

Downriver Back in the Days



Photograph by John Duguay

By Kathy Covert Warnes

Photo by John Duguay



John Duguay took most of the photographs in this book. He proudly admitted that he first picked up a camera when he was just seven years old and he has had a camera (perhaps not the same one!) in his hand since then.

The years between John's first camera in the early 1920s and his most recent pictures have been eventful ones. After being educated in Ecorse and Detroit schools, he worked for a time at an Ecorse Company and Ford, then joined the Navy in 1942 and served for three years. John counts a bronze star as one of the decorations that he won for his service as a demolitions expert and a Navy Seal during World War II. The citation for his Bronze Star reads:

"For distinguishing himself by meritorious achievement in February 1945, as a member of an assault unit during the assault and capture Of Iwo Jima Island. In the face of enemy rifle, machine gun, and Mortar fire, he bravely prepared the way for the operations of Combat troops and by his courageous devotion to duty Contributed greatly to the success of this hazardous mission. His Courage and conduct throughout were in keeping with the best Traditions of the naval service." R.K. Turner, Admiral, U.S.

After John returned to Ecorse, he went to work for several local companies as an assembly line designer, and while he was working on one of his projects, a piece of metal flew up and pierced his eye, causing him to lose sight of it. John didn't let his accident slow him down. He continued to design assembly lines and sat up a photography studio in his basement. His photos regularly appeared in local publications, including the *Ecorse Advertiser*. John's pictures are a visual chronicle and an important part of the documentary record of Ecorse and Downriver history. He truly had a Downriver outlook with an Ecorse background!

Downriver Back in the Days

Downriver Back in the Days

Volume 1- Allen Park to River Rouge

Introduction

Growing Up Downriver and Writing About It!



Photograph by John Duguay

This particular photograph is of an Ecorse Street, but all Downriver communities offered the same kind of street, houses, and people.

Ecorse historian Al DuHadway wrote in his *Mellus Newspaper* column of Wednesday, April 28, 1976, that two Ecorse officials had agreed to head a committee to write and publish a Bicentennial history book as part of the celebration of America's 200th birthday.

The family of one of the officials, City Assessor Elmer Labadie, had roots in the Downriver area that extended back to his great, great grandfather, Alex Descompte Labadie who received a land grant for Ecorse land from King Louis the XIV of France in 1701. Those were the days when all of Downriver was a part of the Province of Quebec in the colony of New France. The other official, Purchasing Agent James Lawrence, also had deep community roots and his family a record of service.

The two Ecorse officials quickly learned that they had taken on a monumental task and historian Al DuHadway highlighted the obstacles they had to overcome by sharing his personal experience as Ecorse city historian. Historian Duhadway wrote that he had discovered many years ago that finding information about Ecorse wasn't an easy task. Expanding on his comments, he said that almost 30 years ago, around 1946, Ecorse Mayor William W. Voisine had appointed him city history, without the benefit of pay, office space, or funds to build archives. Researchers and historians attempting to write a history of Ecorse must depend on local legends that are difficult to document or try to gather historical information from old land deeds that are often written in French. He suggested that old photographs and maps exist, but their owners either don't know they have them or don't want to let them go.

Historian DuHadway wrote that the lack of written records presented a major stumbling block for researchers and historians writing a history of Ecorse. He cited the example of the age of Ecorse and pointed that that oral tradition says that a hamlet was located at present day Southfield and Jefferson before the United States won its independence. Some old timers think that explorers and missionaries may have stopped along Detroit River shores in what is now Ecorse as far back as 1679. He highlighted important dates in Downriver and Ecorse history, writing that on July 24, 1701, Cadillac landed in what would become Detroit, pointed out that many Downriver families trace their beginnings to their forbearers who received one of the ribbon farms that extended from Lake St. Clair to present day Wyandotte.

The French ruled the Downriver region for the next 59 years until the British acquired it at the close of the French and Indian Wars. After the former British colonists won their independence from the England, it took another American victory in the War of 1812 to make the British flag of conquest to completely disappear from the Downriver region.

Michigan had not yet become a state, but the settlement that would later become Ecorse had acquired a name – Grandport. An 1820 map in the Burton Historical Museum in Detroit suggests the age of Ecorse by revealing that streets were named for Jefferson, Monroe, Webster, and Jackson, as well as French settlers St. Cosme, Labadie, and LeBlanc.

When Ecorse Township was established in 1827, the name Grandport gradually fell into disuse and the settlement eventually became known as Ecorse. In 1902, more than a century after the

first settlers had arrived on the shores of the Detroit River near Southfield and Jefferson, Ecorse officials incorporated the settlement as a village.

City historian Al DuHadway wrote that the official, historical records of Ecorse go back only 74 years, because township records dating back 131 years were lost when Ecorse Township was dissolved in 1958 with the creation of Southgate.

Even though City Historian Al DuHadway's column was written in 1976, his observations are still relevant to writing present day Downriver History. Lack of written documentation, unreliable human memory, and historical amnesia about the unfavourable aspects of community history are just a few obstacles to overcome in writing Downriver history. But dedicated and serious historians can and must overcome obstacles to preserve the heart of their communities and honor the memories of the people who worked so hard to create them.

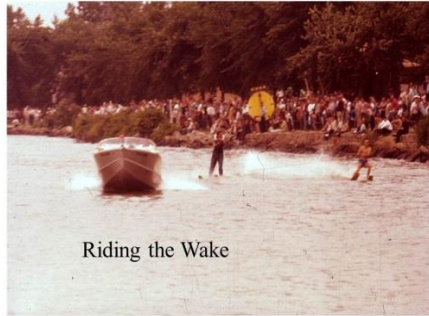


While gathering material for a Bicentennial history of Ecorse, City Assessor Elmer Labadie consulted city records dating back to early Downriver days. He determined that the old San Succi farmhouse on Pepper Road was one of the oldest buildings in the Downriver area.

Downriver Back In the Days is meant to be a beginning, not a definitive end. I wrote this book with hope – the hope that other people who love their Downriver will write the stories of their communities and publish them on line in print, or both.

Just a few explanatory notes:

Riding the Wake...



Riding the Wake is a series of backstories that if included in the main chapters would make them too large and unwieldy to read at one sitting. They are short, historical narratives adding to the main story in the chapter. These backstories stand alone and appear at the end of every chapter. I have also included specific references at the end of every Riding the Wake in the hopes that other writers and students of history will further develop the stories.

Kathy Covert Warnes

P.S. And yes, I am writing this book from a slight Ecorse slant, because I grew up in Ecorse, did my dissertation about Ecorse, and wrote books about Ecorse. I have the most Ecorse material, but I accumulated stacks of other Downriver material as I wrote this book. Ecorse is an important part of Downriver and Downriver is an important part of Ecorse. As I read the history of each Downriver Community, I realized over and over again how impossible it is to segregate the history of Downriver into neat little community blocks with definitive lines. Even though they have unique characteristics and personalities, the separate histories of each Downriver community are intertwined. I also spent hours researching and writing other Downriver community and background articles!

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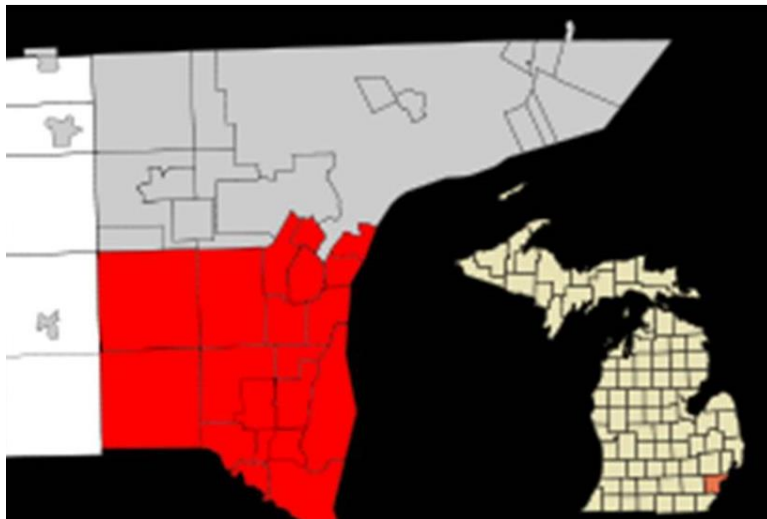


Photograph by John Duguay

Chapter 1: Defining Downriver

The 32-mile Detroit River has shaped the 18 suburban cities and townships in Wayne County, Michigan south of Detroit. As the Detroit River, Detroit is from the French word meaning Strait, weaves its way west through Detroit, Michigan, and Windsor, Ontario, it gradually bends to flow south before it empties into Lake Erie. As people follow the Detroit River either on its surface or along its bordering highways, they travel downriver to visit communities south of Detroit, instead of traveling upriver. These 18 communities and townships south of Detroit are unofficially called Downriver.

The Downriver communities and townships are: Allen Park, Brownstown Township, Ecorse, Flat Rock, Gibraltar, Grosse Ile, Huron Charter Township, Lincoln Park, Melvindale, New Boston, River Rouge, Riverview, Rockwood, Romulus, Southgate, Taylor, Trenton, Woodhaven, and Wyandotte.



Downriver Detroit-Wikimedia Commons

Detroit River waters directly border the Downriver cities of Ecorse, Gibraltar, River Rouge, Riverview, Trenton, and Wyandotte and Brownstown Township. The island community of Grosse Ile sits in the middle of the Detroit River between mainland Downriver communities and LaSalle and Amherstburg, Ontario. The Detroit River has also shaped Downriver communities including Romulus, Southgate and Taylor that it does not directly touch.

All of the Downriver communities have a common past and they all owe a common debt to Michigan Governor Lewis Cass. Ecorse, Brownstown, Monguagon, and Huron Townships were

included in the nine original townships that the Michigan Territorial Legislature created when it reorganized Wayne County in 1827.

Michigan Governor Cass Creates Townships

On November 6, 1790, The Court of General Sessions for the Northwest Territory initially granted the authority to create townships with commissioners governing them. More than a decade later, Michigan Territory Governor Lewis Cass used this township authority to issue a proclamation on January 15, 1818, establishing Mongaugon, Hamtramck, Huron, St. Clair and Springwells Townships in Wayne County. Almost a decade later on April 12, 1827, Governor Cass signed an act abolishing the office of township commissioner while at the same time establishing the Wayne County Townships of Brownstown, Bucklin, Detroit, Ecorse, Hamtramck, Huron, Monguagon, Plymouth, and Springwells. ¹

Monguagon Township

In Indian Names in Michigan Virgil J. Vogel mentions a legend involving two Henrys and a possible meaning of Monguagon. According to Vogel, a subagent to the Saginaw Chippewa by the name of Henry Conner told Ethnologist Henry Schoolcraft that Monguagon was named for a Wyandot Indian Mo-gwaw-go who died there. Agent Conner said that Monguagon meant ‘dirty backsides.’ Ethnologist Schoolcraft believed him, but time and Virgil Vogel say that the legend is colorful, but it isn’t true. ²

Moresober scholarship says that named for a Pottawatomi chief living along the Detroit River around 1755, Monguagon was bounded on the north by Ecorse Township and on the west and south by Brownstown Township. French settlers worked quarries in the Township before 1749, and American soldiers defeated British and Indian forces at the Battle of Mongaugon during the War of 1812. Although Monguagon was first settled in 1812, township government was not organized until May 25, 1827, when Colonel Abram Caleb Truax won the election for supervisor and others filled several other township offices. Colonel Truax laid out the village of Truaxton which became Trenton.

The 1827 act creating Monguagon established it as a survey township including all of Grosse Ile and an act by the Michigan State legislature on February 16, 1842, added a part of Brownstown Township to Monguagon Township. Grosse Ile Township remained part of Monguagon until 1914, when it organized as a separate township. The cities of Trenton and Riverview were incorporated from Monguagon Township.

Brownstown Township

[Brownstown Township Website](#)

¹ [Evolution of a Township. Thomas J. Anderson.](#)

² Virgil J. Vogel. Indian Names in Michigan,. Ann Arbor: University of Michigan Press, 1986. p. 54.

Like the townships and forests surrounding them, the lands that later became Brownstown originally belonged to the French Province of Quebec, and then fell into British hands. Finally, 18th century Americans claimed the 43 square mile region.

Adam Brown, originally from Virginia, gave his name to Brownstown city and Brownstown Township. One version of Adam's story goes that in 1764 Wyandot Indians kidnapped eight-year-old Adam from his home in Virginia and brought him to Detroit. Other versions say that since he could read and write quite well, the kidnapping probably happened when he was in his early teens. The Wyandot adopted him and in turn, he adopted their culture and married an Indian woman, choosing to remain with them and eventually become a tribal leader. Located near present day Gibraltar at the junction of the Huron and Detroit Rivers, the city of Brownstown built on the site of an Indian village, thrived from about 1809 to 1819.³

After the Michigan Territorial Commission named Brownstown one of Wayne County's nine original townships on April 5, 1827, citizens elected Moses Roberts its first supervisor. As more settlers arrived in the township, they cultivated the land and built farms that transformed the swampy, sand-hill terrain into productive farm land. Kurtzhals Farm, established in 1893, still operates as one of the largest farms in Brownstown Township.

In the early 1960s, the cities of Flat Rock, Rockwood, and Woodhaven were incorporated from Brownstown Township.

Huron Charter Township

[Huron Charter Township Website](#)

Tucked in the southwest part of Wayne County along the banks of the Huron River, Huron Charter Township was organized in 1827 as one of Wayne County's nine pioneer townships.

Both Huron Township and the Huron River take their names from the Huron or Wyandot Indians, who hunted, trapped, and established their villages in the region. On September 20, 1818, the United States government granted a land reserve of 4,996 acres to the Wyandot nation, located in the southeast corner of Huron Township on the south side of the Huron River.

The last Indian treaty adjusting Indian title to Wayne County Lands, President John Tyler appointed John Johnston as a commission to negotiate with the Wyandot nation for surrender of all their lands in Ohio and Michigan. Commissioner Johnston met the Wyandot chiefs, counselor and head at a council at Upper Sandusky. In The Treaty of Upper Sandusky, dated March 17, 1842, the Wyandots in turn ceded to the United States "all right and title to the Wyandot reserve on both sides of the River Huron in the State of Michigan, containing 4,996 acres, being all the land claimed or set apart for the use of the Wyandot nation within the State of Michigan."

In return for their Michigan and Ohio lands, the United States government promised the Wyandot nation a list of benefits which included a reservation of 148,000 acres west of the Mississippi River, removal expenses, and an annuity of \$17,500. The Wyandot vacated the

³ [Brownstown History](#)

Huron River reserve soon after the signing of the treaty, and the United States government paid \$500 toward their removal expenses to Upper Sandusky where they rendezvoused for their removal west of the Mississippi. By 1844, the entire Wyandot tribe had settled in present day Wyandotte County, Kansas.

In his *History of Detroit and Wayne County and Early Michigan, Vol. 2*, Silas Farmer tells the story of an aged, blind Wyandot called Bouger who owned a fruit farm in Huron Township. Despite his blindness, he could find any specific tree in his large orchard and he loved his land so much that he refused to be moved. Authorities had to bind Bouger and his faithful friend Peter Hunt hand and foot and pack them into a wagon and cart forcibly away. ⁴

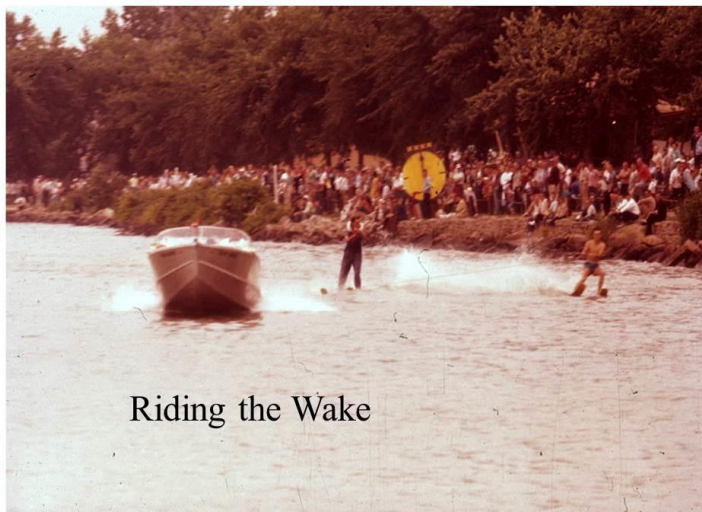
Huron Township experienced further transformation. On March 17, 1835, state and local officials designated its northeastern portion as Romulus Township and a few weeks later on April 6, 1835, they created Van Buren Township from its northwestern section. On April 1840, officials organized the western half of the rest of Huron Township as the township of Sumpter.

According to the United States Census Bureau, 21st Century Huron Charter Township has a total area of 36 square miles - 35.6 miles of land and 0.5 square miles or 1.28 percent of water. ⁵

[Huron Township Historical Society](#)

⁴ Silas Farmer. *History of Detroit and Wayne County and Early Michigan. Vol. 2.* Detroit: Pub. by S. Farmer & Co., for Munsell & Co., New York, 1890, p.1313.

