

Macomb County Michigan Community Histories

You are invited to write the history of your community. The purpose is to record the history for future generations. If you provide the author's name I will be glad to give full credit.

Many general histories have arrived with no author name. I will be glad to give the author credit once it is discovered who wrote the history.

Please record your community's history so it will not be lost.

Also looking for any and all cemetery records even if it is only one family stating their ancestor was buried in a certain cemetery. We need just that kind of information as this was not recorded.

Communities in Macomb County Michigan

Base Line - Post office in area bordered on the south by 8 Mile Road; annexed by Warren when it became a city in 1957.

Bear Creek Mansion the wilderness property on Bear Creek with a big mansion S of 12 Mile East of Mound

Beebe's Corners - Settlement in Warren Township located south of Red Run Creek near Chicago Road between Mound and Van Dyke.

Bath City Mt Clemens

Beverly Hills the area to the north and West of Twelve Mile at Van Dyke before the Tech Center was built.

Burk's (Burke's) Corners - Earlier name of Armada.

Butts - Interurban stop located on the Oakland / Macomb County border in Washington Township at Washington and Dequindre Roads.

Cady's Corners (Cady) - Small town in Clinton Township located at Moravian Drive and Utica Road settled in 1833.

Campau - Rural post office near Mount Clemens opened in April 1899 and closed in May 1900.

Casino - Village in Clinton Township at Canal and Clinton River Roads near the site of 1700s Moravian settlement; later called Frederick.

Centre Line - Original spelling of Center Line.

Clintondale - Name proposed when Clinton Township sought to incorporate as a city in 1967; the proposal failed. *See also* Clinton Valley.

Connor's Creek area of southern Warren which extended into Detroit along a Connor's creek.

Cottageville - Nickname of the village of Warren.

Dalton's Corners - Small settlement in Warren Township located at 8 Mile Road and Van Dyke. After a speakeasy opened there it has been said it was referred to as **Hell's Corners**.

Delaney - Interurban stop in Washington Township, presumably between Mound and Van Dyke south of 29 Mile.

Disco - Small town in Shelby Township located at 24 Mile Road and Van Dyke; also called Utica Plains and Whiskey Center.

Dodge City - Name proposed when southwest corner of Warren Township sought to incorporate as a city in the 1950s; *see also* Fitzgerald.

Eagle Pointe - Settlement located on a point of land projecting into Lake St. Clair in Lake Township (see also); platted in 1916, it was absorbed by the village of St. Clair Shores in 1925.

Fitzgerald - Name proposed when southwest corner of Warren Township sought to incorporate as a city in the 1950s; *see also* Dodge City.

Garland was the name of a bank in Warren Township. We have not so far found anyone who knows where it was located. But there was an effort to incorporate this as a village in the early 1900s. It is most likely that it was located in southern Warren Township.

Glenwood - Railroad stop in Warren Township located at Chicago Road between Mound and Van Dyke; also called Oakwood and renamed Warren in 1879.

Gray's Mills - Later name of Clifton.

Groesbeck Station a later name for Warren Station as the industrious Groesbeck family lived there and had an early sawmill up the road.

Halfway - Earlier name of Eastpointe (Post office 1897-1924; Village 1924-1929). Also an interurban

stop on Gratiot at 9 Mile Road.

Harlow - Earlier name of Utica (1829-1833).

Haskin's Mills - Sawmill founded in 1828; earlier called Ashley's Mills.

Hickory Township - Original name of Warren Township (1837-1838); later called Alba.

High Bank(s) - Earlier name of Mount Clemens (until 1818).

Hog's Hollow - Earlier name of Utica (1820s).

Honeyoe - Earlier name of Armada

Hoxie or Hoxey Settlement - Earlier name of Romeo; also called Indian Village.

Huron River - Earlier name of the Clinton River.

Indian Village - Earlier name of Romeo and first post office there.

Ingleside - Interurban stop on Gratiot near 14 or 15 Mile Road.

Jefferson Township - Name under which Sterling Township was founded and existed from 1835 to 1838.

King Georgeville a humorous short duration name given to Warren Village during the reign of George Knight's Crossing - Interurban stop located at 29 Mile and Van Dyke.

Kunrod's Corners as best as can be determined this was the corners of Ten Mile and Sherwood (then called State Road) where the Kunrod family lived and later Louis ran a Tavern in the 1880s

Ladd Center an area of SW Warren centered around the Ladd school on Cunningham but extending for about a mile in every direction covered by the Ladd Center News Newspaper.

Lake Shore - Village on the shores of Lake St. Clair near Vernier (8 Mile Road); incorporated with St. Clair Shores in 1925.

Irvville a small area near Ten Mile and Ryan where Irv Little had a real estate kingdom.

Lamb - Interurban stop in Washington Township, presumably between Mound and Van Dyke, near 28 Mile.

MacDougallville - Earlier name of Utica (1817-1820s).

Milk River - Interurban stop on Jefferson between 8 and 9 Mile Roads.

Missile Land referred to the Missile bast near the NW corner of 10 Mile and Ryan

Moravian Village- Village in Clinton Township along the Clinton River at Harrington and Moravian. Established June 21, 1782 as New Gnadenhutzen.

Mudville general nickname for Warren roads after a rain and in the wet times. However this could easily be used by anyone anywhere to refer to a place with muddy roads.

Oakwood - Railroad stop in Warren Township located at Chicago Road between Mound and Van Dyke; also called **Glenwood**. In 1879 it was renamed **Warren** and the same date as **Warren Station** was named Groesbeck.

Rinkeland One of the longest lasting big farms in Warren Township located at Hoover and Masonic.

Ryan Woods the area to the west of Ryan at Nine mile Road

Spinnings- Railroad station in Warren Township at the railroad stop on 14 Mile Road between Mound and Van Dyke.

Van Dyke - Village located around Van Dyke north of 8 Mile Road; platted in 1917, it is now part of the city of Warren.

Warren Station - Railroad stop located at 10 Mile Road between Mound and Van Dyke; now part of Center Line.

Warren Village The area around Mound at Chicago Road

Warren Township The most south western township of Macomb County

XXXX POND XXXX WOODS PLACE THE PROPERTY OWNERS NAME IN FRONT.

This was commonly used by local people and children to refer to the local woods or pond where they went adventuring hunting or swimming (sometimes in the nude.) As a historical note both

boys and girls would go swimming in the nude and it was no big deal. They were all raised on the farm with animals. There was no sex involved just swimming. I remember going to boy scout swimming lessons at Pershing High School in 1958 where a hundred boys would be swimming in the nude. There was no abnormal or sex behavior. The adult swim instructors did wear shorts. The only ruckus was once when a boy's mother came in and sat on the bleachers and all hundred of us jumped into the water until she was ushered out. Ben Franklin tells of swimming to somewhere in the nude. The only problem was when someone stole or hid your clothes. If you swam with girls you dared not touch them because if you did and her father told your father you had a trip to the woodshed where your nude fanny experienced a thorough whipping with a willow switch which meant that if you were allowed to have dinner you would be eating standing up. ;-)

Armada History

The Armada Elevator The Elevator was first opened in the 1870s. Sinclair Finch and Clyde Stump were the original owners of the business. (The former Stump residence is located on North Avenue next to the Tiffany, Young and Hauss funeral home - the Stone 3-Story house.) The Elevator was built at the railroad tracks for transportation purposes, which encouraged other businesses to locate at the depot.

On the grounds of where the Elevator is now, there were stockyards and a barrel factory.

The Armada Elevator would ship many white navy beans in from farmers via the railroad in the early fall. The Elevator Company employed local women to sort and bag the beans in 100-pound sacks, to ensure the highest quality. Their slogan became "Choice, hand-picked beans". The beans were shipped out on the railroad trains to the east coast and down south to markets. The Elevator later expanded into the grain market.

The Hollweg family acquired the Armada Elevator in 1963, and have owned and operated it since that time. They currently buy and sell grain, as well as produce and sell Armada Brand pet food and animal feed.

Armada Water Tower

The old water tower was located across from the Armada Grain Company (Armada Elevator) on Depot Street. Originally powered by a steam engine, the pumps for water were eventually converted to use electric motors. All that remains of the original installation are the imprints from the tower piers, the stub of the water pipe, and next to these, the outline of the brick pump house foundation. The new water tower sits behind the Fire Hall north of town on Armada Center Road. Built in 1995, it holds 200,000 gallons of water.

The railroad was put through Armada in 1877 as part of an extension from Romeo to Rigdeway, a town in Lenox Township, which was later called Lonox and is now annexed by Richmond. This railroad was originally several small railroads, one of which was the Michigan Air-Line Railroad. The original depot, a frame structure 18' x 55', was built in 1890. This building burned down in the 1920s and was replaced by another building 18' x 35' in size which was steam heated. The new building contained a baggage room and an office/waiting room area.

The railroad was an important part of small communities during the early 1900s. Armada had a horse-and-buggy taxi that "met" each train that stopped and transported passengers to one of the three hotels in town or to their location of choice.

Train passenger service was discontinued in 1954, and a few years later, the mail train was also discontinued. When the depot was no longer needed, village officials moved it to the north-east corner of Floral and Depot streets. In the 1980s, it was bought by a village resident and moved to its present location on Church street.

Old Mill Looking north as you cross the bridge, and you will see the small building in the back that is the last remnant of the Old Mill. It was run by steam power, and was used to make flour in addition to processing other grains for animal feed. Mr Drake was one of the original owners, and the mill was owned by Mr Tom Neely for many years. The mill burned down on April 7, 1980.

The Township Hall was formerly the Maccabees' Hall. It was probably built after the fire of 1889, which destroyed all of the wooden buildings on the north side of Main street. Over the years, it has been used for many community functions. Wrestling matches were once held

there and the first movies in town were shown in this building. In the early 1950s, it was used as an elementary classroom while an addition was built for the 1929-built school. Organizations often used it for meetings, parties and dances. New steps have been built as needed, and bathrooms and an access ramp have also been added. The Township now has its offices there, and it is used by voters during various elections.

Above from <http://www.armada.net/>

Baseline

Baseline is the area in Warren Michigan, roughly now located in the Van Dyke post office area, including an area between Eight Mile Road and Wood Street to the north and between Mound and Hoover Roads. The name was taken from Eight Mile Road also known as the State of Michigan Baseline. It was centered on Van Dyke Road. Wood Street is where Center line started.

