Twenty-second Infantry, Aug. 11, 1862. Died Sept. 30, 1864.

Burteh, or Burch, Lyman. Deserted.

Burteh, Jonathan. Enlisted in Company E, Fifth Infantry, Aug. 5, 1861. Died Apr. 30, 1863.

Burton, Luther S. Enlisted in Company F, Twenty-seventh Infantry, Nov. 21, 1862.

Busca, George or John. Enlisted in Company B, Second Infantry, March 16, 1864.

Bush, George E. Enlisted in Company C, Twenty-second Infantry, Aug. 4, 1862.

Butler, Daniel. Deserted.

Butler, Edward J., Riley. Enlisted in Company E, Fifth Cavalry, Aug. 25, 1862. Died July 17, 1863.

Butler, John (Veteran). Enlisted in Company H, Tenth Infantry, Dec. 9, 1861. Sergeant.

Butler, Lawrence (Veteran). Enlisted in Company H, Tenth Infantry, Nov. 7, 1861.

Button, William. Enlisted in Company E, Sixteenth Infantry, March 29, 1865.

Buyce, James, Casco. Enlisted in Company F, Eighth Cavalry, as corporal, Dec. 4, 1862. Died Apr. 12, 1864.

Cade, William R., Capac. Enlisted in Company H, Fourth Infantry, Sept. 3, 1864.

Cadham, William. Enlisted in Company G, Fifth Infantry, Sept. 6, 1861.

Cady, James H. Enlisted in Company C, Eleventh Cavalry, Aug. 22, 1863. Regimental quartermaster sergeant.

Cameron, Alexander. Mustered in Nov. 28, 1863. Company G, Fourth Cavalry.

Cameron, James. Deserted.

Cameron, John C. Enlisted in Company C, Twenty-second Infantry, Aug. 9, 1862. Corporal.

Cameron, Robert (Veteran). Enlisted in Company G, Fifth Infantry, Sept. 6, 1861.

Campan, David. Enlisted in Company G, Tenth Infantry, Dec. 3, 1861.

Campbell, Archibald P. Entered service in Company K, Second Cavalry, at organization, as captain, Sept. 2, 1861, at Port Huron, for 3 years, age 29. Commissioned Sept. 2, 1861. Commanding Third Battalion, May, 1862. Commissioned lieutenant colonel July 13, 1862. Commanding regiment from Sept., 1862, to Dec., 1862. Commissioned colonel July 1, 1862. Commanding Fourth Brigade April, 1863. Commanding First Brigade, First Division, from May, 1863, to March, 1864. Honorably discharged for disability Sept. 29, 1864. Deceased.

Campbell, Daniel (Veteran). Enlisted in Company C, First Infantry, Oct. 3, 1861. Sergeant.

Campbell, Elijah. Enlisted in Company C, Twenty-second Infantry, Aug. 9, 1862.

Campbell, George H. (Veteran). Enlisted in Company F, Fourteenth Infantry, Dec. 5, 1861. Died Aug. 22, 1864.

Campbell, Henry. Enlisted in Company G, Twenty-fourth Infantry, March 22, 1865.

Campbell, James. Enlisted in Company E, Twenty-second Infantry, Aug. 9, 1862.

Campbell, Richard. Enlisted in Company I, First Sharpshooters, May 23, 1863. Sergeant.

Cantine, David. Mustered in Nov. 10, 1863. Company A, Second Cavalry.

Card, Hiram A. Enlisted in Company A, Lancers, Nov. 12, 1861.

Carle, John G. (Veteran). Deserted.

Carleton, Moses F. Enlisted in Company I, Fourth Infantry, Sept. 26, 1864. Second lieutenant.



Carleton, Charles H. Enlisted in Company G, Fifth Infantry, as corporal, June 19, 1861. Sergeant.

Carll, Samuel B. Enlisted in Company K, Second Cavalry, as farrier, Sept. 2, 1861. Second lieutenant.

Carlton, Henry. Entered service in Company E, Twenty-second Infantry, at organization, as captain; commissioned July 31, 1862. Killed in railroad accident at Stewart's Creek, Tenn., while in charge of a train guard. June 6, 1863.

Carpenter, Cyrus W. Enlisted in Company I, Tenth Infantry, Dec. 18, 1861.

Carr, Jay W. Enlisted in Company E, Twenty-second Infantry, Aug. 12, 1862.

Carr, Daniel T. Enlisted in Company L, Eighth Cavalry, April 2, 1863.

Carrington, Amby. Deserted.

Carrington, Julius M. Enlisted in Company E, Tenth Infantry, Feb. 7, 1862. Second lieutenant.

Carroll, Dennis. Enlisted in Company F, Lancers, Dec. 14, 1861.

Carson, John H. Enlisted in Company C, Twenty-second Infantry, Aug. 2, 1862. First sergeant.

Carter, William J. Enlisted in Company K (reorganized), Third Infantry, Aug. 29, 1864.

Carter, Zera. Enlisted in Company H, Twenty-second Infantry, Feb. 12, 1864.

Cartright, William. Enlisted in Company I, Nineteenth Infantry, July 30, 1862.

Casler, or Caserla, Richard. Deserted.

Casler, Thaddens W. Enlisted in Company C, Twenty-seventh Infantry, Jan. 7, 1863. Musician. Died Aug. 15, 1863.

Caster, or Castor, Timothy. Enlisted in Company H (reorganized), Third Infantry, Aug. 26, 1864.

Cater, John. Enlisted in Company I, Fourth Infantry, Sept. 3, 1864.

Cater, Joshua. Deserted.

Chadwick, Joseph B. Enlisted in Company H (reorganized), Third Infantry, Sept. 1, 1864.

Chaffee, Amasa M. Enlisted in Battery H, Aug. 23, 1862. Corporal.

Chaffee, Phillip A. Enlisted in Battery H, Nov. 15, 1861.

Chambers, George. Enlisted in Company C, Sixth Cavalry, Sept. 11, 1862. Sergeant.

Chambers, James. Enlisted in Battery A, May 28, 1861.

Chambers, John (Veteran). Enlisted in Company K, Second Cavalry, Sept. 2, 1861.

Chambers, John. Enlisted in Company H (reorganized), Third Infantry, Aug. 27, 1864. Sergeant.

Chambers, John. Deserted.

Chambers, Joseph. Enlisted in Company F, Twenty-seventh Infantry, Sept. 22, 1862.

Chambers, Robert. Enlisted in Company C, Twenty-seventh Infantry, Sept. 23, 1862. Died Apr. 5, 1865.

Chamberlain, Curran. Enlisted in Company H, Eighth Cavalry, as sergeant, Oct. 30, 1862. Died in prison, Mar. 1, 1865.

Chamberlain, Edmund B. Enlisted in Battery H, Aug. 5, 1862. Assistant quartermaster.

Chapman, Charles (Veteran). Enlisted in Company B, Fifth Infantry, June 19, 1861. Corporal.

Chapman, Edward. Enlisted in Company E, Fifth Cavalry, Aug. 22, 1862.

Chapman, James. Enlisted in Company E, Tenth Infantry, Nov. 21, 1861. Sergeant. Died Apr. 15, 1863.

Chartier, Charles. Enlisted in Company I, Engineers and Mechanics, Dec. 28, 1863. Artificer.

Chase, Eugene K. (Veteran). Enlisted in Company E, Tenth Infantry, as corporal, Oct. 15, 1861. Killed in action at Peach Tree Creek, Ga., July 19, 1864.

Chester, Henry. Deserted.

Churchill, Albert. Enlisted in Company E, Fifth Infantry, Aug. 4, 1861.

Clanharty, Hiram J. (Veteran). Enlisted in Company K, Third Cavalry, Jan. 20, 1862.

Clark, Benjamin M. Enlisted in Company H, (reorganized), Third Infantry, Aug. 25, 1864.

Clark, James. Enlisted in Company I, Eighth Cavalry, Jan. 3, 1863.

Clark, James. Deserted.

Clark, John. Enlisted in unassigned, Fifteenth Infantry, April 20, 1864.

Clark, Jason (Veteran). Enlisted in Company G, Tenth Infantry, as corporal, Oct. 7, 1861.

Clark, Nathan B. Enlisted in Company B, Fifth Infantry, Aug. 28, 1861.

Clark, Robert C. (Veteran). Enlisted in Company G, Fifth Infantry, Aug. 28, 1861.

Clary, or Comlary, George. Enlisted in unassigned, Fifteenth Infantry, April 18, 1864.

Clayton, Charles. Deserted.

Clayton, John. Enlisted in Company K (reorganized), Third Infantry, Aug. 29, 1864. Corporal.

Clayton, John. Enlisted in Company H, Tenth Infantry, as corporal, Nov. 8, 1861.

Cline, Anthony. Deserted.

Cline, Christian. Enlisted in Com-

- pany H, Tenth Infantry, Nov. 19, 1861.  
Cline, Richard. Deserted.
- Clinton, George. Enlisted in Company F, Fifth Infantry, Aug. 30, 1862.
- Cloch, William. Enlisted in Company G, Fifteenth Infantry, Apr. 1, 1864.
- Cobbeldiek, Joseph. Enlisted in Company F, Twenty-seventh Infantry, Sept. 18, 1862.
- Cobbeldiek, Thomas. Enlisted in Company H, Twenty-fourth Infantry, March 22, 1865.
- Coggan, or Coggin, Aaron. Enlisted in Company H (reorganized), Third Infantry, Aug. 27, 1864.
- Colden, James. Enlisted in Company K (reorganized), Third Infantry, Sept. 19, 1864.
- Cole, Andrew J., Emmet. Enlisted in Company F, Twenty-seventh Infantry, Oct. 20, 1862.
- Cole, Norman B. Enlisted in Company K (reorganized), Third Infantry, Sept. 28, 1864.
- Cole, Orrin M., or N. Deserted.
- Cole, William. Enlisted in Company K, Second Cavalry, as corporal, Sept. 2, 1861.
- Collins, Benjamin. Deserted.
- Collins, John. Enlisted in Company G, Fifth Infantry, as corporal, Sept. 6, 1861. Sergeant.
- Collins, John. Enlisted in Company K (reorganized), Third Infantry, Sept. 29, 1864.
- Collins, John. Enlisted in Company B, Second Infantry, May 21, 1861. Died Nov. 30, 1863.
- Collins, Michael. Enlisted in Company G, First Infantry, July 13, 1861.
- Compton, William. Enlisted in Company G, Lancers, as furrier, Dec. 31, 1861.
- Conat, Barna H. Enlisted in Company D, Engineers and Mechanics, Dec. 21, 1863. Artificer.
- Conly, Samuel Lakeport. Enlisted in Company E, Tenth Infantry, Nov. 21, 1861. Died at Lakeport, Mich., Nov. 15, 1862.
- Connors, Thomas G. Deserted.
- Cook, Charles. Entered service in Company C, Tenth Infantry; mustered in Jan. 3, 1865.
- Cook, Frederick. Deserted.
- Cook, Loyo. Enlisted in Company K, Second Cavalry, Sept. 20, 1861. Died June 13, 1862.
- Cook, Phillip A. Deserted.
- Cook, Truman S. Enlisted in Company E, Twenty-second Infantry, as wagoner, Aug. 6, 1862.
- Cook, Timothy S. Enlisted in Company F, Eighth Cavalry, as corporal, Dec. 4, 1862. Sergeant.
- Cooper, David W. Enlisted in Company E, Fifth Infantry, as sergeant, June 19, 1861.
- Cope, Henry A. Enlisted in Company E, Tenth Infantry, Oct. 31, 1861.
- Cope, Jonas E. Enlisted in Company H, Twenty-seventh Infantry, March 18, 1863. Died Aug. 12, 1863.
- Corbett, Michael. Deserted.
- Corbitt, Michael. Deserted.
- Corbett, Thomas. Deserted.
- Corbitt, John. Deserted.
- Cornell, George L., St. Clair. Entered service in First Sharpshooters at organization, as assistant surgeon; commissioned Dec. 8, 1862.
- Corwin, Edward, or Edwin. Enlisted in Company I, Nineteenth Infantry, Dec. 7, 1863.
- Coulton, Edward E. Enlisted in Company C, Twenty-second Infantry, Jan. 12, 1864.
- Coursant, Hiram. Enlisted in Company A, Seventh Infantry, Aug. 13, 1861.
- Courtney, John (Veteran). Enlisted in Company H, Fourteenth Infantry, Nov. 13, 1861.
- Cove, Samuel. Enlisted in Battery H, Dec. 14, 1861. Died Aug. 7, 1862.
- Cowell, Boman. Deserted.
- Cowen, Charles. Deserted.
- Cowles, Orville. Enlisted in Company H, Fourth Infantry, Sept. 26, 1864.
- Cox, Charles. Enlisted in Company G, Lancers, Oct. 14, 1861.
- Cox, Charles W. Enlisted in Company C, Sixth Cavalry, as first sergeant, Sept. 3, 1862. Died July 3, 1863.
- Cox, Henry. Enlisted in Battery H, Aug. 5, 1862. Corporal.
- Cox, John Z. Enlisted in Company G, Lancers, as sergeant, Oct. 14, 1861.
- Craig, Joshua R. Deserted.
- Craig, William. Enlisted in Company K, Second Cavalry, Sept. 2, 1861. Died Feb. 26, 1864.
- Craine, Phillip. Enlisted in Company I, Fourth Infantry, Sept. 5, 1864, at Kimball.
- Cratcher, David. Enlisted in Company G, Fifteenth Infantry, Dec. 28, 1861; killed in action at Shiloh, Pittsburg Landing, Tenn., Apr. 6, 1862.
- Craven, Mathew. Enlisted in Company F, Twenty-seventh Infantry, as corporal, Sept. 9, 1862.
- Crawford, George. Enlisted in Company C, Sixteenth Infantry, Feb. 21, 1865.
- Crawford, Horace. Enlisted in Battery H, Oct. 17, 1861. Corporal. Died Aug. 24, 1863.
- Crawford, Isaac. Enlisted in Battery H, Oct. 17, 1861. Died Aug. 24, 1863.

Crawford, Lewis J. Enlisted in Company B, Twenty-seventh Infantry, Oct. 1, 1862.

Crawford, Reuben. Enlisted in Company E, Fifth Infantry, Sept. 11, 1861. Sergeant.

Crawford, Stephen. Enlisted in Battery H, Nov. 5, 1861.

Creamer, Joseph. Enlisted in Company K, Second Cavalry, Feb. 29, 1864.

Cremian, or Crimmian, John. Enlisted in Company L, Engineers and Mechanics, May 7, 1863.

Cribbens, Michael. Enlisted in Company A, Seventh Infantry, as corporal, June 19, 1861.

Crippen, George F. Enlisted in Company E, Fifth Cavalry, Aug. 15, 1863. Died in Andersonville, July 15, 1864.

Crone, Henry. Enlisted in Company L, Eighth Cavalry, April 4, 1863. Corporal.

Crothers, Mathew J. Enlisted in Company C, Sixth Cavalry, March 8, 1864.

Crowley, John. Assigned to Company G, Twelfth Infantry.

Cubbins, William. Enlisted in Company E, Fifth Infantry, as corporal, June 19, 1861.

Cuddy, Thomas. Enlisted in Company D, Lancers, Nov. 26, 1861.

Cunningham, George. Deserted.

Curler, Ira S. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861; killed in action at Fair Oaks, Va., May 31, 1862.

Currie, David W. Enlisted in Company G, Twenty-fourth Infantry, March 22, 1865.

Cusick, Hiram A. Enlisted in Company E, Twenty-second Infantry, Aug. 7, 1862.

Dailey, or Daley, Cornelius. Enlisted in Company A, Fifteenth Infantry, April 14, 1864; killed on skirmish line at Jonesboro, Ga., Sept. 1, 1864.

Dake, Henry F., or H. Enlisted in Company I, Fourth Infantry, Sept. 4, 1864. Sergeant.

Dam, John. Enlisted in Company L, Eighth Cavalry, March 8, 1863.

Damm, Henry. Enlisted in Company B, Second Infantry, March 29, 1864.

Daniels, Montroville (Veteran). Enlisted in Company G, First Cavalry, Aug. 23, 1861. Wagoner.

Dandler, John (Veteran). Enlisted in Company F, Fourteenth Infantry, Nov. 23, 1861.

Dandy, Harrison. Mustered in Nov. 28, 1863. Company H, Fourth Cavalry.

Darling, Martin J. Mustered in Sept. 20, 1864. Company B, Ninth Infantry.

Dauchy, Charles S. Deserted.

Davey, Patrick. Enlisted in Company K (reorganized), Third Infantry, Oct. 6, 1864. Corporal.

Davidson, Charles S. Enlisted in Band, Seventh Infantry, Aug. 22, 1861.

Davidson, John. Enlisted in Company K, Second Cavalry, as First Sergeant, Sept. 2, 1861.

Davis, David B. Enlisted in Company F, Fourteenth Infantry, as corporal, Nov. 20, 1861.

Davis, Edward C. Enlisted in Company D, Fifteenth Infantry, May 3, 1864.

Davis, John (Veteran). Enlisted in Company F, Fourteenth Infantry, Nov. 21, 1861. Died May 2, 1864.

Davis, William J. C. Enlisted in Company F, Fourteenth Infantry, Nov. 20, 1861.

Davison, James. Enlisted in Company F, Twenty-seventh Infantry, March 14, 1863.

Davy, Richard. Enlisted in Company C, Twenty-second Infantry, Aug. 15, 1862. Died July 1, 1864.

Dawson, Jacob. Enlisted in Company C, Twenty-second Infantry, Dec. 23, 1863. Corporal.

Day, Alpheus G., Riley. Enlisted in Company E, Fifth Cavalry, Aug. 13, 1862. Corporal. Killed near Berryville, Va., Aug. 18, 1864.

Day, John. Mustered in December 4, 1863. Fourth Cavalry.

Dayton, George W. Enlisted in Company H, Fourth Infantry, Sept. 27, 1861. Died Jan. 10, 1865.

Decker, Henry F. Entered service in Company E, Fifth Infantry, at organization, as second lieutenant; commissioned first lieutenant Oct. 28, 1861.

DeForest, Charles. Enlisted in Company I (reorganized), Third Infantry, Oct. 7, 1864. Died May 25, 1865.

DeGear, Philip (Veteran). Enlisted in Company D, Second Infantry, Jan. 16, 1862. Corporal.

Delehooke, William W. Enlisted in Company E, Tenth Infantry, Jan. 13, 1862.

Demarest, Frederick. Enlisted in Company A, Seventh Infantry, Aug. 10, 1861.

Dempster, John (Veteran). Enlisted in Company H, Fourteenth Infantry, Sept. 25, 1861.

Denio, Aaron. Enlisted in Company E, Ninth Infantry, March 15, 1865.

Densmore, Thomas. Enlisted in Company H, Fifth Cavalry, Aug. 16, 1862.

Denton, Alfred A. Enlisted in Company K, Second Infantry, Jan. 31, 1862.

Denton, Charles F. Enlisted in Company K (reorganized), Third Infantry, Oct. 12, 1864.

Dermott, Benjamin. Enlisted in Company A, Seventh Infantry, Aug. 13, 1861.

Derr, Benjamin. Enlisted in Company B, Thirtieth Infantry, Dec. 5, 1864.

Derr, James. Enlisted in Company E, Tenth Infantry, March 1, 1862.

Derry, Hubert. Deserted.

Draves, John. Enlisted in Company E, Twenty-second Infantry, Aug. 13, 1862.

Drome, Thomas. Deserted.

Dickinson, James M. Enlisted in Company B, First Infantry, July 12, 1861. Recruiting sergeant.

Dickson, Lowrie. Enlisted in Company H (reorganized), Third Infantry, Sept. 5, 1864. Corporal.

Dickson, Robert. Deserted.

Diem, Frederick. Enlisted in Company C, Sixth Cavalry, Sept. 7, 1862.

Dillon, John. Enlisted in Company G, Fourteenth Infantry, Dec. 21, 1861.

Dingman, Alonzo. Enlisted in Company F, Twenty-seventh Infantry, March 17, 1863. Killed in action at Bethesda Church, Va., June 3, 1864.

Dingman, George. Enlisted in Company F, Twenty-seventh Infantry, March 17, 1863.

Dingman, John. Enlisted in Company C, Sixth Cavalry, Nov. 5, 1862.

Dingman, John C. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861.

Dingman, Lorenzo. Enlisted in Company E, Twenty-second Infantry, Aug. 12, 1862. Died Apr. 4, 1865.

Dingman, Robert. Enlisted in Company H, Third Cavalry, Feb. 16, 1864.

Dingman, Schuyler. Enlisted in Company E, Twenty-second Infantry, Aug. 12, 1862.

Diver, Henry. Enlisted in unassigned, Light Artillery, March 31, 1864.

Dixon, William G. Enlisted in Company C, Sixth Cavalry, Sept. 8, 1862. Died Nov. 10, 1863.

Doane, Nelson. Deserted.

Dodge, George E. Enlisted in Company H, Twenty-second Infantry, Dec. 28, 1863.

Doner, James. Enlisted in Company B, Fourteenth Infantry, Nov. 5, 1861. Corporal.

Doner, John. Enlisted in Company B, Fourteenth Infantry, Nov. 5, 1861. Corporal.

Donley, or Donnelly, John. Deserted.

Dopp, William T. Enlisted in Company A, Fifth Cavalry, Aug. 18, 1862.

Dorcey, Patrick. Enlisted in Company K (reorganized), Third Infantry, Sept. 12, 1864. Corporal.

Dorey, William P. Enlisted in Company A, Seventh Infantry, Aug. 11, 1861.

Dorland, or Deland, Pharee H. Enlisted in Company C, Second Cavalry, May 16, 1864.

Dorsey, Jeremiah. Deserted.

Dove, Sydney. Enlisted in Company E, Twenty-second Infantry, July 28, 1862.

Dowling, Patrick. Enlisted in Company K, Sixteenth Infantry, Feb. 15, 1863. Died Apr. 16, 1865.

Doyle, William. Enlisted in Battery H, Dec. 24, 1863.

Duceatt, Joseph. Enlisted in Company E, Twenty-second Infantry, July 30, 1862.

Duchane, or Du Chien, Peter (Veteran). Enlisted in Company G, Fifteenth Infantry, Nov. 20, 1861. Corporal.

Duchene, Benjamin (Veteran). Enlisted in Company E, Tenth Infantry, Aug. 27, 1861. Killed in action at Nashville, Tenn., Dec. 24, 1864.

Duffey, Charles. Enlisted in Company C, Twenty-second Infantry, Aug. 9, 1862. Corporal.

Duffy, James. Deserted.

Duford, Lewis. Enlisted in Battery H, Dec. 1, 1863.

Dunford, John. Deserted.

Duncan, or Dunn, James. Deserted.

Dunn, Charles. Enlisted in Company G, Twenty-seventh Infantry, Feb. 9, 1863.

Dunn, George H. Enlisted in Company G, Twenty-seventh Infantry, Feb. 8, 1863. Sergeant.

Dunn, John. Deserted.

Dunn, Thomas. Enlisted in Company F, Twenty-seventh Infantry, Oct. 20, 1862.

Dunn, William. Enlisted in Company E, Tenth Infantry, Nov. 21, 1861.

Dunton, Frank. Enlisted in Company G, Lancers, Nov. 27, 1861.

Dunton, Ralph. Enlisted in Company G, Lancers, Nov. 27, 1861.

Dupil, Xavier. Enlisted in unassigned, Fifteenth Infantry, April 8, 1864.

Dupray, Peter. Enlisted in Company H, Eighth Cavalry, Nov. 22, 1862.

Durant, Oliver E. Enlisted in Company C, Sixth Cavalry, Sept. 6, 1862.

Durett, Lewis. Enlisted in Company F, Twenty-seventh Infantry, Sept. 13, 1862.

Durr, Benjamin. Enlisted in First Cavalry, Nov. 28, 1863.