⁵ Ibid



Riding the Wake

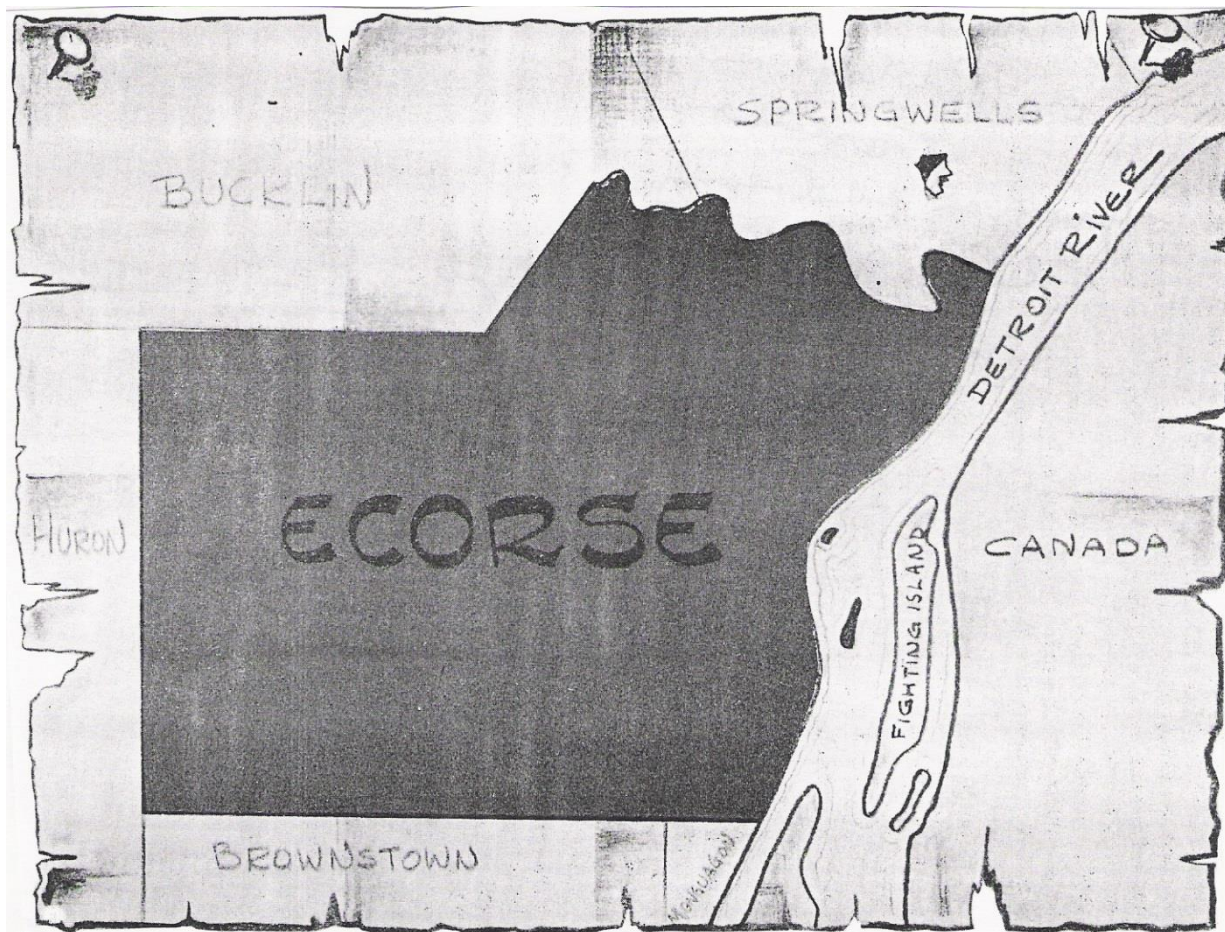
Bessemer Herald

Bessemer, Michigan

March 11, 1897

Belleville has been sidetracked by a change of time on the Wabash Railroad. There is now only one train a day each way from Detroit that Belleville citizens can use, and much dissatisfaction exists.

Ecorse Township



Wyandot and Potawatomi Indians hunted in the vast forest and established their villages on the banks of the Detroit River on the lands that later would become Ecorse Township. The first white men to settle in the Ecorse Township were the French who built homes along the Detroit River at the mouth of the Rouge River and Ecorse Creek in the later 1700s and early 1800. During the mid-1800s, many of the German immigrants purchased farms in the western section of the township.

Elijah Goodell was the first English pioneer to settle in Ecorse Township and in 1818, John Rucker purchased a house on Grosse Isle that French settlers had built twelve years before. Major Abram Truax opened a wayside tavern and inn on the main route between Detroit and Ohio in 1816. For a time the village he founded was called Truago, later Truaxton, and in 1875, was finally named Trenton after the deposits of Trenton limestone throughout the area.

After the Revolutionary War and decades of white settlement, Michigan Governor Lewis Cass signed an act on April 5, 1827, creating the Wayne County Townships of Brownstown, Bucklin, Detroit, Ecorse, Hamtramck, Huron, Monguagon, Plymouth, and Springwells. At first, Ecorse Township extended from the Detroit River as far as Pelham Road, including Grassy and Mud Islands in the Detroit River. Over time Ecorse Township was divided into smaller communities.

Members of the Navarre family were early [French settlers](#) in the Downriver area and the family also gave its name to a short-lived community. A salt block village on the Rouge River in Ecorse, Navarre was named for early French settler, Robert Navarre. On December 11, 1899, William Wiegst became Navarre's first post master. In 1910, Navarre was incorporated as a village and on November 25, 1918, it was renamed Oakwood. On December 31, 1918, the post office closed and the City of Detroit annexed Oakwood in 1922.

As well as individuals and families, railroads often stimulated community growth and left a legacy of names and memories of depot towns. Glenwood, a depot station on the [Lake Shore and Michigan Southern Railroad](#) in Ecorse, was incorporated as a village in 1900. Ecorse Storekeeper Herman G. Turski became the first postmaster on October 21, 1901. The City of Wyandotte annexed Glenwood in 1905.

Another Lake Shore and Michigan Southern Railroad station called Bacon, was incorporated as a village in 1900. The village of Bacon was named after an old area family which included veterans of the Revolutionary War, the War of 1812, and prominent Michigan tax lawyer [Elbridge F. Bacon](#). History repeated itself when storekeeper [Herman G. Turski](#) was named the first postmaster on October 21, 1901. The City of Wyandotte annexed Bacon in 1905 and the post office closed on April 4, 1906.

The cities of Allen Park, Ecorse, Lincoln Park, Melvindale, River Rouge, Southgate, Taylor, Wyandotte, and the Boynton and Oakwood Heights neighborhoods of Detroit were all created from Ecorse Township.

With the incorporation of the City of Southgate in October 1958, Ecorse Township ceased to exist and all of the records and government functions were transferred to the new City of Southgate. The remaining territory of the Township consisted of two small islands in the Detroit River – Mud Island near the foot of Southfield Road and Grassy Island, opposite the end of Goddard Road. Ecorse was given jurisdiction over Mud Island and Wyandotte jurisdiction over Grassy Island. Mud Island, less than an acre in area, has been completely under water since the early 1950s and is used as a base for recreation land fill in the City of Ecorse waterfront.

Grassy Island, about 15 acres, is used by boaters and swimmers. During the height of commercial fishing in the Detroit River, Grassy Island had been the site for firms dealing in whitefish and sturgeon then abounding in the Detroit River. For many years Grassy Island also served as the site of a United States government manned lighthouse, but since an automatic navigational beacon was installed on the island in 1927, it has been uninhabited. Long owned by the United States Coast Guard, Grassy Island was deeded in 1962 by a special act of Congress to the City of Wyandotte for ultimate use as a public recreation site.

Time Transformed Townships into Thriving Cities

In the 19th and 20th centuries, industry and abundant natural resources as well as close proximity to Detroit and its markets helped Downriver communities like Allen Park, Lincoln Park, Wyandotte, River Rouge, Melvindale, and Ecorse grow from township to village to city status, especially with the development of the automobile, shipping, chemical, and steel industries. Companies like Ford, Great Lakes Steel, and countless other manufacturers attracted workers to work and live Downriver. Ship builders including the Detroit Shipbuilding Company and Great Lakes Engineering Works forged a tradition of Downriver shipbuilding employing skilled shipyard workers.

Communities such as Southgate, Taylor, Riverview and Trenton situated further south also offered shipyards and industries with the added advantage of uncongested suburban living. More rural Downriver communities like Huron Township, Flat Rock, Rockwood, Woodhaven, and Romulus offered undeveloped areas and farming.

The 21st century brought changes to the Downriver Detroit communities. Heavy industry still provides many of the jobs and rationale for living close to these jobs in Downriver communities as well as Detroit. Improved freeways made commuting easier, especially from outlying communities like Romulus and Flat Rock and more white collar workers live Downriver while commuting to jobs in Detroit and its surrounding communities.

Downriver People

Over more than two centuries of settlement, Downriver communities have been home to people from across the globe. Immigrants from countries that include England, Germany, Ireland, Poland, Italy, Hungary, and Canada carved out new, comfortable lives in Downriver communities. Between 1910 and 1970, black people from the South flocked to Detroit and its Downriver communities seeking economic opportunities to make better lives for themselves. Ironically, from the early to mid-20th century, many southerners followed blacks to Detroit and its Downriver communities in a migration of their own. They came to work in Downriver automotive and steel industries and in the shipyards, creating ethnic neighborhoods. After World War II, the southern migration slowed until today neighborhoods comprised mostly of] Southerners no longer exist in Downriver communities.

In an urban history essay, "[Deindustrialization in Southwest Detroit](#)," Richard Child Hill and Michael Indergaard write that most Downriver born citizens spend their lives there. When they do have to leave for college, military service or employment reasons, many return to spend the rest of their lives in their home communities. ⁶

Despite the loyalty of Downriver people, the number of Downriver residents has been steadily declining over several decades. [United States Census Records](#) show that Downriver had 357,454 residents in 2000 and totalled 356,448 residents in 2010, a decrease of 1,006 people. Only Brownstown and Huron Townships, and the cities of Flat Rock, Gibraltar, Romulus and

⁶ Richard Child Hill and Michael Indergaard, "Deindustrialization in Southwest Detroit." p. 239-264 in Business Elites and Urban Development: Case Studies and Critical Perspectives edited by Scott Cummings, Suny Series in Urban Public Policy, State University of New York, 1988.

Woodhaven saw population increases. According to the 2010 census, more people settled in Brownstown Township over a ten year period than in any other community.

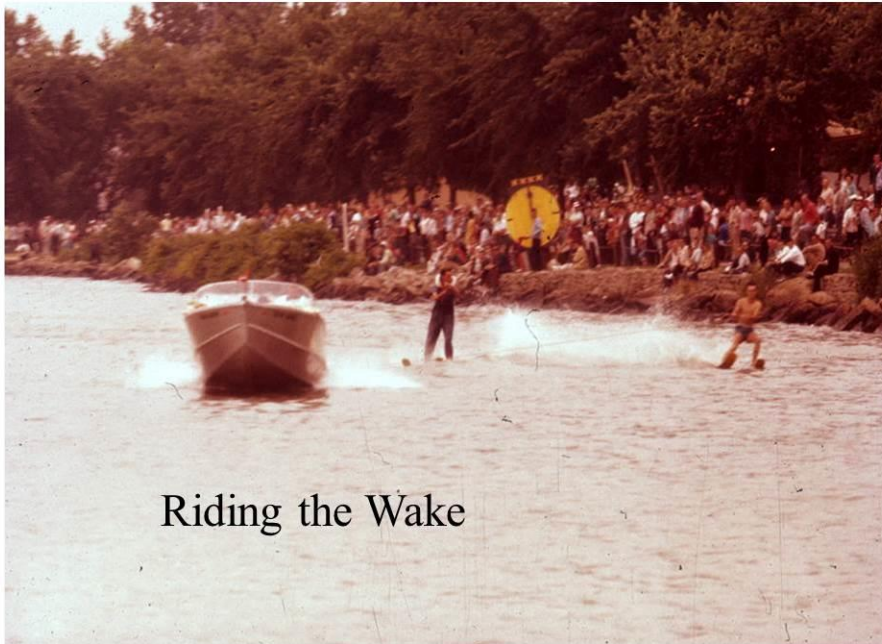
Downriver Census Figures – 2000-2010

City	2000 Population	2010 Population	Increase or Decrease
Allen Park	29,376	28,210	-1,166
Brownstown Township	22,989	30,627	+7,638
Ecorse	11,229	9,512	-1,717
Flat Rock	8,488	9,878	+1,390
Gibraltar	4,262	4,656	+392
Grosse Isle	10,894	10,371	-523
Huron Township	13,737	15,879	+2,142
Lincoln Park	40,008	38,144	-1,864
Melvindale	10,735	10,715	-20
River Rouge	9,917	7,903	-2,014
Riverview	13,272	12,486	-786
Rockwood	3,442	3,289	-153
Romulus	22,979	23,989	+1,010

Southgate	30,136	30,047	-89
Taylor	65,868	63,131	-2,737
Trenton	19,584	18,853	-731
Woodhaven	12,530	12,875	+345
Wyandotte	28,006	25,883	-2,123
Totals	357,454	356,448	-1,006

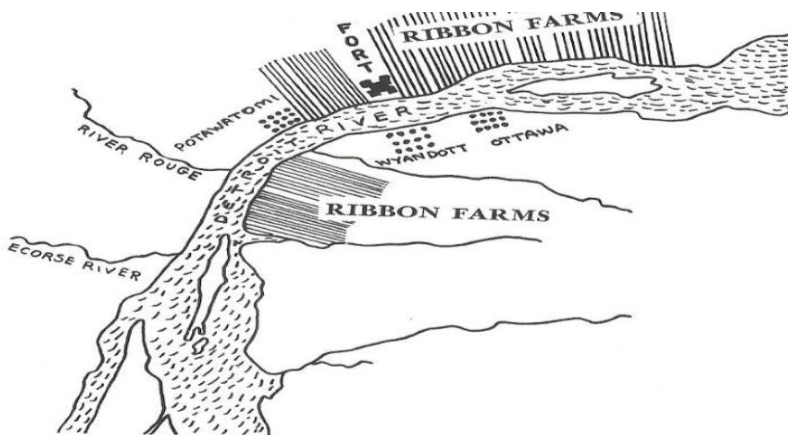


Photograph by John Duguay



French Ribbon Farms

Since Cadillac founded Detroit and gave his loyal followers long narrow ribbon farms extending far inland from the banks of the Detroit River, Downriver communities have had a shifting geographical relationship with its parent city. The close proximity of Downriver communities to Detroit has caused them to be perceived by some as merely Detroit suburbs, indistinguishable from the city itself. This is a skewed perception. Downriver communities have individual cultural identities and distinct differences from each other and from the western, northern and eastern suburbs of Detroit.



Cadillac Builds a Fort at Detroit and Assigns French Ribbon Farms

French Canadian voyageurs used the Detroit River as a connecting highway to Green Bay to buy furs. Detroit pioneer Alexander Lewis lived in Sandwich, Ontario, for many years and recalled that the voyageur stopped at the bay there. They wore brown coats and red sashes and had capes sewn on their coats to pull over their heads when there was a severe storm. The fur canoes of the French voyageurs measured up to 36 feet long by six feet wide and could carry eight to ten men, 1,000 pounds of provisions and 60 large packs of furs.

Lewis recalled that the parties “usually consisted of about forty men and I have seen them come up through the streets of Sandwich, singing their French boat songs or smoking their pipes. Their arrival always aroused about as much interest as the coming of steamers did later on.”

The French post at Mackinac had been established as an Indian mission and a rendezvous for voyageurs and a supply depot for the Indian trade years before the settlement at Detroit was even imagined. The Indians friendly to the French mostly lived in the north, because the Iroquois in a long series of wars had driven them north from their ancestral lands. The French never envisioned Mackinac as a colony because of its northern location and the more strategic importance of the Detroit River to the French.

According to [Clarence Burton](#), the far north location of Mackinac made a yearly corn crop questionable, and since Indian corn was essential for bread, Antoine de la Mothe Cadillac, commandant at Mackinac from 1694-1698, looked southward for a suitable location to found a colony. A sophisticated, skilled diplomat, Cadillac felt that locating a permanent colony on the Detroit River would curtail the English from trade among the French Indians. He reasoned that once established and properly managed, a post at Detroit would enable the commandant to attract the Indians of the west and their numbers, and combined with the strength of a French garrison, would force the fierce Iroquois to negotiate a peace agreement.

Both the English and French coveted the land west of Lake Erie, but temporarily the English gained the upper hand when on July 14, 1701, the Iroquois ceded all of the land east and west of Detroit from Lake Ontario to Lake Michigan to the English, even though the land was not theirs to cede.

The Fort at the Straits

On July 24, 1701, [Antoine de la Mothe Cadillac](#) stepped ashore on the bank of the Detroit River and directed his men to start building a fort that he hoped would halt the westward expansion of English commercial interests. He had convinced the French King to open a fort in the lower lakes to protect French interests and the King granted Cadillac permission to come to Detroit from Montreal to establish a trading post.

Taking the Ottawa Route because the French government feared that the Iroquois Indians would attack him if he followed the Niagara route, Cadillac arrived at Detroit from Montreal on July 24, 1701, with 25 bark canoes holding enough provisions for three months. His men at once set to

work building palisades for the post which enclosed an arpent of land, an arpent being a French acre of 192 feet on a side.

Cadillac's post at Detroit proved to be a revelation that produced a revolution. By the end of his first week at Fort Pontchartrain, the name that he gave his post, Cadillac and his men had created a city without houses but with a population of 100 people. Native Americans flocked singly and in nations to witness the building of the fort on the straits. Cadillac encouraged them to settle around the fort, and they established four or five villages above and below the palisaded fort. There were already villages a few miles down the river.

During the next three years [Cadillac](#) and his men built up the fort and strengthened its foundation. The lots within the walls were usually small, about 20 x25 feet, and probably covered by buildings. Soldiers had small half acre gardens, fenced off and fronting on the east side of Randolph Street between the river and what is now Fort Street.