HISTORY of ARMADA TOWNSHIP

From Leeson's History of Macomb County, Michigan, pp.679

The township of Armadia, or Armada, was organized under a legislative enactment, approved April 22, 1833, laying off from the surveyed townships, Town 5 north, Ranges 13 and 14 east of the meridian, and ordering the first township meeting to be held at the house of Edmund Stewart the first Monday in April, 1834. The formal meeting of the people to consider the question of organization was held in the year 1832, at Armada Corners (Selleck's), and the organization was strenuously opposed, as uncalled for an unnecessary, but was carried later in the day. When the subject of a name came up, but little time remained. Several names were proposed which did not meet with approval, until Hosea Northrup jumped up and shouted the name Armada. The name was carried at once, and probably without a knowledge of its meaning or its fitness.

The first town meeting was held April 7, 1834, in accordance with the statute. Henry B. Ten Eyck presided, with Roswell W. Green, Clerk; Darius Sessions and Minot T. Lane were Inspectors of Election. The officers chosen were: Alfred Goodell, Supervisor; Leonard Lee, Clerk; Erastus Day, Eden Armstrong and Iddo Warner, Assessors; Edmund Stewart and Norman Burk, Overseers of the Poor; John Proctor, Chauncey Bailey and Hosea Northrup, Commissioners of Highways; Asa Palmer, Constable; Martin Buzzell, Alfred Goodell, Minot T. Lane, School Commissioners; Aden Armstrong, E. Steward, M. Buzzell, Asa Holman, Charles Farrar, School Inspectors; Henry B. Ten Eyck, A. Goodell and Darius Sessions, Pound Masters; Joel Cartwright, Job Howell, Peter Woodbeitz, Joseph C. Donaldson, A. Goodell, Benoni Knapp and Nathaniel Carter, Overseers of Highways. Justices were appointed by the Governor of the Territory.

Armada is a thriving incorporated village of 800 inhabitants, settled in 1830, and pleasantly situated in Armada Township, Macomb County, about midway between Romeo and Ridgeway. It is on the Michigan Air-Line Railway, and is the center of a prosperous farming region. It has no water-power, and its manufacturing enterprises are limited, embracing a stave and handle factory, sash and blind factory, cheese factory, and a flouring-mill. Armada has four churches --Methodist, Congregational, Baptist and Adventist. The Telegraph is published by C.J. Seely. A good hall in connection with the National Hotel has recently been built. Grain, flour, apples, cheese, staves and handles constitute the principal shipments.

HISTORY of BRUCE TOWNSHIP

From Leeson's History of Macomb County, Michigan, pp.742

On one of the first days of April, 1832, the inhabitants of the Fourth Town met in a log schoolhouse on the corner four miles north of Romeo, and half a mile west of Parmelee's house, for the purpose of forming a township. Mr. Goodrich was called to the chair, and Martin Buzzell was chosen Clerk.

Various names for the new township were proposed, which, each in turn, met with various objections, until one of the Grays proposed the name of Bruce, in honor of Scotland's reknowned chieftain. The name being short, easily written and pronounced, commended itself to the people at once, and was accepted.

That portion of Macomb County comprised in surveyed Township 5 north, Range 12 east, was erected into a township under the name of Bruce March 9, 1833, and the first town meeting ordered to be held at the schoolhouse near James Bushnell's, the first Monday in April, 1833.

The first town meeting was held at the schoolhouse near James Bushnell's house, April 1, 1833. Gideon Gates was Moderator, and Martin Buzzell, Clerk. The election resulted in the choice of Gideon Gates, Supervisor; Martin Buzzell, Clerk; Isaac Thompson, J.W.L. Collins and Jesse Bishop, Assessors; Erastus Day, George Throop and Heman Holmes, Commissioners of Highways; Gad Chamberlin, Poor Director; Asahel Bailey, Treasurer; Hiram Hopkins, Collector and Constable; Erastus Day, Ezra Finch, Lure Hovey, Rhominah Bancroft, Daniel Olverson, Levi Washburn and Mark Winchell, Overseers of Highways.

In the year 1830 or 183, the portion of the township known as the "Scotch Settlement" began to be occupied. One or two families --Crawford and Wylie, also David Taylor-- were there previously. Dr. Neil Gray and his brother Hugh came to Romeo, and, acting on the advice of Jesse Bishop, located the tract since known as the Gray farm. The relatives of the Grays came over from the country of Robert Burns and settled near the Gray farm. The Resides, Reids, Hopkinses, Muirs, Wassons, Hamiltons, Borlans, Stephenses and many others soon followed. Josiah T. Sanborn, one of the first settlers of Bruce, still resides in the northeast part of the township

HISTORY of CHESTERFIELD TOWNSHIP

From Leeson's History of Macomb County, Michigan, pp.900

The first exodus of the Indians of the Macompte band took place in 1830. The remnant of the band left the county in 1838.

Among the earliest and most prominent settlers of Chesterfield Township were the Ashleys, Louis La Forge (who died in 1872, nearly one hundred years old), Francis Yax, the Miltons, John Horrigan, Robert W. Knight, William Little, Elisha Weller, John and Stephen Fairchilds, Zephaniah Campbell, Zara Granger, Joseph Horrigan and John Lusk.

The first actual white settler in Chesterfield was Charles Jennar, born at a point in Harrison Township now called Liverpool, in 1816. He came with his grandfather, Charles Seer, in 1819, to an Indian village then located one half mile below New Baltimore, where Seer bought some land and there settled. Shortly after this, other pioneers came and located near the Indian village, then standing by the Riviere Aux Vase.

Among the first German settlers in Chesterfield were Mr. Barker, father of William Barker, of New Baltimore; ----- Seifert, Armand Rabe, ---- Krause; Reumen, who settled on Salt River in 1853; and J.J. Wuestenberg, who settled on Section 10, in 1854. The family of the latter settler numbered twenty-one, including children and grandchildren.

The first post office in Chesterfield was established in 1837, with Robert O. Milton, Postmaster. The office was kept at his house, and bore the name New Haven Post Office. This was moved to New Haven village, and another established at Milton, now conducted by Alfred D. Rice.

The fractional township of Chesterfield was organized in the year 1842. It was taken from Macomb Township, and the first election was ordered to be held at the school house near the residence of Charles B. Matthews.

New Baltimore, formerly called Ashley, contains 1,100 inhabitants. Its location, on the lake shore, north of Anchor Bay, is very desirable. The village is thirty miles above Detroit, and four and one-half southeast of New Haven, on the Grand Trunk Railway, its nearest shipping-point. The village has four churches --Catholic, Congregational, Episcopal and Lutheran-- and a school known as the Hatheway Institute, built at a cost of \$22,000, bequeathed by Gilbert Hatheway, deceased.

Chesterfield, a hamlet of fifty inhabitants, is located five miles north of Mt. Clemens. A few settlers located there in 1830, but not until the completion of the Grand Trunk Railroad through the township did the place become a little business center. In fact, until very recently, there was not a business house there. At present, Daniel McLean is the village blacksmith; James C. Patton, grocer; O.H. Patterson, cider-manufacturer; J.E. Tremain, railroad and express agent; and Samuel Weller, dealer in cattle.

Milton Village is located on the Grand Trunk Railroad, eight miles northeast of Mt. Clemens and thirty-three above Detroit. It has three churches --Baptist, Congregational and Methodist-- and a district

school. The post office is conducted by A.D. Rice. The pastors of the churches are Rev. Messrs. P.A.C. Bradford, Congregational; D.W. Fuller, Adventist; F.A. Hazen, Methodist; and Rev. W. King, Baptist. The business circle comprises E.C. Denison and A.D. Rice. A. Goodsell is the physician; John McKinch and Ford J. Milton, Justices; William Hortenna, blacksmith.

HISTORY of CLINTON TOWNSHIP

From Leeson's History of Macomb County, Michigan, pp.567

Clinton Township, or Town 1 in Range 12, and Towns 1,3, and part of 2, in Ranges 13 and 14, was erected April 12, and the first town meeting ordered to be held in the court house at Mt. Clemens May 28, 1827. At the meeting held on the latter date, William Olds presided as Moderator, with Ephraim McCall, Clerk. The election resulted as follows: Job C. Smith, Supervisor; Thomas Ashley, Town Clerk; William Olds, Collector; Harvey Cook, Joseph Hayes and Joseph Sansfacon, Assessors; James Connor and Elisha Harrington, Overseers of the Poor; Ezekiel Allen, James Connor and Elisha Harrington, Commissioners of Highways; Silas Haley and William Olds, Constables; James Connor, William Olds, Ephraim McCall and Peter Alor, Overseers of Highways; Hiram Atwood, John Miller and Charles Rivard, Fence Viewers; William McDonald, Pound keeper.

A special meeting was called June 16, 1827, when Alfred Ashley was erected [sic] Clerk, vice Thomas Ashley, resigned. Baptiste Rattell was chosen Pound-master, vice William McDonald, resigned; John Cotteral was elected a third Constable, and John Rhodes elected Overseer of Highways, vice James Connor.

The village of Cady, or Cady's Corner, is a small settlement composed chiefly of German farmers and their families, dating from 1834. It is on Clinton River, in the center of a rich agricultural region, about seventeen miles above Detroit, five southwest of Mt. Clemens, the county seat, and near Fraser Station, on the Grand Trunk Railway, to which depot goods should be shipped. It has a German Lutheran Church and common school.

Mt. Clemens was established as incorporated village in 1837. Warsaw, Frankfort, Marcellus, Frederick and other little centers of population wished to be incorporated. The first allowed its village charter to lapse, and did not re-seek incorporation until 1851; the other villages died away in toto. The last building of Frederick is now a total wreck.

Eastpointe

The community was founded by European immigrants who came to establish homes in the New World. From 1837 to the present time, this community has operated under three forms of local government, i.e. Township, Village and City. The name first given to the area in 1837 was Orange Township. In 1843 the area was renamed Erin Township; both names indicating that the earliest settlers were Irish. The Irish were followed by pioneers from Bavaria, Macklenburg, Saxony and other provinces of Germany. The German migration began in the early 1830's and soon became the majority of the settlement.