- Dushane, David. Enlisted in Company H, Eighth Cavalry, as corporal, Nov. 1, 1862. Died Aug. 26, 1863.
- Dushane, James. Enlisted in Company E, Twenty-second Infantry, Aug. 11, 1862. Corporal.
- Dushane, Joseph. Enlisted in Company I, Fourth Infantry, Sept. 22, 1864. Sergeant.
- Dutcher, Bye M. Enlisted in Company G, Lancers, Dec. 21, 1861.
- Dutcher, Hiram W. Deserted.
- Dutton, Birney, or Barney. Enlisted in Company G, Fifth Infantry, Oct. 4, 1861.
- Dutton, Eli. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861.
- Dutton, Henry L. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861.
- Dutton, Leonard. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861.
- Dutton, Shubal. Enlisted in Company C, Sixth Cavalry, as blacksmith, Sept. 3, 1862. Died in Andersonville, Nov. 1, 1864.
- Earle, Thomas. Enlisted in Company H, Twenty-second Infantry, Feb. 4, 1864.
- Eaton, Reuben S. Enlisted in Company C, Twenty-second Infantry, July 28, 1862. Died at Andersonville, May 18, 1864.
- Eddy, Henry. Enlisted in Company B, Twenty-seventh Infantry, Oct. 27, 1862.
- Edminson, Alexander, or Thomas A. (Veteran). Deserted.
- Edminson, William H. Enlisted in Company K, Second Cavalry, Sept. 20, 1861.
- Edmonson, Thomas A. Enlisted in Company C, Sixth Cavalry, as blacksmith, Sept. 5, 1862.
- Eggart, John. Enlisted in Company K (reorganized), Third Infantry, Sept. 29, 1864. Corporal.
- Eggelston, Alfred. Deserted.
- Elliott, John. Enlisted in Company C, Twenty-second Infantry, Dec. 23, 1863.
- Elliott, William. Enlisted in Company C, Twenty-second Infantry, Dec. 23, 1863.
- Ellis, Isaac, Ira. Enlisted in unassigned, Eighth Infantry, Feb. 24, 1863.
- Elmer, Benedict. Enlisted in Company E, Tenth Infantry, Dec. 18, 1861.
- Ellsworth, Orange. Enlisted in Company E, Tenth Infantry, Nov. 22, 1861.
- Ellsworth, Robert H. Enlisted in Company C, Twenty-seventh Infantry, Oct. 7, 1862.
- Emerson, Andrew. Enlisted in Company H, Third Cavalry, Sept. 3, 1861.
- Emerson, George. Deserted.
- Endlick, John (Veteran). Enlisted in Battery B, Sept. 10, 1861.
- English, or Ingles, James. Mustered in Nov. 17, 1863 and assigned to Company D, Second Cavalry.
- Enting, Winchel. Deserted.
- Ernst, John J. Enlisted in Battery G, Feb. 26, 1864. Died Dec. 31, 1864.
- Ernst, William F. (Veteran). Enlisted in Battery B, as sergeant, Sept. 10, 1861. Senior first lieutenant.
- Ermatinger, Lawrence. Enlisted in Company D, Second Infantry, March 7, 1862.
- Esher, or Ecker, William H. Enlisted in Company H, Third Cavalry, Oct. 31, 1861.
- Esty, William R. Enlisted in Company C, Twenty-second Infantry, Aug. 9, 1862. Sergeant.
- Evans, Isaac. Enlisted in Company F, Twenty-seventh Infantry, Oct. 30, 1862.
- Everts, Iris. Enlisted in Company K, Second Cavalry, Sept. 2, 1861. Died Oct. 25, 1862.
- Facer, Lewis. Enlisted in Company D, Tenth Infantry, Jan. 22, 1862.
- Fagan, Patrick. Enlisted in Company B, Eleventh Cavalry, Oct. 6, 1863.
- Fairfield, George L. Enlisted in Company E, Tenth Infantry, Nov. 6, 1861. Died July 8, 1862.
- Farrand, James B. In naval service from 1862 to 1868.
- Farr, or Fair, Charles P. Enlisted in Company K (Reorganized), Third Infantry, Sept. 30, 1864.
- Farr, Noah T. Enlisted in Company K, Second Cavalry, as sergeant, Sept. 10, 1861.
- Farrar, Dewitt C. Enlisted in Company B, Fourth Infantry, June 20, 1861. Color guard. Killed in action at Fredericksburg, Va., Dec. 14, 1862.
- Farrar, Stedman B. Enlisted in Company B, Fifth Infantry, June 19, 1861.
- Farrell, James (Veteran). Enlisted in Company E, Tenth Infantry, as corporal, Dec. 2, 1861. Killed in action at Buzzard's Roost, Ga., Feb. 25, 1864.
- Farrell, Martin. Enlisted in Company E, Tenth Infantry, April 13, 1864. Died Sept. 29, 1864.
- Farrell, William. Deserted.
- Farrington, Noah H. Enlisted in Company G, Fifth Infantry, Sept. 6, 1861.
- Faux, Enoch. Enlisted in Company H, July 5, 1862.
- Fechet, Edmond G., Port Haron. Enlisted in Company A, Seventh Infantry, as sergeant, June 19, 1861. Wounded in

action at Antietam, Md., Sept. 17, 1862. Commissioned second lieutenant, Company H, Sept. 1, 1862. Commissioned first lieutenant, Company K, May 1, 1863. Discharged for disability at Morrisville, Va., July 31, 1863. Re-entered service in Company G, Tenth Cavalry, as quartermaster sergeant. Enlisted Oct. 13, 1863, at Detroit, for 3 years. Commissioned second lieutenant, Company M, Dec. 30, 1863. Commissioned first lieutenant Dec. 21, 1864. Discharged at Detroit, Mich., Nov. 21, 1865. Second lieutenant, Eighth U. S. Cavalry, July 28, 1866. Brevet first lieutenant and captain, March 2, 1867, for gallant and meritorious service at the battle of Antietam, Md. First lieutenant July 31, 1867. Captain May 26, 1870. Major, Sixth Cavalry, April 20, 1891. Retired July 9, 1898. Deceased.

Fechet, Eugene O. (Veteran). Enlisted in Battery B, as corporal, Sept. 10, 1861. First sergeant.

Fechet, Lewis. Enlisted in Company E, Tenth Infantry, Nov. 29, 1861.

Fenton, Charles B. J. Enlisted in Company G, Lancers, Dec. 21, 1861.

Fenton, William B. Enlisted in Company H, Seventh Infantry, Aug. 3, 1861.

Ferber, Sabastian. Enlisted in Battery H, March 1, 1862.

Ferguson, James. Enlisted in Battery A, May 28, 1861. Sergeant.

Ferguson, James H. Deserted.

Fields, William. Enlisted in Company G, Fifth Infantry, as corporal, June 19, 1861. First sergeant. Died Mar. 9, 1864.

Finch, Aaron. Enlisted in Company H, Eighth Cavalry, Nov. 12, 1862.

Finch, John W. Enlisted in Company C, Twenty-second Infantry, March 21, 1865.

Fink, John. Enlisted in Company I, Fourth Infantry, Sept. 10, 1864. Sergeant.

Fish, Arthur H. Enlisted in Company H (reorganized), Third Infantry, Aug. 26, 1864. First lieutenant.

Fish, Charles P. (Veteran). Enlisted in Company H, Third Cavalry, Sept. 3, 1861. Hospital steward.

Fisk, Samuel. Enlisted in Company C, Sixth Infantry, Feb. 29, 1864. Died Nov. 4, 1864.

Fitchet, Samuel. Enlisted in Company A, Seventh Infantry, Aug. 19, 1861. Died July 14, 1862.

Fitzgeralds, James. Enlisted in Company I, Fourth Infantry, Sept. 17, 1864.

Fitzgerald, John. Enlisted in Company I, First Sharpshooters, Aug. 26, 1863.

Flanigan, Edward. Deserted.

Flanagan, Joseph C. Enlisted in Company H (reorganized), Third Infantry, Aug. 29, 1864.

Flarthy, John. Enlisted in Company H, Eighth Cavalry, Aug. 28, 1863. Corporal.

Fleming, Daniel (Veteran). Enlisted in Company K, Second Cavalry, Sept. 2, 1861.

Fleming, John. Enlisted in Company A, Fourth Cavalry, July 23, 1862.

Fleury, Columbus H. Enlisted in Battery H, Aug. 8, 1862.

Flinn, Michael (Veteran). Enlisted in Company E, Tenth Infantry, Dec. 2, 1861. Corporal.

Flugal, Samuel D. (Veteran). Enlisted in Company A, Seventh Infantry, as musician, June 19, 1861.

Flynn, John. Mustered in Nov. 5, 1863. Assigned to Company A, Second Cavalry. Corporal.

Foley, James. Deserted.

Foley, Michael. Deserted.

Folkes, John Garrett. Enlisted in Company K, Fifth Infantry, Sept. 1, 1862. Died Sept. 5, 1863.

Folts, Michael G. Enlisted in Company G, Lancers, Dec. 15, 1861.

Foltz, Michael. Enlisted in Company K, Second Cavalry, Feb. 23, 1864.

Forbes, James. Enlisted in Company E, Tenth Infantry, Jan. 13, 1862.

Forbes, Joseph H. Enlisted in Company G, Sixteenth Infantry, Feb. 7, 1865.

Foster, Frederick. Enlisted in Company G, Fifth Infantry, as sergeant, June 19, 1861.

Foster, John. Enlisted in Company E, Fifth Infantry, as corporal, June 19, 1861.

Foster, John. Enlisted in Company C, Twenty-second Infantry, as sergeant, Aug. 4, 1862.

Foster, John. Enlisted in Company G, Twenty-seventh Infantry, as sergeant, Jan. 13, 1863.

Fox, George W., Algonac. Enlisted in Company G, Twenty-fourth Infantry, March 22, 1865.

Fox, Myron. Enlisted in Company B, First Infantry, July 13, 1861. Died Sept. 10, 1862.

Fox, Jabez. Enlisted in Company I, Fourth Infantry, Sept. 15, 1864. Corporal.

Frances, Charles. Deserted.

Franklin, Ervin. or Ervin, Franklin. Deserted.

Franklin, William. Enlisted in Company H, Fifth Cavalry, Sept. 3, 1862.

Frazer, Daniel M. Enlisted in Company C, First Infantry, Sept. 15, 1861.

Frazier, Isaac D. Enlisted in Company E, Tenth Infantry, Nov. 16, 1861. Died July 17, 1862.

Freeland, Charles. Mustered in Nov. 11, 1863; assigned to Company C, Second Cavalry. Died May 28, 1864.

Freeman, Ezra. Enlisted in Company K (reorganized), Third Infantry, Sept. 16, 1864.

Freleigh, Galoway. Enlisted in Company I, Fourth Infantry, Sept. 25, 1864.

Friend, George. Deserted.

Fritz, Conrad. Enlisted in Company I, Fourth Infantry, Sept. 5, 1864. Died Jan. 26, 1865.

Fritz, Gottfried. Enlisted in Company E, Twenty-second Infantry, July 28, 1862.

Fry, Edward (Veteran). Enlisted in Company E, Tenth Infantry, Nov. 28, 1861.

Fry, William (Veteran). Enlisted in Company K, Second Cavalry, Sept. 20, 1861. Died Oct. 30, 1864.

Fye, James. Enlisted in Company G, Fifth Infantry, Sept. 6, 1861.

Fye, James. Deserted.

Fuller, Ahmer, or Alma. Deserted.

Fulton, Charles N. Enlisted in Battery H, Feb. 23, 1864.

Fuller, Erastus E., Emmett. Enlisted in Company F, Twenty-seventh Infantry, Dec. 9, 1862.

Fuller, Hiram A. Enlisted in Company G, Fifth Infantry, Sept. 11, 1861.

Funston, Albert C. Enlisted in Company H, Fourth Infantry, Sept. 29, 1864.

Furlong, Patrick. Enlisted in Company A, Seventh Infantry, as corporal, June 19, 1861. Sergeant.

Furnett, Michael. Enlisted in Company A, Lancers, Oct. 16, 1861.

Gabra, John. Enlisted in Company A, Seventh Infantry, Aug. 18, 1861.

Gaffauy, Peter. Mustered in Dec. 8, 1863; assigned to Fourth Cavalry.

Gain, James. Entered service in Company A, Seventh Infantry, at organization, as second lieutenant, June 19, 1861. Captain.

Galbraith, Robert. Deserted.

Galerno, Elias (Veteran). Enlisted in Company H, Third Cavalry, Sept. 10, 1861. Corporal.

Gallagher, Peter. Enlisted in Company A, Fourth Cavalry, July 17, 1862.

Gallinger, Benjamin. Deserted.

Gamble, Joseph (Veteran). Enlisted in Company K, Second Cavalry, Sept. 20, 1861.

Gardner, George H. Enlisted in Company E, Tenth Infantry, March 23, 1864.

Gardner, William J. Enlisted in Com-

pany D, Twenty-second Infantry, Dec. 23, 1863.

Garfield, William W. Enlisted in Company H, Eighth Cavalry, Nov. 18, 1862.

Garner, John W. Deserted.

Garvin, John. Enlisted in Company C, Twenty-seventh Infantry, Nov. 6, 1862. Deserted.

Gass, Danforth P. Enlisted in Company E, Tenth Infantry, as sergeant, Nov. 20, 1861.

Gates, Milo D. Enlisted in Company I, Engineers and Mechanics, Dec. 16, 1863. Artificer.

Gault, Joseph. Enlisted in Company H, Eighth Cavalry, March 7, 1863.

Geer, Jabez. Enlisted in Company I, Engineers and Mechanics, Dec. 19, 1863. Sergeant.

Geirsback, Fredry. Enlisted in Company H, Eighth Cavalry, Dec. 1, 1862.

Geiss, John. Enlisted in Battery B, as corporal, Sept. 10, 1861. Died Aug. 6, 1863.

Geister, Andrews. Enlisted in Company E, Twenty-second Infantry, Aug. 4, 1862.

Gereau, Eber. Enlisted in Battery H, Oct. 17, 1861.

Gibbons, James M. Enlisted in Company B, Second Infantry, March 8, 1864.

Gibbons, Michael. Enlisted in Company C, Sixth Cavalry, Sept. 9, 1862. Died in Andersonville, July 5, 1863.

Gilbert, Charles C. Enlisted in Company H, Eighth Cavalry, Nov. 18, 1862. Sergeant.

Gilbert, Henry T. Enlisted in Company G, Fourth Infantry, Sept. 12, 1864.

Gilbert, Otis L. Enlisted in Company H, Eighth Cavalry, Nov. 1, 1862.

Gill, John. Enlisted in Company E, Twenty-second Infantry, Aug. 6, 1862.

Gillespie, George. Enlisted in Company B, Seventeenth Infantry, as corporal, July 10, 1862. First sergeant.

Gingrich, Absolam. Drafted Company H, Fourth Cavalry.

Glazier, Henry. Deserted.

Gleason, Cornelius. Enlisted in Company E, Twenty-second Infantry, Aug. 12, 1862. Died May 9, 1864.

Gleason, Patrick. Enlisted in Company E, Twenty-second Infantry, Aug. 12, 1862. Corporal.

Glenny, Joseph. Enlisted in Company C, Twenty-second Infantry, Aug. 12, 1862. Died Oct. 20, 1863.

Glover, Joel (Veteran). Deserted.

Gohl, or Gold, Jacob. Enlisted in Company F, First Sharpshooters, May 19, 1863. Died in Andersonville, June 8, 1865.

Gold, Henry. Entered service, Fifth Infantry. Deserted.

Gonia, Joseph. Enlisted in Company G, Fifteenth Infantry, Jan. 20, 1862.

Goodell, Perrin C. Entered service in Company H, Fourth Infantry, at reorganization. Mustered as second lieutenant by G. O. No. 131. Captain.

Gooding, Frederick. Deserted.

Goodwin, Albert E. Enlisted in Company H (reorganized), Third Infantry, Aug. 30, 1864.

Goodwin, Edwin W. Enlisted in Company E, Twenty-second Infantry, Aug. 12, 1862. Killed in action at Chickamauga, Ga., Sept. 20, 1863.

Gordon, Charles S. Enlisted in Company L, Seventh Cavalry, as bugler, April 28, 1863.

Gordon, Jacob. Enlisted in Company G, First Cavalry, Aug. 31, 1861.

Gordon, James. Enlisted in Company D, Engineers and Mechanics, Dec. 21, 1863.

Gosman, John. Enlisted in Company H, Eighth Cavalry, Dec. 1, 1862. Died in prison, Dec. 27, 1863.

Gougeon, Paul. Enlisted in Company E, Fifth Infantry, Aug. 28, 1862.

Graham, John. Enlisted in Company C, Sixteenth Infantry, Nov. 18, 1861.

Graham, William H. Deserted.

Graham, Henry. Enlisted in Company E, Tenth Infantry, Jan. 10, 1862. Killed in action at Jonesboro, Ga., Sept. 1, 1864.

Grandchamp, Frank. Enlisted in Company E, Twenty-second Infantry, March 11, 1864.

Granger, Hiram. Enlisted in Company E, Fifth Infantry, Aug. 26, 1861. Killed in action at Fair Oaks, Va., May 31, 1862.

Grant, Henry. Enlisted in Company B, Eleventh Cavalry, Oct. 21, 1863. Died Oct. 26, 1864.

Gratz, Lewis. Enlisted in Company I, Twelfth Infantry, May 19, 1863. Died Sept. 13, 1863.

Graves, Henry. Enlisted in Company B, Thirtieth Infantry, Dec. 5, 1864.

Green, Abraham C. Enlisted in Company C, Fifteenth, as corporal, Nov. 25, 1861.

Green, Charles W. Enlisted in Company C, Fifteenth Infantry, as musician, Nov. 25, 1861.

Green, Charles. Deserted.

Green, Frederick. Enlisted in Company F, Seventeenth Infantry, June 18, 1862. Sergeant.

Green, Nathan C. Enlisted in Company H, Fourth Infantry, Sept. 30, 1864.

Green, Thomas. Deserted.

Gregg, Cyrus C. (Veteran). Enlisted in Company A, First Infantry, July 6, 1861.

Gregory, Denis. Enlisted in Company F, Seventeenth Infantry, June 27, 1862. Griffin, Edmund G. Enlisted in Battery A, May 28, 1861.

Griffith, Ainsley W. Enlisted in Company K (reorganized), Third Infantry, Sept. 6, 1864.

Griffith, Nelson. Enlisted in Company K (reorganized), Third Infantry, Sept. 7, 1864.

Griffith, Thomas H. Enlisted in Company G, Fifteenth Infantry, Nov. 8, 1861. Killed Aug. 17, 1863.

Groat, Nicholas. Enlisted in Battery H, Oct. 19, 1861.

Grooms, Asel. Enlisted in Company C, Twenty-second Infantry, Aug. 11, 1862.

Gronon, John. Enlisted in Company B, Fifth Infantry, June 19, 1861.

Grosmyer, Gottlieb. Enlisted in Company H, Eighth Cavalry, Jan. 2, 1863.

Grout, or Grant, Virgil S. Enlisted in Company K (reorganized), Third Infantry, Sept. 30, 1864. Color guard.

Gruel, or Gruil, Joseph. Enlisted in Company I (reorganized), Third Infantry, Sept. 28, 1864. Died Jan. 27, 1865.

Guilloz, Peter, Tra. Enlisted in Company E, Twenty-second Infantry, Aug. 7, 1862.

Guister, Abraham, Jeddo. Enlisted in Company I, Tenth Infantry, March 30, 1864.

Guister, Adam, Jeddo. Enlisted in Company I, Tenth Infantry, Feb. 22, 1864.

Gunn, or Green, Alexander. Enlisted in Company K (reorganized), Third Infantry, Sept. 9, 1864. Corporal.

Gunn, Alexander M. Enlisted in Company G, Fifth Infantry, Sept. 6, 1861. Died Sept., 1862.

Gunthier, Joseph. Enlisted in Battery H, Dec. 2, 1862.

Gustin, Frank (Veteran). Enlisted in Company A, Seventh Infantry, Aug. 19, 1861. First lieutenant.

Gustin, John W. Enlisted in Company K (reorganized), Third Infantry, Sept. 12, 1864. First lieutenant.

Gustin, Martin J. Enlisted in Company K (reorganized), Third Infantry, Sept. 17, 1864. Sergeant.

Gurney, Lemuel W. Enlisted in Company F, Twenty-seventh Infantry, as sergeant, Sept. 11, 1862.

Hackett, John. Enlisted in Company E, Fifth Infantry, as corporal, June 19, 1861. Died April 28, 1863.



Hadden, or Hedden, Thomas. Enlisted in Company E, Sixteenth Infantry, March 28, 1865.

Haff, Robert. Enlisted in Company K (reorganized), Third Infantry, Sept. 7, 1864.

Hagan, Dennis, Kimball. Enlisted in Company F, Twenty-seventh Infantry, Oct. 20, 1862.

Hagan, or Hagar, Frederick (Veteran). Enlisted in Company B, Fifth Infantry, June 19, 1861.

Hall, Emmons. Enlisted in Company C, Twenty-second Infantry, as corporal, July 30, 1862. Sergeant.

Hall, Frederick W. Enlisted in Company K (reorganized), Third Infantry, Sept. 26, 1864.

Hall, Webster D. (Veteran). Enlisted in Company G, Fifteenth Infantry, Dec. 27, 1861. Sergeant.

Hall, William C. Enlisted in Company E, Fifth Infantry, Aug. 12, 1861. Killed in action at Fair Oaks, Va., May 31, 1862.

Hamilton, William B. Enlisted in Company B, Twenty-second Infantry, as sergeant, Aug. 8, 1862. Commissioned first lieutenant.

Hammond, George H. Enlisted in Company C, Twenty-seventh Infantry, Oct. 28, 1862.

Hand, James. Enlisted in Company G, Tenth Infantry, March 28, 1864.

Hamm, or Hawn, Robert. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861. Killed in action at Fair Oaks, Va., May 31, 1862.

Hanna, George D. Enlisted in Company C, Twenty-second Infantry, Aug. 12, 1862.

Bannah, John J. Enlisted in Company C, Twenty-second Infantry, July 29, 1862. Died at Andersonville, June 9, 1864.

Hanover, Andrew J. Enlisted in Battery H, Oct. 17, 1861.

Hansberg, or Hanesborough, Jacob. Enlisted in Company G, Fifteenth Infantry, Sept. 6, 1862. Died Sept. 14, 1864.

Hanson, John. Drafted Nov. 25, 1863, Company C, Second Cavalry. Deserted.

Hardiek, John J. Deserted.

Harder, George O. Deserted.

Harder, John. Deserted.

Harder, Leonard. Enlisted in Company E, Twenty-second Infantry, Aug. 22, 1862. Died Dec. 27, 1862.

Hare, John H. Enlisted in Company H, Seventh Infantry, Aug. 12, 1861.

Harger, Charles. Deserted.

Harkness, James (Veteran). Enlisted in Company E, Fifth Infantry, Aug. 3,

1861. Killed in action at Spotsylvania, Va., May 12, 1864.

Harpe, Alonso. Enlisted in Company B, Fifteenth Infantry, Oct. 21, 1861. Died Aug. 29, 1862.

Harris, Jared, or Jerrod. Enlisted in Company G, Fourth Infantry, Sept. 28, 1864. Died Feb. 15, 1865.

Harrington, Charles P. Deserted.

Harrison, Lisle R. Enlisted in Company F, Twenty-seventh Infantry, Oct. 22, 1862. Second lieutenant.

Harson, William. Enlisted in Company I, Engineers and Mechanics, Dec. 21, 1863.

Hart, John M. Enlisted in Company G, Lancers, as sergeant, Nov. 22, 1861.

Hartman, Andrew. Enlisted in Company I, Fourth Infantry, Aug. 30, 1864.

Hartsuff, Albert, Port Huron. First lieutenant and assistant surgeon U. S. Army, Aug. 5, 1861. Brevet captain and major, March 13, 1865, "for faithful and meritorious service during the war." Captain and assistant surgeon, July 28, 1866. Brevet lieutenant colonel, Nov. 26, 1866, "for meritorious and distinguished service during the outbreak and continuance of cholera in New Orleans, La." Major and surgeon, June 26, 1892. Colonel and assistant surgeon general, April 28, 1900. Retired Feb. 4, 1901.