Beginning in 1707, contradicting the contention of some historians that the French did not deal in land, Cadillac began granting land on both sides of the Detroit River to French settlers who wanted to farm. The 1707 date is the organization date decades before George Washington was inaugurated as first president of the fledgling nation called the United States. Some local historians even argue that in 1699, two years before the founding of Detroit, a Pottawatomie chief scratched his mark on papers granting the first [French](#) settlers claim to land at the mouth of the Riviere aux Ecorces, French for the River of Bark.

Because water transportation was essential in these early times of dirt trails and dense forests, every farmer wanted to own land rights on the Detroit River and near Fort Pontchartrain. Cadillac gave each farmer land on the riverfront, which followed the shoreline for two hundred to one thousand feet and extended from the Detroit River back two to three miles. Because the plots were long and narrow, they were called ribbon farms. Most of the French ribbon farms measured from one to five arpents (an arpent was 192 ½ feet) wide and extended inland from the river for one and one half to three miles. These early settlers included French names like Beaubien, Campau, Chene, DeQuindre, Navarre, and St. Aubin and these same names are preserved in street and road names when the Detroit River no longer served as the main method of transportation.

The French Ribbon Farms

The ribbon farms lined both sides of the Detroit River from Monroe to Lake St. Clair, including Ecorse, and River Rouge. The farmers used their canoes on the Ecorse River, River Rouge, and the Detroit River to visit other farmers and friends in Fort Pontchartrain and to take their farm produce and furs to market. The proximity of the farms to the fort provided protection and allowed the farmers crucial access to the river which provided them with a transportation and communication highway.

When Cadillac granted land to the farmers they had to agree to certain things. The farmer could trade, hunt, and fish on his property, but he had to pay rent to use the land and a fee for trading

privileges. The ribbon farmers had to pay another fee to Cadillac for the use of his mill for grinding corn and other grain that he grew on the farm. The ribbon farmers grew corn, wheat, and vegetables and also pears, apples and other fruits and kept cattle, pigs, and a few horses. The entire family worked on the farm. The housewives baked bread in outdoor ovens made of clay, wove their own cloth, and sewed their own clothes. They traded with the Native Americans to get maple sugar.

In 1748, the French offered settlers special bribes to come to Detroit. These bribes included a spade, an axe, a plough, a large wagon, a small wagon and seed, and a cow and pig, which had to be returned by the third harvest. By using this system, the French hoped to build up the settlement and strengthen their forces in the new land. By 1760, about 600 people lived within the walls of the fort and the population along of both sides of the river numbered 2,500 people.

The French Connection

As the small settlement at Detroit grew, French fur traders and Jesuit priests traversed the area, but the earliest record showing white ownership of property in Ecorse Township dates to 1776, when the Potawatomi Indians deeded a huge tract of land to Pierre St. Cosme. His boundary line was known for years as the St. Cosme Line, later to be known as State Street and still later as Southfield Road. The French Crown awarded numerous land grants in the Detroit area in the late 1700s and it is likely that it granted many claims on the Detroit, Rouge and Ecorse Rivers that were not recorded.

The Wyandot, the Ottawa, Chippewa and the Potawatomi were long in the area when the French came in 1701. The King of France granted Cadillac permission to come to Detroit from Montreal to establish a trading post. Beginning in 1707, Cadillac granted land on both sides of the Detroit River to French settlers who wanted to farm as well as trap and fish. Because transportation was important, every farmer wanted to own land right on the Detroit River and near Fort Pontchartrain. Cadillac gave each farmer land on the river front which followed the shoreline for two hundred to one thousand feet and extended from the Detroit River back two to three miles. Because the acreages were long and narrow they were called "ribbon farms."

The ribbon farms lined both sides of the Detroit River from Ecorse to Lake St. Clair to the Ecorse River. The farmers used their canoes on the Ecorse River, River Rouge, and the Detroit River to visit other farmers and friends in Fort Pontchartrain and to take their farm produce and fur to market. The nearby Fort also provided them with security and safety.

When Cadillac granted land to the farmers they had to agree on certain conditions. The farmer could trade, hunt, and fish on his property, but he had to pay rent to use the land and a fee for trading privileges. The ribbon farmer had to pay another fee to Cadillac for the use of his mill for grinding corn and other grain that he grew on his farm. The farmer could fish in the Detroit River and hunt for deer, beaver, wild ducks, and pheasants. The farmers grew corn, wheat and vegetables and also pears, apples and other fruits. They kept cattle, pigs, and a few horses. The entire family worked on the farm. The housewives baked bread in outdoor ovens made of clay, made their own cloth and sewed their own clothes. They traded with the Native Americans to get maple sugar.

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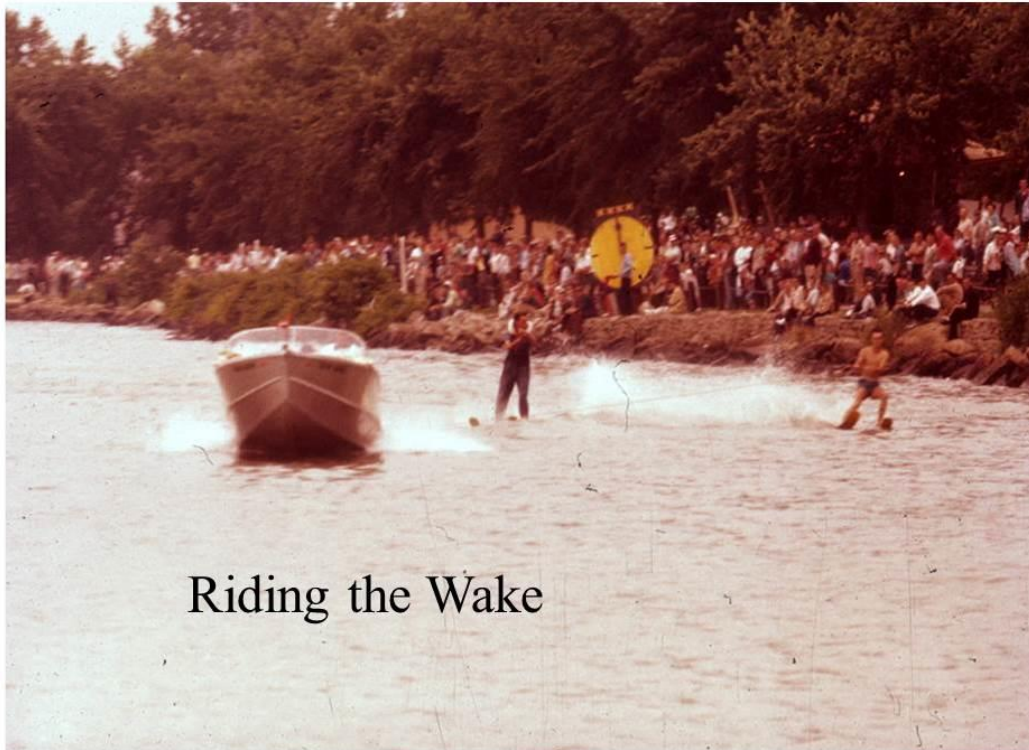
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Adam Brown, Father of Brownstown

Located near present day Gibraltar at the junction of the Huron and Detroit Rivers, Brownstown was an important city from approximately 1809-1819. Formerly a site for Wyandot villages and burial grounds, Brownstown was named for Adam Brown whose life would become a symbol of the Wyandot struggles to preserve their tribes and cultural heritage. The story of how Brownstown Township received its name is firmly woven into the history of the Wyandot Indian tribes who originally inhabited the area. For over 1,000 years the Wyandot Indians hunted for bison and beaver on the land that later would become Brownstown Township. Maps of the region before Brownstown Township officially organized show a web of Indian trails covering the Huron River Valley including the Wyandot trail that provides the foundation for Sibley Road. Many tribal council fires burned at Brownstown for Native Americans from the Upper Midwest and influential chiefs including Mohawk chief Joseph Brant, Pontiac and Tecumseh presided over these councils..

Although the Wyandot hunted beaver, beaver played an important part in their spiritual life and their future removal from their lands as well. Eastern Michigan University Anthropology Professor Kay McGown points out that the Wyandot believed that if they wrapped their dead in beaver pelts to facilitate their journey to the next world and archaeological evidence recovered in Wyandot burial sites supports her belief.

Ironically, the plentiful beaver supply and the Wyandot's skillful use of beaver pelts to develop a flourishing trading empire lay the foundation for the loss of their traditional tribal lands. Beaver captured the attention of Cadillac and the French and led to the founding of Fort Detroit. The resulting international fur trade brought disease, global war, and population decline to the Wyandot.

Adam Brown Becomes a Wyandot

Adam Brown entered the Wyandot story in around 1755 or 1756 while he still lived at home with his family in Virginia-now West Virginia. Some Wyandots kidnapped Adam, some sources say when he was eight, while others estimate that since he could read and write fluently he must have been at least 12 or 13 years old. Adam's kidnappers took him to Detroit. One of the stories about Adam Brown's early life says that while he was held in Detroit, he begged a British officer for a Bible that he read daily and when the cover wore out, he recovered it with spotted fawn skin. Later, Adam Brown deeply respected the Wyandot religion and tradition as well.

At Detroit the Wyandot Deer Clan adopted Adam Brown and gave him the Wyandot name Ta-Haw-Na-Haw-Wie. The Wyandot Deer Clan raised him to manhood and allowed him to choose whether or not he wanted to remain with them or return to his childhood home. Adam chose to remain with the Wyandot, marrying a Wyandot woman who was part French and a member of the Turtle Clan. They raised a large family together and all of their children were considered to be from the Turtle Clan. They named their oldest son Samuel as well as giving him the Wyandot name Ta-Sa-Tee. One of his daughters married George I. Clarke who served as chief of the Wyandots after they moved to Kansas. Another daughter married Russia Mudeater who became the mother of Matthew Mudeater, the chief during the move to Oklahoma. One of Adam Brown's grandchildren, Peter D. Clarke, wrote about the Wyandot and in 1870 published a book about them.

Adam Brown Sr., influenced the Wyandots to buy a captive white boy named William Walker, from the Delaware. He took William Walker into his own lodge and raised him to adulthood. William Walker married Catherine Rankin from the Big Turtle Clan and their son William Walker Jr., was born on March 5, 1799 or 1800. Adam Brown's adopted son, William Walker, fought on the American side of the War of 1812 and later in his life he served as a subagent for the Ohio Indian tribes. His administration introduced Methodism into the Wyandot Nation, and in 1812 his family moved to the Wyandot Reservation located on the Sandusky River near the Methodist Mission.

Adam Brown Signs Treaties and Participates in the War of 1812

Adam Brown's signature appears on two significant treaties between Native Americans and the United States Federal Government. The Indians Nations ceded southern and eastern Ohio to white settlement under the 1795 Treaty of Greenville and the 1805 Treaty of Fort Industry moved the boundary west of the Cuyahoga River to a line 120 miles west of the Pennsylvania line. Indian Nations participating in the Treaty included the Wyandot, Ottawa, Chippewa, Munsee, Delaware, Shawanee and Potawatomie sachems, chiefs, and warriors. Adam Brown's signature appears on this Treaty.

Despite the Treaty of Fort Industry, the area between the Maumee River and the 1805 boundary remained Indian Lands, and the United States could not build a road connecting Ohio settlements with the Territory of Michigan, challenging road building because much of the swampy area and lack of road building funds. On November 25, 1808, the United States and the Chippewa, Ottawa, Potawatomie, Wyandot and Shawanee Indian Nations (Council of Three Fires) concluded a Treaty at Brownstown in Michigan Territory which ceded a strip of Indian land to build a road connecting Ohio settlements with Michigan Territory. The Treaty, signed at Detroit by William Hull representing Michigan Territory as Governor and Superintendent of Indian Affairs, gained the United States part of Southeastern Michigan and a section of land near the Maumee River, but permitted the Indian Nations to keep small pockets of land in the territory. Adam Brown also signed this Treaty

There are conflicting versions about Adam Brown's role during the War of 1812. Some sources say that he opposed the Wyandot warriors scouting for the British, but he personally accompanied war parties alongside the British. Others say that he did not serve at all, but moved to his son's home on the Au Canard River in Canada. Adam Brown's role in the War of 1812 may be unclear, but his influence on the Wyandot has endured for generations.

The Anderdon Wyandot Survive and Prosper in Michigan

The Wyandot Nation awarded Adam Brown the honorary title of "village" chief, although he couldn't be an official chief because he was white. The Wyandot placed Adam Brown in charge of the tribal archives including treaty belts, parchments and records that were equally important to the other Native American tribes in the region. Adam Brown kept all of these records in a special trunk that later was destroyed with all its contents. He had so much influence with the Wyandot that they made Brownstown the place of the "Sacred Fire." Adam Brown Sr. died about 1817 when he was approximately 75 years old.

For centuries the Wyandot of the Anderdon Nation lived in villages on the banks of the Huron, Detroit, Ecorse, Rouge, and Raisin Rivers as well as on Detroit River Islands and Lake Erie Islands in the United States and Canada. According to the [Wyandot of Anderdon Website](#), the Anderdon Wyandots signed eighteen treaties with the United States government, beginning with the Treaty of Fort McIntosh in 1785 to the Treaty of Washington D.C. in January of 1855.

When the United States Government moved Indian nations to Kansas and Oklahoma under the Indian Removal Act of 1830, the Wyandot of Anderdon Nation remained in Michigan and Canada and maintained its political, social, and cultural identities. The Anderdon Wyandot are seeking federal recognition of their tribe, since the United States Federal government recognizes only the Wyandot of Kansas.

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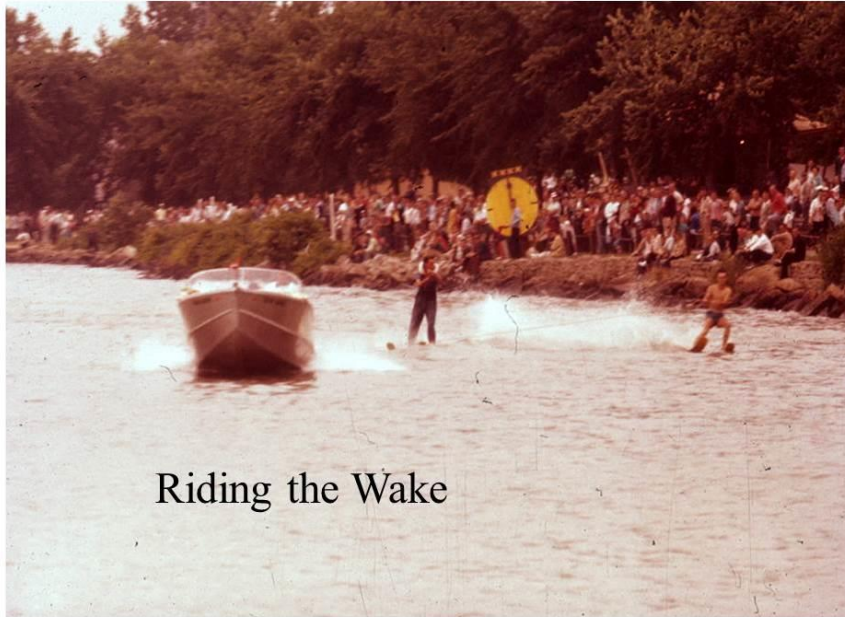
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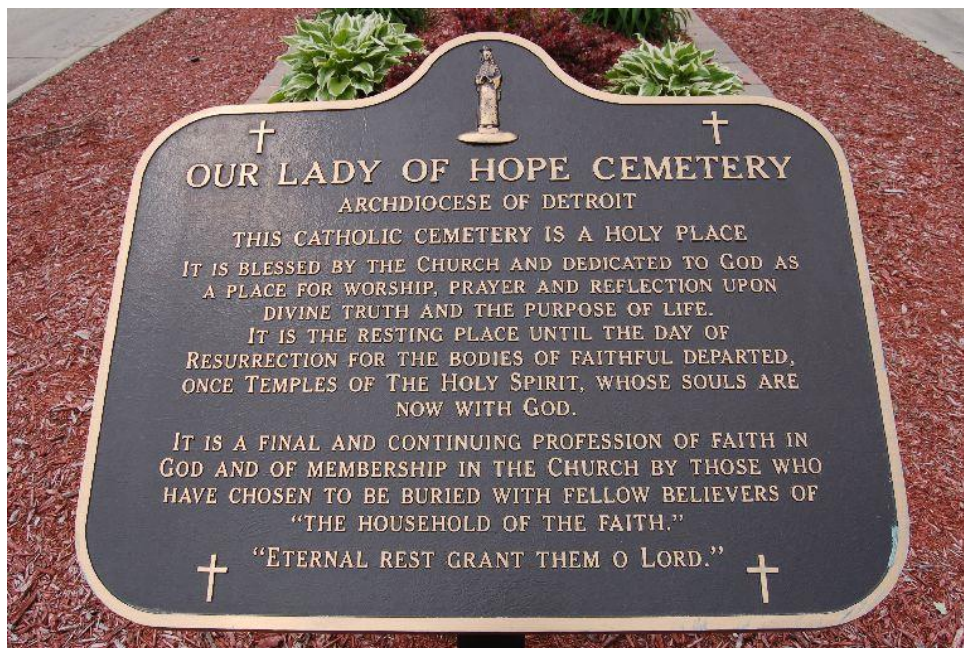
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Riding the Wake

Our Lady of Hope Cemetery, Brownstown Township



A Few Our Lady of Hope People and Veterans

Marie Desneiges “Mother Marie” Anctil

Marie Desneiges “Mother Marie” Anctil was born Marie Desneiges Aurore Roy. She married Wilfred Anctil on October 31, 1935 and their children were Andre, Jacques, Diane and Serge. They had 20 grandchildren, 41, great-grandchildren and three great-grandchildren.