The Township form of government lasted until December 8, 1924, when the Village of Halfway was incorporated. The name Halfway was first officially recorded in 1897, with the opening of the Halfway Post Office. This name was given to the community in the early days when the Halfway Inn was a regular stopping place for stagecoaches traveling between Detroit and Mount Clemens. The phenomenal growth in the village during the next five years qualified Halfway for city status. The name was changed to the City of East Detroit on January 7, 1929, when by a vote of the people it was incorporated as a Home-Rule Charter City with a Council-Manager form of government.

Over the years, the community realized that they suffered a lack of identity as the city was often confused with its larger neighbor, Detroit. On July 1, 1992, the City of East Detroit became the City of Eastpointe by Charter amendment subsequent to a majority vote of the electorate.

Originally what is now Gratiot Avenue was an Indian trail through the wilderness. In 1827, the army surveyed the roadway and by 1835 built a "corduroy-type" road. Logs were cut on the right-of-way and laid crosswise to elevate the road above water. The military road led from Fort Wayne in Detroit to Fort Gratiot (now Port Huron). In 1850, a plank toll road replaced the original corduroy road. The toll was one cent for each horse.

Gratiot Avenue is now an eight-lane concrete highway, with a beautiful parkway from Eight Mile to Fourteen Mile Road. Nine Mile Road, which for years was a country dirt road, has been a gravel road, a narrow blacktop road, and now a modern five lane concrete street.

For more information on the history of the City of Eastpointe, please visit the East Detroit Historical Society website which was the source of the above information.

HISTORY of ERIN TOWNSHIP

(Erin Township does not exist any longer)

From Leeson's History of Macomb County, Michigan, pp.893 ff.

Erin Township was organized under the name of Orange, by authority given in the act of March 11, 1837. It comprised all of Township 1 north, of Range 13 east, together with Sections 12, 13, 24, 25 and 36, of Township 1 north, of Range 12 east. Section 36 of Warren was added to this township in February, 1842, and a year later, March 9, 1843, the name of the district, as organized, was changed to Erin. This change of name is said to be due to the fact, that in the year 1843, a large influx of Irish citizens had come to Orange, and, the name not corresponding to their Hibernian ideas of propriety, they had it changed to Erin, after their native isle.

The village of Frazer [sic], in Erin Township, is a country post office and station on the Grand Trunk Railway, six miles southwest of Mt. Clemens Court House and nineteen out from Detroit. The depot is one-quarter mile distant from the post office. In the vicinity, there is an Evangelical Lutheran Church, a district school and steam stave and heading factory, the products of the latter forming the only exports. The business and professional circles of the hamlet comprise about a dozen persons. The post office is conducted by F. C. Kollmorgen. The principal business is conducted by the stave and heading factory. There are some other manufactories. The Canadian Express Company and the Western Union Telegraph Company do business here.

The village was founded in 1857 by Alex Frazer. The first store was established by Fred Eberlein, a Bavarian, who settled there in 1856. A stave-mill was built by Eberlein & Co. in 1865, who operated it two years, when the company sold to F. Eberlein and William Beauclerc. The concern was sold to John Gapt, who sold his interest, in 1872, to Charles Knorr and John Gutow, and the latter selling to Charles Steffins resulted in the formation of the present firm. The company manufacture at present staves, headings, hardwood lumber, ax-handles, whiffletrees, neck-yokes, and also operate a feed-mill.

The first blacksmith shop was that of F. Eberlein, established in 1856. Frazer is a German village. A Lutheran Church, which sustains a large graded school, is in a prosperous state. The schoolhouse now being built is estimated to cost \$2,000.

There is a small and steadily growing settlement called the Junction. It is located at a point where the Utica plank road intersects the Gratiot road.

Roseville is a village of 400 inhabitants, in Erin Township, Macomb County, four and a half miles

south of Frazer, on the Grand Trunk Railway, three miles from Lake St. Clair, nineteen miles above Detroit and ten south of Mt. Clemens. The place contains six churches --one Catholic, three Lutheran, Methodist and Presbyterian-- and several schools. Fruit, grain, hay and potatoes are the exports. Gustave Schuchard is Postmaster.

Rev. Messrs. J.S. Schmidt, J. List and ---Arndt, of the Lutheran Churches; Rev. Andreas meyer, of the Methodist, and Rev. J. Van Straken, of the Catholic Church, are the only resident pastors. The physicians are James Yates and Henry Feldman. There are three potash manufacturers, one stave factory, eleven stores, two saloons, one hotel, with a number of wagon-makers and blacksmiths.

Lake Township is a civil township of Macomb County in the U.S. state of Michigan. As of the 2000 census, the township population was 80. It is the portion of the village of Grosse Pointe Shores that extends into Macomb County; most of Grosse Pointe Shores is in Wayne County. Lake Township is rarely referred to by name; it is simply considered another part of Grosse Pointe Shores. However, Lake Township children attend South Lake Public Schools (along with students from part of St. Clair Shores and Eastpointe) as opposed to Grosse Pointe Public Schools.

At one point, Lake Township was part of the now defunct Erin Township.

Fraser

Fraser is about 4 square miles in land area and is home to about 15,000 residents. The Fraser Historical Commission regularly publishes a newsletter called Strawberry Preserves. This newsletter chronicles general history of interest to city residents as well as history directly related to the City of Fraser.

There is little mention of the area now known as Fraser until the second half of the 19th Century. Macomb County was growing; Mt. Clemens, Romeo and Utica had been established. To make travel easier, the Detroit Erin Blank Road Company began to build Utica Plank Road (Utica Road) in 1851 from the Gratiot Turnpike to the City of Utica. This is really the beginning of the crossroads community that became Fraser.

In 1858, the Chicago, Detroit and Canada Grand Trunk Junction Railroad Company purchased their right-of-way through Fraser, and a depot was later built on what is still called Depot Road. These two factors, the Utica Road and the Railway Depot, created a crossroads community that grew into a village and center for commerce in the immediate area.

Drawn by the commercial prospects of the area, a Detroit lawyer, Alexander J. Frazer, came to this area in 1857 or 1858. His father, also a lawyer, was a prominent figure in Detroit. He purchased land in Fraser in 1858 near the Grand Trunk right-of-way. He plotted a subdivision and may have built some houses. It is also possible he built and perhaps operated a hotel near the depot. Between 1860 and 1870 various pieces of this property were sold. After 1870 he apparently no longer lived in the village. He drowned in Detroit sometime during the year 1871. The village was named after him.

A community cannot be created without people. In the early 1850's many German immigrants were coming to the United States seeking land and political freedom.

These settlers were, on the whole, more prosperous than many of the other immigrants. They were able to move across the continent to settle in the newer territories. Many of these people came to Michigan and to Macomb County. Some of the first German settlers were George Fleischut, John Oehmke, Justus Wormsbacher, Christopher and Sophia Arnes, Henry and Theodore Rattman and Fred Eberlein. A blacksmith shop was established by Fred Eberlein in 1856; it was the first business in Fraser.

A barrel stave mill was build by Fred Eberlein in 1865. The mill passed through various hands. In the 1870's it was owned by Charles Knorr and Charles Steffens. A Macomb County history written in 1882 credits the Knorr and Steffens Mill with being one of the finest woodworking mills in southern Michigan.

The first postmaster of Fraser, Leonard Scott, was appointed in 1860. Later in the same year, David McPherson, was appointed to this post and the town's name was changed to McPhersonville. In 1863, the settlement's name was changed back to Fraser. During the later half of the last century, the town grew slowly. It was largely a German farming community. It had an industry, a railroad station and a busy road.

It also had churches and schools. The Germans who settled in the area were Lutheran. Actually as early as 1852, a minister, Reverend John Winkler, received land for a church, school, parsonage, and cemetery. This is the present site of St. John's Lutheran Church. The property was not used for that purpose immediately.

Baumgartner House Historical Site Sign 01.jpg.JPG

There was a Lutheran Church at Utica and Fifteen Mile Road called the Buffalo Church after the synod of that name. In 1864, some members of that church established the present St. John's Church. In 1884, the present church building was constructed.

In 1894, the Village of Fraser was incorporated by an act of the state legislature. The first officers of the village were Charles Steffens, president; George Steffens, clerk; Henry Dostzer, treasurer; Leonard Schneider, assessor; Charles Klein, Fred Duchlow, Fred Toella and Fred Eberlein, councilmen. The new village had a population of 230. According to the 1895 Macomb County Atlas, Fraser had several stores, a post office, town hall, a blacksmith shop, a hotel, the stave mill, a cigar manufacturing company, a church and school and the railroad depot.

In 1905 a fire started at Fourteen Mile and Utica Road, destroying several stores and buildings in the area. The State Bank of Fraser was established in 1910. Charles Berg, George Steffens, and Henry Bohn were early presidents of the bank. In 1930, the present building was erected at Utica road and Fourteen Mile.

There was some confusion about the spelling of the village's name. When the village was incorporated, the name was listed as Frazer. In 1928, the residents voted to legally change the spelling to Fraser.

The village grew slowly during the first part of the century. The new residents of Frazer in the 1920's were largely of Belgian descent, moving out of Detroit to find more land for truck gardening. The Van Marcke's and Van Thomme's were among those coming to Fraser at this time.

In 1928, Walter C. Steffens, Village President and member of the County Plat board suggested and promoted the construction of Groesbeck Highway, named after Alex J. Groesbeck, then State Governor. This has been an important factor in the growth of Fraser. In 1929, a new charter was adopted by the voters of this village providing for a commission form of government. Walter C. Steffens was the first president.

In 1940, the population of Fraser had only grown to 747. During this year, the village obtained the land at Garfield and fourteen Mile that is now the Municipal Park.

In 1956, the population of the village had grown to 3,363. The village could now become a city. In the spring of that year, one square mile of the former Erin Township was annexed to make the present size of the City of Fraser - four square miles. In December of 1956 a new City Charter was approved, and in January of 1957, Fraser became a city. The property that was annexed includes many manufacturing shops and companies along Groesbeck Highway.

Especially during the 1960's, the population of Fraser grew rapidly. Many new homes and businesses were built. The population grew by 68% in the decade between 1960 and 1970. After nearly a century

of slow growth, Fraser's citizens and industry have combined to create a rapidly growing, balanced community.