Hartsuff, George L., Port Huron. Cadet, Military Academy, 1848. Brevet second lieutenant, Fourth U. S. Artillery, July 1, 1852. Second lieutenant, Second Artillery, June 12, 1853. First lieutenant, March 8, 1855. Brevet captain and A. A. G., March 22, 1861. Captain and A. A. B., Aug. 3, 1861. Brigadier general, Volunteers, April 15, 1862. Major and A. A. G. U. S. Army, July 17, 1862. Brevet colonel, U. S. Army, Sept. 17, 1862, "for gallant and meritorious service at the battle of Antietam, Md." Major general, Volunteers, Nov. 29, 1862. Captain Second U. S. Artillery, May 23, 1863. Lieutenant colonel and A. A. G. U. S. Army, June 1, 1864. Resigned as captain Second Artillery, June 15, 1864. Brevet brigadier general U. S. Army, March 13, 1865. "for gallant and meritorious service in the campaign terminating in the surrender of Lee's army." Brevet major general U. S. Army, March 13, 1865, "for gallant and meritorious service in the field during the war." Mustered out as major general Volunteers, Aug. 24, 1865. Major general U. S. Army, June 29, 1871. Retired June 29, 1871. Died at New York City, May 16, 1874.

- Hartsuff, William, Port Huron. Entered service in Company E, Tenth Infantry, at organization, as captain, Nov. 18, 1861. On staff of Brigadier General Hartsuff. Nov. 12, 1862. Lieutenant colonel and assistant inspector general Twenty-third Army Corps, May 13, 1863. Brevet brigadier general U. S. Volunteers, Jan. 24, 1865, for gallant and meritorious service at Franklin and Nashville, Tenn. Deceased.
- Hartwick, Simeon, or Simon. Enlisted in Company H (reorganized), Third Infantry, Sept. 3, 1864.
- Harvay, Charles. Enlisted in Company H, Twenty-second Infantry, March 3, 1865.
- Harvey, Nelson (Veteran). Enlisted in Battery H, as artificer, Dec. 1, 1861.
- Harvey, Nelson M. Enlisted in Company H, Twenty-second Infantry, Jan. 3, 1864.
- Harvey, Albert J. Deserted.
- Haskell, Amos A. Enlisted in Company I, Fourth Infantry, as sergeant, Sept. 1, 1864. First sergeant.
- Haskell, Hezekiah H. Enlisted in Battery H, as corporal, Oct. 17, 1861.
- Hatch, Albert L. Algonac. Enlisted in Company I, Engineers and Mechanics, Dec. 19, 1863. Artificer.
- Hatch, Levi H. Mustered in Nov. 25, 1863; assigned to Company K, Fourth Cavalry.
- Havens, William (Veteran). Enlisted in Company H, Third Cavalry, Sept. 9, 1861. Corporal.
- Hawkins, David. Enlisted in Company II, Fourth Infantry, Sept. 26, 1864.
- Hayward, or Haywood, Calvin M., Greenwood. Enlisted in Company K, Second Cavalry, Sept. 20, 1861. Corporal. Died July 5, 1862.
- Hayward, or Haywood, Charles. Enlisted in Company K, Second Cavalry, Sept. 20, 1861. Corporal. Died July 3, 1862.
- Hayter, James. Enlisted in Company H, Eighth Cavalry, as farrier, Nov. 12, 1862. Regimental farrier.
- Haynes, Porter. Deserted.
- Hazelton, Hamilton. Deserted.
- Heath, Ezra H. Mustered in Oct. 22, 1864. Assigned to Company B, Fifteenth Infantry.
- Heath, Murray, N. Kenockee. Enlisted in Company H, Tenth Infantry, Dec. 9, 1861. Corporal.
- Hedges, Samuel. Enlisted in Company K (reorganized), Third Infantry, Sept. 15, 1864. Died June 15, 1865.
- Heebner, Daniel. Deserted.
- Heller, George. Enlisted in Company H, Eighth Cavalry, as Corporal, Nov. 4, 1862.
- Helman, Ranson. Enlisted in Company C, Twenty-second Infantry, Aug. 11, 1862.
- Helmer, George H. Deserted.
- Helmer, William E., or Erastus W. Enlisted in Company A, Seventh Infantry, Aug. 19, 1861.
- Hempel, Charles. Enlisted in Battery H, Sept. 21, 1862.
- Hengstebeek, Henry. Mustered in Nov. 7, 1863; assigned to Company H, Second Cavalry.
- Henn, George. Enlisted in Company E, Fifth Infantry, Aug. 12, 1861.
- Henries, John (Veteran). Enlisted in Company E, Tenth Infantry, Dec. 3, 1861. Sergeant.
- Henry, John. Enlisted in Company A, Twenty-seventh Infantry, Dec. 28, 1863.
- Henry, or Harvey, Moses. Enlisted in Company G, Ninth Cavalry, June 11, 1865.
- Herrick, Elijah. Deserted.
- Herriman, Ira. Enlisted in Company B, Twenty-seventh Infantry, Sept. 24, 1862. Died May 12, 1864.
- Herrin, Daniel. Enlisted in Company H, Twenty-fourth Infantry, March 22, 1865.
- Herron, George. Enlisted in Battery H, Nov. 20, 1861.
- Herron, William A. (Veteran). Enlisted in Battery H, Jan. 25, 1862. Sergeant.
- Hicks, Byron. Enlisted in Company B, Twenty-seventh Infantry, Sept. 25, 1862. Died in prison, Feb. 7, 1865.
- Hickey, John (Veteran). Enlisted in Battery B, Sept. 10, 1861.
- Hickey, Patrick H. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861.
- Higgins, John. Drafted in unassigned, Second Cavalry, for 3 years, from Caseo, St. Clair County. Mustered Nov. 27, 1863.
- Higgins, Michael H. Enlisted in Company B, Second Infantry, April 7, 1862.
- Hill, Robert. Deserted.
- Hill, Robert D. Enlisted in Company K, Second Cavalry, as Wagoner, Sept. 2, 1861. Died Feb. 19, 1862.
- Hill, Samuel. Enlisted in unassigned, Sixth Infantry, March 12, 1863.
- Hilliker, Robert. Enlisted in Company C, Twenty-second Infantry, Aug. 12, 1862.
- Hillman, William. Enlisted in Company C, First Infantry, Oct. 27, 1861; killed in action at Gettysburg, Pa., July 2, 1863.

- Hills, George. Deserted.
- Hills, William. Deserted.
- Hiptenberger, Joseph. Enlisted in Company K, Second Cavalry, Sept. 2, 1861. Died Aug. 11, 1862.
- Hobbs, David S. Enlisted in Company H (reorganized), Third Infantry, Aug. 31, 1864.
- Hogle, James A. Mustered in Nov. 16, 1863; assigned to Company C, Second Cavalry; never joined regiment.
- Holiday, Hiram. Enlisted in Company A, Seventh Infantry, Aug. 19, 1861.
- Holland, Henry P. Enlisted in Company H (reorganized), Third Infantry, Sept. 3, 1864. Corporal.
- Holland, Ransom S. Enlisted in Company C, Twenty-second Infantry, Aug. 12, 1862.
- Holmes, Allen. Enlisted in Company A, Lancers, Nov. 6, 1861.
- Hope, John. Enlisted in Company G, Fifteenth Infantry, Jan. 20, 1862.
- Hopkins, George W. Enlisted in Company E, Twenty-second Infantry, as corporal. Aug. 6, 1862.
- Hopkins, Orrin K. Enlisted in First Company Sharpshooters, attached to Sixteenth Infantry, Oct. 5, 1861.
- Horlahan, Michael. Mustered in Nov. 13, 1863, in unassigned Second Cavalry.
- Horn, Augustus. Enlisted in Company E, Twenty-second Infantry, July 30, 1862.
- Hough, George W. Enlisted in Company E, Seventeenth Infantry, as Sergeant, July 31, 1862.
- Howe, Reuben A. Enlisted in Battery H, Nov. 20, 1861. Bugler.
- Howell, Amos C. Deserted.
- Howey, William. Deserted.
- Hoyle, James. Mustered in Nov. 16, 1863; assigned to Fourth Cavalry.
- Hoyt, Philander B. Enlisted in Company C, Sixth Infantry, Jan. 5, 1864.
- Hoyt, Walter W. Enlisted in Company E, Fifth Infantry, Aug. 2, 1861; killed in action at Fredericksburg, Va. Dec. 13, 1862.
- Hubbard, Perry L. Entered service in Company C, First Infantry, as Second lieutenant, Sept. 15, 1861. First lieutenant.
- Hubbell, James. Enlisted in Company G, Lancers, Dec. 27, 1861.
- Hubbell, James P. Enlisted in Company C, Sixth Cavalry, Sept. 5, 1862. Sergeant.
- Hubert, Francis. Enlisted in Company M, Eighth Cavalry, April 24, 1863; Sergeant.
- Huckwith, John. Deserted.
- Huff, Charles G. Enlisted in Company E, Twenty-second Infantry, July 28, 1862; killed in action at Chickamauga, Ga., Sept. 20, 1863.
- Huff, William A. (Veteran). Enlisted in Company G, Fifth Infantry, Sept. 10, 1861.
- Huffman, George W. Enlisted in Company H, Fourth Infantry, Sept. 27, 1864. Died Jan. 17, 1865.
- Huffman, Henry. Enlisted in Company I, Fourth Infantry, Oct. 8, 1864.
- Hurger, Frederick. Enlisted in Company E, Twenty-second Infantry, as corporal, July 25, 1862; killed in action at Chickamauga, Ga., Sept. 20, 1863.
- Huggett, William C. Enlisted in Company H, Fourth Infantry, Aug. 22, 1864. Corporal.
- Hulin, or Hewlin, Aaron. Enlisted in Company A, Fifteenth Infantry, March 28, 1864.
- Hulguist, or Holliguist, Charles A. M. Enlisted in Company I, Sixteenth Infantry, March 28, 1865.
- Hunt, Charles C. Mustered in Nov. 24, 1863; assigned to Company D, Second Cavalry.
- Hunt, Charles C. Enlisted in Company G, Tenth Infantry, Jan. 2, 1862.
- Hunt, Charles J. Entered service in Company A, Seventh Infantry, at organization, as First lieutenant, June 19, 1861. Captain.
- Hunt, Edward. Enlisted in Company E, Ninth Infantry, March 15, 1865.
- Hunt, Henry. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861.
- Hunt, Henry P. Enlisted in Company G, Lancers, as Corporal, Dec. 25, 1861.
- Hunt, Hiram. Enlisted in Company F, First Infantry, July 18, 1861.
- Hunt, James. Enlisted in Company E, Fifth Infantry, Sept. 5, 1861; killed in action at Fair Oaks, Va., May 31, 1862.
- Hunt, James. Enlisted in Company I, First Sharpshooters Sept. 7, 1863.
- Hunt, John. Enlisted in Company C, Sixth Cavalry, Sept. 13, 1862. Died Jan. 23, 1863.
- Hunt, Miles B. Enlisted in Company G, Second Cavalry, Aug. 15, 1862.
- Hunt, Thomas H. Entered service in Company C, First Michigan Volunteer, Mexican War. Commissioned Dec. 1, 1847. Mustered out July 23, 1848. Entered in Company A, Seventh Infantry at organization as Captain, June 19, 1861.
- Hunt, William. Enlisted in Company K, Engineers and Mechanics, Aug. 23, 1864.
- Hunter, David (Veteran). Deserted.
- Hunter, John (Veteran). Enlisted in Company B, First Infantry, July 13, 1861; failed to report at expiration of veteran furlough.

- Hunter, Noble. Enlisted in Company C, Twenty-second Infantry, Aug. 7, 1862. Died Oct. 8, 1863.
- Huntley, Arthur, Jr. Deserted.
- Huntley, Charles O. Enlisted in Company E, Fifth Cavalry, Aug. 15, 1862.
- Huntley, John J. Enlisted in Company E, Fifth Cavalry, Aug. 15, 1862.
- Huntley, Nathaniel. Enlisted in Company E, Fifth Cavalry, Aug. 15, 1862.
- Huntley, William. Enlisted in Company E, Fifth Cavalry, Aug. 14, 1862. Died in Andersonville, June 8, 1864.
- Hurley, Francis D. Deserted.
- Husel, Andrew. Enlisted in Company I, Fourth Infantry, Sept. 23, 1864.
- Hutten, Wilfred. Enlisted in Company I, Sixteenth Infantry, Feb. 24, 1865.
- Hyde, George. Enlisted in Company C, Twenty-second Infantry, Aug. 4, 1862.
- Hyde, Harvey. Enlisted in Company E, Seventh Cavalry, Sept. 15, 1862. Commissary sergeant.
- Hyslop, Thomas. Enlisted in Company G, First Infantry, March 18, 1864.
- Hyslop, William E. (Veteran). Enlisted in Company G, First Infantry, July 13, 1861.
- Ibbottson, Wallace. Enlisted in Company F, Twenty-seventh Infantry, Aug. 6, 1863.
- Ingalls, Philip. Enlisted in Company H (reorganized), Third Infantry, Aug. 30, 1864.
- Ingersoll, Edward. Deserted.
- Ingles, David P. Enlisted in Company E, Twenty-second Infantry, Aug. 12, 1862.
- Ingles, or Ingels, James. Enlisted in Company I, Third Infantry, Sept. 28, 1864.
- Ingram, Alfred. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861. Corporal.
- Ingram, George. Enlisted in Company E, Fifteenth Infantry, Dec. 25, 1861. Died June 28, 1862.
- Inman, Jerome (Veteran). Enlisted in Company K, Second Cavalry, Oct. 2, 1861.
- Isabelle, Mader. Enlisted in Company H, Twenty-fourth Infantry, March 22, 1865.
- Isley, James. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861.
- Ives, Homer L., Berlin. Enlisted in Company G, Eighth Cavalry, Nov. 10, 1862. Sergeant. Killed in action at Macon, Ga., July 31, 1864.
- Ivers, John. Deserted.
- Jackson, Thomas C. Entered service in Company E, Twenty-second Infantry, at organization as Second lieutenant, Aug. 22, 1862.
- Jackson, William A. Enlisted in Company E, Twenty-second Infantry, July 29, 1862. Corporal.
- Jacobs, Emanuel. Enlisted in Company I, First U. S. Sharpshooters, April 20, 1863.
- Jacobs, Samuel (Veteran). Enlisted in Company K, Second Cavalry, Sept. 2, 1861.
- James, Edward. Enlisted in unassigned Fifteenth Infantry, October 1, 1862.
- Jaques, Fabins. Enlisted in Company I, Engineers and Mechanics, Dec. 28, 1863.
- Jarmey, George. Enlisted in Company I, Engineers and Mechanics, Dec. 14, 1863.
- Jennings, John W. Enlisted in Company E, Tenth Infantry, as Musician, Oct. 9, 1862.
- Johnson, Elias. Enlisted in Company I, Fourth Infantry, Sept. 3, 1864. Deserted at Pontiac Mich., Sept. 12, 1864.
- Johnson, Henry. Enlisted in Company L, Seventh Cavalry, May 13, 1863. Died prisoner of war.
- Johnson, Jeremiah. Deserted.
- Johnson, John. Enlisted in Company I, First Sharpshooters, June 8, 1863. Died Oct. 31, 1864.
- Johnson, John (Veteran). Deserted.
- Johnson, Kirk. Enlisted in Company E, Tenth Infantry, March 10, 1862.
- Johnson, W. Henry. Enlisted in Company E, Tenth Infantry, Dec. 17, 1861.
- Johnson, Walter. Enlisted in Company I, Twenty-second Infantry, March 3, 1865.
- Johnson, William. Enlisted in Company F, Twenty-seventh Infantry, Oct. 23, 1862. Sergeant.
- Johnston, or Johnson, Charles. Enlisted in Company K (reorganized), Third Infantry, Sept. 25, 1864.
- Johnston, David. Enlisted in Company K (reorganized), Third Infantry, Oct. 10, 1864. Corporal.
- Johnston, James. Enlisted in Company E, Tenth Infantry, as corporal, Nov. 1, 1861. Sergeant.
- Johnson, Mark. Enlisted in Company H, Third Cavalry, Sept. 7, 1861. Died April 15, 1862.
- Johnston, William B. Enlisted in Company C, Twenty-second Infantry, Aug. 12, 1862.
- James, Edward. Enlisted in unassigned, Fifteenth Infantry, Oct. 1, 1862.
- Jolp, John. Enlisted in Battery H, March 1, 1862.

- Jonas, Henry G. L. Enlisted in Company G, Twenty-second Infantry, Aug. 22, 1862. Corporal.
- Jonas, Julius. Enlisted in Company G, Twenty-second Infantry, Aug. 13, 1862.
- Jones, Charles. Enlisted in Company E, Fifth Infantry, as Musician, June 19, 1861; killed in action at Chancellorsville, Va., May 3, 1863.
- Jones, David. Enlisted in Battery H, Feb. 8, 1862. Died Dec. 5, 1862.
- Jones, Dennis. Enlisted in Company G, Lancers, Dec. 1, 1861. Quartermaster sergeant.
- Jones, Elias. Enlisted in Company E, Tenth Infantry, Nov. 11, 1861.
- Joliet, Francis. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861. Died July 15, 1862.
- Jones, James, No. 2 (Veteran). Enlisted in Company A, Seventh Infantry, as corporal, Aug. 28, 1861.
- Jones, John. Enlisted in Company A, Twenty-second Infantry, Feb. 24, 1864.
- Jones, Jonathan (Veteran). Enlisted in Company E, Tenth Infantry, Nov. 11, 1861. Killed Sept. 1, 1864.
- Jones, Schnyler. Enlisted in Company E, Fifth Cavalry, Aug. 22, 1862.
- Jones, William, or Apled, William. Enlisted in Company E, Tenth Infantry, Jan. 6, 1862; killed at Antioch, Tenn., in skirmish with guerillas. April 10, 1863.
- Jones, William. Deserted.
- Jordan, Harry. Deserted.
- June, Wester A. Enlisted in Company E, Twenty-second Infantry, Aug. 13, 1862.
- Jury, Amos. Enlisted in Company F, Twenty-fourth Infantry, Feb. 17, 1865.
- Justin, Alonzo. Enlisted in Battery H, Nov. 15, 1861; absent without leave.
- Justin, Alonzo, Jr. Enlisted in Company H, Eighth Cavalry, Feb. 3, 1864.
- Justin, Clark O. Enlisted in Company I, Fourth Infantry, Sept. 24, 1864.
- Justin, Isaac. Enlisted in Battery H, Aug. 5, 1862. Corporal.
- Justin, William. Enlisted in Battery H, Nov. 21, 1861. Senior first lieutenant.
- Kane, John. Deserted.
- Kane, William. Enlisted in Battery H, Dec. 20, 1861.
- Kearns, Barnard G. Enlisted in Company H, Fourteenth Infantry, Sept. 29, 1861.
- Keeler, William. Enlisted in Company H, Twenty-second Infantry, Feb. 15, 1864. Died June 9, 1864.
- Keller, Charles B. Deserted.
- Keller, George. Enlisted in Company B, Fifth Infantry, June 19, 1861. Died Nov. 18, 1861.
- Keen, Freeman. Enlisted in Battery A, May 31, 1861.
- Kellogg, Palmer. Enlisted in Company C, Twenty-second Infantry, Aug. 8, 1862.
- Kelly, George. Deserted.
- Kelly, John J. Enlisted in Company F, Twenty-second Infantry, Feb. 13, 1864.
- Kelly, William C. Enlisted in Company I, Fourth Infantry, Sept. 27, 1864. Died Jan. 29, 1865.
- Kemp, Thomas. Enlisted in Company E, Twenty-second Infantry, July 30, 1862.
- Kendall, Nathaniel C. Enlisted in Company H (reorganized), Third Infantry, Sept. 1, 1864.
- Kendall, Osear. Enlisted in Company C, Twenty-second Infantry, Aug. 4, 1862. Second lieutenant.
- Kendall, William. Enlisted in Company E, Ninth Infantry, as corporal, Sept. 9, 1861.
- Kennedy, Daniel. Enlisted in Company E, Twenty-second Infantry, as corporal, Aug. 7, 1862.
- Kennedy, James. Enlisted in Company E, Twenty-second Infantry, as Sergeant, Aug. 4, 1862. Second lieutenant.
- Kennedy, John. Enlisted in Company E, Twenty-second Infantry, July 30, 1862.
- Kennedy, Thomas. Enlisted in Company B, First Infantry, July 21, 1861.
- Kenyon, Sumner T., or Samuel T. Enlisted in Company A, Twenty-second Infantry, Feb. 26, 1864. Died April 17, 1864.
- Keyes, Robert F. Enlisted in Company H, Eighth Cavalry, March 12, 1863.
- Kiddle, William. Enlisted in Company E, Twenty-second Infantry, July 29, 1862.
- Kilbreath, Milo. Enlisted in Company K, Engineers and Mechanics, Aug. 23, 1864.
- Kilbourn, Benjamin. Enlisted in Company F, First Sharpshooters, April 26, 1863.
- Kilbourn, Joseph. Enlisted in Company C, Sixth Cavalry, Sept. 8, 1862; killed in action at Winchester, Va., Sept. 19, 1864.
- Kilgore, Alexander. Enlisted in Company E, Fifth Infantry, Aug. 8, 1861.
- Killgore, Isaac, Jr. Enlisted in Company H (reorganized), Third Infantry, Sept. 1, 1864. Died April 13, 1865.
- Kilgore, William. Enlisted in Company E, Fifth Cavalry, Aug. 18, 1862.

- Kimball, Charles. Mustered in Oct. 21, 1864, in Company H, Fifteenth Infantry.
- Kimball, Jackson. Enlisted in Company K, Second Cavalry, Sept. 2, 1861.
- King, Ira. Enlisted in Company D, First Sharpshooters, March 14, 1863.
- Kingsley, Asabel. Enlisted in Company H (reorganized), Third Infantry, Sept. 3, 1864. Corporal.
- Kingsley, Henry. Enlisted in Company K, Second Cavalry, as Corporal, Sept. 2, 1861.
- King, Eliphalet W. Enlisted in Company G, Fifth Infantry, as Corporal, June 19, 1861. Sergeant.
- King, Joseph. Enlisted in Company F, Twenty-seventh Infantry, Sept. 29, 1862. Died Nov. 25, 1864.
- Kinney, Peter (Veteran). Enlisted in Company G, Fifth Infantry, Aug. 28, 1861. Corporal.
- Kissell, John. Enlisted in unassigned Fifteenth Infantry, Oct. 1, 1862.
- Kitchen, Andrew (Veteran). Enlisted in Company K, Second Cavalry, Sept. 2, 1861. Sergeant.
- Kitchen, George. Enlisted in Company G, Tenth Infantry, Oct. 7, 1861. Died Dec. 29, 1864.
- Kitchen, Joseph (Veteran). Enlisted in Company D, First Cavalry, Sept. 19, 1861.
- Kitchen, Peter. Enlisted in Company G, Lancers, Dec. 2, 1861.
- Kitchen, Peter C. Enlisted in Company H, Eighth Cavalry, Nov. 12, 1862.
- Kitchen, Robert. Enlisted in Company K (reorganized), Third Infantry, Oct. 10, 1864.
- Kittridge, Samuel. Enlisted in Battery H, Nov. 20, 1861. Died May 28, 1862.
- Klein, John. Enlisted in Company B, Fifteenth Infantry, March 31, 1864.
- Kline, Henry. Enlisted in Company E, Twenty-second Infantry, Feb. 27, 1864.
- Kluesendorf, Frederick. Enlisted in Company G, Twenty-second Infantry, Aug. 22, 1862.
- Kniffin, or Kniffer, Ira. Enlisted in Company F, Twenty-second Infantry, Sept. 1, 1864.
- Knight, Aldis R. Enlisted in Company L, Seventh Cavalry, May 6, 1863.
- Knopse, William. Deserted.
- Koepfgen, John A. Enlisted in Company C, Twenty-second Infantry, Aug. 9, 1862. Died June 30, 1863.
- Koepfgen, William. Enlisted in Company C, Twenty-second Infantry, Aug. 10, 1862.
- Krause, Henry. Enlisted in Company I, Fourth Infantry, Sept. 26, 1864.
- Lacount, Benjamin Charles. Enlisted in Company C, Sixth Cavalry, Sept. 11, 1862.
- Ladroot, Lambert. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861.
- Lafever, Charles. Enlisted in Company C, Twenty-seventh Infantry, Sept. 21, 1862.
- Laird, John. Deserted.
- Laird, Joseph. Deserted.
- Lake, John W. Emmet. Enlisted in Company A, Seventh Cavalry, Oct. 18, 1862; killed in action at Hawes' Shop, Va., May 28, 1864.
- Lambert, Felix. Deserted.
- Lambier, Joseph. Enlisted in Company D, Twenty-second Infantry, March 3, 1865.
- La Montaine, Frank. Enlisted in Company K, Fifth Cavalry, March 17, 1865.
- Lamphier, Henry H. (Veteran). Deserted.
- Lane, James H. Enlisted in Company C, Twenty-second Infantry, Aug. 12, 1862. Corporal; killed by explosion of steamer "Sultana," April 28, 1865.
- Lane, Patrick. Enlisted in Company E, Tenth Infantry, Nov. 30, 1861.
- Lang, John (Veteran). Deserted.
- Langdon, Daniel. Enlisted in Company C, Sixth Cavalry, Sept. 9, 1862.
- Langley, Josiah. Enlisted in Company M, Eighth Cavalry, Aug. 30, 1864.
- Language, George W. Enlisted in Company G, First Infantry, Sept. 10, 1861; killed in action at Manassas, Va., Aug. 30, 1862.
- Lapin, Victor. Deserted.
- Lappan, John. Enlisted in Company F, Twenty-seventh Infantry, Nov. 13, 1862; killed in action at Spottsylvania, Va., May 12, 1864.
- Larabee, Moses. Deserted.
- Larett, or Lavette, Joseph. Deserted.
- Larned, Frank (Veteran). Enlisted in Company C, First Infantry, Sept. 15, 1861.
- Lashbrooks, Charles. Enlisted in Company D, First Sharpshooters, March 14, 1863.
- Lashbrooks, George (Veteran). Enlisted in Company H, Third Cavalry, Oct. 14, 1861. Died Sept. 23, 1864.
- Lashbrook, Harvey. Enlisted in Company C, Twenty-second Infantry, Aug. 11, 1862.
- Lashbrook, Hiram R. Enlisted in Company H, Fourth Infantry, as Corporal, Sept. 27, 1864.
- Lashbrooks, Welcome. Enlisted in Company H, Third Cavalry, Oct. 14, 1861.
- Lashbrook, William. Enlisted in Company C, Twenty-second Infantry, Aug. 4, 1862.

