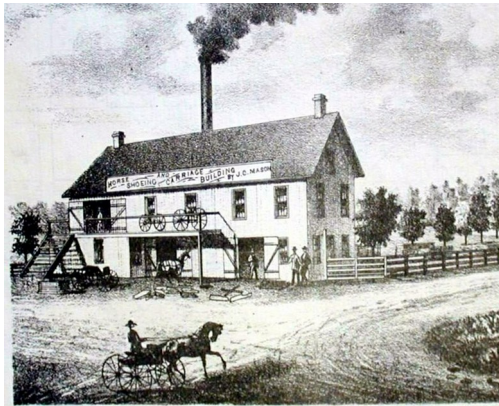


When wet, roads were seas of mud often nearly impassable. Warren was known as **Mudville** until the roads were paved with adequate gravel.



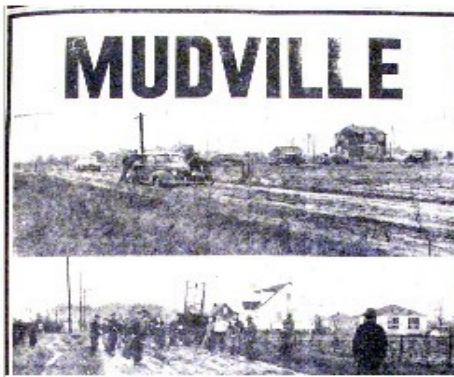
CARRIAGE SHOP & RES. OF J. C. MASON
WARREN TP, MACOMB CO, MICHIGAN



Written on the back of this foto was Geo Gerlack Jr, Charles Gerlack Sr, or Carl Gerlack, Otto Abey, Jake Abey, Jules Oally Stephans.

I collaborated on the book Pathways to Freeways furnishing Fred Gemmill hundreds of pages of my research from over 30 years and thousands of pictures to pick from. I recognize much of my work in the first third of the book. I complement him on his fine history of Warren from 1950s on. Of course he had an inside view as a newspaper correspondent and Warren employee. For history of City of Warren details see Fred Gemmill's history. Fred died Nov 2011. **But for 8000 fotos see macombhistory.us**

In 1900 the inter-urban (trolley) line began operating from Detroit to 10 Mile Road along Van Dyke. Detroit factories were in need of workers and many men were looking for more income and excitement than farming offered. Also there was a housing shortage in Detroit. Land speculators like Piper bought land from farmers cheaply, then laid out subdivisions. He set up a real estate office along the trolley line and sold 35 foot lots. People were buying them in spite of lack of good roads, sewers or piped in water. There were no building codes so folks could build a house quickly and cheaply. Often houses were built from scrap lumber. By 1920 this area had about as much population as the rest of Warren. Northern Warren remained rural although many men now worked in factories and for the rail road. The area around Van Dyke and Baseline became settled by commuting factory workers.



Bigger fotos are free on macombhistory.us or Wes Arnold's free DVD