Compiled by Barbara L. Myers Fraser Librarian Retired
From City of Fraser website <http://www.ci.fraser.mi.us>

HISTORY of HARRISON TOWNSHIP

From Leeson's History of Macomb County, Michigan, pp.888

The first meeting was held May 28, 1827, in accordance with the terms of the act, with William Meldrum, Moderator; Francis Labadie, Justice of the Peace, and Henry Taylor, Clerk. The first officers elected were: James Meldrum, Clerk; Jacob Tucker, Collector; Charles Tucker, B. Thomas and F. Labadie, Commissioners of Highways; Charles Peltier, Sr., Overseer of the Poor; John B. Chapman, Constable. A tie vote was given for the office of Supervisor. A special election was held June 9, 1827, which resulted in the choice of Henry Taylor to fill that office.

In acquiescence with the prayer of citizens of Macomb County, the district which lies east of a line between a tract of land confirmed to John Tucker and James Connor, and extending to the Saline River on the north side of the River Huron, and all the country which lies east of a line between a tract confirmed to Lewis Peltier and a tract confirmed to Pierre Phenix, on the south side of the River Huron, including the settlements northeast of the base line, near Milk River on the lake shore, to the mouth of the said River Huron, was erected into a township under the name of Harrison. This act was approved August 12, 1818.

Harrison Township, was erected under legislative enactment, April 12, 1827, comprised all the country between the county line of Macomb and St. Clair, on the town line between Town 4, Range 13, and Town 4, in Range 14, running south to the lake, near the farm of Joseph Sansfacon, so as to include his farm in the town of Clinton, which includes Towns 4, 3 and a part of 2, in Range 14, was named Harrison, and the first town meeting was ordered to be held at the house of Charles Peltier, Jr., the last Monday in May, 1827.

The first house of worship erected in the county was the Catholic Church, in 1775. This old house stood on the south bank of the Clinton, about four miles below the site of Mt. Clemens, in Harrison Township.

HISTORY of LAKE TOWNSHIP

Lake Township is a civil township of Macomb County in the U.S. state of Michigan. As of the 2000 census, the township population was 80. It is the portion of the village of Grosse Pointe Shores that extends into Macomb County; most of Grosse Pointe Shores is in Wayne County. Lake Township is rarely referred to by name; it is simply considered another part of Grosse Pointe Shores. However, Lake Township children attend South Lake Public Schools (along with students from part of St. Clair Shores and Eastpointe) as opposed to Grosse Pointe Public Schools. At one point, Lake Township was part of the now defunct Erin Township.

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HISTORY of LENOX TOWNSHIP

From Leeson's History of Macomb County, Michigan, pp.877

The principal stream in Lenox is Salt River, which runs due south through the eastern part of the township, affording motive-power for several mills along its course; next in importance comes Deer Creek and some of its minor tributaries, which afford water for agricultural and other purposes. With these streams the township is fairly watered. Pure spring water is obtainable by digging a few feet in almost any spot in the township.

The original settlers of the township were men of sterling worth, of great enterprise and of untiring industry. Among those who have left their names as the proudest portion of the history of the township are Abner Stevens, Phineas D. Pelton, Richard D. Bailey, Lanson Flowers, Ebenezer Brooks, John Church, Beverly Robinson, Thomas F. Dryner, Apolas A. Fubler, Owen Sheridan, Silas Leonard, J.R. Crandall and many others of equal prominence. The descendants of the larger part of the above are still inhabitants of the township, though many of them are to be found throughout the entire county.

The township of Lenox was organized in the year 1837. The first township election was ordered to be held at the dwelling-house of Sterling Case. There came a call from the Legislature through Linus Gilbert for the organization of the town in 1837. It was proposed by the inhabitants that the three oldest men in the town should give the name. Benjamin Haight, Mason Harris and Israel Dryer were selected, each selecting a name. The choice of Messrs. Haight and Harris was similar to those of other townships in the State. The choice of Israel Dryer was adopted, and the name of Lenox confirmed. The members of that committee died in the town at an advanced age, Mr. Dryer being near eighty-eight. Of the first voters, about forty in number, only five are living. viz., Oliver Cromwell, Hiram O. C. Harris, Justus R. Crandall, Thomas F. Dryer, of Lenox, and Ebenezer Brooks, of Armada. First Supervisor, Benjamin Haight; Thomas f. Dryer, first Clerk, served eleven consecutive years. In the absence of all political lines, peace and harmony prevailed many years. Regarding the profits of office in those early days, Mr. Dryer thinks the whole township business was done for several years for \$100 per year, or less, and his charges as Clerk did not exceed \$10. He also had the pleasure of boarding the three Highway Commissioners about three days each year free of charge the early settlers had a flourishing town library, w hich was well read for several years.

The first town meeting was held at the house of Sterling Case, April 3, 1837. William Francis, Thomas F. Dryer and Simon P. Miller were Inspectors, with Alanson Flower, Clerk. The election resulted in the choice of the following officers: Benjamin Haight, Supervisor; Thomas F. Dryer, Clerk; Justus R. Crandall, Collector; Jacob E. Hall, Mason Harris, Justin Corey, Eben Carl, Justices of the Peace; A. T. Corey, A. Flower, Jacob E. Hall, Assessors; Eben Carl, Abner Stevens, Eben Brooks, Road Commissioners; Carlos W. Brown, Justus R. Crandall, James M. Millard, School Commissioners; Oliver Bates, William Miller, Poor Directors; Mason Harris, William Miller, Alan. Flower, T.F. Dryer,

School Inspectors; Justus R. Crandall, Justus Elsworth, Constables; Allen Hacket, A. Flower, Eben Brooks, C.W. Brown, William Miller, Jacob E. Hall, Lyman Bates, Silas Leonard, William Warner, Overseers of Highways.

New Haven was formerly known as New Baltimore Station. It is situated on the Grand Trunk Railway, thirty miles northeast of Detroit and ten miles northeast of Mt. Clemens. The village contains a population estimated at 620 inhabitants. It is distant from the village of New Baltimore five miles. The principal exports of the place are lumber and general agricultural products. Its chief manufactures are lumber, flour and heading. The village contains five general stores, one dry goods store, two boot and shoe stores, one drug store, one stove and tinshop, one harness shop, two wagon-shops, one cooper-shop, two blacksmiths, one livery stable, one grist and one saw mill and a good hotel. The resident physicians are M. Bates, A. Gunn, Peter McGregor, Ed N. Harris and Ed B. Harris. Tolcott Bates is the present Postmaster. The depot of the Grand Trucnk Railway, with a settlement called Ridgeway, is partly in Lenox Township and partly in Richmond. The village contains three churches --Baptist, Congregational and Methodist-- and a graded school. The first meeting of the citizens of New Haven, under the village charter of 1869, was held at the Lake Hall, May 3, 1869. Morgan Nye and Adam Bennett were Inspectors of Election and William H. Sutphin, Clerk. Benjamin L. Bates was elected President; W. H. Sutphin, Recorder; Morgan Nye, Treasurer; Isaac Cook, Adam Bennett, Assessors; Ephraim Fullerton, Conrad H. Gordon, Myron Bates, John Millard and William G. Carl, Trustees

HISTORY of MACOMB TOWNSHIP

From Leeson's History of Macomb County, Michigan, pp.717

This town was settled in 1831. Among its first settlers were Calvin Davis, Daniel Miller (now of Romeo), Daniel Kniffen and Lester Giddings, the latter being the only representative left here now. It was, prior to the forming of the Republican party, the banner Democratic town in the county, there being only ten Whig voters in the township. Within the past fifteen years it has increased rapidly with the German element and now numbers over 400 voters. The German element is mostly Democrat. There are five stores and five churches in the town. One of the oldest men in the county, William Todd, who is ninety-seven years of age, does all the work on a farm of thirty acres of land and bids fair for a number of years yet. There is also a centennial tree of the buttonwood order, which measures twenty-seven feet in circumference. Among the old settlers of Macomb County who have done much toward the prosperity of the township are Zephaniah Campbell, Manson Farrar, Lester Giddings, Calvin Davis, Daniel Kniffen, Daniel Miller, Samuel Whitney, Charles Crittenden, Horace H. Cady and many others. The first Sunday School established in this township was that by Chauncey Church, of Vermont. Church brought with him his own library and placed it at the disposal of the pupils. The school was held in a building which stood on the site now occupied by the Macomb Church.

In the Stroup settlement were George Stroup, H. H. Wade, John Garvin, Sam Whitney, Reuben Warner, Elias M. Beach, James Perkins. The first blacksmith was Stephen Hewey. In the Davis settlement were Dan Kniffen, Lester Giddings, Calvin Davis, Daniel Miller, Chauncey Church. In the Cady settlement were the Cooks, Atwoods, Halls, Haskins. The Cadys, of Mt. Clemens, were represented here shortly after.

The township of Macomb, comprising Town 3 north, Ranges 13 and 14 west, was erected under authority of the Legislative Council, approved March 7, 1834, and the first meeting ordered to be held at the house of Daniel Shattuck. Chesterfield was established by the act of February 16, 1842, setting off the eastern half of Macomb Township into a township of that name.

In 1830, a post office was established and a village started under the name of Macomb. This spot was one of the most eligible in the county, being centrally located on the Middle Branch of the Clinton River, nine and a half miles north of Mt. Clemens, on the railway, same distance from Utica, on the D. & B.C.R.R., both used as shipping points, and thirty from Detroit. It has gone into premature disuse, however, the post office having been removed to Waldenburg. Frederick Jasmine was the first Postmaster. There is still a general store at the original site of Macomb. The place was started by Daniel Knife, Calvin Davis, Daniel Miller and Lester Giddiness. E.S. Axle was Postmaster for a number of years. Among the best-known citizens of the hamlet are E.S. Axle, Notary Public; Calvin Davis, farmer; Joseph Denial, general store; L.W. Giddiness, farmer; A.W. Knife, farmer; John Longstaff, farmer; N.H. Miller, farmer; W. Norton, farmer.

Waldenburg is a country post office in Waldenburg Township, [sic] Macomb County, six miles northwest of Mt. Clemens Court House, connected by semi-weekly mail line and via which it is thirty-one miles above Detroit. Has a steam saw and planing mill and ships grain and lumber. The population is set down at 15 in the census of 1880.