- Latemo, Edward. Deserted.
- Laterno, Joseph. Mustered in Dec. 1, 1863; assigned to Company I, Fourth Cavalry.
- Laterno, Peter. Enlisted in Company G, Lancers, Nov. 23, 1861.
- Laturno, Peter. Enlisted in Company E, Twenty-second Infantry, Aug. 8, 1862.
- Laudrieux, Eli. Deserted.
- Laudrieux, Louis. Deserted.
- Lavell, Martin. Enlisted in Company A, Seventh Infantry, Aug. 19, 1861. Sergeant.
- Lavere, Theophilus (Veteran). Enlisted in Company E, Tenth Infantry, Dec. 19, 1861.
- Laverty, or Laferty, John. Deserted.
- Lawrence, Cyrus. Enlisted in Company G, Tenth Infantry, as Sergeant, Sept. 5, 1861.
- Lawrence, Raselous (Veteran). Enlisted in Company G, Tenth Infantry, Oct. 5, 1861.
- Lawrence, Thomas. Enlisted in Company C, Twenty-seventh Infantry, Dec. 5, 1862. Died Dec. 18, 1862.
- Lazier, Thomas (Veteran). Enlisted in Battery H, Nov. 24, 1861.
- Leach, Daniel. Entered service in Company E, Tenth Infantry, at organization, as First lieutenant, Oct. 24, 1861.
- Leach, William. Enlisted in Company B, Eleventh Cavalry, Sept. 5, 1863.
- Leclair, Lewis. Enlisted in Battery H, Aug. 1, 1862.
- Leaym, Charles. Enlisted in Company C, Twenty-second Infantry, Aug. 12, 1862.
- Leaym, John F. (Veteran). Enlisted in Company K, Third Cavalry, Oct. 23, 1861.
- Leaym, William. Enlisted in Company H, Third Cavalry, Feb. 26, 1864.
- Le Duke, Edward. Enlisted in Company L, Seventh Cavalry, April 23, 1863.
- Lee, Edward M., Port Huron. Entered service in Company E, Fifth Cavalry, at organization, as First lieutenant, age 26. Commissioned Aug. 14, 1862. Commissioned Captain Jan. 1, 1863. Acting Assistant Adjutant General on General Wyndham's staff. Taken prisoner at Buckland's Mills, Va., Oct. 19, 1863. Brevet Colonel and Brevet Brigadier General March 13, 1865, for gallant and meritorious conduct during the war. Commissioned Lieutenant Colonel April 13, 1865.
- Lee, George H. Enlisted in Company C, Twenty-second Infantry, as Corporal, July 26, 1862.
- Lee, Henry. Deserted.
- Lee, James M. Enlisted in Company H, Third Cavalry, Feb. 29, 1864.
- Lee, James. Deserted.
- Lee, John E. (Veteran). Enlisted in Company G, Fifth Infantry, Aug. 28, 1861.
- Lee, Lewis S. Enlisted in Company I, Fourth Infantry, Sept. 3, 1864.
- Leese, Ferdinand. Mustered in June 10, 1864.
- Lehman, Gottlieb. Enlisted in Company H, Eighth Cavalry, Jan. 12, 1863. Died in Andersonville. Sept. 7, 1864.
- Lepien, Charles A. Enlisted in Company H (reorganized), Third Infantry, Sept. 1, 1864. Corporal.
- Leonard, John. Enlisted in Company K, Second Cavalry, Sept. 26, 1861. Died July 7, 1862.
- Leonard, Patrick. Mustered in Second Cavalry, November 5, 1863.
- Leonardson, Oliver C. Entered service in Company H, Third Cavalry, at organization, as First lieutenant, Aug. 28, 1861.
- Le Ray, John Marie. Enlisted in Company G, Twenty-second Infantry, as Wagoner, Aug. 15, 1862.
- Lett, George W. Enlisted in Company I, First Colored Infantry, Oct. 5, 1864.
- Leveare, Frederick. Enlisted in Company C, Twenty-second Infantry, July 28, 1862. Corporal; killed in action at Chickamauga, Ga., Sept. 20, 1863.
- Levere, Richard D. Enlisted in Company C, Twenty-second Infantry, Feb. 15, 1864.
- Lewis, Columbus (Veteran). Enlisted in Company K, Second Cavalry, Sept. 26, 1861. Died July 11, 1863.
- Lewis, James. Enlisted in Company K, Second Cavalry, Sept. 20, 1861.
- Lewis, Joseph H. Enlisted in Company F, Fifteenth Infantry, Nov. 3, 1861. Died July 11, 1863.
- Lewis, Levi. Enlisted in Company K, Second Cavalry, Sept. 2, 1861.
- Lee, Lewis S. Enlisted in Company I, Fourth Infantry, Sept. 3, 1864.
- Lewis, or Servis, James. Deserted.
- Lewis, Thomas. Enlisted in Company E, Fifth Infantry, as Sergeant, June 19, 1861.
- Lewis, William. Deserted.
- Light, Charles. Enlisted in Company I, Fourth Infantry, Aug. 27, 1864.
- Lindsay, Orange F. (Veteran). Enlisted in Company E, Tenth Infantry, as Corporal, Nov. 11, 1861. Second lieutenant.
- Lindsay, Victor. Enlisted in Company G, Fifth Infantry, Sept. 6, 1861. Died Oct. 1, 1863.

- Lindsley, James. Deserted.
- Lindsey, Thomas. Enlisted in Company A, Seventh Infantry, as Musician, Aug. 5, 1861. Brigade bugler. Died June 1, 1863.
- Lipscombe, Thomas J. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861. Corporal.
- Litney, William. Enlisted in Company C, Twenty-second Infantry, Aug. 11, 1862.
- Little, Robert. Enlisted in Company F, Twenty-seventh Infantry, Oct. 11, 1862. Died in Andersonville, May 22, 1865.
- Liver, Lorenzo. Deserted.
- Livingston, Albert. Enlisted in Company C, Sixth Cavalry, Sept. 11, 1862.
- Lock, Peter. Enlisted in Company L, Eighth Cavalry, April 8, 1863.
- Locke, Joseph. Enlisted in Company H, Fourth Infantry, Sept. 3, 1864. Sergeant.
- Loney, or Long, Thomas. Enlisted in Company D, Fifteenth Infantry, May 9, 1864.
- Loomis, George H. Enlisted in Company H, Engineers and Mechanics, Oct. 3, 1863. Corporal.
- Loomis, William A. Enlisted in Company H, Engineers and Mechanics, May 22, 1863. Corporal.
- Loop, Fernando D. (Veteran). Enlisted in Company K, Second Cavalry, Sept. 26, 1861.
- Loop, Harrison. Enlisted in Company C, Sixth Cavalry, as Corporal, Sept. 5, 1862.
- Loop, Ira D. Enlisted in Company A, Engineers and Mechanics, Dec. 22, 1863. Corporal.
- Lorain, James. Enlisted in Company D, Third Infantry, April 30, 1863. Corporal.
- Lord, Jonathan. Enlisted in Company C, Third Cavalry, Dec. 15, 1863.
- Loree, Lucious. Enlisted in Company C, Eighth Cavalry, Nov. 7, 1862. Sergeant.
- Loree, Lucius. Enlisted in Company L, Eighth Cavalry, as Corporal, March 7, 1863.
- Loucks, George H. Enlisted in Company E, Twenty-second Infantry, Oct. 15, 1863.
- Loucks, Henry (Veteran). Enlisted in Company G, Fifteenth Infantry, Jan. 2, 1862. Corporal.
- Loucks, John W., Jr. Enlisted in Company A, Fifteenth Infantry, Nov. 18, 1861. Second lieutenant.
- Loucks, Levi (Veteran). Enlisted in Company G, Fifteenth Infantry, Jan. 14, 1862.
- Loughrim, Gabriel. Enlisted in Company G, First Infantry, July 13, 1861; killed in action at Gaines' Mill, Va., June 27, 1862.
- Loughrim, Henry. Enlisted in Company G, Lancers, Nov. 27, 1861.
- Love, Roger. Mustered in Nov. 28, 1863; assigned to Company I, Fourth Cavalry.
- Lowe, James (Veteran). Enlisted in Company E, Tenth Infantry, Nov. 11, 1861.
- Lozon, Edward. Enlisted in Company I, Fourth Infantry, Sept. 23, 1864. Died Feb. 3, 1865.
- Lubahn, Christian, Casco. Enlisted in Company H, Eighth Cavalry, as Corporal, Nov. 4, 1862. Transferred to Company F, July 20, 1865. Sergeant.
- Lucas, or Lecuss, Francis. Enlisted in Company K (reorganized), Third Infantry, Sept. 15, 1864. Died Oct. 30, 1864.
- Luck, Henry. Mustered in April 1, 1865; assigned to Company C, Fifteenth Infantry.
- Lutz, George H. Enlisted in Company E, Twenty-second Infantry, as Musician, March 1, 1863.
- Lutz, John P. Enlisted in Company E, Twenty-second Infantry, July 28, 1862. Corporal. Died Oct. 12, 1863.
- Lynch, Bartlett (Veteran). Enlisted in Company A, Seventh Infantry, Aug. 13, 1861.
- Lynch, John. Enlisted in Company B, Second Infantry, March 22, 1864.
- Lynch, Joseph, Kimball. Deserted.
- Lynn, Alfred. Enlisted in Company I, Fourth Infantry, as Corporal, Aug. 24, 1864. Died June 10, 1865.
- Lyons, William. Enlisted in Company E, Fifth Infantry, Aug. 5, 1861. Corporal.
- Madison, Archibald (Veteran). Enlisted in Company H, Tenth Infantry, Nov. 4, 1861. Died April 1, 1865.
- Madison, Farr. Enlisted in Company E, Fifth Infantry, Aug. 5, 1861; killed in action at Williamsburg, Va., May 5, 1862.
- Maedel, or Mandell, Louis. Enlisted in Company G, Twenty-second Infantry, Aug. 22, 1862. Died May 9, 1864.
- Magratton, or McGratton, John (Veteran). Enlisted in Company G, Fourteenth Infantry, Dec. 21, 1861.
- Maher, Patrick. Enlisted in Company B, Fourteenth Infantry, Oct. 26, 1861. Corporal; shot by a citizen at Columbia, Tenn., Jan. 26, 1864.



Main, Thomas W. Enlisted in Company D, Twenty-second Infantry, Feb. 19, 1864.

Mallory, Diogenes J. (Veteran). Enlisted in Company K, Second Cavalry, Sept. 20, 1861. Corporal.

Maloney, Patrick. Enlisted in Company F, Twenty-seventh Infantry, Oct. 29, 1862.

Manchester, Henry. Enlisted in Company G, First Infantry, July 12, 1861.

Manke, Augustus (Veteran). Enlisted in Company K, Second Cavalry, Sept. 20, 1861. Sergeant.

Manley, Charles. Enlisted in Company F, Twenty-seventh Infantry, Sept. 9, 1862. Died Aug. 31, 1863.

Mann, George B. (Veteran). Enlisted in Company K, Second Cavalry, Sept. 2, 1861. Corporal.

Mann, Hiram. Enlisted in Company H, Eighth Cavalry, March 12, 1863.

Mann, William H. Enlisted in Company E, Seventeenth Infantry, April 7, 1863.

Manzon, Patrick. Enlisted in Company I, Fourth Infantry, Aug. 18, 1864.

Marcero, Peter. Enlisted in Company G, Twenty-second Infantry, Feb. 24, 1864.

Margison, James W. Enlisted in Company A, Lancers, Oct. 11, 1861.

Mariene, William. Enlisted in Company E, Twenty-second Infantry, Aug. 2, 1862. Died at Andersonville, Sept. 18, 1864.

Marks, Alvin (Veteran). Enlisted in Company I, Ninth Infantry, Aug. 15, 1861. Corporal.

Marks, Ira E. Enlisted in Company E, Twenty-second Infantry, as Corporal, July 28, 1862. Sergeant.

Mark, or Marks, Joseph. Enlisted in Company K (reorganized), Third Infantry, Sept. 19, 1864.

Marks, Simon. Enlisted in Company I, Fourth Infantry, Sept. 30, 1864.

Markell, Charles A. Enlisted in Company I, Fourth Infantry, Oct. 3, 1864.

Markell, John. Enlisted in Company C, Twenty-second Infantry, Aug. 4, 1862.

Markell, John. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861. Corporal. Died July, 1862.

Marlow, Charles. Enlisted in Company A, Seventh Infantry, Aug. 20, 1861.

Marsh, Harvey S. Enlisted in Company I, Fourth Infantry, as Corporal, Sept. 2, 1864. Died Mar. 23, 1865.

Marshall, Arthur. Enlisted in Company A, Twenty-seventh Infantry, March 30, 1864.

Marshall, Henry. Deserted.

Marshall, William. Deserted.

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Martin, Charles. Enlisted in Company E, Fifth Cavalry, Aug. 21, 1862.

Martin, Charles. Enlisted in Company E, Twenty-second Infantry, July 31, 1862. Died Jan. 1, 1865.

Martin, James. Deserted.

Martin, John. Enlisted in Company A, Seventh Infantry, as Corporal, June 19, 1861.

Martin, John. Enlisted in Company K (reorganized), Third Infantry, Oct. 6, 1864.

Martin, Samuel E. Enlisted in Company C, Twenty-second Infantry, Aug. 9, 1862.

Martin, Terry. Enlisted in Company K (reorganized), Third Infantry, Sept. 27, 1864.

Mason, Elich. Mustered in Oct. 30, 1863; assigned to Fourth Cavalry.

Mason, Peter. Enlisted in Company L, Seventh Cavalry, May 1, 1863. Died in Andersonville, Sept. 1, 1864.

Massaker, Ambrose. Mustered in April 4, 1865; assigned to Company I, Fifteenth Infantry.

Massey, John C., or O. Enlisted in Company G, Fifth Infantry, Sept. 1, 1861.

Maston, or Marston, William F. Enlisted in Company K (reorganized), Third Infantry, Sept. 9, 1864.

Mather, Coyt. Deserted.

Maule, James. Enlisted in Company B, First Sharpshooters, Aug. 8, 1863.

Maurer, or Maura, Henry. Mustered in Nov. 28, 1863; assigned to Company I, Fourth Cavalry.

Maxpadden, William. Enlisted in Company E, Twenty-second Infantry, July 28, 1862. Died July 2, 1864.

Maye, John. Deserted.

Meldrum, Theodore. Deserted.

Meldrum, Timothy. Deserted.

Merchant, John. Deserted.

Merriam, Charles M. Enlisted in Company A, Eighth Infantry, Nov. 15, 1862.

Metcalf, John D. Enlisted in Company G, Fifteenth Infantry, Aug. 30, 1862.

Metcalf, Samuel B. Enlisted in Company G, Fifteenth Infantry, Sept. 6, 1862.

Meyer, Theodore. Deserted.

Meyers, Ferdian P. Deserted.

Meyers, William. Enlisted in Company A, Seventh Infantry, Aug. 11, 1861.

Miles, Edwin C. Enlisted in Company G, Fifth Infantry, as Corporal, June 19, 1861. Captain.

Miles, Marcus H. Entered service in Eleventh Cavalry, as First Lieutenant

and Quartermaster; commissioned Aug. 21, 1863.

Miles, Timothy P. Enlisted in Company C, Eleventh Cavalry, Oct. 29, 1863.

Milika, Julius. Enlisted in Company E, Tenth Infantry, Jan. 9, 1862; executed for desertion.

Millard, George J. (Veteran). Enlisted in Company K, Second Cavalry, Sept. 20, 1861.

Millen, Thomas J. Enlisted in Company I, Fourth Infantry, as Sergeant, Aug. 16, 1864.

Miller, Christopher B. Enlisted in Company E, Fifth Cavalry, Aug. 15, 1862.

Miller, Collins F. Enlisted in Company M, First Cavalry, Aug. 22, 1861.

Miller, Constantine. Enlisted in Company C, Twenty-second Infantry, as Sergeant, July 29, 1862. Died Feb. 28, 1865.

Miller, David. Entered service in Company E, Fifteenth Infantry; mustered in Dec. 3, 1864.

Miller, Levi. Mustered in Nov. 24, 1863; assigned to Company F, Second Cavalry.

Miller, Peter. Deserted.

Miller, Samuel J. Enlisted in Company C, Twenty-second Infantry, Aug. 12, 1862.

Mills, Benson. Deserted.

Mills, Charles P. (Veteran). Enlisted in Company K, Second Cavalry, Oct. 2, 1861. First sergeant.

Mills, Elihu. Enlisted in Company F, Twenty-seventh Infantry, Sept. 8, 1862.

Mills, Richard D. Enlisted in Company I, First U. S. Sharpshooters, Feb. 11, 1863.

Mills, Sanford (Veteran). Enlisted in Company K, Second Cavalry, Oct. 2, 1861.

Mills, Thomas. Enlisted in Company I, Seventeenth Infantry, April 26, 1864.

Minahan, Andrew. Enlisted in Company F, Twenty-seventh Infantry, Oct. 24, 1862. Corporal.

Minnie, John. Enlisted in Company G, Fifth Infantry, Aug. 16, 1861. Corporal.

Miselbough, or Misselbeck, Frederick. Mustered in April 1, 1865; assigned to Company C, Fifteenth Infantry.

Mitchell, John. Enlisted in Battery A, May 28, 1861.

Mitchell, Zimri, or Michell, Zemer. Enlisted in Company C, Twenty-seventh Infantry, Oct. 27, 1862.

Moak, Charles. Enlisted in Company K, Second Cavalry, Oct. 2, 1861. Corporal.

Mobby, William. Deserted.

Monroe, Alexander. Enlisted in Company B, Second Infantry, March 3, 1864.

Monroe, William D. V. Mustered in Dec. 8, 1863; assigned to Company A, Fourth Cavalry.

Moran, Newell. Enlisted in Company I, Fourth Infantry, Oct. 3, 1864.

Moree, Alexander. Enlisted in Company E, Fifth Infantry, as Sergeant, June 10, 1861; killed in action in Gettysburg, Pa., July 2, 1863.

Morgan, Samuel. Mustered in Nov. 28, 1863; assigned to Company I, Fourth Cavalry.

Mooney, James. Deserted.

Moore, Alfred. Enlisted in Company H, Eighth Cavalry, as Corporal, Nov. 18, 1862.

Moore, Andrew. Enlisted in Company F, Twenty-fourth Infantry, March 18, 1865.

Moore, Charles. Enlisted in Company I, Fourth Infantry, Oct. 7, 1864.

Moore, Dominique. Enlisted in Company G, Twenty-second Infantry, Aug. 21, 1862. Died April 6, 1863.

Moore, George W., or Wilson G. Enlisted in Company F, First Sharpshooters, May 25, 1863; killed in action at Spottsylvania, Va., May 12, 1864.

Moore, Hiram. Enlisted in Company I, Engineers and Mechanics, Dec. 12, 1863.

Moore, Joseph (Veteran). Enlisted in Company E, Tenth Infantry, as Corporal, Dec. 2, 1861.

Moore, Joseph W. Enlisted in Battery H, Oct. 17, 1861. Died Nov. 6, 1863.

Moore, Moses. Enlisted in Company I, Fourth Infantry, Sept. 26, 1864.

Moore, Sylvester. Enlisted in Company E, Twenty-second Infantry, Aug. 5, 1862.

Moore, Thomas G. Mustered in April 12, 1865; assigned to Fifteenth Infantry.

Moore, William. Enlisted in Company L, Seventh Cavalry, May 9, 1863.

Moore, William H. Enlisted in Company C, Twenty-second Infantry, Aug. 12, 1862. Died Nov. 25, 1863.

Moore, William J. Enlisted in Company E, Fifth Infantry, Aug. 9, 1861.

Morrill, George F. Mustered in April 5, 1865; assigned to Company C, Fifteenth Infantry.

Morrill, Joseph H. Enlisted in Company A, First Cavalry, as Saddler, Aug. 15, 1861. Regimental saddler.

Morrison, Charles. Enlisted in Company K (reorganized), Third Infantry, Sept. 26, 1864.

Morrison, Finley. Enlisted in Company F, Twenty-second Infantry, Feb. 4, 1864.