Mother Marie co-founded the Little Rose Chapel in Taylor and she belonged to the Order of the Little Sisters of Reparation of the Sacred Wounds of Jesus and to the Daughter of Isabella and the 3rd Order of St Francis. She died July 23, 2009.

Cheryl Marie “Cher” Costa Archibald

When Cheryl Marie “Cher” Costa Archibald, born December 9, 1951, in Southgate, Michigan, was a senior at Gabriel Richard High School in Riverview she was president of the Future Homemaker’s Club and already an excellent seamstress. After she graduated from Gabriel Richard, she took college design classes and graduated from modeling school and then she took her talent and skills to California to work as a fashion and photographer’s model in the 1970s. She joined the Costumer’s Union and worked in the entertainment industry as a clothing designer in the 1980s and 1990s. During a 1992 battle with colon cancer she spent hours at Disneyland, six miles from her home, because she said it helped her cope with chemotherapy and provided a spiritual retreat for her.

Cheryl was most proud of single-handedly raising her four children to be “A students and fine citizens”, and of surviving colon cancer, and overcoming spousal abuse syndrome. She also had an electric heart condition that confined her to a wheelchair and eventually claimed her life.

Ervin C. Bailey and Ervin E. Bailey

Ervin C. Bailey owned Stronghold Self Storage Bays, Riverview. His father Ervin E. Bailey owned Bailey Motor Sales of Wyandotte, a Hudson and American Motors Dealer. For over 20 years he was lead singer for “Bill Bailey and the Roughriders.”

Patrick J. Behan

Patrick J. Behan, Sr. was a baseball and hockey Coach.

Evelyn M. “Effie” Bennett

Evelyn M. “Effie” Bennett died on December 12, 2014, in Taylor, Michigan at age 97. She was the widow of Kenneth Bennett and the mother of three children. Besides her home and family Evelyn devoted 40 years of faithful service to St. Cyril’s Elementary School and she was a founding member of St. Cyril’s of Jerusalem Catholic Church which became Our Lady of the Angels.

Julius Bleuenstein

Julius Bleuenstein was a retired Ford Motor Company engineer. He held a patent on sand reclamation.

Joseph Maurice Boulay

Joseph Maurice Boulay was a Greyhound Bus Driver for 33 years.

Cletus and Clifford Busen

Cletus and Clifford Busen owned and operated Busen Appliance Store in Lincoln Park.

Berniece Schneider Byrd

Berniece Schneider Byrd worked for many years at the Chrysler Trenton Engine Plant.

Patrick Francis “Pat” Carroll

Patrick Francis “Pat” Carroll, Golden Glove welterweight boxer, was born in Ireland. He immigrated to Detroit with his father Columbus, mother Ellen, and sister Maureen in May 1927. His nickname was “the Pride of Corktown.”

John Cassidy, Jr.

John Cassidy, Jr. was an insurance and real estate man for many years in River Rouge.

Almond J. Chinavee

Almond J. Chinavere. of Al Chinavare and Sons builders. His offices were located in Rockwood and in 1974, the State of Michigan honored him for being in business for 25 years.

Daante Leo Cristante

Daante Leo Cristante played professional baseball from 1951-1955, pitching for the Philadelphia Phillies and the Detroit tigers.

Francesco Frank Culotta

Francesco Frank Culotta. traveled a long, winding road to U.S. citizenship. He immigrated to America with his family in 1921 and applied for citizenship, but never completed the process. In 1936 he took his family to Italy for a visit and he was not permitted to leave the country. After fighting for Italy in World I and World War II and being detained in Italy, his son and the U.S. State Department helped him return in 1946. He died a United States citizen. **Giuseppa D’Urso Culotta** shared the Italian experiences with her husband Francesco.

.Ronald B. DeMarco

Ronald B. DeMarco was a professional musician, well known in Michigan and Canada.

Eaches Concessions

Helene Kelschwecki Eaches and Raymond Gerald Eaches. They owned and operated Eaches Concessions as well as several kinds of carnival games, traveling through Michigan and a few places in Ohio through the years.

Helene's mother Hettie Kelschwecki married Stanley Kelschwecki on April 29, 1939 in Detroit. Hettie spent her summers traveling with Helene and her son-in-law Raymond Eaches of Eaches concessions. She operated the crazy ball, a game she loved. Whenever anyone won she shouted "Winner, Winner," loudly enough for everyone to hear.

Hettie's year around activities included enjoying her family and hosting family celebrations. She danced and sang to Christmas music and dressed up as Santa Claus to pass out presents.

Eligio Tullio Eusani

Eligio Tullio Eusani was the original owner of Tullio's La Riviera Restaurant in Allen Park. .

Walter Evich

Walter Evich, the son of Hungarian immigrants served as a medical corpsman in the United States Navy during World War II. He graduated from Roosevelt High school in Wyandotte in 1945 and later earned Master's Degrees in Violin and Viola from the University of Michigan. While at the University of Michigan he served as concertmaster and also won a viola concerto competition. In 1951, he won the Oliver Ditson Award and from 1952-1998 he played the viola in the Detroit Symphony Orchestra. His community musical activities included teaching viola and violin in the Downriver area and founding the Downriver Youth Symphony in 1979, and conducting it.

After learning Civil Engineering on his own, Walter worked on various construction projects, including the Ford Motor Company, Ford Auditorium, the Metro Airport and Enrico Fermi I. He also loved swimming and gardening. An active swimmer, he swam with the Downriver Olympics and earned many gold and silver medals between 1989 and 2010. Learning gardening from his parents, Walter practiced their skill and passion for gardening in his own garden.

Faro Gaglio.

Faro Gaglio was the owner of Gaglio Brothers in Southgate.

Julius Peter Gati

The 1956 Hungarian Revolution is a historical event that the Gati family from Hungary experienced personally. Mr. and Mrs. Gati and their children Julius and Eva fled Hungary for the United States. After living in Sioux Falls, South Dakota and Buffalo, New York, the Gati family settled in Riverview, Michigan, in 1968 so Mr. Gati could work at a welding job at the new Woodhaven Stamping plant that Ford had just finished building.

Julius, who had been born on February 25, 1952 in Hungary, graduated from Gabriel Richard High School in Riverview in 1970. Julius adapted to and adopted American culture. He respected the traditional Hungarian music of his parents, but he loved Rock N' Rock, especially the Beatles and the Rolling Stones.

The summer after he graduated Julius visited his family back in Hungary and that fall he began his program at Monroe County Community College, where he eventually earned an Associate's Degree. He managed a Boron gas station to earn money for more studies in computer repair. In 1979, when Iranians besieged the American embassy in Tehran, a young man of foreign birth applied for a job at the Boron gas station. Julius asked the young man about his background and the young man reluctantly admitted that he was Iranian. Julius gave him the job. The young man asked Julius why he had gotten the job. Julius said, "My father wasn't born here. People helped him get started. I'm just passing it along."

Julius died at age 28, the passenger in a fatal automobile accident in Taylor.

John Earl Graves, IV

John Earl Graves, IV, loved his skate board, dirt bike, diving into lakes on family outings, music and his family and friends. Born June 5, 1993, he attended Keppen Elementary School in Lincoln Park, playing on the basketball team during the fourth and fifth grades. Later, he moved on to Patrick Henry Middle School in Woodhaven, where he was a class clown, enjoyed pizza and jellybeans and started to learn the guitar.

But John spent most of his free time with his black skateboard, rolling over and around obstacles and decorating it with band stickers and purple drawings. He learned more skateboard moves by watching ESPN and other skateboard events. He even wore a hoodie instead of a winter coat so that nothing interfered with his skateboarding moves. John died on April 15, 2007, at age 13, when a vehicle hit him while he was skateboarding with friends.

Loretta Gertrude Geise Hofmann

Loretta Gertrude Geise Hofmann, 1911-2014, lived to be 103 years old, spending most of her life in Allen Park, Michigan. For several years she worked as a secretary at St. Francis Cabrini Catholic Church in Allen Park. She was a strong, independent German woman who cared for her family and friends and enjoyed life to the fullest.

Doris Elizabeth Williams Joiner

Doris Elizabeth Williams Joiner was born in Independence, Louisiana on June 23, 1929, the only child of Frank and Ophelia Williams. Her family moved to Jackson, Mississippi while she was still a young child where she graduated from Holy Ghost High School in 1947. Doris belonged to the first African American Girl Scout Troop in Jackson, Mississippi. She married Jack Joiner on July 3, 1947, and two of their six children were born while they still lived in Mississippi. In 1953, they migrated to Detroit to make a better life for their family.

Diana Mary Pottinger Kalosa.

Diana Mary Pottinger Kalosa. The daughter of John James and Diana Humphries Pottinger, Diana was born on May 13, 1925, in Liverpool, England. Diana boarded the Zebulon B. Vance, a liberty ship converted to a troop ship that left Southampton for America on June 24, 1946. She loved dancing, especially jitterbugging and polkas and even in her 70s she could out dance her children. She survived rationing during her childhood in World War II England, so in America she embraced Christmas lights and Christmas candy. Diana specialized in hand sewing quilts using the tiny stitches she had learned in her childhood in England and she kept the fence around her yard a riot of color with borders of roses and geraniums. She overcame her fear of water, entering a hot air balloon from a boat on Lake Tahoe, Nevada and she took a helicopter ride over Grosse Ile when she was in her 70s.

James Charles Louzon

James Charles Lozon, the oldest of the eleven children of Charles V. and Lena Lozon, was born April 18, 1912 in River Rouge. During the Depression, Jim joined the Civilian Conversation Corps, and worked on a reforestation project in Munising, Michigan. Between 1942 and 1945, he served in the United States Navy as a Machinist Mate First Class on the William P. Biddle, a troop transport. He earned several medals, including two Bronze Stars and one Silver Star.

He worked first as a truck driver and then as a bus driver. He made long trips for Greyhound and then drove for Great Lakes Transit on a local route from the suburbs into Detroit. People in the know said that he could back up a forty-foot bus into a narrow spot between two others more easily than most people could back out of a double wide driveway with a VW bug. After James died on New Year's Eve, 1973, his family chose a funeral home on the bus route he had driven for almost 30 years. Many people saw his name on the outdoor sign of the funeral home, and they got off the bus, some with packages in both arms, to pay their last respects.

Louis F. Neuman

Louis F. Neuman was born on March 11, 1931 in Adams, Wisconsin. While attending high school he met his future wife Jean and they married in 1952. After high school, Louis went on to the University of Wisconsin Madison and earned a Bachelor of Science degree in 1954. After serving two years in the Army, he returned to the University of Wisconsin, earning an MBA Degree in 1959. Louis spent his career working as a Labor Relations Representative for smaller companies and the Ford Motor Company. In 1974, Louis and his wife Jean moved to Riverview and both were active in Downriver organizations including the United Way, the Chamber of Commerce, Junior Achievement, the Salvation Army and the Penrickton Center for Blind Children. Louis was active in developing the Downriver Council for the Arts, serving as its president and on several of its boards.

Ronald M. Pascuzzi

Ronald M. Pascuzzi lived to be 80 years old – 1934-2015- and he devoted his life to family, friends, and sports. He graduated from West Liberty College in West Liberty, West Virginia, with letters in football, basketball, and baseball. He coached high school football for Lincoln Park, Allen Park, Carlson, and Wyandotte and Canton, Ohio high schools. He also coached high school baseball and basketball and coached and taught at Lincoln Park High School for more than 40 years. He was inducted into the Michigan High School Coaches Football Hall of Fame and the Lincoln Park Coaches Hall of Fame.

Marcia Ann Petrowski

Marcia Ann Petrowski was the oldest of five children born to Katerine and Leonard Petrowski of Wyandotte. In 1974 she earned a bachelor's degree from the University of Michigan and in 1975, a physical therapy certification from the University of Pennsylvania. A professional magazine recognized her skill as a physical therapist with an article about her success in helping a man regain his mobility after doctors told him he never would walk again.

After college, Marcia maintained her Pennsylvania ties and she was proud that she had purchased her historic house in suburban Philadelphia while still in her mid-twenties and helped plant and harvest the community garden every year. Her sister Lisa wrote that Marcia and her partner, Peggy, loved folk music and attended the Philadelphia Folk Festival every year.

Along with her physical therapy profession, Marcia enjoyed knitting, cooking, baking. She loved her dog, Bridget even after Bridget demonstrated how much she enjoyed Marcia's baking by devouring several loaves of Christmas bread.

When she was just 13, Marcia developed insulin-dependent Type I, Diabetes and she fought her disease courageously, undergoing one of the first surgeries to replace the vitreous fluid in one eye and being one of the first patients to use an insulin pump. She vowed to make it to the cure "with one eye and on kidney," but she died of a heart attack brought on by her diabetes. Her family continues her crusade by supporting diabetes research.

Anthony Pitrone

Anthony Pitrone lived to be 100 years old – 1911-2011 and he was married to his wife Jean Maddern Pitrone for 68 years. He had nine children and more than 40 grandchildren and greatgrandchildren. He was born in Kent, Pennsylvania on June 3, 1911 to Italian immigrants Joseph and Anna Marie Pitrone and the family moved to Negaunee, Michigan. Anthony moved to the Detroit area in 1940. He worked for Wayne County and helped maintain the property at Eloise from 1945 until he retired in 1975. He enjoyed telling stories about his time working at Eloise since he knew the grounds at least as well or better than the grass growing there.

One of the original members of the Negaunee City Band, Anthony took pride in the years he spent playing the clarinet with the Band which honored him as its oldest surviving member

Elvira Sebastiani Pizzuti

Elvira Sebastiani was born July 25, 1895 in Rome, Italy, one of the seven children of Orest and Carmela Sebastiani. On February 8, 1921, Elvira married Marco Pizzuti and a few years after her marriage, Marco immigrated to America to find work and a place for them to live, while Elvira and their son Michael stayed behind with her mother-in-law. On July 15, 1929, Elvira and Michael joined Marco in Detroit where they lived until they lost their home to the I-75 expressway project and moved to Lincoln Park.

Cooking ranked high on Elvira's list of favorite activities, and she made her own angel hair pasta and pasta sauce for family holiday celebrations. She died at age 106 on August 2, 2001.

Lenore Marek Platt

Lenore Marek Platt of Taylor and her husband Donald had three sons and four daughters. She worked at Superior Diesel Company which her sons owned for 35 years earning her the title of "Mother Superior."

Hattie Zdunczyk Remiachok

Hattie Zdunczyk Remiachok spent her 92 years – 1921-2014-as a wife, mother, grandmother, and great grandmother as well as a valued employee of BASF. She was the youngest child of Matthew and Berniece Zdunczyk, the wife of John Remiachok, the mother two daughters, the grandmother of five, and the great-grandmother of eight. She worked at BASF in Wyandotte with her father and brothers for 20 years. Hattie liked to dance the polka.

Reverend Father Carlson A. Robideau

Reverend Father Carlson A. Robideau, one of eight children, was born in Erie, Michigan, on October 13, 1906. He was raised on a farm, but he decided that farming was not to be his vocation. At age 15, he entered Sacred Heart Seminary, finished his education at St. Mary's Seminary in Ohio, and was ordained as a priest in 1934.

In June 1953, the Catholic Church established St. Cyril of Jerusalem Parish in Taylor Township on farmland belonging to Frank Kolb and named Father Carlson Robideau the Founding Pastor. In the Michigan Catholic, Deacon Bill Thome of Allen Park wrote of Father Robideau:

"Fr. Carlson A. Robideau passed away on August 11, 1978. Cardinal Mooney appointed him the founding pastor of St. Cyril of Jerusalem Parish in Taylor. I remember him standing in an open field a short distance from the farm house that would become his rectory. As he turned over that first spadeful of dirt he told his parishioners, "It is here that we will build our church" and he meant this both spiritually and literally.

I remember seeing Fr. Robideau in the rectory in his cassock and collar, counselling those in need; in church in his priestly vestments celebrating Mass; and often in a t-shirt and overalls holding a paint brush or hammer, on his knees laying a cement sidewalk or a tile floor, mowing the lawn during the summer and cleaning the winter snow on the parking lot.

I saw him each morning before 6:30 Mass saying the rosary and on his desk was his daily prayer called "The Divine Office" — and one could tell this book was well used by its tattered appearance."

Stanley P. Romatowski

Stanley P. Romatowski fought for his country in the Army Air Corps in World War II, and when the war ended he created several peacetime careers, including one in finance, loving husband, father, and grandfather, and accomplished musician. He graduated from Wayne State University with a BBA and MBA and earned a CPA Certificate of Examination from the Michigan Board of Accountancy. His positions in finance included financial analyst for BASF, assistant treasurer and controller of Valeron Corporation and manager of financial planning for GTE-Valenite. He was married to Jane and they had two daughters and several grandchildren. Music was his avocation and he led the Stan Ray Orchestra which played in the Downriver area for decades.

Ann Mary Sverid Roudi

Ann Mary Sverid Roudi, born September 8, 1921, started her teaching career in a one room schoolhouse in Saginaw County in 1941. She passionately loved art and teaching art and she developed the full time elementary art program for Flat Rock Schools. Her creations included an array of art pieces using watercolors, natural materials, and needlework. She loved her husband Ralph Roudi and her family with equal passion and she ranked bowling and embroidery as high on her interest list. She was a long time member of the Embroidery's Guild of America, Monguagon Chapter.

James A. Schultz

James A. Schultz, his father Stanley, and his brother Marc formerly owned Schultz Chrysler-Plymouth Motor Sales in Flat Rock.