Mead is a post office for a farming community of about 200 people, in this township, thirty miles from Detroit, eight above Mt. Clemens Court House and four north of Milton, on the Grand Trunk Railway, connecting by weekly mail route; ship to New Haven on the same line, about same distance. In the vicinity are two churches and a new district school. Arthur E. Collins, Postmaster. The business community is made up as follows: M. Bentley, shoemaker; George Bode, blacksmith; Arthur E. Collins, general store; Samuel Foster, blacksmith; Francis Fourteen, Justice of the Peace; Reassume S. Wolves, blacksmiths.

The German Church organization purchased five acres of land on the corner south of Stephen Whitney's, and, in February, 1882, commenced to erect a church and parsonage. The building will be of wood, 32x52 feet, with burying-ground adjacent.

Memphis

Memphis was established in 1835 and named after Memphis, Egypt, "the City on the Nile." It is located on a bluff overlooking the Belle River.

Memphis has a landmark called "The Thing", which has a state of Michigan historical marker noting Memphis as the home of the first automobile. The marker reads as follows: "Thomas Clegg (1863-1939) and his English-born father, John, built "The Thing," the first recorded self-propelled vehicle in Michigan (and perhaps the country) in 1884-85. The Thing, driven by a single cylinder steam engine with a tubular boiler carried in the rear, seated four. The vehicle was built in the John Clegg & Son machine shop here in Memphis. It ran about 500 miles before Clegg dismantled it and sold the engine to a creamery. The shop was razed in 1936, just a short time before Henry Ford offered to buy it for Greenfield Village." Located on Bordman Road, east of the village limits of Memphis. [3][4]

1. a b "American FactFinder". United States Census Bureau. <http://factfinder.census.gov>. Retrieved on 2008-01-31.

2. "US Board on Geographic Names". United States Geological Survey. 2007-10-25. <http://geonames.usgs.gov>. Retrieved on 2008-01-31.

3. Historical Markers, Macomb County Historical Commission

Michigan Historical Marker: "The Thing" from Wikipedia

Mt. Clemens

The founder of our City, Christian Clemens, first came to this area in 1796 as part of a surveying venture. At the time the area was known as "High Banks" or "Big Springs" along the river, then known as the Huron. Clemens was intrigued with the area, and in 1801 bought some property along the river. He built a log house about where the County Court Building is today. In 1818, Clemens laid out lots and streets with names, plotting a village he named Mount Clemens. On January 15, 1818, Michigan Territory Governor, Lewis Cass, signed a proclamation establishing the County of Macomb, named after General Alexander Macomb, hero of the War of 1812. Three months later, Governor Cass named Mount Clemens the County seat and appointed Christian Clemens Judge of the County Court. On January 26, 1837, the little settlement was incorporated as a village, the same date that Michigan became the 26th state admitted to the Union. By 1879, the town had grown to over 3,000 souls and the people voted for the village to become a city.

During the 1870's, attempts to develop salt wells had proved unsuccessful but resulted in the discovery of the famed mineral waters. Soon a mineral bath industry flourished that made Mount Clemens famous throughout the world as a health spa. During the heyday of the mineral bath era, 23 major hotels and bath houses along with many smaller hotels and rooming houses prospered. Around World War II, this thriving industry began to decline, and fewer and fewer people came to stay the three weeks required to obtain the curative powers of the baths. Reminders of the era can still be seen throughout the City, in the neighborhoods with the lovely old homes and in the downtown with its picturesque buildings. The only bath house remaining today is the 1898 building of St. Joseph's Mercy Hospital at 215 North Avenue.

As the mineral baths were bringing fame to the City, another industry was developing which brought national attention to Mount Clemens. Beginning in 1880, and for two decades after World War I, there were ten major rose growers with over 30 acres under glass. Mount Clemens was once known as the Rose Capital of the United States.

The Clinton River played a prominent role in the City's development. From the earliest settlement, through the 1800's and into the mid 1900's, our citizens fished, hunted and trapped along its banks. Boat building and repair establishments flourished along the river. Notable among the boat builders was the Hacker Boat Company, originator of the famous "Hackercraft". Mount Clemens built ships up to 190 ft. in length for the commercial trade.

After World War II, a group of forward-thinking citizens began what would become a nine-year struggle to reform the City Charter. Since 1919, the City had been governed by four elected Commissioners and a Mayor. It took several attempts, but on April 5, 1954, a new City Charter calling for a City Manager form of government was passed. It also called for an elected Mayor and six Commissioners, elected at large.

The significance of this political reform became clear as physical reform of the City followed quickly. Extensive urban renewal projects began in the 1950's and 1960's that greatly transformed the appearance of the Old City. Recent riverfront and downtown developments such as landscaping, a marina and a boardwalk enhance the City's attractiveness. As the County Seat and one of the oldest cities in Michigan, it remains as a financial and judicial center. Mount Clemens continues as a fine residential city and its citizens and business people are proud of its elegant, famous past and enthusiastically plan for its bright future. Source: the City of Mt. Clemens web site.

New Baltimore

New Baltimore is 4.6 square miles with a population of 11,110 as of May of 2004. It is the fastest growing community in Macomb County.

The City of New Baltimore was incorporated as a Village in 1867 and as a City in 1931. It is located on the north coastline of Lake St. Clair, along the boundary line of Macomb and St. Clair Counties. The beautiful town sits on the waterfront and offers a public park, beach, and downtown-shopping district.

French hunters and fur trappers, in 1796, were the first inhabitants of that portion of Macomb County that later became New Baltimore. The French settlers of this era took residence along the waterfront and rivers and later developed farms that had narrow frontage of 400 of 900 feet and extended inland from the water. Generally, the depth of the parcel was determined by how far a man could plow or cultivate in a day.

The first evidence of a settled community came in the 1845, when a Mt. Clemens' businessman, Alfred Ashley, platted 60 acres of land lying on both sides of Washington Street. This would become known as the Village of Ashley, and on September 20, 1851, he was given a post office called Ashleyville, with him as postmaster. Mr. Ashley also opened businesses in lumbering, shipping, and real estate. The original Village of Ashley occupied what is now the center part of downtown New Baltimore, extending northwest along Clay, Base and Maria Streets from Anchor Bay. The land was subdivided in the typical gridiron fashion used in most American communities at that time. Over the years, irregularities developed in the gridiron subdivision pattern because of the lack of local controls, conflicts with French claims, and changing land uses, particularly along the waterfront area. This created problems, in both subdivision patterns in general and waterfront use in particular that remain today. This original settlement bore Ashley's name until 1867, when the Village name was changed to New Baltimore.

Throughout its history, New Baltimore has been linked to the regional economy by virtue of the City's access to the waterfront and the region's transportation network. In its early years, New Baltimore took advantage of its waterfront location to operate port facilities exporting agriculture and manufacturing products to other communities. The area was known for the manufacturing of barrels, brooms, bricks, coffins, corsets, and creamery products. Lumber products and building materials were shipped by boat from the local mills. Development was heavily oriented to the waterfront, where shipping piers extended a hundred of more feet into the lake.

As automobile transportation increased in importance and travel patterns changed, so did the development of the City. Goods were no longer shipped by water and the waterfront slowly changed. Between 1860 and 1880, New Baltimore changed from a strong manufacturing and exporting

community to the most thriving community in Macomb County with many resort activities and well-known commercial establishments. The community was thriving and boasted an opera house, hotels, salt baths, summer and winter recreational activities, saloons, a brewery and numerous resort and commercial establishments. New Baltimore was the hub of activity well into the Twentieth Century. The city was in the path of a steam locomotive line that ran between Detroit and Port Huron in the late 1800's. As technology changed, the City constructed an electric generating plant to accommodate inter-urban passenger trains, which lasted until the mid-1920's. Today, access to the City is provided via I-94, which is located just outside the City limits. Above from The city website

<http://www.cityofnewbaltimore.com/history.asp>

New Haven, Michigan

The New Haven depot was built in 1859, just as the route was being completed. Its rounded windows are typical of the Italianate style, quite popular at the time. One end of the depot originally served as living quarters for the station agent and his family. New Haven is one of the few surviving depots in Michigan built before the Civil War.

In 1859, a 12-year-old Thomas Edison got the job of "train butcher" or "news butch" on the Port Huron-Detroit trains. He would load up in Port Huron with magazines, newspapers, snacks, postcards and cigars. These would be sold on the train and at station platforms along the way. The young Thomas Edison likely was a frequent visitor in New Haven.

Passenger service on this route ended in July 1954. It seems the depot may have remained open as a freight station for a few years, but in the early 1960's the depot closed. The depot suffered through years of neglect and abuse while still owned by the railroad. Among other things, it had a garage door cut into one end to make it more usable as storage space. In the 1990's the railroad decided time had finally come to tear down the old depot.

In 1997, Save Our Depot, Inc, a local non-profit organization, arranged to buy the depot. The Grand Trunk Railroad did them a real favor by selling the depot building and 1.3 acres of land for \$5,000, AND by allowing the depot to remain in its original location.

Save Our Depot, Inc. raised about \$100,000 for the restoration of the depot. Most of the money was from community development grants. An additional \$50,000 worth of in-kind services were contributed. The restoration was finished in spring of 2004. The depot officially reopened on June 27, 2004 as a museum of local history.

The results of the restoration are really outstanding. The group in New Haven deserves a lot of credit for not only saving one of Michigan's oldest depots, but also for the quality of their restoration efforts.

With the building itself done, the museum is now seeking artifacts, photos, and any documents relating to the history of New Haven and surrounding areas. Save Our Depot, Inc. P.O. 480015 New Haven, MI 48048

E-mail questions or comments to louisvw@mc.net

From Wikipedia, the free encyclopedia

Incorporated 1901 Government - Type President-Council - Village President Deborah Mack

- Village Council Chairman Robert Crayton

Area - Total 2.4 sq mi (6.3 km²) Elevation 627 ft (191 m)

. The population was 3,071 at the 2000 census. Total area 2.4 square miles all land, with the exception of the Salt River running through parts of the village.