- Morrison, William. Deserted.
- Morse, Edward. Enlisted in Company L, Eighth Cavalry, March 7, 1863. Quartermaster sergeant.
- Morse, Frank H. Deserted.
- Morse, Frank H. Enlisted in Company H, Eighth Cavalry, as First sergeant, Nov. 1, 1862. Second lieutenant.
- Morse, Oscar F. Enlisted in Company H, Eighth Cavalry, Nov. 1, 1862.
- Morse, Oscar F. Enlisted in Company E, Tenth Infantry, Nov. 6, 1861.
- Morse, William B. Entered service as Second lieutenant, Company I, Fourth Infantry, at reorganization, Sept. 4, 1864.
- Mothersill, Isaac. Enlisted in Company A, First Cavalry, Dec. 9, 1863.
- Mott, Elijah. Enlisted in Battery A, Feb. 14, 1863.
- Muckle, or Meickle, Robert. Enlisted in Company H, Third Cavalry, March 9, 1864. Corporal.
- Mudge, Horace. Enlisted in Company I, Fourth Infantry, Sept. 3, 1864.
- Mudge, Isaac S. Enlisted in Company K (reorganized), Third Infantry, Oct. 1, 1864.
- Muggelberg, Augustus. Enlisted in Company G, Twenty-second Infantry, Aug. 15, 1862.
- Muggelberg, Christian F. Enlisted in Company G, Twenty-second Infantry, Aug. 15, 1862. Sergeant.
- Mulford, William J. Enlisted in Company H (reorganized), Third Infantry, Aug. 26, 1864. First lieutenant.
- Mullen, Thomas. Deserted.
- Mulligan, Patrick. Enlisted in Company F, First Sharpshooters, April 14, 1863. Died in Andersonville, March 30, 1865.
- Mulloy, or Malloy, Charles. Enlisted in Company G, Fifth Infantry, Oct. 31, 1862.
- Munn, Alvin T. Enlisted in Company G, Twenty-seventh Infantry, Feb. 8, 1863. Died in Andersonville, May 13, 1864.
- Munroe, James. Enlisted in Company K, Engineers and Mechanics, Dec. 18, 1861.
- Munroe, Sanford. Enlisted in Company E, Tenth Infantry, Nov. 13, 1861. Died July 10, 1862.
- Murdock, Horace. Enlisted in Company I, Fourth Infantry, Aug. 27, 1864. Deserted.
- Murphy, David. Enlisted in Company F, Twenty-seventh Infantry, as Corporal, Sept. 18, 1862.
- Murphy, James. Enlisted in Company E, Tenth Infantry, Nov. 30, 1861. Died April 12, 1863.
- Murphy, Michael. Enlisted in Company F, Twenty-seventh Infantry, Oct. 3, 1862.
- Murphy, William. Enlisted in Company F, Twenty-seventh Infantry, Aug. 30, 1862. Died Aug. 15, 1863.
- Murray, or Muncie, Augustus. Enlisted in Battery H, Dec. 11, 1863.
- Murray, Michael. Enlisted in Company D, First Infantry, July 10, 1861.
- Murray, Michael. Enlisted in Company F, First Sharpshooters, May 15, 1863.
- Muscereau, or Mersereau, Eugene B. Enlisted in Company H (reorganized), Third Infantry, Sept. 2, 1864. Corporal.
- Muspratt, George. Enlisted in Company B, Fifteenth Infantry, Nov. 20, 1861. Died March 20, 1865.
- Myers, Hamilton C. Enlisted in Company B, Eleventh Cavalry, Sept. 2, 1863.
- Myers, John F. Enlisted in Company K, Second Cavalry, Sept. 20, 1861. Died Oct. 16, 1864.
- Myres, or Myers, William. Deserted.
- Myron, Thomas. Enlisted in Company C, Sixth Cavalry, as Corporal, Sept. 4, 1862.
- McAdam, Thomas. Deserted.
- McAllister, Archibald. Enlisted in Company B, Twenty-seventh Infantry, Sept. 24, 1862.
- McAuley, Andrew. Enlisted in Company F, Twenty-seventh Infantry, Oct. 20, 1862. Sergeant. Died March 22, 1865.
- McAuley, Charles. Enlisted in Company C, Twenty-second Infantry, Aug. 11, 1862. Corporal.
- McAuley, John. Enlisted in Company F, Twenty-seventh Infantry, Oct. 20, 1862. Corporal; killed in action at Petersburg, Va., July 30, 1864.
- McBride, Niel. Deserted.
- McCarthy, Henry. Enlisted in Company B, Eleventh Cavalry, Sept. 23, 1863. Deserted.
- McCarthy, or McArthur, James. Deserted.
- McCarty, Eli. Enlisted in Company H, Fifteenth Infantry, April 14, 1864.
- McCauley, James. Enlisted in Company F, Twenty-seventh Infantry, Oct. 16, 1862.
- McCauley, Joseph (Veteran). Enlisted in Company H, Third Cavalry, Oct. 14, 1861.
- McChesney, William W. Deserted.
- McClellan, Levi E. Enlisted in Company C, Twenty-seventh Infantry, Oct. 24, 1862. Corporal.
- McCloud, George. Deserted.

McClure, Alexander. Enlisted in Company C, Sixth Cavalry, Sept. 8, 1862; killed at Hawes' Shop, Va., May 28, 1864.

McClure, Nathan. Enlisted in Company C, Sixth Cavalry, Sept. 5, 1862. Sergeant.

McColliff, Bartholomew. Enlisted in Company G, Fifteenth Infantry, Jan. 1, 1862.

McCollum, Albert. Enlisted in Company H (reorganized), Third Infantry, Aug. 26, 1864.

McCollum, Homer. Enlisted in Company C, Twenty-second Infantry, Feb. 4, 1864. Died Nov. 15, 1864.

McCollum, Virgil. Enlisted in Company C, Twenty-second Infantry, Feb. 4, 1864. Died Jan. 13, 1865.

McCoy, Peter (Veteran). Enlisted in Company G, Tenth Infantry, Nov. 5, 1861.

McCoy, William. Enlisted in Company G, Tenth Infantry, Feb. 26, 1862. Died July 6, 1862.

McCuen, or McEwen, Alexander. Deserted.

McCullough, George (Veteran). Enlisted in Company H, Seventh Infantry, Aug. 5, 1861. Corporal.

McCulloch, Robert K. M. (Veteran). Enlisted in Company K, Second Cavalry, Sept. 2, 1861.

McDonald, Alexander. Enlisted in Company C, Sixth Cavalry, Sept. 4, 1862. Corporal.

McDonald, Alexander. Enlisted in unassigned, Fifteenth Infantry, Nov. 27, 1862.

McDonald, John. Enlisted in Company K, Sixteenth Infantry, Feb. 23, 1865.

McDonald, John. Enlisted in Company C, Twenty-second Infantry, Aug. 1, 1862.

McDonald, William H. Enlisted in Company E, Tenth Infantry, as Sergeant, Nov. 13, 1861. Major.

McDowell, or McDowel, Henry (Veteran). Enlisted in Company G, Fifteenth Infantry, Dec. 26, 1861. Corporal.

McDowell, James. Enlisted in Company F, Twenty-seventh Infantry, Nov. 11, 1862.

McDowel, John. Enlisted in Company F, Eighth Cavalry, as Sergeant, Dec. 4, 1862. Died in Andersonville, Sept. 10, 1864.

McElroy, Michael. Enlisted in Company C, Twenty-seventh Infantry, Oct. 27, 1862.

McFadden, Samuel. Enlisted in Company F, Twenty-seventh Infantry, Oct. 24, 1862. First sergeant.

McFarland, John. Deserted.

McFarland, John. Enlisted in Company I, First Sharpshooters, Aug. 21, 1863.

McGary, John. Entered service in Company I, Fifteenth Infantry, Oct. 21, 1864.

McGary, John (Veteran). Deserted.

McGinn, Patrick A. Enlisted in Company K, Twenty-second Infantry, Dec. 18, 1863.

McGinn, Thomas. Enlisted in Battery H, Dec. 27, 1861.

McGinnis, Daniel. Enlisted in unassigned, Fifteenth Infantry, Sept. 6, 1862.

McGrath, Byron. Deserted.

McGuckin, Walter. Enlisted in unassigned, Sixth Infantry, March 20, 1863.

McGuirk, Darius P. Enlisted in Company C, Sixth Cavalry, Sept. 15, 1862.

McHenry, John. Enlisted in Company G, Fifteenth Infantry, March 8, 1864. Died Sept. 13, 1864.

McHugh, or McCue, Martin. Enlisted in Company C, Twenty-second Infantry, Dec. 18, 1863.

McIntosh, James, or William. Enlisted in Company K, Sixteenth Infantry, Feb. 28, 1862.

McHruoy, John. Enlisted in Battery A, May 28, 1861.

Melsaacs, John (Veteran). Enlisted in Company G, Fifth Infantry, Aug. 28, 1861. First sergeant.

McKay, Alexander, St. Clair County. Enlisted in Company E, Tenth Infantry, Jan. 9, 1862, at Port Huron. Deserted April 22, 1862.

McKay, or McCoy, Daniel. Enlisted in Company G, Sixteenth Infantry, March 16, 1865.

McKay, Isaac. Deserted.

McKay, Neil (Veteran). Deserted.

McKelles, or McElles, Dougald. Enlisted in Company G, Eighth Cavalry, Dec. 30, 1862; killed in action at Knoxville, Tenn., Nov. 18, 1863.

McKennedy, Peter. Mustered in Nov. 27, 1863; assigned to Company I, Fourth Cavalry.

McKenstry, Henry. Enlisted in Company E, Fifth Cavalry, Aug. 14, 1862.

McKenzie, Donald, or Duncan. Enlisted in Company I, Fourth Infantry, Sept. 6, 1864.

McKenzie, Donald. Deserted.

McKenzie, Duke. Enlisted in Company K (reorganized), Third Infantry, Sept. 27, 1864. Sergeant.

McKenzie, Hector F. Enlisted in Company K (reorganized), Third Infantry, Sept. 12, 1864. Corporal.

McKenzie, John. Enlisted in Company H, Tenth Infantry, Dec. 9, 1861.

McKenzie, John. Enlisted in Company K, Third Infantry, Oct. 4, 1864. Lieutenant.

McKinzie, Charles E. Deserted.

McKinzie, Thomas (Veteran). Enlisted in Company G, First Cavalry, Sept. 2, 1861. Corporal.

McLaughlin, David. Enlisted in Company K, Engineers and Mechanics, Aug. 9, 1864.

McLennan, William A. Deserted.

McLeod, Duncan. Enlisted in Company C, Twenty-second Infantry, Aug. 4, 1862.

McMahon, Frank. Mustered in Dec. 1, 1863; assigned to Company I, Fourth Cavalry.

McMann, John. Deserted.

McMillen, Samuel. Enlisted in Company K, Second Cavalry, as Corporal, Sept. 2, 1861. Died Dec. 26, 1863.

McMurray, James. Enlisted in Company C, Twenty-second Infantry, Aug. 8, 1862.

McMurray, James A. Enlisted in Company C, Twenty-second Infantry, Aug. 8, 1862. Died at Danville Apr. 10, 1864.

McNaught, Archibald J. Enlisted in Company K, Engineers and Mechanics, Aug. 9, 1864.

McNaught, Robert G. Enlisted in Company E, Fifth Cavalry, Aug. 15, 1862. Sergeant.

McNearney, Thomas. Deserted.

McNeal, Archie. Enlisted in Company G, Lancers, as Saddler, Dec. 10, 1861.

McNeil, or McNeal, Archibald. Enlisted in Company M, First Cavalry, Aug. 30, 1862. Saddler.

McNeil, Halmer E. Enlisted in Company G, Fifteenth Infantry, Nov. 8, 1861. Adjutant.

McNett, Thomas. Enlisted in Company H, Third Cavalry, Sept. 15, 1864.

McNulty, John. Enlisted in Company E, Twenty-second Infantry, Aug. 12, 1862. Died March 1864.

McParland, Michael. Deserted.

McQueen, Henry. Enlisted in Company E, Twenty-second Infantry, July 30, 1862.

McQueen, Joel. Enlisted in Battery H, Feb. 11, 1864; killed in action at Nickajack Creek, Ga., July 5, 1864.

McQueen, William. Enlisted in Company B, First Sharpshooters, July 16, 1863. Corporal.

McShane, Ely, Broekway. Enlisted in Company C, Twenty-second Infantry, Aug. 12, 1862.

McVean, Dougal F. Mustered in Nov. 28, 1863; assigned to Company I, Fourth Cavalry.

Naines, Hubert. Enlisted in Company K, Eighth Cavalry, March 10, 1863.

Naylor, Samuel J. Enlisted in Company G, First Infantry, July 13, 1861.

Nehmann, Joseph. Enlisted in Company E, Fifth Cavalry, Aug. 14, 1862.

Nestle, George B. Enlisted in Company I, Fourth Infantry, Sept. 27, 1864.

Nestle, George B. Enlisted in Company G, Tenth Infantry, Oct. 23, 1861.

Nestle, Lyman W. Enlisted in Company G, Fifth Infantry, Sept. 10, 1861.

Nestle, Thomas F. Enlisted in Company I, Fourth Infantry, Sept. 27, 1864. Died Feb. 9, 1865.

Newman, Gottfried. Enlisted in Company H, Eighth Cavalry, Dec. 1, 1862.

Newberry, Benjamin. Deserted.

Newcombe, Charles. Mustered Nov. 24, 1863. Never reported to regiment.

Newcomb, James B., or H. Enlisted in Company H, Twenty-second Infantry, Feb. 11, 1864.

Newsted, Gustavus. Enlisted in Company H (reorganized), Third Infantry, Sept. 3, 1864.

Nicol, James C. Deserted.

Nicole, Frederick. Enlisted in Company E, Twenty-second Infantry, as Musician, July 28, 1862.

Nichols, John. Enlisted in Company A, Fifteenth Infantry, Oct. 6, 1862. Died in Andersonville, July 3, 1864.

Noble, Simon (Veteran). Enlisted in Company F, First Infantry, July 22, 1861.

Norris, Simon. Enlisted in Company H, Fourteenth Infantry, Dec. 19, 1861.

North, James. Enlisted in Company G, Fifth Infantry, Sept. 6, 1861.

Northrup, Franklin H. Enlisted in Company H, Eighth Cavalry, Nov. 8, 1862. Bugler.

Norton, George. Enlisted in Company G, Fifteenth Infantry, Feb. 5, 1862.

Norton, James. Enlisted in Company F, First Sharpshooters, April 18, 1863.

Norton, Joseph. Enlisted in Company H (reorganized), Third Infantry, Oct. 6, 1864.

O'Brien, Edward M. Enlisted in Battery H, as Corporal, Oct. 17, 1861. Sergeant.

O'Brien, John. Enlisted in Company G, Fifteenth Infantry, Feb. 5, 1862.

O'Brien, Michael. Enlisted in Battery H, as Corporal, Oct. 17, 1861.

O'Comer, John. Enlisted in Company F, Twenty-seventh Infantry, Oct. 27, 1862.

O'Connor, John (Veteran). Enlisted in Company G, First Infantry, July 11, 1861. Lieutenant.

- O'Connor, Thomas. Enlisted in Company A, Seventh Infantry, Aug. 19, 1861. Corporal.
- O'Connor, Thomas. Enlisted in Company H, Eighth Cavalry, Aug. 28, 1863.
- O'Dwyer, Martin. Deserted.
- Oliver, Daniel S. Enlisted in Company C, Twenty-second Infantry, Aug. 9, 1862.
- Olmstead, Charles G. Deserted.
- O'Neil, John. Deserted.
- Ophel, or Opel, Lorenzo. Enlisted in Battery B, Sept. 10, 1861.
- Orth, Nicholas. Enlisted in Battery H, Dec. 24, 1863.
- Orr, William H. Enlisted in Company A, Fifteenth Infantry, Oct. 1, 1862. Died Jan. 15, 1864.
- Oskevi, Antoine (Veteran). Enlisted in Company H, Third Cavalry, Sept. 10, 1861.
- Osterland, Gustaf. Enlisted in Company K, Eighth Cavalry, March 7, 1863.
- O'Sullivan, Peter F. Enlisted in Company C, Twenty-second Infantry, Jan. 5, 1864. Color guard.
- Ott, George (Veteran). Enlisted in Battery B, Sept. 10, 1861.
- Owen, William. Deserted.
- Packer, Theodore. Enlisted in Company F, Tenth Infantry, March 24, 1864.
- Palmer, Henry. Enlisted in Battery I, Aug. 15, 1862.
- Palmer, Henry J. Enlisted in Company E, Tenth Infantry, Dec. 25, 1861.
- Pangburn, William. Enlisted in Company E, Twenty-second Infantry, as Corporal, Aug. 6, 1862. Died at Andersonville, Aug. 31, 1864.
- Papineau, John. Enlisted in Company C, Twenty-second Infantry, Feb. 9, 1864.
- Parent, or Perow, Lewis. Enlisted in Battery H, Jan. 11, 1864. Artificer.
- Paris, Davis. Enlisted in Company A, Seventh Infantry, as First Sergeant, June 19, 1861.
- Paris, Henry S. Enlisted in Company G, Twenty-fourth Infantry, March 9, 1864.
- Parish, Elisha. Enlisted in Company E, Fifth Cavalry, Aug. 14, 1862. Died Oct. 15, 1864.
- Parker, George (Veteran). Enlisted in Company K, Second Cavalry, Sept. 2, 1861.
- Parker, James. Enlisted in Company D, Engineers and Mechanics, Dec. 21, 1863. Artificer.
- Parker, John A. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861. Died May 16, 1862.
- Parks, Alonzo. Enlisted in Company A, First Sharpshooters, Nov. 4, 1863.
- Parks, Charles H. Enlisted in Company H, Eighth Cavalry, March 12, 1863. Died Nov. 8, 1863.
- Parks, William A. Deserted.
- Parlin, James. Enlisted in Battery H, as quartermaster sergeant, Dec. 30, 1861.
- Parsons, William H. (Veteran). Enlisted in Company E, Tenth Infantry, Nov. 9, 1861. Hospital steward.
- Partridge, Lewis I. Enlisted in Company E, Fifth Cavalry, as Commissary sergeant, Aug. 14, 1862.
- Patterson, Culver. Enlisted in Company E, Twenty-second Infantry, as Sergeant, Aug. 4, 1862.
- Patterson, James. Enlisted in Company F, Twenty-seventh Infantry, Dec. 28, 1863.
- Peyette, Nelson. Enlisted in Company E, Twenty-second Infantry, Aug. 11, 1862. Died in Andersonville, Sept. 1, 1864.
- Payfer, Charles B. Enlisted in Company F, First Sharpshooters, April 18, 1863.
- Payne, James. Enlisted in Company K (reorganized), Third Infantry, Sept. 12, 1864.
- Payne, Sanford D. Enlisted in Company H, Eighth Cavalry, Nov. 1, 1862.
- Peak, Robert. Enlisted in Company E, Tenth Infantry, Feb. 7, 1862.
- Peek, Alvah. Enlisted in Company C, Twenty-second Infantry, Aug. 11, 1862.
- Peck, Charles H. Captain and Assistant Quartermaster Volunteers, March 18, 1864.
- Pelott, or Rylott, Gabriel P. Enlisted in Company K, Seventh Cavalry, Feb. 26, 1864.
- Percival, Henry. Deserted.
- Percival, Wesley, Port Huron. Enlisted in Company C, Twenty-second Infantry, July 28, 1862. Enlisted in Company G, Twenty-seventh Infantry, Jan'y 12, 1863.
- Percival, William. Enlisted in Company F, Twenty-seventh Infantry, Nov. 3, 1862.
- Peterson, Albert C. Enlisted in Company L, Eighth Cavalry, as Corporal, Feb. 8, 1863. Died Sept. 24, 1865.
- Petteplace, William. Enlisted in Company C, Twenty-second Infantry, Aug. 11, 1862. Died March 16, 1864.
- Perrine, Gilbert. Enlisted in Company A, Seventh Cavalry, Sept. 13, 1862. Sergeant.
- Perry, James L. Enlisted in Battery B, Sept. 18, 1861.
- Perry, John. Deserted.
- Persels, Squire L. Enlisted in Company I, Fourth Infantry, Oct. 3, 1864.

- Parsons, Miron P. Enlisted in Company G, Fifth Infantry, Jan. 29, 1864. Corporal.
- Peshua, Lewis. Enlisted in Company C, Fifth Infantry, Aug. 9, 1861.
- Pettys, Charles. Enlisted in Company C, Sixth Cavalry, Sept. 5, 1862.
- Pettys, James W. Enlisted in Company C, Sixth Cavalry, as Sergeant, Sept. 4, 1862. Died Jan. 31, 1864.
- Petit, Edwin. Enlisted in Company H (reorganized), Third Infantry, Aug. 26, 1864. Corporal.
- Phaffenbuch, Christian. Enlisted in Company I, Fourth Infantry, Sept. 5, 1864.
- Phelps, Othello W. (Veteran). Enlisted in Company E, Fifth Infantry, Aug. 28, 1861. Sergeant; killed in action at the Wilderness, Va., May 5, 1864.
- Phelps, Joseph (Veteran). Enlisted in Company E, Ninth Infantry, Sept. 12, 1861. Second lieutenant.
- Phelps, William R., or H. Enlisted in Company C, Twenty-second Infantry, Aug. 12, 1862. Died Dec. 27, 1864.
- Philip, Thomas C. Enlisted in Company E, Twenty-second Infantry, Aug. 5, 1862. Corporal.
- Phillips, Anthony. Enlisted in Company E, Fifth Cavalry, Aug. 20, 1862.
- Phillips, Edward. Enlisted in Company E, Tenth Infantry, Oct. 31, 1861. Corporal.
- Phillips, Joel. Enlisted in Company I, Engineers and Mechanics, Dec. 12, 1863. Artificer.
- Phillips, John. Enlisted in Company E, Tenth Infantry, Dec. 24, 1861.
- Phillips, Joseph (Veteran). Enlisted in Company E, Ninth Infantry, Sept. 9, 1861. Corporal.
- Phillips, Myron H. Enlisted in Company A, Twenty-seventh Infantry, Sept. 22, 1862.
- Pierce, Josiah S. Enlisted in Company F, Twenty-seventh Infantry, as first sergeant, Oct. 20, 1862.
- Pierson, John (Veteran). Enlisted in Company A, Seventh Infantry, Aug. 10, 1861. First sergeant.
- Pike, George. Enlisted in Company C, First Infantry, Sept. 23, 1861.
- Piper, Jacob (Veteran). Enlisted in Company G, Fifth Infantry, as sergeant, June 19, 1861.
- Pitsley, Charles. Deserted.
- Pitts, Thomas. Enlisted in Company G, Fifth Infantry, as wagoner, Aug. 28, 1861. Corporal.
- Plaistead, Horace. Enlisted in Company K, Second Cavalry, as corporal, Sept. 2, 1861. Sergeant.
- Plaistead, Porter. Enlisted in Company K (reorganized), Third Infantry, Sept. 13, 1864. Sergeant.
- Platt, Ebin. Enlisted in Company E, Fifth Infantry, Aug. 17, 1861.
- Platt, Royal G. Enlisted in Company F, First Sharpshooters, April 10, 1863.
- Pollard, James. Enlisted in Company F, Twenty-second Infantry, Jan. 4, 1864.
- Pomeroy, Willis B. Entered service in Company G, Fifth Infantry, at organization, as first lieutenant, June 19, 1861.
- Pond, Frederick A., Berlin. Enlisted in Company E, Fifth Cavalry, Aug. 22, 1862. Corporal.
- Porter, Samuel. Enlisted in Company E, Twelfth Infantry, Oct. 1, 1864.
- Porter, Thomas. Enlisted in Company G, Tenth Infantry, as corporal, Oct. 28, 1861. Died July 2, 1862.
- Posey, Abner. Enlisted in unassigned, First Colored Infantry, Nov. 18, 1864.
- Post, Elbridge S. Enlisted in Company F, Fourth Infantry, Sept. 5, 1864.
- Potter, Edmond D. Enlisted in Company M, Sixth Cavalry, Sept. 20, 1862.
- Potter, Edward. Entered service in Company C, Sixth Cavalry, at organization, as first lieutenant, Sept. 16, 1862.
- Potter, Franklin B. Mustered Nov. 17, 1864; assigned to Company I, Fifteenth Infantry.
- Potter, James J. Enlisted in Company C, Twenty-second Infantry, as corporal, Aug. 1, 1862. Second lieutenant.
- Potter, John W. (Veteran). Enlisted in Company F, First Infantry, July 15, 1861. Corporal.
- Potts, Jonas. Enlisted in Company G, Fourth Infantry, Sept. 28, 1864.
- Pray, Stephen. Enlisted in Company C, Twenty-second Infantry, Aug. 7, 1862.
- Presley, Lewis. Deserted.
- Preston, Orange H. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861. Died April 7, 1862.
- Priece, James A. Enlisted in Company L, Eighth Cavalry, April 9, 1863.
- Priece, John. Enlisted in Company H, Third Cavalry, Sept. 10, 1861. Sergeant. Died Oct. 7, 1863.
- Proctor, George A. Enlisted in Company E, Eighty-second Indiana Infantry, Oct. 27, 1864, as substitute.
- Prosser, Asa. Enlisted in Company G, Lancers, Dec. 30, 1861. Enlisted in Company C, Twenty-seventh Infantry, Sept. 13, 1862. Corporal.
- Purdy, Alvin. Enlisted in Company I, Twenty-second Infantry, Jan. 30, 1864.
- Putnam, Frederick J. Enlisted in Company E, Fifth Infantry, Aug. 4, 1861. Died Dec. 31, 1862.