Celia Seychel

Celia Seychel- 1928-2006-created a life list of accomplishments that transcended her 78 years. The daughter of Joseph and Rose Seychel, she was a faithful sister to four brothers and sisters, a devoted wife, mother, grandmother, and great-grandmother and a loyal friend and counselor. Her secular career included dance instructor, Metro Cab Owner and operator, real estate investor, and seamstress. A member of St. Thomas the Apostle Catholic Church for 36 years, she was a Secular Franciscan Sister and her duty roster included providing housing for people in substance

abuse rehabilitation, in-home care for children and the elderly, problem pregnancy counsel, and making baby quilts for newborns. She also collected and delivered food the needy, volunteered at a soup kitchen, and provided clothing to the homeless shelter.

Gene Stus

Gene Stus-1940-2014- enjoyed a long stretch of employment at General Motors and a championship bowling career. After he retired from General Motors at age 50, he focused on his bowling prowess and compiled a stellar bowling scorecard.

In 1987, Gene earned his first eagle at the Open Championships as the 1987 Team All Events champion and in 1990 he was a member of the Regular Championship Team.

In the 1992 Open Championships in Corpus Christi, Texas, Gene partnered with Dave Bernhardt to capture the Regular Doubles title. Continuing his winning streak, he was named the 1992 PBA50 Player of the Year after he won two titles. He earned the distinction of being the first PBA50 competitor to roll a perfect game on television when he defeated Don Gilman, 300-188, aft the 1992 PBA Pacific Cal Bowl Senior Open. His perfect game televised nationally, earned him a \$100,000 bonus.

He won three titles in his USBC Open Championships career. In 2009 he was inducted into the USBC Hall of Fame and in 2012 he was inducted into the Professional Bowlers Association Hall of Fame. In his 25 Open Championships appearances, Gene Stus averaged a 201.4 score. He was also a member of the Taylor Sports, Greater Detroit Bowling Association Hall of Fame and the Michigan State Bowling Association Hall of Fame.

Nancy J. Siemasz Sutherland

Born on May 16, 1940, Nancy J. Siemasz was the oldest of the three children of Bill and Jean Siemasz. She graduated from Sacred Heart High School in Dearborn and earned a bachelor's degree in 1963 and a master's degree in 1996, both from Eastern Michigan University.

Nancy met her husband William Sutherland, a retired 23rd District Court judge, while she was a student at Henry Ford Community College in Dearborn. Her husband recalled that a friend of his had set him up with a double date, but his date had to work. His friend asked William to name a substitute and just that minute Nancy walked into the cafeteria. William chose Nancy who happened to be in his friend's speech class. His friend made the arrangements and William and Nancy went on their first date. They were married on August 5, 1961 and they had four children.

Her husband, Judge William Sutherland was elected to be a member of the commission in the former Taylor Township to develop a City Charter. The Commission finished the charter in 1967, and voters approved it, creating the city of Taylor. William's friend Anthony Nicita encouraged him to run with him for the two judgeships and William Sutherland and Anthony Nicita were elected to be the first Taylor municipal judges in 1968. When their children were

older, Nancy returned to teaching and she taught for 16 years in the Taylor School District – three at Myers Elementary School and 13 at McDowell Elementary School. Nancy taught several grades and according to her husband, she always emphasized reading to her students. One of her favorite field trips involved taking her classes to the library to allow students to get library cards and take out books.

Nancy died in 2003 from complications of diabetes.

Daniel Theodore “Danny” Sutton

Daniel Theodore Sutton was the son of Fred and Barbara Ida Louzon Sutton. He attended Cass Technical High School in Detroit when it was the best high school in the thriving city of Detroit and he served as a sergeant in the United States Army during World War II. While he was stationed in Japan as part of his tour of duty, he met Keiko and they were married on March 11, 1951 in Sapuro, Japan. They had three children.

When Daniel and Keiko returned to the United States after World War II, he took a job at Great Lakes Steel in Ecorse. The mill offered a cycle of feast or famine work: sometimes more overtime than one person could digest and other times long layoffs that would starve a family. On December 7, 1967, while Daniel worked overtime he didn't realize that the air impact wrench that he was using had been erroneously attached to an oxygen line instead of an airline. Something sparked a fire and Daniel was engulfed and fatally burned. He died ten hours later at age 37, just two days before his son's 15th birthday.

Beatrice Delores D'Agostino Tedesco

Beatrice Delores D'Agostino Tedesco-1918-2000- was born in Malta. When she was nine years old her father immigrated to the United States to make a new life for his family, with the idea of earning enough money to send for them as soon as possible. Beatrice's mother died when Beatrice was just 13, and her Uncle Manuel raised and educated her. When Beatrice was 18, she and her sister Connie joined their father and brother Joseph in America.

In 1947, after waiting for him through World War II, Beatrice married Savoiur Sonny Tedesco, whom she had first met when she was 13 and he was 16. They had two children and after Sonny died eleven years later, Beatrice raised her two small children alone. Her children, grandchildren, and over 100 family and friends mourned her when she died in April 2000.

Max W. Wolski

The son of Stanley and Helen Wolski, Max W. Wolski was born on July 2, 1927, and grew up in Detroit. He served in the United States Army during World War II and was married to his wife, Helen for 50 ½ years.

Although he retired from General Motors after 45 years of service, Max combined his Polish heritage and passionate love of music to forge a second career. He manned the drums for The Polka-Tels, a popular local Polish Band that recorded ten albums and traveled across the country in the 1960s and 1970s. The Polka-Tel's signature song was Tatusiu or "Daddy's Waltz" which countless bands played at Polish weddings everywhere. Polka-Tel played at weddings, fairs, dances, picnics, and other events.

Some Veterans in Our Lady of Hope Cemetery

Rosemary E. Charboneau

Born in East Detroit, Michigan on May 7, 1923 to Edward and Charlotte Charboneau, Rosemary E. Charboneau graduated from Holy Redeemer High School in Detroit in 1941. After she graduated from high school, she entered the Providence Hospital School of Nursing and graduated in 1945. As World War II ended, she completed five round trips on a Navy ship to Europe to accompany wounded soldiers home. She retired from the United States Army as a Lieutenant Colonel from the Michigan Air National Guard and she retired as Chief Nurse Anesthetist from Allen Park Veterans Hospital. She was the first woman to serve in the Michigan Air National Guard and the second woman to serve in the United States National Guard.

Justin P. Pope

After Justin P. Pope graduated from Riverview High School in 2002, he joined the Marines and did a tour in Iraq and a tour in Afghanistan and remained active in the reserves. He also married and had a son. In July 2007, he took a job with DynCorp International to return to Iraq and help rebuild the country because he believed that many of the people of Iraq want American help them win their freedom. He died from an accidental gunshot wound in Irbil in northern Iraq on March 4, 2009.

Major Margaret M. Vizard



The U.S. Social Security Death Index lists Margaret M. Vizard's birthday as November 19, 1911, although other documents list her birthday as November 11, 1911. The 1920 United States Federal Census shows eight-year-old Margaret living on West Huron Street in Milford, Michigan with her father Edmund E. Vizard, 47, her mother Estelle M. Vizard, 39, her sister Leona, 12, and her brother Francis, 10.

Margaret became a nurse and joined the United States Army Air Force in 1942, serving in both World War II and the Korean War. While in the service she earned several decorations including the Presidential Unit Citation, the Korean Service Medal, and the United Nations Service Medal.

She lived on Leroy Street River Rouge for many years. She died on May 4, 2008 in Troy, Michigan, at the age of 96.

Just a Few Rosie the Riveters

Virginia Alessandro Consiglio. A patriotic Italian-American, she worked in bomber plants during World War II to contribute to the war effort.

Lena Decaminada Dalpiaz. Lena worked from 1942-1944 as a "Rosie the Riveter" helping to build B24 and B17 bombers

Rosa Mazzola Monaco was one of the seven children of Italian immigrants Margaret and Anthony Mazzola. She had to leave high school to help out her family and she worked until she met and married Jerome Monaco toward the end of World War II. While Jerome fought in Germany Rosa contributed to the home front war effort working as "Rosie the Riveter" at Briggs Airplane plant.

Cecilia Marie Szymanowski Wojtala. She worked as "Rosie the Riveter" at Turnsteads in Detroit as a welder and as an aircraft wing inspector for her contribution to the war effort.

World War I Veterans

Ludwik Bogacz. Michigan. NGUS, World War I.

William A. Boundy served as a private in the United States Army during World War I. Part of the Polar Bear Expedition. He is buried in Our Lady of Hope Cemetery in Brownstown Township.

Casmer Kadluboski. PFC. Co. E, 145th Infantry. World War I.

Irving Keisel. Michigan. Corporal U.S. Army. World War I, PH.

Rudolph Paulich. Michigan. PFC. 22 Co., 20 Engineers. World War I.

Dr. John Robert Teifer, Jr.. Michigan. Captain. U.S. Dental Corps, World War I.

World War II Veterans

Andrew J. Adamus. Pvt. U. S. Army, World War II. He is buried in Our Lady of Hope Cemetery, Brownstown Township.

Charles J. Anderson. U.S. Navy, World War II.

Theodore R. Andres. U.S. Army, World War II.

Frank Apfel. U.S. Army, 17th Airborne Division, World War II.

William A. Athens. PFC. U.S. Army Air Forces, World War II.

Daniel Balint, Jr. United States Air Force, World War II.

Dominick J. Barbaro. U.S. Army Air Forces, World War II.

Lawrence T. Bardziewicz. U.S. Navy, World War II.

Frank Bencik. U.S. Army, World War II.

Diamond H. Benedict, U.S. Coast Guard, World War II.

James J. Benedict, U.S. Navy, World War II.

James J. Bernardelli, U.S. Navy Seabees, World War II.

Charles J. Binder, Sr. 341st Battalion, U.S. Army Engineers, World War II.

Frank P. Biondo, PFC U.S. Army, World War II.

Herman N.. Bitner, U.S. Navy, World War II.

Matthew A. Boehmer. U.S. Army, World War II.

Dale Bonser, U.S. Air Force, World War II.

Gordon Bennett Bowdell, Jr. World War II.

Robert O. Bracken, U.S. Navy, World War II.

Daniel J. Bresnahan, World War II.

Joseph L. Brian, Tech 5, U.S. Army, World War II.

Robert K. Brown. U.S. Navy, World War II. LST 635.

Cletus Anthony Busen. World War II.

Clifford Busen, World War II.

Edward L Butler. S1, World War II.

Peter N. Butsicaris. Sergeant U.S. Army, World War II.

John Thomas Carroll, U.S. Army, World War II.

Arthur G. Champagne, Sr. PM U.S. Navy, World War II.

Lyman J. Cholette. U.S. Army, World War II.

Philip Christopher. Retired Fire Chief for City of Melvindale.

Joseph M. Cingel. U. S. Army, World War II.

Bernard J. Clair. U.S. Army D-Day Veteran, World War II.

Charles George Cloutier. M. Sgt. U.S. Army, World War II. Bronze Star Medal. Air Medal.

Henry Commerford, Jr. PFC. U.S. Army, World War II.

Thomas B. Condon. Tech 5, U.S. Army, World War II.

Paschel Cousino. U.S. Navy, World War II.

Stanley Czarnota, U.S. Army, World War II.

Fred Da Pra. U.S. Navy, World War II. He served aboard the U.S.S. Mississippi.

James A. Darin. MM2, U.S. Navy, World War II.

John M. Deans. U.S. Navy, World War II.

Edward Calvin Des Jardins. Pacific Theater, World War II.

Robert L Diehl. U.S. Army, World War II.

Fred Charles Doty. S. Sgt. U.S. Army Air Corps, World War II.

Courtney E. Downs, U.S. Marines, World War II.

Thomas Robert Doyle. U.S. Navy, World War II.

Frank J. Drabek. Tech 5, U.S. Army, World War II.

Edward C. Druyor. Tech 4, U.S. Army, World War II.

William "Bill" Elliott, Veteran World War II.

Richard S. Eusani, U.S. Army, World War II.

Walter Evich, U.S. Navy, World War II.

Frank Irving Fader. PHM3 U.S. Navy, World War II.

Joseph P. Farkas. Tech 5, U.S. Army, World War II.

Alexander Faydenko. World War II.

Harry Joseph Filipiak. PFC. U.S. Army, World War II.

Harry John Florek, U.S. Army, World War II.

Dr. Leonard Florek.. MAM3, U.S Navy, World War II.

Vilio R. Francis. U.S. Navy, World War II.

Emilio “Gabby” Gabriel. 90th Infantry Division. D-Day Veteran. Two Purple Hearts and a Bronze Star. World War II.

James S. Garrigan. Michigan. Cox, U.S. N.R., World War II.

Edward J. Gengle. PFC U.S. Army, World War II.

Virgil Leo Goblirsch. Tech 5, U.S. Army, World War II.

Walter A. Grebinski. SFC, U.S. Army, World War II.

Ernest “Ernie” Grenke. World War II.

Ernest J. Gresko. U.S. Army, World War II.

Edward Albert Gribbon. Tech 5, U.S. Army, World War II.

Chester Leonard Grisnak. PFC. U.S. Army. Normandy Landings. Purple Heart. World War II.

Stanley M. Gurgul. PFC, U.S. Army, World War II.

Stanley L. Gutowski, Pvt. U.S. Army, World War II.

Henry H. Haight. AOF U.S. Navy, World War II.

Jerome J. Hojnowski. Corporal, U.S. Marine Corps, World War II.

Lt. William Harold “Bill” Hornig. 2nd Lt. Army Air Corps, World War II.

Steven E. Horvath. U.S. Army, World War II.

Hughey Jeston Haupt, Jr. S1 U.S. Coastguard, World War II.

Zigmund J. Indyke. Army Air Forces, World War II.

Norman M. Jacques. U.S. Navy, World War II.

Casimer Frank Jarosz, PFC., U.S. Army, World War II.

Antonio V. Jauregui. Tech 5, U.S. Army, World War II.

Charles Gordon Johnson, U.S. Navy, World War II.

Granville G. “George” Johnson. Signalman U.S. Navy, Sergeant U.S. Army, World War II.

Homer Jones, S1, U.S. Navy, World War II.

Samuel Kane. Sergeant, U.S. Army Air Forces, World War II.

Ralph A. Karkoski, Sr. World War II. Bronze Star.

William F. Keane. Michigan. MM2, U.S. Navy, World War II.

Daniel G. Kellepoury. Corporal, U.S. Marine Corps, World War II.

Leo George Kern, Jr. U.S. Army, World War II.

Joseph M. Kilyk. Pvt. U.S. Army, World War II.

Frank T. Klus, WT3, U.S. Navy, World War II.

Andy Kochis, Corporal, U.S. Army, World War II.

Stanley “Stan” Korczyk. U.S. Army, World War II.

George P. Kuhn, U.S. Navy, World War II.

Richard M. Kutz. Staff Sergeant, 8th Airforce 369th, United States Army Air Force, World War II.

John J. Kwiatkowski, Sergeant Army Air Forces, World War II.

PFC. Maurice John Kwiatkowski. U.S. Marine Corps, World War II.

Louis J. Larys. Tech 5, U.S. Army, World War II.

Alex Lasobyk. First Special Service Force, 6th Company, 2nd Regiment. World War II.

Frances Wayne “Frank” LeVay. Michigan. PFC. 647 AIR MAT SQ AAF. World War II.

Fred John Longton. PFC. 1103 Base Unit Army Air Forces, World War II.

James Charles Louzon. Machinist Mate First Class, United States Navy. Served on troop transport ship, William P. Biddle. His medals included two Bronze Stars and one Silver Star.

Floyd A. Ludwick. Pennsylvania. Sgt. 2 Emergency Rescue Squad, World War II.

Sam Urvan Lupo. Sgt. U.S. Army, World War II.

George Robert Maloney. U.S. Navy Reserve F 1st Class, World War II.

Charles Culver McLeod. PFC, U.S. Army, World War II.

Herbert J. “Herb” McMullen. U.S. Navy, World War II.

John Maffesoli, World War II.

John Edward McQuade, Sr. U.S. Navy, World War II.

John M. Harven, U.S. Army, World War II.

Gerald Odren Labadie. U.S. Coast Guard, World War II.

Stanley Francis Lapinski. Tech 5, U.S. Army, World War II.

Virgil H. LaPorte. U.S. Navy. U.S.S. Bennington aircraft carrier in the South Pacific, World War II

Arthur T. Hazey CW02 U.S. Army, World War II.

Clifton L. Heard, SM3 U.S. Navy, World War II.

Francis W. Hegener. PFC. U.S. Army, World War II.

Frederick T. Hobbins. TECH5, U.S. Army, World War II.

Edward Mendrysa. U.S. Navy, World War II.

Frank Joseph Mendrysa. U.S. Navy, World War II.

Walter Anthony Michalski. S1 U.S. Navy, World War II.

James P. Miklosi. U.S. Navy, World War II.

Steve Mikulinski. Sgt. U.S. Army, World War II.

Edward A. Miller, Sr. U.S. Army, World War II.

Livio Louis Miller, Tech Sergeant U.S. Air Force, World War II.

George James Moran. U.S. Navy, World War II.

Ferdinand Moron, U.S. Army, World War II.

Joseph Casmir Myszkowski. Corporal U.S. Army, World War II. He earned a Victory Medal, American Theater Ribbon, Asiatic

Pacific Theater Ribbon and a Good Conduct Medal.

Chester J. Naj, U.S. Army. World War II.

Douglas Nelson, U.S. Coast Guard, World War II.

Alexander S. Nemeth. Private First Class, Co. C., 307th Airborne Engineer Battalion of the 82nd Airborne Division, World War II.

John Walter Nowakowski, Jr. Private, U.S. Army, World War II.

Joseph John Nowakowski. Sergeant, U.S. Army, World War II.

Major Robert John Nykiel, Sr. Corsair Pilot, World War II.

Michael J. O'Connell. World War II.

Leonard Ostrowski. PFC, Marine Corps, World War II.

Cass Palmer. World War II.