HISTORY of RAY TOWNSHIP

From Leeson's History of Macomb County, Michigan, pp.858

Joseph Chubb, in his paper on the early settlement of Ray, states that among the first settlers was Joseph Chubb, in the year 1825. His patent of one section of land was signed by John Q. Adams. At about this time, Zelottes Stone, John Gass, Duncan Gass, Nathaniel Thompson, Benjamin Freeman, J.T. Robinson and Samuel Butterfield --with the largest family in Ray for many years-- also settled there. The first schoolhouse was erected near what is now known as Ray Center in 1834. The first church building erected in Ray was in 1839, for the Close Communion Baptist society. Their first settled minister was William Tuttle, and among its first members were Andrew Sutherland, Russell Roberts, Hiram Roberts and Josiah Parks. The Baptist Church proper was organized in 1837. The first Congregational Church in Ray was organized on the 13th of February, 1838, by the Rev. Philander Barber, of Romeo. The meeting was held at the house of David Stone, who was elected Clerk. The members who joined at that time were David Stone and wife, William Stone, Theophilus Stone, Zelottes Stone, Orrilla Welton, Orsamus Lathrup and wife, Thomas E. Dryer, Carlos W. Brown. As we understand it, both churches still exist. Joseph Chubb buried his wife --the first adult person buried in Ray-- January 9, 1827. Edgar Freeman was the first male child born in Ray, and Lucinda Chubb the first female. Among the first settlers who were heads of families now living are John Gass, Zelottes Stone, John Dicken, J.T. Robinson, Moroiiah Chubb (widow of Joseph Chubb), Electa Louck (widow of William Louck) and John Goodell.

In addition to this statement, John E. Day relates that, at the time of its organization, the township included Armada and Lenox in its boundaries. It was named by Noah Webster, and the name was spelled Rhea, after the Latin name of a river in Europe. After two or three years, the spelling was changed to Ray. On the 9th of July, 1827, John Biddle was elected Delegate to Congress, received from this township sixteen votes. November 5, 1827, William A. Burt was elected a member of the Territorial Legislature, receiving sixteen votes. There were only two road districts, Job Howell presiding over the work in one, and Joseph Chubb in the other. Joseph Chubb and Chauncy Bailey held the responsible officer of Fence Viewers.

The township of Ray, erected April 12, 1827, comprised all the county of Macomb north of the third townships, and in the 13th range, and the first meeting was held at the house of Noah Webster, the last Monday in May, 1827. The act of March 7, 1834, directed that surveyed Township 4 north, Range 14, be attached to and form a part of the town of Ray; and that the division between the townships of Clinton and Harrison should thereafter be the line dividing the 13th and 14th ranges. The act of June 22, 1832, attached Township 5, Range 14 east, and the east half of Township 5, in Range 13 east, to Macomb County, and directed that the country so annexed should form a portion of the town of Ray.

The first town meeting was held at the house of Noah Webster May 28, 1827. Reuben R. Smith was chosen Moderator; Edmund Steward, Clerk. The election resulted in the choice of Reuben R. Smith,

Supervisor; Edmund Steward, Clerk; Chauncey Bailey, William Stephens and John Proctor, Assessors; Norman Perry, Job Howell, Nathaniel Thompson, Commissioners; Moses Freeman, Constable and Collector; Joseph Chubb, Sr., William Hall and Josiah Hamblin, Overseers of the Poor; Joseph Chubb, Chauncey Bailey, Fence Viewers; Job Howell and Joseph Chubb, Pathmasters.

Ray Center is situated near the center of Ray Township, as its name implies. It is a place of no growth now, even compared with what it was years ago. It is five miles northwest of New Baltimore Station, or Milton, twelve north of Mt. Clemens, and forty-two above Detroit. The hamlet is situated on the North Branch of the Clinton River, in a level and fertile grain-producing region. There is a post office at Ray Center; also a Congregational Church and a common school. The population of the place is about one hundred. Rev. John Gillam combines the dual office of Methodist Pastor and village physician. F.W. Miller operates a saw and flour mill. The water-power of the North Branch of the Clinton is utilized at this point. H. Freeman is owner of a lumber manufacturing concern.

Davis contains about twenty-five buildings, one general store, two blacksmith shops, a hotel, one saw-mill, one cider-mill, one cooper-shop. There is a Methodist Episcopal Church and a district school. The hamlet is located at the southwest corner of the township, within half a mile of the corner of the four townships of Shelby, Macomb, Washington and Ray. It contains about one hundred and fifty inhabitants, with good prospects of a rapid increase. This place has been alternately known as Brooklyn and Davis. The post office is administered by B.R. Davis.

HISTORY of RICHMOND TOWNSHIP

From Leeson's History of Macomb County, Michigan, pp.778

The township of Richmond was organized under Legislative authority March 6, 1838. The new township comprised within its boundaries Town 5 north, of Range 14 east. The first meeting was held at the house of George Perkins, or rather on the wood-pile close by. The name of the township was proposed by Phillip Cudworth. Hiron Hathaway was elected Supervisor; George Perkins, Clerk; Durfee Simmons, John Hicks and Jesse Huff, Assessors; William Simmons and John Goodar, Overseers of the Poor; Jesse Welden and Russell Peters, Commissioners of Highways; Jesse Welden, James Flower, Horace Ewell and W.P. Simmons, Justices of the Peace; Jeremiah Robinson, J.S. Durfee, Constables; Jeremiah Robinson, Collector; Durfee Simmons, Pliney Corbin and Ben Elsworth, Commissioners of County Schools; P. Cudworth, C.C. Davis and H.M. Curtiss, Fence Viewers; and John Bates, Poundmaster.

The first clearing made in what is now called Richmond was in Section 30, by Edwin Rose. The entry of this land bears date December 1, 1832, and has since been known as the Goodar farm on Clay street. Another entry is made on the same day, and located on the same section, by John Hale. The next entry is dated May 13, 1833, by Anson Pettibone, still owned by the family. Charles Hicks settled on the ridge in 1834, and Phillip Cudworth in 1835. John Hicks, the Beebes, Mr. Halt Perkins and others moved in soon after. The township was organized and named after the township of the same name in Ontario, N.Y., at the suggestion of Phillip Cudworth. This was done in the spring of 1838, on the wood-pile of Mr. Perkins, who had settled on the ridge. The meeting to organize the town was called to meet at his house, and, the house being small and the meeting large, it was adjourned to the wood-pile, where elbow room was plenty, and the young township was brought into being and properly named there.

This [Richmond] village was settled in 1832. It is located near the junction of the Michigan Air-Line and Grand Trunk Railroads, thirty-nine miles northeast of Detroit, fourteen northeast of Mt. Clemens, seventeen miles west of the St. Clair River, and five miles south of Memphis. The Methodist, Baptist, Free Methodist and Congregational societies have houses of worship within the village. A weekly newspaper named the Richmond Review is published by Del T. Sutton. The post office is conducted by Henry P. Beebe. Among the business men of the village are W.H. Acker, George W. Kenfield, D.T. Obert, Orrin B. Reed, John G. Akin, B.F. Doty, R.S. Reeman, Daniel G. Gleason, Hosea Fuller, D.L. Harrison, John M. Johnson, James W. Cooper, David L. Rapelye, Alex Caster, A. B. Batty, J.L. Sutton, D.J. Lathrop, Theo Miller, A.W. Reed, Joseph Connell, W.E. Walton, John Welsh, A.Y. Wright, Thomas A. Leach, Seth Lathrop, Christian Kihen and Simon H. Heath.

Memphis was settled in 1835, and incorporated as a village in 1865. In 1878, its population was stated to be 800, while at present that portion of it in Macomb County is only 600. This village is prettily

located on Belle River, on the line between Macomb and St. Clair Counties, twenty-seven miles northeast of Mt. Clemens, twenty-two miles southwest of Port Huron, and seven miles north of Richmond, and about the same distance northeast of Armada. There are three churches in the village, viz.: The Congregational, Methodist and Adventist, with a graded school. The first effort to reclaim the land now occupied by the village of Memphis was made by the Wells family, one member of which still lives just north of the village. James Wells, the father, was born in Albany in 1772, a descendant of one of two brothers who emigrated from England and settled in New York shortly prior to the war of the Revolution. His family consisted of three sons and three daughters, of whom one son and one daughter are living. Their house, a comfortable log one, covered with shingles, was the first structure of any kind to succeed the wigwams of the Indians, and, in good old pioneer style, for all purposes of hospitality or for meetings, the latch-string was always out.

The village of Memphis was incorporated in the South Schoolhouse, on the 4th day of April, 1865. The name was given some ten years previously. A portion of the citizens wished the young village to have the name Birney, after J.G. Birney. Others wanted the name Belleview, as the Belle River passed through the place. The name Memphis, however, prevailed, which was given after the Egyptian city, and custom has made firm the name then suggested. An election was held on the date above given, at which the following were chosen: Sherman S. Eaton, President; Lewis Granger, Linus Gilbert, Oel Rix, Solon Spafford, Joseph M. Beach, Hiram Burk, Trustees; L.G. Sperry, Clerk; Orrin Granger, Treasurer.

Romeo History

Romeo is known for its Peach Festival, which takes place every year during Labor Day Weekend.

The land, which was to become Romeo, was inhabited by Chippewa Indians when Jeremiah Allen moved from Canada in 1821 and built his cabin. In January of 1822, Mr. And Mrs. Asahel Bailey arrived from New York State on "Walk in the Water," the first steamer to navigate the Great Lakes. They became the first permanent citizens.

Romeo was known as Indian Village when a Mr. Hoxie appeared in 1822. He established an Inn on Main Street called The Old Red Tavern which, sadly, was later destroyed by fire. At this point in history, the village was renamed Hoxie's Settlement.

The first village lot, located on the corner of Van Dyke Avenue and West St. Clair Street was purchased by N.T. Taylor for \$12.00. There he built and operated the first store. Business in the village began to grow in the early 1830s and by 1837 the following were established: three dry goods and grocery stores, tannery, a shoe shop, a foundry , a copper shop, a carpenter shop, a shoe factory and a hoopskirt factory.

Hoxie's Settlement became incorporated and renamed on March 9, 1838. Romeo was the new name given the village by Mrs. Laura Taylor when the 3 plat owners (Asahel Bailey, N.T. Taylor and Major Larned) failed to choose a suitable name to fit their criteria. She felt the name was appropriate as it was short, musical, classical and uncommon.