- Putnam, James. Enlisted in Company F, Twenty-seventh Infantry, Nov. 10, 1862.
- Putnam, Isaac, Jr. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861. Died March 2, 1862.
- Quant, George. Mustered in Nov. 18, 1863; assigned to Company F, Second Cavalry.
- Quant, James. Mustered in Nov. 24, 1863; assigned to Company D, Second Cavalry; killed in action at Franklin, Tenn., Nov. 20, 1864.
- Quibbell, Joseph. Enlisted in Company I, Twenty-fourth Infantry, March 22, 1865.
- Quick, James. Enlisted in Company E, Fifth Infantry, Sept. 11, 1861.
- Quick, Selden A. Enlisted in Company F, Twenty-second Infantry, Aug. 6, 1862. Sergeant.
- Rammont, John. Enlisted in Company L, Seventh Cavalry, May 9, 1863. Died March 20, 1864.
- Ramsey, Samuel. Enlisted in Company H (reorganized), Third Infantry, Sept. 3, 1864.
- Ramsey, Thomas. Enlisted in Company H (reorganized), Third Infantry, Sept. 3, 1864.
- Randall, John R. Enlisted in Company F, First Sharpshooters, May 26, 1863.
- Randolph, Edwin. Enlisted in Company E, Twenty-second Infantry, July 28, 1862.
- Randolph, George C. Enlisted in Company I, Engineers and Mechanics, Dec. 22, 1863. Corporal.
- Randolph, James. Enlisted in Company E, Twenty-second Infantry, Aug. 6, 1862.
- Rankin, Joseph. Enlisted in Company I, Fourth Infantry, Sept. 15, 1864.
- Rano, Edward I. Enlisted in Company E, Second Infantry, March 31, 1864.
- Raymond, Peter. Enlisted in Company E, Twenty-second Infantry, July 29, 1862.
- Raymond, Richard (Veteran). Enlisted in Company C, Fourteenth Infantry, Oct. 30, 1861.
- Reardon, Patrick. Enlisted in Company M, Eighth Cavalry, March 18, 1863.
- Rebell, Ephriam (Veteran). Enlisted in Company C, Fourteenth Infantry, Oct. 28, 1861.
- Reed, Bradford. Enlisted in Company C, Twenty-second Infantry, Aug. 6, 1862.
- Reed, Bradford. Deserted.
- Reed, John. Deserted.
- Reeder, Benjamin Franklin (Veteran). Enlisted in Company K, Tenth Infantry, March 17, 1862. Sergeant.
- Reeves, James. Mustered in Oct. 22, 1864; assigned to Company F, Fifteenth Infantry. Sergeant.
- Reeves, Peter. Enlisted in Company B, Eleventh Cavalry, Sept. 25, 1863.
- Reeves, Walter F. Enlisted in Company G, Fifth Cavalry, Dec. 31, 1863.
- Reid, Adam (Veteran). Enlisted in Company K, Second Cavalry, Sept. 20, 1861. Farrier.
- Reid, Thomas. Deserted.
- Reitz, George. Deserted.
- Remnant, John. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861.
- Reshaw, John A. Enlisted in Company F, Twenty-second Infantry, Jan. 4, 1864.
- Reuhle, Valentine (Veteran). Enlisted in Company E, Tenth Infantry, Nov. 22, 1861; killed in action at Jonesboro, Ga., Sept. 1, 1864.
- Rextord, Enos J. Enlisted in Company H (reorganized), Third Infantry, Aug. 29, 1864.
- Reynolds, Andrew J. Enlisted in Company K (reorganized), Third Infantry, Oct. 12, 1864. Died Feb. 28, 1865.
- Rice, Aaron. Deserted.
- Rice, Albert. Enlisted in Company E, Twenty-second Infantry, Aug. 11, 1862. Corporal.
- Rice, Francis. Enlisted in Company E, Fifth Infantry, Aug. 2, 1861. Corporal.
- Rice, James M. Enlisted in Company I, Fourth Infantry, Sept. 6, 1864. Sergeant.
- Rice, Joseph A. Enlisted in Company C, Fifth Infantry, Aug. 15, 1861.
- Rice, William E. Enlisted in Company E, Twenty-second Infantry, Aug. 11, 1862. First sergeant.
- Rich, Milo. Enlisted in Company L, Eighth Cavalry, March 23, 1863. Died March 15, 1864.
- Richards, John. Enlisted in Company C, Twenty-second Infantry, Jan. 5, 1864.
- Richards, Stephen M. Entered service in Company G, Fifteenth Infantry, at organization, as first lieutenant; commissioned Jan. 1, 1862.
- Richardson, George. Enlisted in Company F, Fifth Infantry, Feb. 11, 1864.
- Richardson, James. Enlisted in Company D, First Sharpshooters, April 8, 1863. Bugler.
- Richley, John. Enlisted in Company E, Twenty-second Infantry, July 30, 1862.
- Richmond, Jacob L. Enlisted in Battery H, as first sergeant, Oct. 17, 1861. Captain.



Richmond, Sumner L. Entered service in Battery H, as second lieutenant, Oct. 17, 1861. Died Dec. 17, 1861.

Ricker, George S. Enlisted in Company A, Seventh Infantry, Aug. 6, 1861.

Riedel, August. Enlisted in Company H, Eighth Cavalry, Dec. 1, 1862.

Rikert, James H. Enlisted in Company G, Fifth Infantry, as corporal, June 19, 1861.

Riordan, Daniel. Enlisted in Company G, Fifteenth Infantry, Mar. 7, 1864. Corporal.

Rivard, Antoine. Enlisted in Company E, Fifth Infantry, Sept. 10, 1862.

Rivard, John. Enlisted in Company E, Fifth Infantry, Oct. 5, 1862.

Robbins, Daniel. Enlisted in Company H (reorganized), Third Infantry, Sept. 3, 1864. Corporal.

Robbins, Lester J. Enlisted in Company H (reorganized), Third Infantry, Sept. 3, 1864. Died Aug. 23, 1865.

Roberson, James O., Midland. Enlisted in Battery H, Feb. 4, 1864.

Roberts, Alfred. Enlisted in Company E, Twenty-second Infantry, Aug. 6, 1862.

Roberts, Isaac. Enlisted in Company I (reorganized), Third Infantry, Sept. 28, 1864. Corporal.

Roberts, John. Enlisted in Company F, Twenty-seventh Infantry, Dec. 23, 1863.

Roberts, Noah. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861; killed in action at Williamsburg, Va., May 5, 1862.

Robertson, John M. Enlisted in Company I, Engineers and Mechanics, Dec. 12, 1863. Artificer.

Robier, Thomas. Deserted.

Robins, Edwin W. (Veteran). Enlisted in Company I, First U. S. Sharpshooters, Jan. 1, 1862.

Robinson, George. Enlisted in Company H, Fourth Infantry, Sept. 19, 1864. Died April 26, 1865.

Robinson, Moses. Enlisted in Company I, Engineers and Mechanics, Dec. 28, 1863. Artificer.

Robinson, William. Enlisted in Company K, Second Cavalry, Sept. 20, 1861. Deserted.

Robinson, William H. (Veteran). Enlisted in Company E, Tenth Infantry, Nov. 1, 1861. Corporal. Killed in action at Jonesboro, Ga., Sept. 1, 1864.

Rogers, Ambrose. Enlisted in Battery H, Feb. 1, 1864.

Rogers, George. Deserted.

Rohr, Jacob (Veteran). Enlisted in Company K, Second Cavalry, Sept. 20, 1861.

Rolls, James. Enlisted in Company A, Seventh Infantry, Aug. 19, 1861.

Roloff, John. Enlisted in Company E, Fifth Cavalry, Aug. 15, 1862. Died March 20, 1864.

Rood, Charles H. Kimball. Enlisted in Company C, Twenty-second Infantry, July 28, 1862. Died in Andersonville, Aug. 1, 1864.

Rood, Elijah. Deserted.

Rooper, Joseph. Enlisted in Company I, Fourth Infantry, Aug. 27, 1864.

Rooney, Ephraim. Deserted.

Rose, Antoine. Enlisted in Company G, Twenty-second Infantry, Aug. 21, 1862.

Rose, Frank. Enlisted in Company G, Twenty-second Infantry, Aug. 21, 1862.

Rose, Stephen. Enlisted in Company G, Twenty-second Infantry, as corporal, Aug. 21, 1862. Sergeant.

Ross, Charles. Enlisted in Company D, First Sharpshooters, April 11, 1863.

Ross, John. Enlisted in Company E, Fifth Infantry, Sept. 5, 1861. Died June 4, 1863.

Ross, Josiah. Enlisted in Company F, First Sharpshooters, March 20, 1864.

Ross, Richard. Enlisted in Company K (reorganized), Third Infantry, Oct. 12, 1864.

Ross, William. Enlisted in Company E, Twenty-second Infantry, as corporal, Aug. 2, 1862. Killed in action at Chickamauga, Ga., Sept. 20, 1863.

Ross, William J. Enlisted in Company F, First Sharpshooters, April 25, 1863.

Rouse, Amos A. Enlisted in Company E, Fifth Infantry, as sergeant, June 19, 1861. Captain.

Rouse, James H. Deserted.

Rousseau, Andrew. Deserted.

Rowley, Edward D. Enlisted in Battery H, Aug. 15, 1862. Died Aug. 10, 1863.

Rowley, Edward J. Enlisted in Company G, Lancers, Nov. 25, 1861.

Ruddock, William. Enlisted in Company D, First Sharpshooters, March 14, 1863. Second lieutenant.

Ruehle, George. Enlisted in Company C, Twenty-seventh Infantry, Dec. 4, 1862.

Ruport, Archibald. Enlisted in Company C, Twenty-second Infantry, July 29, 1862.

Russ, James. Enlisted in Company C, Twenty-second Infantry, Aug. 11, 1862. Died in Andersonville, July 23, 1864.

Russell, Calvin (Veteran). Enlisted in Company E, Fifth Infantry, Aug. 17, 1861.

Russell, William A. Enlisted in Company F, Twenty-second Infantry, April 20, 1863. Sergeant.

Ryan, Michael. Enlisted in First U. S. Sharpshooters, April 29, 1863.

Ryan, Michael. Enlisted in Company L, First Cavalry, Nov. 19, 1863.

Ryckman, Joseph, or George. Deserted.

Sachlenon, Peter. Deserted.

Sackett, John. Entered service in Company C, Twenty-second Infantry, at organization, as second lieutenant, July 28, 1862. First lieutenant, Died Jan. 1, 1863.

Saddler, Samuel. Enlisted in Company E, Fifth Infantry, Aug. 5, 1861. Killed in action at Fair Oaks, Va., May 31, 1862.

Salebender, or Sailbender, William. Enlisted in Company C, Twenty-seventh Infantry, Sept. 15, 1862. Killed before Petersburg, Va., June 27, 1864.

Sales, or Saler, Henry. Assigned to Company K, Second Cavalry; mustered Nov. 13, 1863.

Sanborn, Harry H. Deserted.

Sanborn, William. Entered service in Twenty-second Infantry, at organization, as major, Aug. 27, 1862, at Port Huron, for 3 years, age 27. Commissioned to date Aug. 8, 1862. Commissioned lieutenant colonel to date Jan. 5, 1863. Discharged June 7, 1864, on account of wounds received in action at Chickamauga, Ga., Sept. 20, 1863. Brevet colonel, U. S. Volunteers, March 13, 1865, for gallantry at battle of Chickamauga, Ga. Brevet brigadier general U. S. Volunteers, March 13, 1865, for conspicuous gallantry and meritorious services during the war.

Sanders, James. Enlisted in Company D, First Sharpshooters, March 21, 1863.

Saunders, James (Veteran). Enlisted in Company K, Second Cavalry, Sept. 20, 1861. Commissary sergeant.

Saville, James R. Enlisted in Company H (reorganized), Third Infantry, Aug. 26, 1864. First lieutenant.

Sayers, John (Veteran). Enlisted in Company H, Third Cavalry, Sept. 4, 1861. Died Jan. 2, 1865.

Scarrett, James J. Entered service in Tenth Infantry, at organization, as major, Nov. 20, 1861. Died Nov. 16, 1863.

Scenee, Jacob. Enlisted in Company G, First Infantry, July 13, 1861.

Schleicher, Nicholas (Veteran). Enlisted in Company K, Fifth Infantry, Aug. 22, 1861.

Schlowman, Christian. Enlisted in Company E, Twenty-second Infantry, Aug. 12, 1862. Died Feb. 18, 1864.

Schmidt, Charles. Enlisted in Company

K, Sixth Infantry, March 25, 1863. First lieutenant.

Schmidt, Herman. Enlisted in Company K, Fifteenth Infantry, Jan. 20, 1862.

Schoner, John (Veteran). Enlisted in Company E, Fifth Infantry, Aug. 2, 1861.

Schrambling, James. Enlisted in Company G, Fifteenth Infantry, Sept. 1, 1862. First sergeant.

Schram, Peter G. Enlisted in Company H (reorganized), Third Infantry, Sept. 2, 1864.

Schrepferman, John O. Enlisted in Company G, Fifth Infantry, as corporal, June 19, 1861.

Schriner, Frederick 2d. Enlisted in Company I, Fourth Infantry, Sept. 23, 1864.

Schriner, Frederick, Jr. Enlisted in Company I, Fourth Infantry, Sept. 22, 1864.

Schroder, Christian. Enlisted in Company E, Twenty-second Infantry, Aug. 6, 1862.

Serultz, or Schultz, Charles. Enlisted in Company K (reorganized), Third Infantry, Oct. 8, 1864.

Schulz, Franz. Enlisted in Company G, Twenty-second Infantry, Aug. 22, 1862. Died Nov. 1, 1863.

Schultz, John. Enlisted in Company G, Twenty-seventh Infantry, Jan. 2, 1863.

Schwinc, Henry. Enlisted in Company G, Twenty-second Infantry, Aug. 21, 1862. Color guard.

Scott, Amasa T. Deserted.

Secord, Asa. Deserted.

Secorey, Elias. Enlisted in Company B, Eleventh Cavalry, Sept. 1, 1863.

Seeley, William. Deserted.

Settle, Robert (Veteran). Enlisted in Company E, Tenth Infantry, Nov. 27, 1861. Sergeant.

Seward, William. Enlisted in Company B, Twenty-seventh Infantry, Nov. 10, 1862.

Seymour, George. Deserted.

Seymour, Peter. Enlisted in Battery H, Feb. 8, 1862.

Shanks, Robert. Enlisted in Company A, Seventh Infantry, as corporal, Aug. 8, 1861. Died Dec. 20, 1862.

Shares, Theodore. Enlisted in Company E, Fifth Infantry, Aug. 5, 1861.

Shaw, Lewis. Enlisted in Company H, Twenty-second Infantry, Jan. 4, 1864.

Shaw, Perry. Enlisted in unassigned, Twenty-second Infantry, Jan. 5, 1864.

Shaw, Thomas B. Enlisted in Company H (reorganized), Third Infantry, Aug. 31, 1864. Corporal.

- Shears, Leroy. Enlisted in Company H (reorganized), Third Infantry, Aug. 27, 1864.
- Shearsmith, John. Enlisted in Company K, Engineers and Mechanics, Aug. 23, 1864.
- Shefferman, Wolfe. Enlisted in Battery H, as corporal, Oct. 17, 1861.
- Sheldon, Alfred. Assigned to Company K, Second Cavalry; mustered in Nov. 20, 1863.
- Sheldon, Henry (Veteran). Enlisted in Company E, Tenth Infantry, Dec. 3, 1861. Corporal.
- Sheldon, Wilbur (Veteran). Enlisted in Company G, Fifth Infantry, Aug. 28, 1861. Died at Andersonville, Oct. 6, 1864.
- Shell, Mark. Enlisted in Company F, First Sharpshooters, May 14, 1863.
- Shell, Michael (Veteran). Enlisted in Company A, Seventh Infantry, Aug. 21, 1861. Died at Andersonville, Oct. 6, 1864.
- Sheridan, James. Enlisted in Company F, Twenty-seventh Infantry, Oct. 22, 1862. Killed in action at Spotsylvania, Va., May 12, 1864.
- Sherbert, or Shubert, John. Enlisted in First U. S. Sharpshooters. April 30, 1863.
- Shiel, Walter. Enlisted in Company H (reorganized), Third Infantry, Aug. 29, 1864.
- Shirts, Simon. Enlisted in Company E, Tenth Infantry, Jan. 3, 1862.
- Shockence, William (Veteran). Enlisted in Company C, First Infantry, Sept. 15, 1861. Killed in action at Poplar Grove Church, Va., Sept. 30, 1864.
- Sholes, Daniel A. Enlisted in Company I, Fourth Infantry, Sept. 13, 1864.
- Short, Henry. Enlisted in Company K (reorganized), Third Infantry, Sept. 29, 1864. Died Dec. 18, 1864.
- Shovan, Leander. Enlisted in Company I, Fourth Infantry, Sept. 24, 1864.
- Shuell, or Schuette, Henry. Enlisted in Company K (reorganized), Third Infantry, Oct. 9, 1864.
- Shufelt, Uriah, Clyde. Enlisted in Company C, Twenty-second Infantry, Aug. 12, 1862.
- Shutts, John H. Enlisted in Company C, Lancers, Jan. 8, 1862.
- Sickles, William. Enlisted in Company G, Fifteenth Infantry, Sept. 5, 1862.
- Sifton, or Lefton, Robert. Deserted.
- Simmons, Amos. Assigned to Company D, Fifteenth Infantry; mustered in Dec. 29, 1864.
- Simmonds, Charles P. Enlisted in Company B, First Infantry, July 13, 1861.
- Singular, James. Deserted.
- Simpson, George. Enlisted in Company A, Fifteenth Infantry, Sept. 15, 1862. Died Feb. 11, 1863.
- Simpson, James. Enlisted in Company E, Tenth Infantry, Jan. 6, 1862. Died Nov. 6, 1863.
- Simpson, John (Veteran). Enlisted in Company E, Fifth Infantry, Aug. 4, 1861. Corporal. Died May 12, 1864.
- Sisco, Hiram. Enlisted in Company A, Twenty-second Infantry, March 1, 1864.
- Skinner, Charles H. Enlisted in Company E, Twenty-second Infantry, Aug. 2, 1862. Corporal.
- Skinner, Charles J., or T. Enlisted in Company C, Twenty-seventh Infantry, Sept. 19, 1862.
- Slaughter, Edward. Enlisted in Company L, Seventh Cavalry, May 15, 1863.
- Singend, Garrett. Deserted.
- Sloan, George. Enlisted in Company C, Twenty-seventh Infantry, Oct. 20, 1862. Died Aug. 12, 1864.
- Sloat, Abram J. (Veteran). Enlisted in Company H, Tenth Infantry, Oct. 8, 1861. Sergeant.
- Sloat, John. Deserted.
- Sloat, Silas J. (Veteran). Enlisted in Company H, Tenth Infantry, Oct. 8, 1861. Corporal.
- Sly, James. Enlisted in Company C, Twenty-second Infantry, Aug. 7, 1862.
- Smith, Adam. Assigned to Tenth Infantry; mustered in March 30, 1865.
- Smith, Andrew. Enlisted in Company K (reorganized), Third Infantry, Sept. 19, 1864.
- Smith, Benjamin. Enlisted in Company C, Twenty-second Infantry, Aug. 12, 1862.
- Smith, Ernest C. Enlisted in Company G, Fifth Infantry, Sept. 6, 1861. Enlisted in Company I, Fourth Infantry, Sept. 4, 1864. Sergeant major.
- Smith, Edward G. Enlisted in Company H, Fourth Infantry, Sept. 30, 1864. Corporal.
- Smith, Frederick. Enlisted in Company F, First Sharpshooters, as corporal, May 11, 1863. Died March. 23, 1865.
- Smith, Henry. Deserted.
- Smith, Henry (Veteran). Enlisted in Company E, Tenth Infantry, Feb. 5, 1862. Corporal.
- Smith, Homer W. Enlisted in Company G, Fifteenth Infantry, Jan. 26, 1862. Died June 17, 1864.
- Smith, James. Enlisted in Company A, Second Infantry, March 17, 1864.
- Smith, James B. Enlisted in Company H, First Sharpshooters, Oct. 13, 1863. Died July 2, 1864.
- Smith, James H. Enlisted in Company

- K, Second Cavalry, as sergeant, Sept. 2, 1861. Captain. Died July 2, 1864.
- Smith, Joseph H. Enlisted in Company K, Second Cavalry, Sept. 2, 1861.
- Smith, Joseph D. Deserted.
- Smith, Lewis. Entered service in Company G, Fifteenth Infantry; mustered in April 5, 1865.
- Smith, Moses R. Entered service in Company K, Second Cavalry, at organization, as first lieutenant, Sept. 2, 1861.
- Smith, Oliver. Enlisted in Company B, Fifth Infantry, Aug., 1861.
- Smith, Paulette. Enlisted in Company I, Engineers and Mechanics, Dec. 18, 1863.
- Smith, Peter (Veteran). Enlisted in Company E, Tenth Infantry, Nov. 25, 1861. Sergeant.
- Smith, Philip R. Enlisted in unassigned, Sixth Infantry, March 18, 1863.
- Smith, Robert. Enlisted in Company D, Engineers and Mechanics, Dec. 21, 1863. Artificer.
- Smith, Robert. Enlisted in Company F, Twenty-second Infantry, Feb. 3, 1864.
- Smith, Robert, No. 1. Enlisted in Company A, Seventh Infantry, Aug. 8, 1861.
- Smith, Samuel. Deserted.
- Smith, Simon. Enlisted in Company C, Sixth Cavalry, Sept. 10, 1862.
- Smith, True. Enlisted in Company I, Fourth Infantry, Sept. 4, 1864. Died Feb. 21, 1865.
- Smith, William. Enlisted in Company I, Fourth Infantry, Oct. 3, 1864.
- Smith, William. Enlisted in Company L, Seventh Cavalry, April 17, 1863. Died March 26, 1864.
- Smith, William. Enlisted in unassigned, Fifteenth Infantry, April 1, 1864.
- Smith, William. Entered service in First U. S. Sharpshooters, Feb'y 12, 1863.
- Smith, William H. Enlisted in Company E, Tenth Infantry, Dec. 21, 1861. Died Nov. 6, 1862.
- Snay, Brazilla. Enlisted in Company C, Twenty-second Infantry, March 3, 1865.
- Snay, Frederick. Enlisted in Battery H, Dec. 23, 1863.
- Snay, Thomas. Enlisted in Battery H, Dec. 12, 1863.
- Snyder, Edward (Veteran). Deserted.
- Snyder, Jacob W. (Veteran). Enlisted in Company A, Seventh Infantry, Aug. 10, 1861.
- Snyder, John. Enlisted in Company K (reorganized), Third Infantry, Sept. 15, 1864.
- Solis, Charles E. Enlisted in Company F, Fifteenth Infantry, April 22, 1864.
- Solis, Augustus B. Enlisted in Company H, Eighth Cavalry, Nov. 4, 1862. Died Oct. 20, 1864.
- Soper, William H. Assigned to Company E, Second Cavalry; mustered Nov. 9, 1863.
- Spalding, Edgar G. Enlisted in Company C, Twenty-second Infantry, as first sergeant, Aug. 12, 1862. First lieutenant.
- Spears, Ezra. Enlisted in Company B, Second Infantry, Feb. 17, 1862.
- Spears, John (Veteran). Enlisted in Company H, Third Cavalry, Sept. 14, 1861. Sergeant.
- Spencer, Augustus L. Enlisted in Company C, First Cavalry, as first sergeant, Aug. 8, 1861. Senior first lieutenant.
- Spencer, Robert. Deserted.
- Spencer, Seaton. Enlisted in Company A, First Sharpshooters, Jan. 5, 1864. Died May 31, 1864.
- Spencer, William H. Enlisted in unassigned, Twenty-eighth Infantry, March 7, 1865.
- Spencer, William J. Deserted.
- Sperry, Homer G. Enlisted in Company E, Fifth Cavalry, Aug. 21, 1862. Sergeant.
- Sperry, Leander A. Enlisted in Company G, Tenth Infantry, Oct. 7, 1861.
- Spoutz, Mathias. Enlisted in Company K, Twenty-second Infantry, Feb. 1, 1864.
- Spranklin, George. Deserted.
- Sprague, Jabin F. Enlisted in Company H, Twenty-second Infantry, Feb. 4, 1864.
- Sprague, Chandler. Enlisted in Company C, Twenty-second Infantry, Aug. 11, 1862.
- Sprague, James E. Enlisted in Company A, Seventh Infantry, Aug. 13, 1861.
- Springer, Aaron. Deserted.
- Spry, John. Entered service in Company G, Fifteenth Infantry; mustered in April 6, 1865.
- Stacker, James. Enlisted in Company K (reorganized), Third Infantry, Oct. 13, 1864.
- Staley, Jacob B. Enlisted in Company G, Fifth Infantry, Sept. 6, 1861. Killed in action at Fair Oaks, Va., May 31, 1862.
- Stanclift, Joseph. Enlisted in Company H, Fifth Cavalry, as sergeant, Aug. 16, 1862.
- Stanton, John. Enlisted in Company E, Fifth Infantry, Aug. 19, 1861.
- Staples, Albert. Enlisted in Company E, Twenty-second Infantry, Aug. 12, 1862. Died April 15, 1863.
- Starks, Danforth (Veteran). Enlisted