William Stephen Papalas. World War II.

Anthony Bernard Peregord. World War II. Bronze Star.

Bernard Howard Perry. SF2, U.S. Navy, World War II.

Donald John Petrusha. S1, U.S. Navy. World War II.

Edward Julian Piatt. Sergeant, U.S. Army, World War II.

Alessandro Pietrandrea. PFC 70 Infantry Division, U.S. Army. World War II.

Joseph F. Porcarelli, Sr. U.S. Army, 82nd Airborne Division, World War II.

Edward Joseph Provo. World War II.

Charles Przybylo. U.S. Navy, World War II.

Roman L. Puchala. Tech 4, U.S. Army. World War II.

Stanley E. Puchala. U.S. Army, World War II.

Joseph R. Puskar. Corporal, U.S. Army. World War II.

Frank J. Putz, Army, 82nd Air Bourne Division, World War II.

Thaddeus A. Pytlewski. PFC. U.S. Army, World War II.

Edward V. Rakocy. U.S. Army Air Corps, 5th Air Force Division, World War II.

Alwyn William Raubolt. U.S. Navy, World War II.

James B. Reynolds, World War II.

Jack M. Richmond. S2, U.S. Navy, World War II.

Edward Rinaldo, World War II.

Maurice Joseph Riney. Corporal, U.S. Army, World War II.

Jack Leroy Robinson. U.S. Navy, World War II. USS Curtiss and LST 219.

Daniel J. Rolak, Sr. S1, U.S. Navy, World War II.

Stanley B. Romatowski. Army Air Corps, World War II.

Ralph C. Roudi. 101st Airborne Division, World War II. Bronze Star.

Thomas C. Rushlow. SN, U.S. Coast Guard, World War II.

Antonio O. Santiago. U.S. Air Force, World War II.

Paul Anthony Sapiano. U.S. Army, World War II.

Thomas Anthony Schreiber. Sgt. U.S. Army, World War II.

Lincoln J. Sehoyan. U.S. Army, World War II.

Lester Culver Sharon, Sr. U.S. Army, World War II.

Martin Thomas Shelata, Jr. U.S. Army, World War II.

Thomas James Sheridan. Sergeant, U.S. Army, World War II.

Floyd Sinavier. Michigan. Co. A, 92nd Signal BTN, World War II.

Reginald F. Smith, U.S. Navy, World War II.

Pvt. William E. Smith, U.S. Army, World War II.

Edward J. Snyr. World War II.

Walter J. Snyr. World War II.

Andrew J. Sorovitz. U.S. Navy, World War II.

Rudolph J. Spehar. GM3 U.S. Navy, World War II.

Albert William Spencer, Jr., Staff Sergeant, U.S. Army, World War II.

John F. Spencer. Cox, U.S. Navy, World War II.

Thomas C. Stevens. S1, U.S. Navy, World War II.

Richard Leo Straitz. MOMM2, U.S. Navy, World War II.

Henry J. Strauss. Tech 5, U.S. Army, World War II.

Daniel Theodore Sutton. Sergeant, U.S. Army, World War II.

Paul Edward Teifer, Jr. World War II.

John Tince. T Sergeant, U.S. Army, World War II.

Albert Tkac. U.S. Navy, World War II.

John J. Toporek. Tech 5, U.S. Army, World War II.

Gerald J. Torango. ARM2, U.S. Navy, World War II.

Andrew Tordy, Jr., U.S. Navy, World War II.

Frank Arthur Toth. Private U.S. Army, World War II.

Hugo Clyde Towe, U.S. Army, World War II.

Roswell Karl Trott. Tech 4, U.S. Army, World War II.

Charles J. Vella. U.S. Army, World War II.

John Vezane Jr. PFC, U.S. Army, World War II. Purple Heart.

John Vincenti. Pvt. U.S. Army, World War II.

Edward Anthony Wagensomer. 2nd Lieutenant U.S. Army, World War II.

Gerald A. Waldo. 1st Sergeant U.S. Army, World War II.

Basil C. Walters. Michigan. F3 U. S. Navy, World War II.

Frederick L. Walters. U.S. Army, World War II.

Edward H. Wegienka.. PFC. Company M, 149th Infantry. World War II.

Bill B. Wisniewski, Sr. Tech. 5, U.S. Army, World War II.

Joseph Stanley Witkowski. Sergeant, U.S. Army, World War II.

Corporal Sam R. Yocca. World War II.

Joseph S. Yurko. Captain U.S. Army, World War II.

John Paul Zombeck. Tech 4, U.S. Army, World War II.

Chester P. Zuzga. Pvt. U.S. Army, World War II.

Korean War Veterans

James C. Adams. Pfc U.S. Army, Korea

Stephen G. Astalos. Corporal, U.S. Army, Korea.

Joseph William Bellanger. Corporal, U.S. Army, Korea.

George Dewey Book, Jr. Corporal, U.S. Army, Korea.

Joseph Patrick Brennan, Korea.

Felix Camilleri, SP3, U.S. Army, Korea.

William J. Capobianco, Corporal, U.S. Army, Korea.

Frederick C. Champagne, Corporal, U.S. Army, Korea.

Florian Cielsielski. U.S. Army, Korea.

Leo Henry Clark, Jr. Pvt. U.S. Army, Korea.

Denio R. Ferranti, U.S. Marines, Korea.

Charles Martin "Chuck" Foeller. Staff Sergeant U.S. Army, World War II and Korea.

Edward W. Fredericks. Staff Sergeant U.S. Marine Corps, World War II and Korea.

Edward L. Gardiner. Tech 4, U.S. Army, World War II and Korea.

Benjamin Garibay. U.S. Army, Korea.

Eugene F. Gibas, Sr. U.S. Army, Korea.

Stanley Peter Golick, U.S. Army, Korea.

Hiram Hammond. World War II and Korea.

Joseph Alphonse Jasina. U.S. Army, Korea.

William H. Kerr, U.S. Army, Korea.

Herbert Vernon Knee. U.S. Navy. World War II and Korea.

Ralph Kosmalski. U.S. Army, Korea.

Louis E. Kratky, Korea.

Thomas Joseph Kuhn, Sergeant U.S. Army, Korea.

John Laorno. Sgt. U.S. Army, Korea.

Arnold James Lindberg, Sr. 11th Airborne Division, Korea.

Albert P. Long, U.S. Navy, Korea.

Allan G. MacDonald. U.S. Army, Korea.

Raymond Donald Megge. Sgt. U.S. Army, Korea.

Henry F. Modzelewski, PFC. U.S. Army, Korea.

James Harold Nelson, U.S. Marine Corps, Korea.

Donat J. Normand, U.S. Army, Korea.

Orville J. O'Connor. U.S. Army, Korea. Bronze Star.

Robert James O'Leary, Sr. U.S. Air Force, Korea.

Steve Orsargos. U.S. Army, Korea.

Edward Pacheco. World War II and Korea.

Robert F. Pardon. U.S. Marine Corps. World War II and Korea.

Ralph A. Parent. U.S. Army, Korea.

William Joseph Powell. U.S. Marine Corps, Korea.

Louis E. Puchala. Corporal, U.S. Army. World War II and Korea.

Emery Salamon. U.S. Army, World War II and Korea.

Charles Thomas Sikina, Jr. U.S. Marine Corps, Korea.

Joseph A. Slaviero, Korea.

Frank Tarwacki. PFC. U.S. Army, Korea.

Joseph K. Teklinsky. Pvt. U.S. Army, Korea.

John Andrew Tutsock. U.S. Army, World War II and Korea.

John Frederick Utykanski. U.S. Army, Korea.

Major Margaret Vizard. U.S. Army Air Force, World War II and Korea.

Leonard F. Walkusky. U.S. Navy, Korea.

Bernard K. Whaley. Corporal, U.S. Army, Korea.

Alexander H. Witkowski. Sergeant, U.S. Army, Korea.

Vietnam War Veterans

Serge Anctil. U.S. Navy, Vietnam. He is buried in Our Lady of Hope Cemetery, Brownstown Township.

John Keith Anderson. Southgate is his home town of record. November 6, 1948-August 10, 1969. Specialist Five 1ST RR C, 509th ASA Group, Army Sec. Agency, USARV, United States Army. He died on August 10, 1969 in Khanh Hoa Province, South Vietnam.

Henry Philip Baldwin. January 24, 1948-March 19, 1969. Michigan. Wyandotte is his home town of record. HM3 U.S. Navy, Vietnam. Hospitalman. H & S BTRy, 2nd BN, 12th Marines, 3rd MARDIV, III MAF, United States Navy. He was killed on March 19, 1969 in Quang Tri Province, South Vietnam.

Corporal Michael Bard. February 19, 1949-June 11, 1968. Detroit is listed as his home town of record. Corporal, M CO., 3RD BN, 1st Marines, 1st MARDIV, U.S. Marine Corps. He died on June 11, 1968 in Quang Nam, South Vietnam.

Howard James Bower, Jr. January 13, 1952-April 3, 1971. River Rouge, Michigan is named as his hometown of record. PFC U.S. Marine Corps. CAP 2-3-3-, CAACO 2-3, 2ND CAG, Combined Action, III MAF, United States Marine Corps. He was killed on April 3, 1971 in Quang Nam Province, South Vietnam.

Harold Eugene Bryant. Vietnam.

George Carroll, Ensign, U.S. Navy. Vietnam.

James Eugene Fell. Staff Sergeant U.S. Army, Vietnam.

Gerry P. Fitzgerald, U.S. Army, Vietnam.

Lance Corporal William Johnson Franklin. Vietnam.



Lance Corporal William Johnson Franklin. January 2, 1951 -September 16, 1970. His home town of record is listed as Southgate, Michigan. Lance Corporal, I Co., 3rd BN, 7th Marines, 1st MarDiv, III, United States Marine Corps. He was killed in Quang Nam, Vietnam.

Lt. Norman Alan Freda. November 2, 1945-January 31, 1969. His home town of record is listed as East Lansing, Michigan. Lt. Battery B, 1st Battalion, 11th Artillery, 9th Infantry Division, attached to 2nd Battalion, 60th Infantry. Vietnam. He was killed on January 31, 1969 in Dinh Tuong Province, South Vietnam.

Specialist Fourth Class Henry Fugett, Vietnam.



Specialist Fourth Class Henry Fugett

Specialist Fourth Class Henry J. Fugett was born on June 3, 1948 and died on October 14, 1967. His hometown of record is listed as Dearborn, Michigan. He fought with the 3rd Platoon, C Co., 2nd BN, 5th Cavalry, 1st Cav. Div., USARV in Vietnam. He was killed on October 14, 1967 in Binh Dinh Province, South Vietnam.

PFC. Theodore "Butch" Gronowski, Jr. Vietnam.



PFC. Theodore "Butch" Gronowski, Jr. October 8, 1946-July 21, 1966. Private First Class, I Co., 3rd BN, 4th Marines, 3rd MARDIV. United States Marine Corps. PFC Gronowski was from Taylor Michigan and a 1956 Taylor Center High School graduate. He was killed in action on July 21, 1966 in Quang Tri Province, South Vietnam.

Sergeant Richard L. Hollingsworth. Michigan. Sgt. Co. A 28 Inf. 1 Inf Division. Korea and Vietnam. PH.

PFC. Richard Dennis Kaminski. July 17, 1954-March 22, 1967. He was from Lincoln Park, Michigan. Private First Class, A Co., 1ST Bn, 8th Inf. RGT, 4 INF Div. Army of the United States. He was killed in action in Pleiku, South Vietnam, during Operation Sam Houston on March 22, 1967 while serving as a Light Weapons Infantryman. Awards: Purple Heart Medal, Combat Infantry Badge, Vietnam Service Medal with One Service Star, Vietnam Campaign Medal, National Defense Service Medal.

James Kincaide, Sr. Vietnam.

Robert Korycinski. AMN United States Air Force, Vietnam.

Lance Corporal John James Lafler. January 5, 1950-August 27, 1970. His hometown of record is Southgate, Michigan. Lance Corporal, Company B 7 Marine Division, Vietnam. On August 27, 1970 the Marines occupied a Listening Post near the village complex of Dong Thanh in Quang Nam, Vietnam when the enemy threw four M-26 grenades at them, wounding three men and killing Lance Corporal Lafler by concussion and multi-fragmentation wounds.

PFC. Andrew Marion Mattie. Vietnam. April 18, 1950-February 23, 1969. His hometown of record is listed as Detroit, Michigan, but his wife Mrs. Janet J. Mattie lived at 9297 Harding Street in Taylor, Michigan. Private First Class A BTRY, 1ST BN, 14th Artillery, 198th

BDE Infantry, United States Army. Pfc. Mattie was killed in action on February 23, 1969 while serving as a clerk-typist with Battery A of the 1st Battalion, 14th Artillery, 198th Infantry Brigade,

American Division, Quang Ngai Province, South Vietnam. Awards: Bronze Star Medal, Purple Heart Medal, Vietnam Service Medal with One Service Star, Vietnam Campaign Medal, National Defense Service Medal.

Pvt. Robert Charles McKenna



Pvt. Robert Charles McKenna. December 12, 1947-March 11, 1967. His hometown of record is listed as Dearborn, Michigan. Private AMMO Co., SUPPLY AN, 1ST FORCE SVC RGT, Fore Log CMD, United States Marine Corps. On March 11, 1967, Pvt. McKenna died in a non-hostile action in Quang Nam Province, South Vietnam. His medals include the National Defense Service Medal, the Vietnam Service Medal, and the Vietnam Campaign Medal.

Specialist Four Brian Richard McNew. Vietnam.



Specialist Four Brian Richard McNew. February 10, 1947-May 18, 1969. His hometown of record is listed as Southgate, Michigan. B BTRY, 8TH BN, 6TH ARTILLERY, 1ST INF DIV, USARV, United States Army. On May 18, 1969, Specialist Four Brian Richard McNew was killed in action by an explosive device in Binh Duong Province, Vietnam. Awards: Purple Heart; National Defense Service Medal; Vietnam Service Medal; and Vietnam Campaign Medal.

Stanley E. Need, U.S. Army, Vietnam.

Sgt. Dale Allen Nicholl, Vietnam.



May 12, 1948-February 23, 1969. His hometown of record is Dearborn Heights, Michigan. Sergeant. D TRP, 1st SQDN, 9TH Cavalry, 1st Cav. Div., USARV, United States Army. Sgt. Nicholl was killed in action by small arms fire on February 23, 1969 in Binh Long Province, South Vietnam.

Patrick Francis O'Brien. SP4, U.S. Army, Vietnam.

Juan Pardo, Jr. Vietnam

Lance Corporal Paul Edward Petrolina. May 2, 1947-June 21, 1969. Lincoln Park, Michigan is his hometown of record. Lance Corporal. HMM-165, MAG-16, 1ST MAW, III MAF, United States Marine Corps. Lance Corporal Petrolina was the son of Paul O. and Romaine V. Petrolina and the husband of Carol A. Petrolina, all of Lincoln Park. On June 21, 1969, a CH-46D helicopter from HMM-165 was trying to land a Recon team on the bank of the Karum Haran River in Quang Nam Province in South Vietnam when enemy ground fire hit it. The helicopter pitched, rolled, and then crashed, killing six members of the Recon team and two crew. Lance Corporal Paul Petrolina was one of the men killed.

Leonard J. Petrowski. CPO U.S. Navy. Korea, Vietnam.

Corporal Franklin Harrison Raub. Vietnam.



Corporal Franklin Harrison Raub. April 26, 1947- January 10, 1968. His hometown of record is Flat Rock, Michigan. A CO, 3RD BN, 21ST INFANTRY, 196TH INFANTRY BDE, AMERICAL DIV, USARV, United States Army. Corporal Raub was killed in action on January 10, 1968 by small arms fire in Quang Tin Province, South Vietnam.

Specialist Thomas Edward Raubolt. Vietnam.



Specialist Thomas Edward Raubolt. June 25, 1948-April 26, 1968. His hometown of record is Wyandotte, Michigan. Specialist Four, B CO, 2ND BN, 501ST INFANTRY, 101ST ABN DIV, USARV, United States Army. He was killed in action on April 26, 1968 in Thua Thien Province, South Vietnam.

Lance Corporal Kenneth Allen Roe. Vietnam. November 26, 1947-November 29, 1967. His hometown of record is River Rouge, Michigan. Lance Corporal C CO, 1ST BN, 7TH MARINES, 1ST MARDIV, III MAF, United States Marine Corps. He was killed in action on November 29, 1967 in Quang Nam Province, South Vietnam.

Ronald James Short. Sgt. U.S. Army, Vietnam.

SPC4 Ronald C. "Ron" Smith. Vietnam. April 21, 1946-March 3, 1967. The Vietnam Virtual War lists his hometown as Dearborn, Michigan. He was born there, but he lived in Taylor at the time of his death. Specialist Four, D BTRY, 5TH BN, 16TH ARTILLERY, 4TH INF DIV, USARV, United States Army. Specialist Smith was the son of Mr. and Mrs. Paul H. Smith of 21550 Goddard Avenue in Taylor, Michigan. His wife Mrs. Christina G. Smith lived at 7580 Mayfair in Taylor, Michigan. On March 3, 1967, an artillery short round during Operation Sam Houston killed Specialist4 Smith in Kontum Province, South Vietnam. Awards: Purple Heart Medal, Vietnam Service Medal with One Service Star, Vietnam Campaign Medal, National Defense Service Medal.

Corporal Michael Sorovetz. Vietnam.



Corporal Michael Sorovetz. September 29, 1946-May 28, 1967. His hometown of record is Southgate, Michigan. Corporal F CO, 2ND BN, 3RD MARINES, 3RD MARDIV, III MAF, United States Marine Corps. He was the son of Michael and Nida Sorovetz. Corporal Sorovetz was killed in action on May 28, 1967 in Quang Tri Province, South Vietnam.