The first school was built 1828 on the parcel which became, in later years, the North School and is now the administration building. The log structure was 20x30 feet in size with an ample entry-way which left a school room of about 20x20. It was used as a meeting house for many years and also for religious services.

Education beyond the grade school being deemed necessary, an institution which became the Romeo Academy was organized in 1835. In 1843, it became a branch of the University of Michigan, one of a number of branches established across the state. The branch system was not funded by the state and the local academy later closed.

A new educational institution was organized as the Dickinson Institute, named for the benefactor who donated the building on Prospect Street. It later became Romeo High School.

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Susan Kane, President, Romeo Historical Society

Source Romeo Historical Society

Roseville

Roseville is a community of over 48,000 residents.

Roseville - A Brief History:

When Michigan became a state in 1837, a farming community, which is now Roseville, was made part of Orange Township. Because of strong Irish sentiment, the township's name was changed to Erin in 1843.

In 1836, William Rose was appointed the areas first postmaster. He established a permanent office in 1840, called the Roseville Post Office, after his father Denison Rose, a hero of the War of 1812.

In 1846, a wooden plank tollroad (now known as Gratiot Avenue or M-3) was constructed, connecting the community with Detroit and Mount Clemens. One of the tollgates was located at Gratiot Avenue and Utica Road. The tollgate sign giving "Rates of Toll" now hangs in the Library.

In 1886, the Erin Township Hall was built at the corner of Gratiot Avenue and 11 Mile Road and was the Town Hall for the present cities of Eastpointe, Roseville, St.Clair Shores and part of Fraser. In 1926, Roseville was incorporated as a village. The old Roseville Municipal Building was constructed in 1929, at Gratiot Avenue and Meier Road. Both the village and township offices were moved into the building. In 1958, the village became the City of Roseville and Arthur Waterman was elected the first mayor. The present municipal building was built in 1974.

Above from Roseville's website. <http://www.ci.roseville.mi.us>

HISTORY of SHELBY TOWNSHIP

From Leeson's History of Macomb County, Michigan, pp.717

The township is well watered, the principal stream being the Clinton River, which enters the township about the center of its western boundary, and traverses the southwest quarter of the township until it enters Sterling. Next in importance as a stream and water-power is the race, which was made out of the old Clinton & Kalamazoo Canal. This canal was projected in 1837, and constructed in 1838. It was the original intention of the constructors to complete it from Mt. Clemens to Kalamazoo, a distance of about 172 miles, but it was never finished further than Rochester, in Oakland County, and never navigated but from Mt. Clemens to Utica, some twelve miles. It has, since its discontinuance as a navigable thoroughfare, been used as a race to supply motive-power to the Utica mills, for which purpose it is practically adapted. The land is level and fertile. In some sections, however, it may be considered slightly undulating and sandy.

The first American settlers of the township were Nathaniel Squier, George Hanscom, Elias Wilcox, Joseph Miller, Ezra Burgess, Elder Abel Warren, Peleg Ewell, Ira Preston, Joseph Lester, the Axfords, Owens and others, whose names are recorded in other pages of this work.

Thomas Squier was the first white inhabitant who died in the town of Shelby. He was a brother of Hiram Squier, by whom he was buried. Joelamy Squier, a half-sister of Thomas Squier, was the first white child born in the township, her birth occurring in July, 1817. She married James Muir at an early day, and is now known as the Widow Muir, of Almont, where she still resides.

The township of Shelby was erected under authority given in the legislative enactment of April 12, 1827, and the first town meeting ordered to be held at the house of Perez Swift, the last Monday in May following. Shelby originally comprised Towns 2 and 3 north, in the twelfth range east.

The first meeting of the inhabitants of Shelby for the purpose of electing town officers was held at the house of Perez Swift. Calvin Davis presided, with Abijah Owen, Clerk. The result of this election was the choice of Joseph Lester, for Supervisor; Abel Warren, Clerk; Solomon Wales, Jedediah Messenger, William A. Davis, Assessors; Eleazer Scott, Amasa Messenger and Russell Andrus, Overseers of the Poor; William Arnold and Isaac Russ, Constables; Nun Moe and Elias Wilcox, Overseers of Highways; Enoch Huntley, Isaac Russ, Elon Dudley, Orison Withey, Road Commissioners; Eleazer Scott and George Hanscom, Pound-keepers; Joseph Lester, Abel Warren, Solomon Wales, William A. Davis and Jedediah Messenger presided as Inspectors of Elections.

The present village of Utica was named Harlow by Joseph Stead. In 1833, a number of Americans who had settled in the neighborhood, assembled at Elias Scott's house to adopt a name for the village, when

Gurdon C. Leech proposed the name Utica, which name was adopted. Among the settlers in 1831 were John James, Gurdon C. and Payne K. Leech, William A. Davis and family, William Smith, Ethan Squiers, Elias Scott, Joseph Stead, George E. Adair, E. P. Adair, Lyman Wentworth, ---- Sparks, the Chapel brothers, B.L. Watkins, B. Kittridge, Peter Moe, Lyman T. Jenny, Job Hoxie, Jedediah Messenger, Amasa Messenger, Asa Huntley, Jonathan Allen, Joseph Lester, Luman Squiers and Anthony King. In 1832, a large number located in the neighborhood.

The hamlet of Disco was platted in 1849. The owners intended that the place should become an academical town, and carried out that intention. The men interested in this laudable enterprise set apart ten acres of land and an endowment fund of \$1,000. In 1850, the academy building was erected, and Alonzo M. Keeler appointed Principal. Subsequently, the common school of the district was taken under the academical wing, and so the building continued in the service of high and primary education until 1864, when the lower floor was given to the School Trustees and the upper to the religious societies of the neighborhood.

The village is located on the Middle Branch of the Clinton River, fourteen miles northwest of the county seat and four miles north of Utica, its shipping-point. Its population is 110.

The principal industries of the village are comprised in a wooden bowl factory, feed-mill, cider-mill and planing-mill. Among the business and professional men are A.E. Bacon, physician; G.T. Darby, grocer; J.H. Bell, bowl manufacturer; John C. Adams, dealer in produce; George Brown, wagon-maker; James Cole, lumber manufacturer; Cross & Payne, wagon-makers, cider manufacturers and planing-mill operators; M.J. Monfore, agricultural implements; H.N. Orcutt, James Ray and ---- Selfridge, blacksmiths.

The first settlers of Disco were John Keeler, Alonzo M. Keeler, Isaac C. Cross, James B. Fry and Henry Skerritt. John Russell, the temperance lecturer, is named among the first settlers. Mrs. H.J. Salter had charge of the post office until the appointment of Miss Emma A. Keeler.

St Clair Shores

The area was inhabited by French settlers as early as 1710, at which time it was called L'anse Creuse. (L'anse Creuse was also the name of a stop on the now-defunct interurban railroad off of Jefferson Ave near Nine Mile Road, and the name lives on today in the L'Anse Creuse Public Schools in central Macomb County, MI and L'Anse Creuse High School in Harrison Twp.)

From 1843 until 1911, St. Clair Shores was a part of Erin Township, parts of which make up today's Eastpointe, the Grosse Pointes and St. Clair Shores. In 1911, the township's name changed to Lake Township. Lake Township still exists, although greatly reduced in area. It now represents only the small portion of the village of Grosse Pointe Shores that lies within Macomb County.

The city once was home to an amusement park named Jefferson Beach. Built in 1927, it featured the longest roller coaster in the United States. In 1955, a fire destroyed several buildings in the park. While Jefferson Beach attempted to rebuild, its owners slowly converted the park to a marina. In 1959, the remaining amusement park buildings were destroyed to make room for the marina.

With help from its location along the shores of Lake Saint Clair, St. Clair Shores grew from a resort community to a suburban city rapidly after World War II. Prior to the city's incorporation in 1951, St. Clair Shores was recognized as the largest village in the United States.

The tallest building in St. Clair Shores is the 26-story Shore Club Highrise, known locally as "9 Mile Tower", located near Nine Mile Road and Jefferson Avenue on Lake Saint Clair.

Each year, St. Clair Shores hosts a popular Memorial Day Parade. The city is also known for its "Nautical Mile" - a strip of Jefferson Avenue between Nine Mile and 10 Mile roads featuring many retail establishments, boat dealers, and marinas.

St. Clair Shores is home to one of the longest running local pageants as a member of the Miss America Organization. The Miss St. Clair Shores program offers scholarships to young women in the community ages 17–24. Miss St. Clair Shores volunteers and serves her city during her preparation to compete at the Miss Michigan Pageant.

The city is also known for its connection to Detroit's musical history. Notable locations include Car City Records on Harper between 8 and 9 Mile roads (whose employees have included many from the Detroit music scene) and the Crows Nest East, a popular music venue in the 1960s which was located on Harper and 13 Mile Road.

St. Clair Shores is also well known for its hockey association, with more state championships than any other rink in the entire state. High school hockey during the 1970s dominated the competition; one team from Lakeview even went undefeated in 1973, and won the championship. It was known as Hockeytown before the city of Detroit adopted the title.[citation needed] There are still signs and vintage Hockeytown bumper stickers hanging inside the arena.

Being situated on the western shores of Lake Saint Clair, the city's name is taken from the lake. An expedition led by the French explorer René Robert Cavelier, Sieur de La Salle named it Lac Sainte-Claire, because they entered the lake on August 12, 1679, the feast day of Saint Clare of Assisi. The lake is named on English maps as early as 1710 as Saint Clare. But as early as the Mitchell Map in 1755, the spelling is presented with the current spelling as St. Clair. The name is sometimes attributed as honoring the American Revolutionary War General and Governor of the Northwest Territory Arthur St. Clair, but the name was in use with the current spelling long before St. Clair was a notable figure. However it is possible that earlier name of the lake was conflated with that of the general in naming some of the political entities near the lake and the river, such as St. Clair County St. Clair Township, and the cities of St. Clair and St. Clair Shores.

The origin of the name has also been confused with that Patrick Sinclair, a British officer who purchased land on the St. Clair River at the outlet of the Pine River. There, in 1764, he built Fort Sinclair, which was in use for nearly twenty years before being abandoned.