- in Company H, Tenth Infantry, Oct. 22, 1861. Died Sept. 5, 1864.
- Starks, Sumner (Veteran). Enlisted in Company E, Fifth Infantry, Aug. 6, 1861. Corporal.
- St. Clair, William J. Entered service in Battery H, First Light Artillery, at organization as junior first lieutenant, Oct. 18, 1861. Captain.
- Steele, Peter (Veteran). Enlisted in Company G, Fifth Infantry, Sept. 9, 1861.
- Steele, Charles H. Enlisted in Company C, Sixth Cavalry, as sergeant, Sept. 12, 1862. Commissary sergeant.
- Steele, Frederick S. Entered service in Company G, Fifth Infantry, at organization, as second lieutenant, June 19, 1861. First lieutenant.
- Steele, James A. Entered service in Company H, Eighth Cavalry, at organization, as captain, Oct. 29, 1862.
- Stein, Adam (Veteran). Enlisted in Battery B, Sept. 10, 1861.
- Stenhouse, or Steinhouse, Henry G. Deserted.
- Stephens, Robert. Enlisted in Company E, Tenth Infantry, Dec. 10, 1861.
- Stephenson, Thomas W. Enlisted in Company A, Seventh Infantry, Aug. 19, 1861.
- Stappleford, William. Deserted.
- Sterling, Peter. Enlisted in Company K (reorganized), Third Infantry, Oct. 6, 1864.
- Sterling, Thomas. Enlisted in Company I, Fourth Infantry, Sept. 2, 1864.
- Stern, Alexander. Enlisted in Company C, Twenty-seventh Infantry, Sept. 15, 1862.
- Sterns, or Stevens, James A. Enlisted in Company G, Engineers and Mechanics, Dec. 28, 1863. Died July 15, 1864.
- Stewart, Colin. Enlisted in Company B, Eleventh Cavalry, Sept. 5, 1863. Regimental commissary sergeant.
- Stewart, James. Enlisted in Company B, Twenty-seventh Infantry, Sept. 24, 1862.
- Stewart, Robert S. Enlisted in Company A, Fourth Cavalry, Oct. 17, 1863.
- Stevens, Lafayette. Enlisted in Company L, Eighth Cavalry, March 7, 1863.
- Stevens, Lyman. Enlisted in Company H, Fourteenth Infantry, Sept. 25, 1861.
- Stevens, Henry H. Enlisted in Company C, Twenty-seventh Infantry, Oct. 21, 1862. First sergeant.
- Stevens, William. Deserted.
- Stevens, William Henry. Enlisted in Company H, Eighth Cavalry, March 7, 1863.
- Stevenson, William. Enlisted in Battery H, Feb. 10, 1862.
- Stillwell, John H. Enlisted in Company A, Seventh Infantry, Aug. 11, 1861.
- Stocks, Francis. Deserted.
- Stocks, Samuel. Deserted.
- Stockburgh, Frederick. Enlisted in Company E, Twenty-second Infantry, Aug. 6, 1862.
- Stockwell, Cyrus M. Entered service in Twenty-seventh Infantry, at organization, as surgeon; commissioned Dec. 23, 1862.
- Stone, Christopher (Veteran). Enlisted in Company C, First Cavalry, Aug. 14, 1861.
- Stone, Silas W. Enlisted in Company H, Fourth Infantry, Sept. 30, 1864.
- Stone, William (Veteran). Enlisted in Company G, Fifteenth Infantry, Dec. 26, 1861.
- Stonehouse, John W. Enlisted in Company C, Twenty-second Infantry, Aug. 12, 1862.
- Stoner or Stover, Frederick. Drafted Feb. 11, 1863. Company K, Fifth Cavalry.
- Story, William. Deserted.
- Stover, Edward D. Deserted.
- Streeter, Ambrose. Deserted.
- Streeter, Wesley. Deserted.
- Streeter, William H. Enlisted in Company H, Twenty-second Infantry, Feb. 15, 1864.
- Streite, Henry G. Enlisted in Company E, Twenty-second Infantry, July 28, 1862. First sergeant.
- Strickland, Thomas (Veteran). Enlisted in Company E, Tenth Infantry, Nov. 21, 1861. Died June 14, 1864.
- Strong, Andrew. Enlisted in Company F, Fifteenth Infantry, Oct. 10, 1862. Died May 15, 1863.
- Strong, Andrew H. Enlisted in unassigned, Fifteenth Infantry, Aug., 1862.
- Strong, George W. Enlisted in Company C, Fifteenth Infantry, Nov. 22, 1861. Captain.
- Strong, Hiram. Enlisted in Company E, Tenth Infantry, March 26, 1864.
- Strong, John A. Enlisted in Company A, Seventh Infantry, Aug. 10, 1861.
- Strout, William T. (Veteran). Enlisted in Company A, Seventh Infantry, as Sergeant, June 19, 1861. First lieutenant and quartermaster.
- Strout, Vanorman. Enlisted in Company D, First Sharpshooters, as corporal, March 11, 1863. Sergeant.
- Stuart, John. Enlisted in Company C, First Infantry, Sept. 15, 1861; killed in action at Gaines' Mill, Va., June 27, 1862.
- Summerer, Adam. Enlisted in Company G, Lancers, Dec. 29, 1861. Enlisted in Battery H, Feb. 11, 1864.
- Surline, John. Enlisted in Company B, Thirteenth Infantry, Dec. 5, 1864.

- Surloin, William H. Enlisted in Company C, Sixth Cavalry, as teamster, Sept. 5, 1862.
- Sutton, James. Deserted.
- Swanson, Donald. Enlisted in Company E, Fifth Infantry, Aug. 6, 1861.
- Swagine, or Swain, Leander. Enlisted in First U. S. Sharpshooters, April 10, 1863.
- Swayze, Malcom. Entered service in Company E, Fifteenth Infantry, at organization, as Second lieutenant; commissioned Jan. 1, 1862. Died May 27, 1862.
- Sweet, Albert. Enlisted in unassigned, Twenty-second Infantry, Sept. 12, 1864.
- Sweet, Franklin. Deserted.
- Sweet, William H. Enlisted in Company H, Eighth Cavalry, March 7, 1863.
- Tabor, Timothy S. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861. Died March 1, 1862.
- Talmage, Edgar, or Eugene. Enlisted in Company L, Second Cavalry, Oct. 21, 1861.
- Taey, Frank. Enlisted in Company E, Tenth Infantry, Jan. 10, 1862; killed in action at Antioch Station, Tenn., April 10, 1863.
- Tate, William. Enlisted in Company G, Sixth Infantry, March 24, 1864.
- Taylor, Henry. Enlisted in Company G, Twenty-seventh Infantry, January 12, 1863.
- Taylor, Michael. Assigned to Company K, Second Cavalry; mustered in Nov. 24, 1863. Never reported.
- Taylor, William. Deserted.
- Tebo, Benjamin. Deserted.
- Tebo, George. Deserted.
- Teepie, Benjamin. Enlisted in Company K, Second Cavalry, Sept. 20, 1861.
- Teepie, Edward M. Deserted.
- Teepie, Pellum. Enlisted in Company F, Twenty-seventh Infantry, Oct. 23, 1862. Died Nov. 11, 1863.
- Telfer, Alexander H. Enlisted in Company H (reorganized), Third Infantry, Aug. 27, 1864.
- Tenney, John, Jr. Deserted.
- Terrill, Austin, or Lawson. Enlisted in Company G, Twenty-seventh Infantry, Feb. 8, 1863.
- Terry, Benjamin H. Enlisted in Company E, Fifth Cavalry, Aug. 18, 1862.
- Thacker, Robert A. Deserted.
- Thomas, Francis (Veteran). Enlisted in Company E, Tenth Infantry, Nov. 25, 1861. Corporal. Died July 7, 1864.
- Thomas, George E. Enlisted in Company K (reorganized), Third Infantry, Sept. 19, 1864. Color guard.
- Thomas, James A. Deserted.
- Thomas, John. Deserted.
- Thomas, Reuben. Enlisted in Company F, Eighth Cavalry, Dec. 5, 1862.
- Tompkins, Daniel S. Enlisted in Company E, Fifth Infantry, as First sergeant, June 19, 1861. Captain.
- Thompson, Albert. Enlisted in Company E, Fifth Cavalry, Aug. 20, 1862.
- Thompson, Charles A. Enlisted in Company A, Seventh Infantry, as Corporal, June 19, 1861. First lieutenant.
- Thompson, John M. Enlisted in Company H, Fourth Infantry, Sept. 26, 1864.
- Thompson, Thomas (Veteran). Enlisted in Company G, Fifteenth Infantry, Jan. 13, 1862. Sergeant.
- Thompson, William. Enlisted in Company H (reorganized), Third Infantry, Sept. 3, 1864. Second lieutenant.
- Thompson, William H. Enlisted in Company F, Eighth Cavalry, Dec. 4, 1862. Died Aug. 23, 1864.
- Thorp, Jesse. Enlisted in Company H, Second Cavalry, Sept. 13, 1861.
- Thody, or Thoda, Thomas D., or C. Enlisted in Company B, Sixteenth Infantry, Feb. 16, 1865.
- Thodey, Thomas D. Enlisted in Company D, Engineers and Mechanics, Dec. 21, 1863. Artificer.
- Tibbits, Barton (Veteran). Enlisted in Company G, First Cavalry, as First sergeant. Commissary sergeant, Aug. 14, 1861.
- Tice, Henry D. Enlisted in Battery M, March 29, 1864.
- Tiffany, John. Enlisted in Company F, Twenty-seventh Infantry, as Sergeant, Sept. 30, 1862. Second lieutenant.
- Tigchou, Leonard. Enlisted in Company I, Fourth Infantry, Oct. 3, 1864.
- Tilt, George. Assigned to Company D, Second Cavalry; mustered in Nov. 5, 1863. Died in Andersonville, May 22, 1864.
- Tippin, John D. Enlisted in Company E, Tenth Infantry, Feb. 5, 1862.
- Tison, Bartley J. (Veteran). Enlisted in Company G, Fifth Infantry, Aug. 28, 1861.
- Tison, Mathers. Enlisted in Company G, Fifth Infantry, Aug. 28, 1861.
- Toland, Robert S. Enlisted in Company K, Twenty-second Infantry, Feb. 6, 1864.
- Tollerton, Joseph (Veteran). Deserted.
- Tooseler, Nathan. Enlisted in Battery M, April 29, 1863.
- Tower, Cornelius A. Enlisted in Company G, Fifth Infantry, Oct. 3, 1862. Died Jan. 25, 1863.
- Tower, Daniel H. (Veteran). Enlisted in Company G, Fifth Infantry, Sept. 10, 1861. Corporal.

- Townsend, Ezekiel. Enlisted in Company E, Tenth Infantry, Nov. 21, 1861. Died June 26, 1862.
- Townsend, James. Deserted.
- Townsend, Sylvester. Deserted.
- Trainer, Edward. Deserted.
- Travers, Charles H. Entered service in Company E, Fifth Infantry, at organization, as Captain, June 19, 1861. Died July 22, 1862.
- Travers, John T. J. Enlisted in Company H (reorganized), Third Infantry, Aug. 25, 1864.
- Treadwell, Reuben, St. Clair County. Enlisted in Company K, Engineers and Mechanics, Nov. 1, 1861. Musician.
- Trembeth, William. Enlisted in Company L, Seventh Cavalry, May 18, 1863.
- Tripp, Robert. Enlisted in Company F, Twenty-second Infantry, Feb. 15, 1864. Died March 6, 1864.
- Tripp, Wanton A. Enlisted in Company E, Twenty-second Infantry, as Corporal, July 28, 1862.
- Tucker, Charles H. Enlisted in Company B, Twenty-seventh Infantry, Sept. 27, 1862.
- Tucker, George D., Algonae. Enlisted in Company E, Ninth Infantry, as Sergeant, Sept. 3, 1861. First lieutenant.
- Tucker, Harvey. Enlisted in Company C, Sixth Cavalry, Sept. 10, 1862. Sergeant. Died May 14, 1864.
- Tucker, James E. Enlisted in Company B, Twenty-seventh Infantry, Sept. 27, 1862. Corporal.
- Turnbull, James. Enlisted in Company K, Engineers and Mechanics, Aug. 23, 1864.
- Turk, William L. Deserted.
- Turner, Stillman S. Enlisted in Company G, Fifth Infantry, Oct. 29, 1861.
- Turrell, Truman. Enlisted in Company C, Twenty-second Infantry, Aug. 10, 1862. Corporal.
- Tuttle, Richard S. Enlisted in Company F, Twenty-seventh Infantry, Oct. 9, 1862. Corporal.
- Turnbull, James. Enlisted in Company K, Engineers and Mechanics, Aug. 23, 1864.
- Twiss, Edward. Enlisted in Band, Seventh Infantry, July 30, 1861.
- Tyler, George W. Enlisted in Company A, Seventh Infantry, Aug. 6, 1861.
- Underwood, Thomas. Enlisted in Company G, First Infantry, July 13, 1861. Died July 12, 1862.
- Valentine, Antoina. Enlisted in Company G, Twenty-seventh Infantry, Jan. 7, 1863. Sergeant.
- Valentine, David. Enlisted in Company H, Third Cavalry, Sept. 10, 1861.
- Valentine, David. Deserted.
- Valentine, Luther. Deserted.
- Valentine, William. Enlisted in Company K, Second Cavalry, Sept. 12, 1861.
- Vandenburg, David W. Entered service in Tenth Infantry as Assistant surgeon; commissioned March 31, 1863.
- Vanderburg, Francis M. Enlisted in Company E, Tenth Infantry, as First sergeant, Nov. 15, 1861. First lieutenant. Died April 18, 1863.
- Van Eiten, Royal S. Enlisted in unassigned Twenty-fourth Infantry, March 20, 1864.
- Vanier, Augustus. Entered service in Company E, Fifth Infantry, at organization, as First lieutenant, June 19, 1861.
- Vanmarter, George W. Enlisted in Battery H, Oct. 20, 1861.
- Van Nostrand, John (Veteran). Enlisted in Company E, Fifth Infantry, Sept. 5, 1861. Corporal; killed at Spotsylvania, Va., May 12, 1864.
- Vanorman, Abram. Enlisted in Company L, Seventh Cavalry, May 27, 1863. First sergeant.
- Vanorman, George. Enlisted in Company K, Second Cavalry, Sept. 12, 1861.
- Van Ostrand, William. Enlisted in Company E, Ninth Infantry, March 9, 1865.
- Van Vleet, Lafayette. Enlisted in Company K, Third Cavalry, March 10, 1865.
- Van Voorhes, John. Enlisted in Company F, Twenty-second Infantry, Aug. 9, 1862.
- Van Wormer, John. Deserted.
- Vaughan, James E. Enlisted in Company E, Fifteenth Infantry, Jan. 1, 1862.
- Verrall, Thomas H. Enlisted in Company E, Twenty-second Infantry, Aug. 11, 1862; killed in action at Chickamauga, Ga., Sept. 20, 1863.
- Vienga, Peter. Enlisted in Company E, Fifteenth Infantry, Dec. 25, 1861.
- Vincent, Joseph. Deserted.
- Vincent, Jotham A. Enlisted in Company C, Twenty-second Infantry, Aug. 11, 1862. Sergeant.
- Vincent, William. Enlisted in Company G, First Colored Infantry, Feb. 18, 1864.
- Voice, Morris. Enlisted in Company L, Eighth Cavalry, March 7, 1863.
- Vosburg, Lewellyn. Enlisted in Company E, Twenty-second Infantry, July 29, 1862.
- Waley, William. Deserted.
- Walker, Abraham. Deserted.

Walker, Bernard. Enlisted in Company F, Engineers and Mechanics, Oct. 14, 1861.

Walker, Dewitt. Enlisted in Company E, Fifth Infantry, as Corporal, June 10, 1861. Sergeant.

Walker, Henry. Enlisted in Company C, Twenty-second Infantry, Aug. 12, 1862. Died in Andersonville, June 6, 1864.

Walker, Henry. Assigned to Fourth Cavalry; mustered in Nov. 27, 1863.

Walker, Henry. Assigned to Company M, Second Cavalry; mustered in Nov. 24, 1863. Died Oct. 17, 1864.

Walker, William. Deserted.

Wallace, Henry. Enlisted in Company B, Twenty-fourth Infantry, Aug. 11, 1862. Died Oct. 17, 1864.

Walsh, James. Enlisted in Company C, Twenty-second Infantry, July 29, 1862.

Walsh, James T. Enlisted in Company B, Twenty-seventh Infantry, Aug. 17, 1862.

Walton, Isaac. Deserted.

Wands, Hazard P. Entered service in Company E, Twenty-second Infantry, at organization, as First lieutenant, Aug. 22, 1862. Captain.

Ward, Luther H. Enlisted in Company I, Fourth Infantry, Sept. 26, 1864. Corporal. Died Feb. 7, 1865.

Ward, James. Enlisted in Company K (reorganized), Third Infantry, Aug. 29, 1864.

Ward, Ransom. Enlisted in Company H, (reorganized), Third Infantry, Sept. 3, 1864. Died Jan. 2, 1865.

Ward, Thomas H. Enlisted in Company H, Eighth Cavalry, March 7, 1863. Died March 2, 1864.

Warner, Charles S. Enlisted in Company E, Fifth Cavalry, Aug. 20, 1862. Sergeant.

Warner, George E. Enlisted in Company I, Engineers and Mechanics, Dec. 15, 1863. Musician.

Warner, Riley F. Enlisted in Company I (reorganized), Third Infantry, Sept. 28, 1864.

Warner, Stephen A. Enlisted in Company I, Engineers and Mechanics, Dec. 19, 1863. Artificer.

Warner, William H. Enlisted in Company G, Twenty-fourth Infantry, March 22, 1865.

Warren, James M. Enlisted in Company K, Third Cavalry, March 11, 1865.

Warren, Robert. Enlisted in Company L, Second Cavalry, Oct. 21, 1861.

Wasey, Matthew (Veteran). Enlisted in Company E, Tenth Infantry, Dec. 6, 1862; killed in action at Buzzard's Roost, Ga., Feb. 25, 1864.

Washburn, George (Veteran). Enlisted in Company K, Second Cavalry, Sept. 20, 1861.

Washington, James. Deserted.

Watkins, George (Veteran). Enlisted in Company E, Tenth Infantry, Jan. 13, 1862; killed in action at Jonesboro, Ga., Sept. 1, 1864.

Watson, John S. Enlisted in Company L, Eighth Cavalry, March 7, 1863. Died Dec. 19, 1863.

Watson, William. Enlisted in Company H (reorganized), Third Infantry, Sept. 1, 1864. Died Dec. 30, 1864.

Watson, William. Enlisted in Company B, Nineteenth Infantry, Aug. 1, 1862. Died June, 1863.

Watts, Reason. Deserted.

Weaver, Augustus. Enlisted in Company G, Lancers, Dec. 23, 1861.

Webster, Orrin. Enlisted in Company H, Eighth Cavalry, Nov. 8, 1862.

Weese, or Wease, Albert. Enlisted in Company C, Twenty-seventh Infantry, Oct. 20, 1862. Died June 1, 1864.

Weidman, Harrison. Enlisted in Company H, First Sharpshooters, Oct. 16, 1863. Died Aug. 9, 1864.

Weir, William. Enlisted in Company M, Ninth Cavalry, Feb. 26, 1864.

Welch, Amos C. (Veteran). Enlisted in Company K, Second Cavalry; mustered in Oct. 2, 1861. Second lieutenant.

Welch, Henry. Enlisted in Company K, Second Cavalry, Sept. 2, 1861.

Welch, James. Enlisted in Company E, Nineteenth Infantry, Dec. 3, 1863.

Welch, James. Assigned to Company L, Second Cavalry; mustered in Nov. 25, 1863.

Welch, Peter. Enlisted in Company E, Tenth Infantry, Dec. 20, 1861.

Welsh, Peter. Enlisted in Company H (reorganized), Third Infantry, Sept. 2, 1864.

Welsh, Richard. Assigned to Company L, Second Cavalry; mustered in Nov. 24, 1863.

Wells, John W. Enlisted in Company L, Eighth Cavalry, July 2, 1863. Courier; killed in action at Post Oak Springs, Tenn., Oct. 1, 1863.

Wendt, William. Enlisted in Company L, Eighth Cavalry, June 2, 1863.

Wesley, John. Enlisted in Company D, Fifteenth Infantry, May 3, 1864. Sergeant.

Westbrook, Charles H. (Veteran). Deserted.

West, Francis D. Deserted.

Westbrook, Martin V. B. Enlisted in Company H (reorganized), Third Infantry, Aug. 27, 1864. Sergeant.



Westbrook, William, or Simson. Enlisted in Company E, Tenth Infantry, as Sergeant, Nov. 10, 1861.

Westover, Lester. Enlisted in Company F, Twenty-seventh Infantry, March 17, 1863.

Whalen, Andrew. Enlisted in Company G, Eighth Cavalry, Dec. 25, 1862; killed accidentally while on march from Covington to Lexington, Ky., June 1, 1863.

Whaling, Allen. Enlisted in Company M, Engineers and Mechanics, Aug. 23, 1864.

Whaling, William. Enlisted in Company M, Engineers and Mechanics, Aug. 23, 1864.

Wheaton, Timothy J. Enlisted in Company D, Sixteenth Infantry, as corporal, Sept. 13, 1861.

Wheeler, Alonzo. Enlisted in Company G, Fifth Cavalry, Dec. 31, 1863. Died Nov. 17, 1864.

Wheeler, Benjamin C. Enlisted in Company K (reorganized), Third Infantry, Sept. 22, 1864.

Wheeler, Brazilla R. Enlisted in Company C, Twenty-second Infantry, as corporal, July 30, 1862. Sergeant.

Wheeler, Darius B. Enlisted in Company A, Fifth Cavalry, Aug. 18, 1862.

Wheeler, John. Deserted.

Wheeler, John C. Enlisted in Company K, Engineers and Mechanics, Aug. 23, 1864.

Wheeler, Nathan (Veteran). Deserted.

White, Charles. Deserted.

White, Curran. Deserted.

White, George. Entered service in unassigned, Thirteenth Infantry, Feb. 11, 1863.

White, George W. Enlisted in Company K (reorganized), Third Infantry, Aug. 31, 1864.

White, George W. Enlisted in Company E, Fifth Infantry, Aug. 8, 1861.

White, Henry. Deserted.

White, Jerome N. Enlisted in Company B, Twenty-seventh Infantry, Aug. 15, 1862.

White, Silas. Enlisted in Company E, Twenty-second Infantry, Feb. 20, 1864.

Whitely, William. Deserted.

Whiting, John, Wales. Enlisted in Company C, Twenty-second Infantry, July 28, 1862.

Wickerman, Lorain. Deserted.