PFC Mark Allan Taylor. Vietnam. July 24, 1950-January 22, 1969. Allen Park was his hometown of record. Private First Class A CO, 1ST BN, 3RD MARINES, 3RD MARDIV United States Marine Corps. PFC Taylor was killed in action on January 22, 1969 from hostile rifle fire in Quang Nam Province, South Vietnam.

Lance Corporal William Charles Vance. Vietnam.



Lance Corporal William Charles Vance. January 12, 1946-April 4, 1968. Allen Park, Michigan is his hometown of record. Lance Corporal. D BTRY, 2ND BN, 13TH MARINES, 3RD MARDIV, III MAF, United States Marine Corps. Lance Corporal Vance was the son Steward E. and Evelyn X. Vance of Allen Park, Michigan. He was killed in action on April 4, 1968 by hostile small arms fire in Thua Thien Province, South Vietnam.

Eugene A. Warner. Pvt. U.S. Army, Vietnam.

Kenneth J. Wayda. U.S. Army 101 Airborne Division, Vietnam War. 1971 – 1973.

Desert Storm Veterans

William “Bill” Draheim. U.S. Marine Corps. Served in Iraq during Desert Storm.

Iraq Veterans

SPC. Holly Jeanne McGeogh



Holly Jeanne McGeogh was born on August 29, 1984 in Taylor, Michigan. She enrolled in the Junior Reserve Officer Training Corps at Truman High School in Taylor and after high school she joined the U.S. Army.

After high school she joined the U.S. Army. On January 31, 2004 SPC Holly McGeogh was killed when a bomb exploded on a road near Kirkuk, Iraq. Her mother was presented with a Purple Heart and Bronze Star in Holly's honor.

Iraq and Afghanistan.

Justin Pope. United States Marines.

More Veterans

Sgt. Henry Adams. 1917-1974. Staff Sgt. U.S. Army. He is buried in Our Lady of Hope Cemetery, Brownstown Township.

Edward M. Antulis. 1924-2013. Veteran.

David L. Aronson, Jr. 1962-2015. United States Army.

John Joseph Attilio, Jr. 1950-2007. Pvt 1 United States Army.

Lawrence J. Bakos. Staff Sergeant, U.S. Air Force.

William D. Berger. 1939-2011. Veteran.

Edward Bitz. 1928-1994. U.S. Army.

Richard C. Book, 1953-2010. MM3 U. S. Navy.

John Bosh. 1922-1986. Veteran.

Robert J. Boston. 1931-2011. U. S. Army.

L. Gene Brillhart. 1935-1998. U.S. Army.

Philip J. Bruglio. 1939-2000. A2C U.S. Air Force.

Edmund Christopher Burke, 1915-1997. Veteran.

Robert Alan Butkowski. 1940-2014. U.S. Coast Guard.

Thomas Bernard Champagne. Served in the United States Army from 1949-1950.

Joel G. Charron. 1951-1997. U.S. Army NATO

Aaron Paul Ciak. 1981-2012. U.S. Army Ranger.

John Patrick Clark, Sr. Served in U.S. Army from 1952-1964.

Thomas Joseph DeBone. Served in the United States Marine Corps from 1957-1959.

Thomas B. Deku. 1934-2006. United States Army.

James Raleigh Dickinson. 1931-2010. Veteran.

Thomas Walter Dobek. 1938-2008. A3C U.S. Air Force.

Gerald Edison Drumheller. 1936-2016. U.S. Army.

Thomas J. Duggan. 1927-2000. U.S. Army.

Glenn W. Forgette. 1936-2014. U.S. Army.

Stanley L. Gates. 1935-2012. U.S. Marines.

Edward S. Grzegorzcyk. 1933-2011. SP3, U.S. Army.

Kevin Christopher James. 1969-2010. U. S. Marine Corps.

Antranik Kachadorian. 1926-2004. U.S. Army.

John Kalisz. 1925-2016. Veteran.

Leonard Joseph Kay. 1918-1974. Veteran.

Henry “Hank” Konke. 1901-1993. Veteran.

William Harold Kozak. 1936-1998. U.S. Navy

Richard Joseph Labadie. 1971-1989. U.S. Army.

Joseph Levay. Private U.S. Marine Corps. 1923-1927. Served in the Dominican Republic and Haiti.

Sergeant Gary Allen Lingenfelter. 1967-1987. STG 3, Sonar Technician, Surface 3rd Class, U.S. Navy.

Wayne Lingenfelter. 1928-2011. Veteran.

William Henry Liphardt. 1931-2016. Veteran.

David W. Litinski. 1955-2015. U.S. Army.

Frank Edwin Lothian. 1927-1991. U.S. Army.

First Lieutenant Joseph Majer. 1917-2002.

Roger D. Mann. PFC. U.S. Army. 1939-2005.

William Mauterer. 1921-2015. Veteran.

Michael Frederick Mayer. 1930-2013. U. S. Army

John McGuckin. 1926-2008. U.S. Navy.

Joseph A. McManus. 1935-1999. 1st Lt. U.S. Marine Corps.

Major Gerald McNally. 1932-1986.

Daniel H. McQuade. 1948-1997. SN1 U.S. Navy.

John E. Michaels. 1920-1974. PFC. U.S. Army

Daniel L. Miller. 1926-2007. Veteran.

Pvt. Charles Frederick Moran. 1938-1981. Veteran.

Donald Gene Murray, Sr. 1946-2015. U.S. Army.

Gerald Frederick Murray, 1920-2000. U.S. Navy.

Raymond A. Muzzin. 1927-2013. U.S. Army.

Edwin Andrew Osonski. 1922-2014. Veteran

Leo Frederick Oswald. 1934-2012. Veteran

Daniel Patrick Reagan. 1939-2013. U.S. Marine Corps.

Walter Rudin. 1926-2012.

Joseph Edward Rybicki. 1939-1998. Lance Corporal, U.S. Marine Corps.

Frank A. Schaller. 1935-2015. Veteran.

Norman E. Seaver. 1932-2011. U.S. Army.

Basil Senio. 1931-2009. U.S. Navy.

William John Stomp, Jr. Served in the United States Navy from 1987-2007.

William D. Tarr. 1938-1998. U.S. Army.

Robert O. Thrasher. 1930-2015. 101st Airborne Division, U.S. Army.

David J. Vileo. 1927-2009. Veteran.

Edward Vogler. 1929-1992. A1C U.S. Air Force.

Derek G. Waddell. 1972-2007. CPL. U.S. Marine Corps.

Ralph E. Watson. 1956-1962. He served in the United States Navy from 1957-1962 as a Petty Officer 1st Class.

Stephan Zielinski. 1941-1964. Michigan. PFC. 44th Artillery Department.

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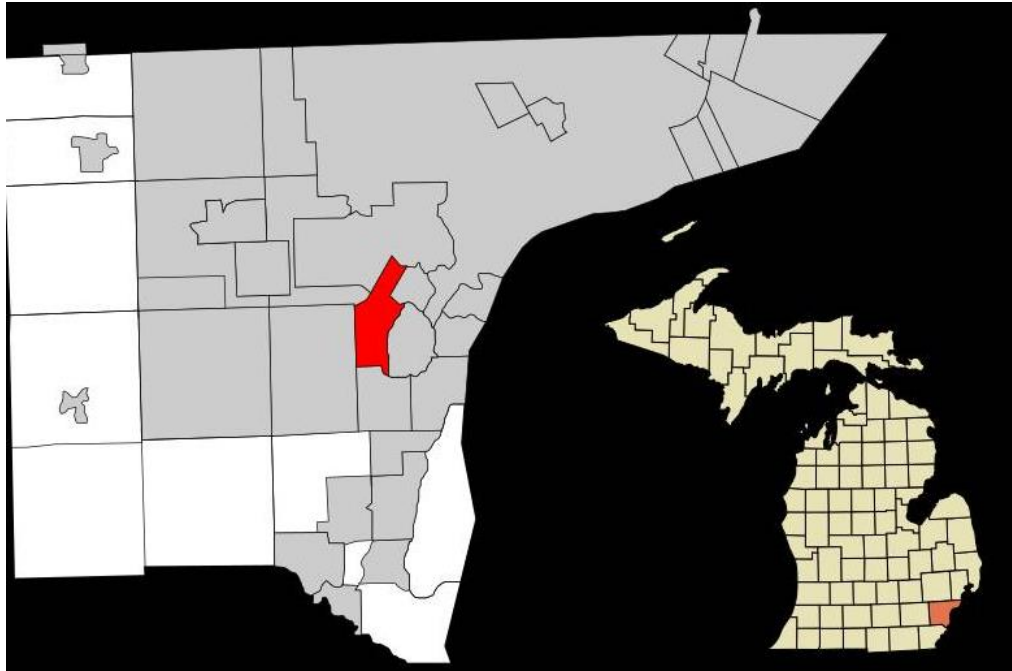
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Our Lady of Hope Cemetery, Brownstown Township.

Chapter 2: Allen Park



Map - Wikimedia Commons

[City of Allen Park Website](#)

Allen Park began with an act of the Michigan Territorial Legislature and the ambition of Lawyer Lewis Allen, who preferred farming to law.

Long before the Michigan Territorial legislature created Ecorse Township in 1827, Native American canoists rippled the waters of Ecorse Creek while they fished and silent hunters flitted along its wooded banks seeking game and furs. Robert de **La Salle** and Father Louis Hennipen visited what later became Ecorse Township in 1679 and Father Jacques Marquette explored in 1699. Antoine de La Mothe **Cadillac** established Detroit in 1701 and assigned French ribbon farms to his fellow settler.

French settlers farmed their ribbon farms, and German immigrants hacked new lives out of dense Ecorse Township forests. Following the dictates of the legislature, the settlers carved separate villages out of Ecorse Township, and with the help of Lewis Allen, they transformed a farming village into the City of Allen Park.

Just five years old when his father Thomas brought the family from New York State to Detroit in 1819, Lewis Allen became a prosperous lawyer and lumberman. His land holdings included 276 ½ acres located mostly in Ecorse Township which were the foundation lands for modern Allen

Park and Melvindale. Edward Pepper and Hubert Champaign also were pioneers of Ecorse Township and the cities of Allen Park, Lincoln Park, and Ecorse.

Immigrants didn't arrive in Ecorse Township until the 1830s, encouraged by the reduced threat of Indian hostilities, cheap farm land and proximity to Detroit and the Detroit River as river highways were the chief method of travel then. Between the 1830s and 1860s waves of immigrants arrived in Ecorse Township and established homes, farms, and businesses. Germans, Hungarians, Poles, Italians, Armenians and many other immigrants moved into Ecorse Township and what would later become Allen Park.

Lewis Allen owned land which would later become the northern tip of the Village of Allen Park. Throughout the 19th century, settlers moved in around the outskirts of Allen's property and gradually pushed southward into the Village. The land and people boom was influenced by the proximity of Detroit, and the growth and prosperity and the large industrial plants lining the Detroit River in nearby River Rouge, Ecorse, and Wyandotte.

People continued to pour into the area and soon farms and wooded sections gave way to improved subdivision, and homes were built on land that crops had occupied. On April 4, 1927, with the population numbering 644 and boundaries covering 5.9 square miles, a charter was granted and the Village of Allen Park, named for Lewis Allen, came into being. The Charter provided for a president-council form of government to manage village affairs.

More people settled in Allen Park, lured by promises of jobs at Ford for \$5 a day wages and work at shipyards and manufacturing firms. Farmers sold their land to developers to take more lucrative jobs and establish comfortable nest eggs for themselves and their families. In 1950 Allen Park didn't include the area directly west of Melvindale which was still part of Ecorse Township. Ecorse Road, Allen Road north of Southfield, Champaign Road and a road paralleling Roosevelt Road made Allen Park easily accessible.

In 1930, three years after it became a village, Allen Park's population increased to 1,025. The 1940 Federal Census showed a population of 3,487 and by 1950 it had reached the 12,293 mark. The estimated population as of May 1, 1956, was 35,234.⁷

Allen Park continued to grow and prosper and in the spring of 1952, an election was held to determine whether or not the Village of Allen Park would incorporate as a city. The majority of the voters voted to re incorporate and a commission was elected to draw up a new charter which proposed a Council Manager form of government. The voters of Allen Park twice refused to accept the charters presented, so the village continued to operate under its original form of government.⁸

Allen Park's continued growth in the 1950s was due to several factors. Young men, many of them World War II veterans, found Allen Park to be a wholesome and friendly space to establish their homes and families. Allen Park was near enough to Detroit to enjoy city advantages and centrally located to Downriver industries that provided well- paying jobs. Allen Park village was

⁷ Know Your Allen Park. The League of Women Voters of Allen Park, Michigan. 1956.

⁸ Ibid.

made up entirely of homes and commercial buildings with no industry within its corporate limits and featured strictly enforced building restrictions. Allen Park had good schools and good community spirit.

Allen Park became a city in 1957, with Don Pretty becoming the city's first postmaster on September 10, 1957. By 1959, Allen Park contained 275 businesses establishments of all types which offered many services. One of the biggest corporations, the Wolverine Tube Corporation, had a large regional office, a garage and a testing laboratory on Southfield. Montgomery Ward and Company established a huge depot and regional office, also on Southfield. In 2002, Allen Park became the practice home of the Detroit Lions and the site of Detroit Lion headquarters.

In the last decades of the 20th century, Allen Park experienced the local economic fluctuations of the rise and fall of Detroit and the national economy. In 2008 prompted by a budget deficit, the city attempted to improve its economic future by proposing an economic development project that included a \$146 million movie studio with eight sound stages. A public-private partnership (PPP) made up of a limited liability company, a producer, and a private developer would finance and operate the movie studio. The City of Allen Park planned to buy the land for the project with the proceeds of the municipal bonds and donate the land to the PPP. The city would repay the bonds from revenues it generated from leases with organizations related to the media.

In an April 2009 the City of Allen Park issued press release including a statement from the then mayor Gary Burtka promoting the project as economically beneficial and job creating and in May 2009, the producer agreed to pay up to two million dollars to cover Allen Park's budget deficit, contingent on Allen Park donating the land to the PPP. The mayor signed the agreement for the City of Allen Park and the city and the producer and developer formalized the agreement. The developer pledged \$20 million dollars for the first phase of the studio. According to the federal Securities and Exchange Commission (SEC) which ultimately became involved, in July 2009 the Allen Park Bond Council informed the city that it could not use bond proceeds to buy land for the PPP. By August 2009, the PPP had collapsed and plans for the project had been downgraded to leasing property to operate a movie production vocational school.

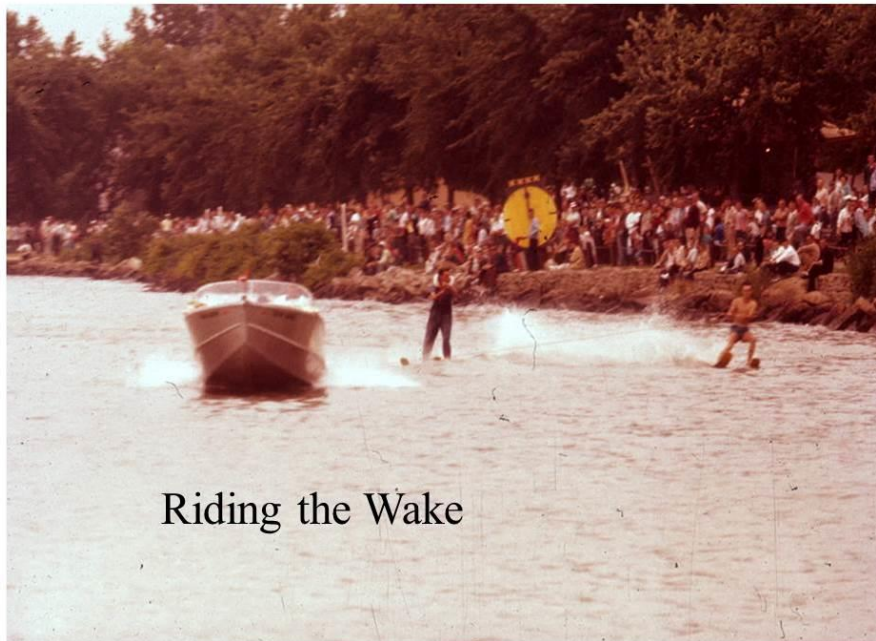
Despite the negative information about the bonds, in November 2009 and in June 2010, the City of Allen Park issued \$31 million dollars in long-term, general obligation bonds to purchase 104 acres of land at 16630 Southfield to support the Unity Studios & Village project. The City paid \$10.8 million dollars more than the property valuation, with the \$2.6 million annual debt payment coming out of the City's general fund.

The SEC and the Federal Bureau of Investigation (FBI) investigated the transactions and eventually the SEC charged that former Mayor Gary Burtka and former City Administrator Eric Waidelich had mislead the public and the City Council about the timing and scope of the project in a press release and a public meeting. The SEC charged that the former City Mayor and former City Administrator failed to tell the City Council about the municipal bonds issue.

Again according to the SEC, the former City Administrator provided documents about the bond issue and certified that the information was true, correct, and complete while failing to disclose the negative bonding development and falsifying the documents about Allen Park's financial status.

In its own press release dated November 6, 2014, the SEC charged the City of Allen Park and the City Administrator with violating Section 17(a)(2) of the Securities Act of 1933 and Section 10(b) of the Securities Exchange Act and rule 10b-5(b). The City of Allen Park consented to a cease-and-desist order without admitting or denying the SEC findings while the former City Mayor agreed to pay a \$10,000 financial penalty and the former City Administrator consented to a final judgement barring him from participating in municipal bond offerings and enjoining future securities law violations.