As of the 2000 census, the city had a total population of 63,096. The current mayor is Robert A. Hison (R). Coordinates: 42°29'16"N 82°53'48"W Area - Total 14.2 sq mi (36.9 km²) - Water 2.7 sq mi (7.0 km²) 19.09% Elevation 577 ft (176 m) From Wikipedia, the free encyclopedia

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HISTORY of STERLING TOWNSHIP

From Leeson's History of Macomb County, Michigan, pp.846

This division of the county is similar in many respects to the township of Shelby and Clinton. The Clinton River enters the town at the head-waters of the hydraulic canal in the village of Utica, flows through a tortuous channel southeast and leaves the township in Section 24. Plum Brook flows parallel with the Clinton. This creek forms a confluence with Red Run Creek, at the northeast corner of Section 25, and the united streams enter the Clinton just east of the town line. Beaver Creek waters the southwestern sections and flows southeast to the waters of Red Run. The soil is very productive, generally level and carefully cultivated.

The first settlers include the names of Henry R. Schetterly, Chauncey G. Cady, Eleazer Scott, Peter Moe, Asa Huntley, John B. St. John, Jesse Soper, John Gibson, Oliver Crocker, Henry J. Stead, David Stickney, Washington Adams, Charles Hutchins, Richard Hotham, John B. Chapman, the Skinner family, John Wright and others referred to in the biographical history.

Jefferson Township was organized under the authority of an act approved March 17, 1835, and the first town meeting ordered to be held at the house of Jonathan T. Allen. The district known in the United States survey as Township 2 north, Range 12 east, formed the new division of the county. Under the act approved March 6, 1838, the name of the township of Jefferson was changed to that of Sterling.

The officers elected April 6, 1835, were: William A. Davis, Supervisor; John M. Chipman, Clerk; John St. John, Elias Scott, Orton Gibbs, Assessors; Abraham Freedland, Collector; John T. Allen and Russell Andrus, Directors of the Poor; Samuel Merrill, Lewis Drake, Joseph Stickney, Commissioners of Highways; Abraham Freedland, Constable; Nathan B. Miller, Elias B. Jackson and Cordello Curtiss, School Commissioners; Curtiss, Gibbs, Ober, Tooley, Miller, Scott, Kennedy, Merrill, Pathmasters and Fence Viewers; Alex Warner and William A. Davis, Poundmasters.

Utica

In May 1817, Thomas Squire, a Canadian and reputedly the first resident of Utica, Michigan moved west along the Clinton River from near Mt. Clemens, until he came to a high point of ground where the river and two Indian trails crossed. Here he built a cabin, somewhere near where the Jean Ridge now stands. By the end of the summer newcomers had built two more dwellings. The rapidly growing settlement was variously called McDougalville, Hog Hollow and Harlow.

The first plat of the area was made in November, 1829, by Joseph Stead, under the preferred name of Harlow. The grant was signed by President James Madison. Yankees from New York State, attracted to this region after the English had relinquished control of the area to the United States, changed the name of the village to Utica, after the name of the city in their home state.

Directly after the legislature of the new state had passed an act permitting the incorporation of villages in March, 1838, Utica became one of the first half dozen Michigan towns to take on this status. It was re-incorporated in 1877 with smaller limits to allow certain farm properties to enjoy lower township taxes. In the pioneer days the history of Utica was interwoven with the development of the Clinton River and the initiation of the ill-fated Clinton - Kalamazoo Canal. It was the river that attracted the early settlers, and it was the projected and partially built trans - Michigan canal, in 1837, which was responsible, together with the strap-iron railroad to Detroit, for the great boom in 1838.

The Wildcat Bank of Utica was organized and flourished, and an enormous, three-story Railroad Hotel was built, both near the terminus of the railroad on the west side of the river. Grim history relates that

within a year or so the bright bubble had burst, the canal project had gone bankrupt, the bank had gone broke, the strap-iron railroad had failed and the hotel had gone up in smoke.

On a brighter side, a small group formed the Methodist Church Society in 1823. Two of the founders of Utica's first church, the forerunner of Utica United Methodist Church, were Utica's first settlers, Nathaniel and Jemima Squires. Utica Methodist Church, was built in 1839. It was later cut in

half and moved in two sections from its original site on Brownell near Summers to Cass and Stead.

The first industry in Utica, aside from farming, was the manufacture of pickets by William ("Picket") Smith, who became the first postmaster. The first school was a log cabin, near the site of the present

Eppler Jr. High, started in the winter of 1820. The graduating class of 1884 donated the large rock in the front of Eppler.

In 1904 and again in 1905, (both on Sundays) fires swept through the village, destroying most of the

business section, many residences and the renowned Exchange Hotel.

In 1905, Charles Ward built a power-house on the bank of the canal basin and furnished Utica with it's first electricity.

The waterworks was built in 1926, gas mains were brought in from Mt. Clemens in 1930; and sewers were laid in 1937. By the summer of 1938 most of the city's streets were surfaced, either with

concrete or asphalt. On August 20, 1937, Utica became a fifth-class city. The above is from the city of Utica's website. <http://www.cityofutica.org/history.htm>

HISTORY of WARREN TOWNSHIP

From Leeson's History of Macomb County, Michigan, pp.852

The township of Warren was erected under the name of Hickory March 11, 1837. Under an act approved April 2, 1838, all that portion of Macomb known as Sections 12, 13, 24, 25 and 36 in Township 1 north, of Range 12 east, was set off from the town of Orange and annexed to the town of Hickory. Under the same act, the name of the township of Hickory was changed to that of Aba. It retained this name until March 25, 1838, when it received its present title -- Warren. The first town meeting was held at the house of Louis Groesbeck, April 3, 1837, with Avery Dennison, Moderator; Samuel Gibbs, Clerk; Louis Beaufait, Alonzo Haight and Jenison F. Glazier, Inspectors of Election. Samuel Gibbs was elected Supervisor; Alonzo Haight, Clerk; Louis L. Beaufait, Collector; Harris Corey, Loring Hawley, L. L. Beaufait, Assessors; Peter Gillett, John H. Barton, Loring Hawley, Commissioners of Highways; Northrup Jones and Louis Groesbeck, Overseers of the Poor; James N. Bruce, with Beaufait and Corey, were elected Constables. Avery Dennison, Sam Gibbs, Lyman E. Rhodes, Commissioners of Schools.

The village of Warren in this township was settled at an early day. It is twelve miles southwest of Mt. Clemens and fourteen north of Detroit. Its location is within a half mile of the D. & B.C.R.R., which renders the place a suburb of Detroit. It is a fine agricultural section, which is devoted to farming, market gardening, grain, vegetables and fruit. There are Methodist and Lutheran churches, a district school and a steam feed mill and foundry in the hamlet. Its conservatism in respect to population is remarkable. The census returns of 1880 credit it with being the center of 150 people. Similar returns for years past have accorded to the little hamlet precisely the same number. Among the early settlers were the Groesbecks, Joseph Jerome, Harris Corey, Joseph Mosho and George Bolam, many of whom have left families, members of which still reside in the township. Among the business and professional men of the village are John Ames, Milo Ames, Oliver Barton, J. L. Beebe, C. Davy, William Cole, D. L. Case, Frink & Murthum, L. Groesbeck, Silas E. Halsey, John Hartman, Rev. A Harwood, W. Helzenger, E. Lawrence, F. McCall, William McMullen, Judson C. Mason, E. Mores, C. Sanderson, Edward Tharrett, G.B. Walker, G. Whitten, Rev. William Young.

HISTORY of WASHINGTON TOWNSHIP

From Leeson's History of Macomb County, Michigan, pp. 806

The meeting to organize the township of Washington was held at the house of Alvin Nye (where Emulous Stone lived in 1877) in April, 1827. Daniel Thurston was called upon to preside, and Otis Lamb was chosen Clerk. It was then proposed that some one would propose a name: many names were given and passed over, until at length the Chairman said: "I move that we name the town in honor of the father of our country." The name was accepted enthusiastically, and confirmed by act of organization. At that time there were not over forty families in the township.

Washington Township, comprising Towns 4 and 5 north, in the twelfth range east, was erected under powers given in the act of April 12, 1827, and the first town meeting was ordered to be held at the house of John Holland, the last Monday in May, 1827. The first town meeting was held at the schoolhouse, near John D. Holland's, May 28, 1827. Gideon Gates was chosen Moderator, and Isaac Andrus, Clerk. The election resulted in the choice of John A. Axford, for Supervisor; John D. Holland, Clerk; Daniel B. Webster, Collector and Constable; Asahel Bailey, John Bennett and Nathan Nye, Assessors; Alexander Tackles, John Bennett, James Starkweather, Commissioners; Albert Finch and Joseph Miller, Overseers of the Poor, and Alvin Nye, Constable; Asahel Bailey, Elon Andrus, Edward Arnold, Poundmasters; George Wetson, Otis Lamb, Robert Townsend, Nathan Nye, Daniel Hayden, William Allen, Philip Price, Albert Finch and Isaac Skillman, Overseers of Highways, appointed by the County Commissioners in March, 1827.

Washington Village contains 225 inhabitants. The locality was first settled in 1818. The village is sixteen miles northwest of Mt. Clemens and thirty miles north of Detroit, with which cities it is connected by the Michigan Air-Line and Grand Trunk Railroads. Formerly, its nearest shipping point was Utica, seven miles south, on the D. & B.C.R.R., and with which it was connected with a daily line of stages. It has Methodist Episcopal and Union Churches, a graded school, express, daily mail, east and west.

Mt. Vernon is a small post office village in Washington Township, Macomb County, seventeen miles northwest of Mt. Clemens Court House and five northeast of Rochester, on the D. & B.C.R.R., its nearest shipping-point connection therewith by semi-weekly mail. In the immediate vicinity are two churches --Baptist and Methodist-- and district school. The business men of the village are named as follows: Alpheus Baldwin, Constable; Jeremiah Cole, blacksmith; J. N. Fangboner, painter; Mark Fangboner, wagon-maker; Joseph McCluer, live stock; John Major, live stock; E.J. Mann, painter; Rev. W.H. Mills, Baptist; J.J. Snook, Notary and Justice; M.L. Townsend, live stock dealer