Wickerman, Nelson. Deserted.

Wiemer, Charles. Enlisted in Company E, Fifth Infantry, as Corporal, Aug. 19, 1861.

Wileox, Samuel. Enlisted in Company E, Fifth Infantry, Aug. 18, 1861. Died May 25, 1862.

Wileox, Theodore. Enlisted in Company C, Twenty-second Infantry, as Corporal, July 31, 1862.

Wilder, Jefferson J. Entered service in Company C, Twenty-second Infantry, at organization, as First lieutenant, Aug. 14, 1862. First lieutenant.

Wilford or Whilford, Wilmot. Enlisted in Company B, Fifth Infantry, Aug. 28, 1861.

Wiley, Charles W. Enlisted in Company G, Fifth Infantry, Feb. 4, 1862.

Williams, Edward. Deserted.

Williams, Frederick. Enlisted in Company C, Sixth Cavalry, Sept. 6, 1862. Died Nov. 9, 1864.

Williams, George. Enlisted in Company I, Fourth Infantry, as Corporal, Sept. 3, 1864.

Williams, James. Enlisted in Company E, Twenty-second Infantry, Aug. 12, 1862. Died in prison, Jan. 5, 1864.

Williams, Michael (Veteran). Enlisted in Company E, Tenth Infantry, Dec. 18, 1861; killed in action near New Hope Church, Ga.

Williams, Stephen. Enlisted in Company I, Fourth Infantry, Sept. 3, 1864.

Williams, Wallace. Deserted.

Williams, William. Deserted.

Williamson, James. Deserted.

Willson, Elijah. Enlisted in Fifth Cavalry, May 3, 1864.

Willson, George (Veteran). Enlisted in Company D, Tenth Infantry, Oct. 28, 1861.

Wilson, George W. Entered service in Company G, Fifth Infantry, as captain, June 19, 1861. Adjutant general.

Wilson, Ira. Enlisted in Company C, Twenty-second Infantry, Aug. 12, 1862.

Wilson, Alfred. Enlisted in Company C, First Infantry, Sept. 23, 1861.

Wilson, Daniel. Deserted.

Wilson, John. Enlisted in Company L, Seventh Cavalry, May 29, 1863. Died prisoner of war.

Wilson, John. Deserted.

Wilson, John W. Deserted.

Wilson, Robert. Enlisted in Company F, Twenty-seventh Infantry, Dec. 26, 1863.

Wilson, William. Enlisted in Company C, Twenty-second Infantry, Aug. 12, 1862; killed in action at Chickamauga, Ga., Sept. 20, 1863.

Wilson, William H. Enlisted in Company I, Sixteenth Infantry, March 21, 1865.

Williams, William T. Enlisted in Battery H, Feb. 10, 1864.

Winard, Andrew. Deserted.

- Winas, Alonzo. Enlisted in Company E, Fifth Infantry, Aug. 17, 1861.
- Winas, Hiram. Enlisted in Company G, Fifteenth Infantry, Jan. 2, 1862.
- Winchester, Aaron. Enlisted in Company K, Second Cavalry, Sept. 10, 1861.
- Winn, George A. Enlisted in Company B, Thirtieth Infantry, Dec. 1, 1864. Corporal.
- Winn, Joseph H. Enlisted in Company C, Sixth Cavalry, Sept. 5, 1862. Died Sept. 9, 1863.
- Winters, Charles. Deserted.
- Witherell, Hiram J. Enlisted in Company K, Second Cavalry, Sept. 20, 1861. Sergeant; killed in action at Shoal Creek, Ala., Oct. 30, 1864.
- Wixom, Alfred. Mustered in unassigned, Second Cavalry, Nov. 27, 1863.
- Wixon, Calvin. Enlisted in Company L, Eighth Cavalry, March 21, 1863.
- Wixson, Alfred. Assigned to Fourth Cavalry; mustered in Nov. 27, 1863.
- Wixson, Joseph B. Enlisted in Company K, Second Cavalry, Sept. 27, 1861. Died July 2, 1862.
- Wolfel, William (Veteran). Enlisted in Battery B, Sept. 10, 1861.
- Wolven, Joseph (Veteran). Enlisted in Battery H, Dec. 10, 1861.
- Wolvin, James. Enlisted in Company H, Eighth Cavalry, Nov. 15, 1862. Died May 26, 1863.
- Wolvin, Peter. Enlisted in Battery H, Aug. 5, 1862.
- Wolvin, William. Enlisted in Company H, Eighth Cavalry, April 10, 1863. Corporal.
- Womsley, Wesley. Enlisted in Company F, Fourteenth Infantry, Nov. 23, 1861. Died July 23, 1861.
- Woneh, Eli. Enlisted in Company K (reorganized), Third Infantry, Sept. 29, 1864.
- Woneh, George A. Enlisted in Company K (reorganized), Third Infantry, Sept. 20, 1864.
- Wonderlieks, Charles L. or J. (Veteran). Enlisted in Company G, First Infantry, July 13, 1861; killed in action at Hatcher's Run, Va., Feb. 6, 1865.
- Wonderliek, Michael. Enlisted in Battery H, Dec. 31, 1863.
- Wood, John. Deserted.
- Wood, Peter. Enlisted in Battery H, Feb. 4, 1864. Quartermaster sergeant.
- Woodeock, Henry. Enlisted in Company E, Tenth Infantry, Nov. 30, 1861.
- Woodward, Jesse J. Deserted.
- Woodward, William A. (Veteran). Enlisted in Company H, Third Cavalry, Sept. 10, 1861. Sergeant major.
- Woodworth, Benjamin R. Enlisted in Company A, Fifteenth Infantry, as Sergeant, Nov. 1, 1861. Second lieutenant.
- Worden, Alonzo (Veteran). Enlisted in Company K, Second Cavalry, Sept. 20, 1861. Died June 20, 1865.
- Worden, Henry. Enlisted in Company C, Sixth Cavalry, March 8, 1864. Died July 10, 1864.
- Wormsley, Charles. Enlisted in Company H, Twenty-seventh Infantry, March 18, 1863.
- Worth, George. Enlisted in Company C, Twenty-second Infantry, July 28, 1862. Brigade teamster.
- Wright, Jesse F. Enlisted in Company C, Twenty-seventh Infantry, Nov. 8, 1862.
- Wright, John, 1st. Enlisted in Company C, Second Infantry, March 30, 1864.
- Wright, John C. Deserted.
- Wright, Rezin, or Regin. Enlisted in Company A, Fourth Cavalry, July 22, 1862. Sergeant.
- Yacht, Frederick E. Enlisted in Company G, Twenty-second Infantry, as Corporal, Aug. 9, 1862. Sergeant. Died in Andersonville, July 5, 1864.
- Yax, Frank. Enlisted in Company A, Thirteenth Infantry. Mustered in Oct. 5, 1864.
- Yax, John. Enlisted in Company C, Sixth Cavalry, Sept. 11, 1862. Corporal; killed in action at Cold Harbor, Va., June 1, 1864.
- Yax, William. Enlisted in Company E, Twenty-second Infantry, Aug. 13, 1862. Died in Andersonville, Oct. 6, 1864.
- Young, Alexander. Enlisted in Company E, Tenth Infantry, Jan. 10, 1862.
- Youngmans, Charles. Enlisted in Company E, Fifth Cavalry, as farrier, Aug. 15, 1862.
- Young, Edward, or Youngs, Edmond. Enlisted in Company G, Fourth Infantry, Sept. 28, 1864.
- Young, Edward. Enlisted in Company E, Tenth Infantry, Nov. 26, 1861.
- Young, Freeman. Enlisted in Company E, Tenth Infantry, Nov. 26, 1861; killed in action at Antioch Station, Tenn., April 10, 1863.
- Young, John C. Enlisted in Company D, First Sharpshooters, March 10, 1863.
- Young, Marcus. Enlisted in Company C, Twenty-second Infantry, as Musician, Aug. 4, 1862.
- Zett, John. Enlisted in Company E, Twenty-second Infantry, July 28, 1862.

## APPENDIX B.

SOLDIERS IN SPANISH-AMERICAN WAR  
FROM ST. CLAIR COUNTY.

Company F, 33rd Infantry, mustered in May 13, 1898, and mustered out December 30, 1898.

Company L, 33rd Infantry, mustered in May 19, 1898, and mustered out December 31, 1898.

Company F, 35th Infantry, mustered in July 22, 1898, and mustered out March 31, 1899.

Anderson, Francis G. Sergeant in 33rd Inf., Co. F, Port Huron.

Ballentine, Farrand. Private in 33rd Inf., Co. F, Port Huron.

Barden, Milo. Private in 33rd Inf., Co. F, Port Huron.

Barron, John A. Sergeant in 33rd Inf., Co. F, Port Huron.

Bartow, Almon M. Private in 33rd Inf., Co. F, Port Huron.

Baxter, Charles A. Private in 33rd Inf., Co. F, Port Huron.

Bellow, George W. Private in 33rd Inf., Co. F, Port Huron.

Black, Clair R. Corporal in 33rd Inf., Co. F, Port Huron.

Bonner, Wm. E. Private in 33rd Inf., Co. F, Port Huron.

Bradbeer, Duncan H. Private in 33rd Inf., Co. F, Port Huron.

Brown, Geo. H. First lieutenant, 33rd Inf., Co. F, Port Huron.

Buckeridge, Hial B. Musician, 33rd Inf., Co. F, Port Huron.

Buel, Wm. J. Private, 33rd Inf., Co. F, Port Huron.

Burwell, William E. Private, 35th Inf., Co. F, Port Huron.

Butler, Thomas S. Private, 33rd Inf., Co. F, Port Huron.

Callahan, John. Private, 33rd Inf., Co. F, Port Huron.

Cline, Harry A. Private, 33rd Inf., Co. F, Port Huron.

Connely, M. D. Private, 33rd Inf., Co. F, Port Huron.

Connor, Charles W. Private, 33rd Inf., Co. F, Port Huron.

Crackel, Walter E. Private, 33rd Inf., Co. F, Port Huron.

Currie, John W. Private, 33rd Inf., Co. F, Marine City.

Cuykendall, Frederick. Corporal, 33rd Inf., Co. F, Port Huron; died Sept. 19, 1898.

Dare, Fred. Private, 35th Inf., Co. F, Port Huron.

Darr, Herbert. Private, 33rd Inf., Co. F, East Greenvord; died Aug. 9, 1898 at Siboney, Cuba.

Dauson, Charles O. Private, 35th Inf., Co. F, Port Huron.

Davidson, Charles. Corporal, 35th Inf., Co. F, Port Huron.

Davis, Henry. Private, 33rd Inf., Co. F, Port Huron.

Dingwell, Wm. John. Private, 33rd Inf., Co. F, Port Huron.

Donnelley, Charles. Private, 33rd Inf., Co. F, Emmet.

Dowdell, Wm. J. Private, 33rd Inf., Co. F, Port Huron.

Downing, Geo. T. Private, 33rd Inf., Co. F, Port Huron.

Dreyer, Adolph E. Private, 33rd Inf., Co. F, Port Huron.

Duff, Wm. J. Corporal, 33rd Inf., Co. F, Port Huron.

Dunton, Homer H. Private, 33rd Inf., Co. F, Port Huron.

Dwyer, Edward. Private, 33rd Inf., Co. F, Port Huron.

Embury, James E. Private, 33rd Inf., Co. F, Port Huron.

Ferrier, Wm. Private, 33rd Inf., Co. F, Port Huron.

Fleming, Ralph S. Private, 33rd Inf., Co. F, Port Huron.

Foster, James. Private, 35th Inf., Co. F, Port Huron.

Gallagher, James. Private, 33rd Inf., Co. F, Port Huron.

Gardner, W. A. Private, 33rd Inf., Co. F, Port Huron.

Gee, Herbert J. Private, 33rd Inf., Co. F, Port Huron.

Germain, Harry S. Private, 33rd Inf., Co. F, Port Huron.

Gleason, John M. Captain, 35th Inf., Co. F, Port Huron.

Gordon, Frank W. Sergeant 33rd Inf., Co. F, Port Huron.

Green, Wm. Private, 33rd Inf., Co. F, Port Huron.

Grigg, George G. Private, 33rd Inf., Co. F, Port Huron.

Halfman, Wm. G. Private, 33rd Inf., Co. F, Port Huron.

- Harrington, Wesley J. First sergeant, 33rd Inf., Co. L, Port Huron.
- Hart, Bernard C. Private, 35th Inf., Co. F, Port Huron.
- Haskell, Fred B. Private, 33rd Inf., Co. F, Kenockee.
- Henry, Charles W. Private, 33rd Inf., Co. F, Abbottsford.
- Hickey, Thos. Private, 33rd Inf., Co. F, Port Huron.
- Higgins, George C. Private, 33rd Inf., Co. F, Port Huron.
- Hill, Charles, Jr. Private, 33rd Inf., Co. F, Port Huron.
- Hill, George B. Private, 33rd Inf., Co. F, Port Huron.
- Holbert, Gabriel S. Private, 33rd Inf., Co. F, Port Huron.
- Huner, James. Private, 33rd Inf., Co. F, Port Huron.
- Hyde, Frank D. Private, 33rd Inf., Co. F, Port Huron.
- Hyde, Norman B. Private, 33rd Inf., Co. F, Port Huron.
- Isabell, Frank. Private, 35th Inf., Co. F, Port Huron.
- Jackson, Charles. Private, 33rd Inf., Co. F, Rattle Run.
- Johnston, Wm. J. Private, 35th Inf., Co. F, Port Huron.
- Jones, Frank C. Private, 33rd Inf., Co. F, Port Huron.
- Keener, Fred D. Private, 33rd Inf., Co. F, Port Huron.
- Kitchen, Geo. Private, 33rd Inf., Co. F, Port Huron.
- Kromenaker, Jacob. Private, 33rd Inf., Co. F, Marysville.
- Mallory, Wm. T. Private, 33rd Inf., Co. F, Port Huron.
- Malloy, William. Private, 35th Inf., Co. F, Port Huron.
- Mann, John S. Sergeant, 33rd Inf., Co. F, Port Huron.
- Mann, Soll P. Private, 33rd Inf., Co. F, Port Huron.
- Marlett, Norval W. Corporal, 33rd Inf., Co. F, Port Huron.
- Maurer, Geo. L. Private, 33rd Inf., Co. F, Port Huron.
- Miller, Stephen A. Wagoner, 33rd Inf., Co. F, Port Huron.
- Millis, Ralph W. E. Private, 33rd Inf., Co. F, Port Huron.
- Moran, Granville C. Private, 33rd Inf., Co. F, Port Huron.
- Murray, William. Private, 35th Inf., Co. F, Port Huron.
- McCutcheon, Fred F. Private, 33rd Inf., Co. F, Port Huron.
- McDougall, George A. Corporal, 35th Inf., Co. F, Port Huron.
- Mellwain, Herbert E. Private, 33rd Inf., Co. F, Port Huron.
- McIntosh, Charles. Private, 33rd Inf., Co. F, Port Huron.
- McIntosh, Thos. H. Private, 33rd Inf., Co. F, Port Huron.
- McKenzie, Wm. A. Second lieutenant, 33rd Inf., Co. F, Port Huron.
- McMahon, John O. Private, 33rd Inf., Co. F, Port Huron.
- McNeight, Jos. P. Private, 33rd Inf., Co. F, Memphis.
- Neis, John. Sergeant, 35th Inf., Co. F, Port Huron.
- Newcomer, Claude A. Musician, 33rd Inf., Co. F, Port Huron.
- O'Halloran, Thos. Private, 33rd Inf., Co. F, Port Huron.
- Pace, Willis J. Private, 33rd Inf., Co. F, Port Huron.
- Parker, Howard H. Private, 35th Inf., Co. F, Port Huron.
- Percival, Fred. Private, 33rd Inf., Co. F, Port Huron.
- Petit, Noble E. Corporal, 33rd Inf., Co. F, Port Huron.
- Phillips, Charles J. Private, 33rd Inf., Co. F, Port Huron. Died Aug. 16, 1898, at Aguadores, Cuba.
- Radigan, Andrew B. Private, 33rd Inf., Co. F, Port Huron.
- Reynolds, James C. Private, 35th Inf., Co. F, Columbus.
- Reynolds, Wm. C. Corporal, 33rd Inf., Co. F, Port Huron.
- Ross, Charles S. Private, 35th Inf., Co. F, Port Huron.
- Ross, Fred M. Private, 33rd Inf., Co. F, Port Huron.
- Ross, Wm. J. Private, 33rd Inf., Co. F. Died Aug. 9, 1898, at Montauk Point.
- Rutley, Walter R. Private, 33rd Inf., Co. F, Port Huron.
- Skelley, Jas. F. Private, 33rd Inf., Co. F, Port Huron.
- Smith, Geo. S. Private, 33rd Inf., Co. F, Port Huron.
- Smith, Leo J. Private, 33rd Inf., Co. F, Port Huron.
- Smith, Maynard D. Private, 33rd Inf., Co. F, Port Huron.
- Smith, Stephen. Private, 33rd Inf., Co. F, Port Huron.
- Smith, William. Private, 35th Inf., Co. F, Port Huron.
- Springstead, Geo. G. Private, 33rd Inf., Co. F, Port Huron.

Sterockey, Wm. 33rd Inf., Co. F, Port Huron.

Stuart, James. 33rd Inf., Co. F, Port Huron.

Thompson, Arthur C. Private, 33rd Inf., Co. F, Port Huron.

Thorn, Harry P. Private, 33rd Inf., Co. F, Port Huron.

Timmonds, Walter H. Quartermaster-sergeant, 33rd Inf., Co. F, Port Huron.

Toft, James B. Artificer, 33rd Inf., Co. F, Port Huron.

Tomlinson, Thomas. Private, 35th Inf., Co. F, Port Huron.

Wagner, Carl A. Captain, 33rd Inf., Co. L, Port Huron.

Walsh, Joseph F. Captain, 33rd Inf., Co. F, Port Huron.

Walters, Christy B. Private, 33rd Inf., Co. F, Port Huron.

Ward, Edgar. Sergeant, 35th Inf., Co. F, Port Huron.

Washburn, Clarke W. Private, 33rd Inf., Co. F, Port Huron. Died Sept. 14, 1898, at Montauk Point.

Welsh, James. Private, 35th Inf., Co. F, Port Huron.

Wendover, Alex. Private, 33rd Inf., F, Port Huron.

Whiting, Frank L. Private, 33rd Inf., Co. F, Port Huron.

Youngs, Geo. W. Private, 33rd Inf., Co. F, Port Huron.

## RESIDENTS OF ST. CLAIR COUNTY ACCORDING TO CENSUS OF 1830\*

The residents of Clay township with number of members in their respective families are as follows: Azel Abel, 5; George Allen, 4; Jonathan Austin, 4; William Austin, Sr., 10; William Austin, Jr., 5; John Basney, 4; Joseph Basney, 8; Louis J. Brakeman, 10; John Brown, 4; Joel Carrington, 8; John Cartwright, 8; Isaac Case, 5; Charles Chortier, 7; Jean B. Coshway, 4; Louis Crotin, 3; James Dunlop, 4; Johnson L. Frost, 6; Samuel B. Gruming, 7; John Harrow, 1; George Harrow, 2; Francis Harson, 12; Jacob Harson, 6; Sarah Hartford, 7; William Hill, 10; William Harsen, 9; Robert Little, Jr., 5; Ira Marks, 8; Dominequ Meny, 3; Silas Miller, 8; Lambert Mini, 7; Benjamin Newhall, 6; Jacob Pier, 8; John K. Smith, 8; Merit Spencer, 4; Mrs. Flora Stafford, 7; Harvey Stewart, 10; Jacob G. Streit, 1; Seth Taft, 4; Ebenezer Westbrook, 5; Phineas L. Wright, 3.

Residents of Cottrellville township: William Brown, 8 in family; Nicholas Buie, 6; Francis Buvia, 4; Laphin Chortin, 6; Louis Chortin, 8; Jonas Clark, 4; Louis Coshwais, 6; Henry Cottrell, 7; David Cottrell, 7; George Cottrell, 8; Francis Duchesne, 4; Michael Duchesne, Sr., 5;

\*This census was taken by James H. Cook, then living at Black River and the improper spelling of the names indicates unfamiliarity especially with French names. It was also carelessly taken as several well known residents were omitted, among them, John Thorn, William Thorn, George McDougall. The census showed one negro in the county, Henry Saunders of St. Clair township and 180 aliens.

Peter Dupray, 2; John Flin, 2; Francis Flurie, 7; James Fulton, 12; George P. Hankedrak, 5; Samuel Hayward, 4; Amsa Heminger, 4; Nicholas Hoofmaster, 9; Mrs. Cathrine Jenaw, 4; Bela Knapp, 4; David Lockwood, 6; Jacques Lozen, 7; George Mayer, 4; Joseph Miney, 9; John B. Petit, 5; David Robertson, 6; Henry Robertson, 4; Thomas Robertson, 11; James Robertson, 7; Eaton Rousell, 3; Francis Shortin, 10; Samuel Ward, 12; William Williams, 4; John B. Yax, Jr., 3; Gilbert Yax, 2; John B. Yax, Sr., 7.

Residents of Desmond township: Dr. P. Barker, 1 in family; Richard Bean, 8; John L. Biron, 8; L. P. Brady, 1; Joseph P. Bunce, 7; Z. W. Bunce, 8; Jonathan Burch, 3; Robert Chambers, 3; David Cleaveland, 2; Capt. W. V. Cobbs, 6; James H. Cook, 2; Peter Coshwais, 4; Isaac Davis, 5; Jean B. Desnoyers, 9; Reuben Dodge, 3; John Doran, 5; Joseph Desnoyers, 5; Gilbert Elliott, 2; Louis Faser, 9; U. S. Garrison, 66; Mrs. Seceal Garvous, 7; James Gell, 14; Asa Gilbert, 16; William R. Godwin, 5; Richard Goodwin, 2; James Hall, 7; Reuben Hambleton, 9; Jeremiah Harrington, 10; Lt. S. P. Heintzleman, 1; Asa Hedgecum, 4; William Jackson, 5; Thomas Janis (soldier), 5; William Lamb (soldier), 3; Joseph Metivia, 4; William McClure, 2; Lydia McColum, 4; Morass McGaivey, 6; William Osmer, 3; Wheaton Osmer, 3; Jean B. Pearman, 6; Felix Peltier, 3; William Perkins, 6; Samuel Petit, 8; John Kinley, Esq., 9; John Ryley, 1; Edward Sails, 5; Richard Sansbury, 9; Lt. S. P. Simonton, 1; Isaac Simon, 2;

Weston Stevens (soldier), 3; Ephram C. Summerfield, 5; Louis Thibalt, 9; Corp-John Thomas, 1; Maj. A. R. Thompson, 3; Louis Trombley, 2; Ralph Wadhams, 4; John H. Westbrook, 4; Peter H. Whiting, 11; Samuel Willson, 11; John Yale, 4; James Youngs, 2.

Residents in St. Clair township: Almon Able, 3 in family; Robert Alexander, 8; James Baird, 4; John Baird, 5; William Baird, 5; Levi Barber, 6; West Barney, 5; John F. Basset, 5; Everett Beardsley, 7; Joseph Buckley, 2; Jonathan Burnam, 7; Thomas Dart, 6; Michael Duchesne, Jr. 6; Thomas C. Fay, 9; Thomas Furgo,

4; Daniel Ferguson, 7; William Galliger, 8; Horace R. Jerome, 7; Timothy Halpin, 5; Stephen Huling, 6; Mrs. Tacy L. Hopkins, 7; Horatio James, 14; Robert Love, 3; Jerad Miller, 7; Daniel McQueen, 10; James Ogden, 4; George Palmer, 5; Charles Phillips, 10; Martin Peckins, 4; Oliver Recor, 7; James Reed, 7; John Robertson, 4; Edward A. Rose, 3; Henry Saunders, 1; Louis St. Bernard, 5; Daniel Stewart, 5; Bojeal Thibalt, 3; Clark Warden, 9; Eliphalet Webster, 1; Andrew Westbrook, 10; Andrew H. Westbrook, 7; Barzilla Wheeler, 2; James B. Wolverton, 9.