The City of Allen Park had to face increasing financial problems and finally asked the state of Michigan for help. In October 2012, a state review team recommended an emergency financial manager and citing Public Act 72, Michigan Governor Rick Snyder appointed Joyce Parker as emergency financial manager. After more than two years under emergency financial management, Governor Rick Snyder announced on September 25, 2014, that the city of Allen Park's financial emergency had been resolved and Joyce Parker, the emergency manager was leaving. He said that the successful return of Allen Park to operating in the black illustrated "the system working right."



The Allen Park Historical Museum is located at 15504 Englewood Avenue, Allen Park, at the corner of Englewood and Park Avenues.

Allen Park – 1959

In 1959, an Honors English Class at St. Francis High School in Ecorse researched and wrote stories about each Downriver community. Only the paper about Great Lakes shipping featured the name of the student who wrote it. The student writing about Allen Park is anonymous, but he or she was a thorough reporter.

Twenty-five years ago Allen Park was a tiny village, surrounded by thousands of acres of rich farm land. The community's population at that time was slightly more than 1,000 as compared with today's population of nearly 37,000, and it is expected that the 1960 census will reveal an upsurge to approximately 40,000.

The residents of Allen Park are quite proud of their community which is best illustrated by the growth of the last seven years. Through the years building restriction have been rigidly enforced in an effort to keep the community standards high.

Allen Park can indeed be proud of its educational system, for it has one of the finest in the state of Michigan. It can boast of eleven public schools which include a high school with an enrollment of 1,732 pupils and a Junior high school serving 830. Special services for children include home teaching services, speech correction classes, provisions for the mentally handicapped, corrective reading, and psychological testing.

Parochial schools meet the needs of Catholic and other religious groups. St. Frances Cabrini School has an enrollment of 1,274 students under the direction of 22 religious and lay teachers. Ground will be broken in the near future for a million dollar co-educational high school with separate facilities for boys and girls, the first such school in the Archdiocese of Detroit.

Green Meadows Christian School has an enrollment of 350 in kindergarten through tenth grades; Mt. Hope Christian Day School accommodates a smaller number.

Allen Parkers have always been interested in education, for when the first settlers came, one of the first matters taken care of was that of building schools, and securing competent teachers. The first school was built at the corner of Allen and Ecorse Roads, and the log foundation and heavy-plank walls were erected in just one day. During the cold months of winter, winds and rains made their way through these walls. In time, the frame building was abandoned, and the present Lapham School was built. Eventually this building served as a village hall, and today it houses a dairy bar.

The Allen Park Library, part of the Wayne County Library system, is located on the corner of Allen Road and McLain. It is a modern functional building with a large collection of book and has access to the many fine sources of the Wayne County Branch. The building is of a painted cinder block interior and a face brick with stone-trim exterior. The helpful and efficient staff is headed by Mrs. Jeanette Hackett. Films from the extensive collection of the Audio-Visual Center can be used by groups for their programs and the library's convenient hours make it possible to take books out at any time.

Since 1942, Allen Park has been furnished with one of the finest firefighting services around. At first an auxiliary unit consisting of volunteers was formed by the people with James Buchan at the head. This group took care of fires in the area for many years. By 1949 the present fire station was completed; the city hired six paid men and 15 volunteer firemen. The department now had a total of 21 men, including the chief, deputy chief, fire inspector, two lieutenants, two sergeants. It owns three pieces of fire-fighting apparatus and two cars. The department has a resuscitator and inhalator for community needs, and a fire prevention demonstration program is available to schools and adult groups.

In the early days of Allen Park, organized recreation was unknown. But times have changed and while people still enjoy simple home activities, their interests have grown to center around a greater variety of recreation. Consequently, the recreation department was planned and soon went into full swing to organize everything from bridge classes to sports, for every season of the year. During the spring the youngsters and the old timers find themselves in the midst of a large-scale softball and baseball program. The girls are not left out, however, for they also have softball, basketball, arts and crafts, badminton, and various other sports.

When summer rolls around the tiny tot may go wading in the Junior High pool and the teens and adults go to the High School pool. On Sunday afternoons the family can picnic under any shady tree on the fifteen acres of parks provided by the city for this purpose. As fall comes in the program tapers off to teenage dances and bridge clubs, while ice skating and hockey are the main interests during the winter months.

Allen Park at the present time is suffering from growing pains. Its stable population, housed largely in brick homes of the newer type, is beginning to demand better facilities of their government, or the extension of those they now enjoy. Thus, more and larger schools are needed; a larger library is in the planning stage, and Catholic parishes, and those of other denominations, are planning extensive expansion.

Allen Park has come a long way in the quarter century of its existence as a well-defined town. If this progress is indicative of its spirit and determination to be a community second to none, we can hope that this expanding community will assume its rightful place in the downriver family of cities.

Some Allen Park Veterans



This Blue Star Marker stands in front of a memorial dedicated to the men and women of the United States armed forces. It marks the site of the Allen Park VA Medical Center from 1937-2002. In 1937, Henry and Clara Ford donated land to the United States Government to build facilities designed to give solace and healing to Michigan Veterans.

The John D. Dingell VA Medical Center



The John D. Dingell VA Medical Center, Detroit serves approximately 350,000 veterans in Michigan. Congress authorized the building of a hospital to replace the Veterans Hospital located in Allen Park and the new building in Detroit became the John D. Dingell VA Medical Center. Patients were first moved into the new hospital on June 2, 1996. As the years went by, additions and improvements were made to the VA Center, including a new 7th Floor Mental Outpatient clinic which was added in 2013.

The Original Allen Park Veterans Administration Hospital



In 1937, Henry and Clara Ford donated 38 acres of land at the corner of Southfield and Outer Drive so that a Veterans Administration Hospital could be built. Henry Ford attended ground breaking ceremonies on July 27 1937 and the hospital opened its doors to veterans in 1939. Additions were added to the hospital after World War II and during the 1960s. Many people called the Allen Park Veterans Administration Medical Center as the Dearborn VA Hospital.

In 1980, the Allen Park VA Hospital was listed in the National Register of Historic Places because of its historic and architectural significance. It reflected the influence of the Georgian Revival style on hospital architecture in the early to mid-twentieth century and the historical significance of VA hospitals in the twentieth century. The Allen Park Veterans Hospital complex was a part of a group of 50 veterans hospitals that the Veterans Bureau-later the Veterans Administration- developed between 1920 and 1946 to provide comprehensive and long term medical treatment for American veterans. The Allen Park network constituted one of the most ambitious and advanced health care delivery systems worldwide and rigorous planning and design policies made it successful.

The nomination application for the National Register of Historical Places highlighted the buildings in the hospital complex, and the support facilities like the kitchen, dining hall, auditorium, boiler house, laundry, and housing for employee. Each space and building played a specific role in administering the hospital complex and contributed to its successful daily operations.

“The Allen Park Veterans Hospital was constructed, expanded, and regularly altered for the benefit of America's veterans. The dedication to incorporating the most recent trends in medical care, the most up-to-date medical technology and equipment, and the provision of physical and

mental support for patients at Allen Park is evidenced in the changes that continually occurred at the complex.”

After 57 years in Allen Park, staff and patients moved to the newly constructed John D. Dingell Medical Center in Detroit on June 2, 1996. In 2004, the Allen Park Veterans Hospital was demolished and in 2005, a granite monument was dedicated as a memorial. A shopping center now occupies the site. Former staff members and friends operate a website honoring the original [Allen Park Veterans Administration Medical Center](#).

A story in the Argus Press of Owosso, Michigan, dated March 23, 1996 featured a headline that said, “Veterans Hospital Replaces 57-year old Allen Park Structure.” Date lined Detroit, the story said that the \$250 million dollar Veterans Medical Center was expected to begin accepting patients in May, hoped to help change the image of VA hospitals. The 432-bed VA Medical Center aims to be a showcase in design and services and will provide care to the area’s nearly half-million veterans.

Officials hoped to move patients into the building by late May. It replaces the 57-year old Veterans Affairs Medical Center in Allen Park.

Smith, Hinchman & Grylls, Michigan’s largest architectural engineering and planning firm, wanted the new hospital to be efficient and easy to navigate. At the same time, the firm aimed to give a military hospital a softer look and the result was a dramatic design using teal, burgundy and sunny yellow to distinctly mark different areas. Palm trees, two airy atriums, a massive three-legged fountain and 450 photo murals by Atlanta nature photographer Joey Fischer, dominate the interiors.

“The VA as an organization is beginning to respond better to these kinds of issues,” said John Paglione, a key VA staffer involved for the past 10 years in the building’s design and construction.

Vietnam War Veterans from Allen Park, Michigan

Sgt. Joseph George Bowman, Jr.



Sgt. Joseph George Bowman, Jr. Q BTRY, 3RD BN, 11TH MARINES, 1ST MARDIV, III MAF United States Marine Corps, Allen Park, Michigan. January 30, 1937 to March 21, 1969. He died on March 21, 1969 in Quang Nam Province, South Vietnam.

Hospital Apprentice Thomas Richard Brand.



Hospital Apprentice Thomas Richard Brand. H&S CO, 3RD BN, 3RD MARINES, 3RD MARDIV, III MAF. United States Navy. Allen Park, Michigan. February 13, 1946 to August 18, 1965. He was killed on August 18, 1965 in Quang Ngai Province, South Vietnam.

Captain Patrick Henry Carroll



Captain Patrick Henry Carroll. 416TH TAC FTR SQDN, 31ST TAC FTR WING, 7TH AF United States Air Force. Allen Park, Michigan. December 12, 1942 to August 23, 1978. He was shot down over Laos.

Sergeant Alan George Demorow. A CO, 1ST BN, 5TH INFANTRY, 25TH INF DIV, USARV Army of the United States. Allen Park, Michigan. February 2, 1949 to June 4, 1970. Sergeant Demorow died on June 4, 1970, in Tay Ninh Province, South Vietnam.

Specialist Four Richard Charles Devins. A CO, 2ND BN, 27TH INFANTRY, 25TH INF DIV, USARV. Army of the United States Allen Park, Michigan. March 26, 1948 to November 28, 1968. Specialist Four Richard Charles Devins was killed in action in Tay Ninh Province, South Vietnam on November 28, 1968.

Specialist Four Dennis Charles Durand



Specialist Four Dennis Charles Durand. A CO, 227TH AHB, 17TH AVN GRP, 1 AVN BDE Army of the United States. 12 January 1951 - 25 May 1971. Allen Park, Michigan. On May 25, 1971. SP4 Dennis Charles Durand volunteered to join a rescue mission to Fire Base Five to evacuate three badly wounded soldiers. Company commander Major William Adams and Captain John Curran piloted the rescue helicopter and SP4 John Littlejohn and Sp4 Melvin Robinson were SP4 Durand's fellow crew members. The helicopter negotiated heavy hostile ground fire and landed at Fire Base Five. After loading the wounded, the crew lifted off under

heavy fire. The helicopter exploded, crashing into the jungle and everyone on board was killed. The remains of the crew were not recovered until July 1971. Major Adams received the Medal of Honor and Dennis and the other crew members were awarded the Distinguished Service Cross.

Captain Bruce Stewart Gibson. Captain, B CO, 1ST AVN BN, 1ST INF DIV, USARV. Army of the United States. Allen Park, Michigan. December 16, 1946 to September 11, 1969. Captain Gibson was a helicopter pilot and he was killed in action on September 11, 1969 in Binh Duong Province, South Vietnam.

PFC Clarence Edward Johnson. Private First Class 3RD PLT, F CO, 2ND BN, 1ST MARINES, 1ST MARDIV, III MAF, United States Marine Corps. Allen Park, Michigan. September 13, 1947 to September 20, 1966. A machine gunner, Pfc. Clarence Edward Johnson was killed in action on September 20, 1966 in Quang Nam Province, South Vietnam.

Corporal Kevin Eugene Moline. Corporal F TRP, 17TH CAVALRY, 196TH INFANTRY BDE, AMERICAL DIV, USARV, Army of the United States. Allen Park, Michigan. April 21, 1948 to October 30, 1968. Corporal Kevin Eugene Moline was killed in action on October 30, 1968 in Quang Tin Province, South Vietnam.

Lance Corporal Richard Allen Penke. Lance Corporal B CO, 11TH MOTOR TRANS BN, 1ST MARDIV, III MAF United States Marine Corps, Allen Park, Michigan. December 29, 1946 to February 23, 1969. Lance Corporal Richard Allen Penke died on February 23, 1969 in Quang Nam Province, South Vietnam.

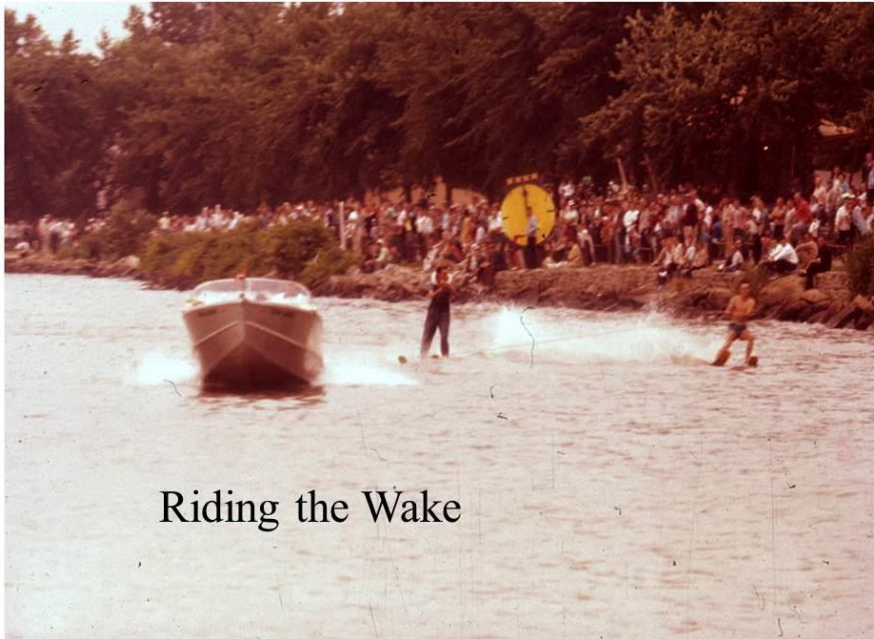
Second Lieutenant Donald Fred Schafer. Second Lieutenant 2ND PLT, C CO, 3RD TANK BN, 3RD MARDIV, III MAF, United States Marine Corps Allen Park, Michigan. November 16, 1944 to May 19, 1967. Second Lieutenant Schafer died on May 19, 1967 in Quang Tri Province, South Vietnam.

Specialist Five Terry E. Schwartz. B CO, 169TH ENG BN, 159TH ENG GROUP, 20TH ENG BDE, USARV ENG CMD, USARV, Army of the United States. Allen Park, Michigan. September 03, 1951 to April 22, 1971. Specialist Five Schwartz died in a ground casualty vehicle incident on April 22, 1971 in Binh Thuy Province, South Vietnam.

Pvt. 1st Class Mark Allan Taylor. Private First Class A CO, 1ST BN, 3RD MARINES, 3RD MARDIV, United States Marine Corps. 24 July 1950 - 22 January 1969. Allen Park, Michigan. PFC Taylor was killed on January 22, 1969 in Quang Nam, South Vietnam.

Lance Corporal William Charles Vance. Lance Corporal D BTRY, 2ND BN, 13TH MARINES, 3RD MARDIV, III MAF. United States Marine Corps, Allen Park, Michigan. January 12, 1946 to April 04, 1968. Lance Corporal Vance was killed in action on April 4, 1968 in Thua Thien Province, South Vietnam.

Private First Class Tommy Lee White. Private First Class, B CO, 1ST BN, 5TH MARINES, 1ST MARDIV, III MAF, United States Marine Corps. Allen Park, Michigan. February 06, 1948 to April 05, 1966. Private First Class White was killed on April 5, 1966 in Gia Dinh Province, South Vietnam.



Brooklyn Daily Eagle.

Monday September 24, 1928

Street Bonds

Spitzer, Rorich & Co. are offering a new issue of \$325,000 Allen Park, Michigan, street 6 percent bonds, issue Aug. 1, 1929 to 1933, priced to yield 4-3/4 percent. Allen Park adjoins Detroit on the southwest.

Reading Pennsylvania Eagle

May 13, 1956

Tornadoes Hit Michigan

May 12 (AP) A series of tornadoes hit Michigan in an area extending to the fringes of Detroit. Damage was in the millions. Three hit shortly after dusk – one in Flint, one in Ithaca, and the third in the Detroit suburb of Allen Park. The tornado ripped into Allen Park Junior High School, flattened eight homes and damaged a church.

Owasso Argus Press

January 27, 1961

Reverend Clabuesch Will Move to Allen Park

Corunna- Six years of active service for Corunna and Shiawassee County will end this winter for the Reverend Ward Clabuesch. On March 15 the Reverend Clabuesch will assume new duties as pastor of St. Luke Episcopal Church in Allen Park near Detroit. For the past six years he has been rector of St. Paul Episcopal Church. Corunna.

The rector's community service has included the chairmanship of the Shiawassee American Red Cross Chapter, a post he is now holding for a third year. The Reverend Clabuesch has served on the executive board of the County Red Cross chapter for five years and was March of Dimes Fund Drive chairman for two years. He is also the chairman of the Michigan Episcopal Diocesan Music Commission and a member of the Diocese Board of Examining Chaplains. Before coming to Corruna, Reverend Clabuesch was an assistant at All Saints Parish in Pontiac.

A graduate of Michigan State University, he did his seminary work at General Theological Seminary in New York City. He also received pastoral clinical training at New York Bellevue Hospital.

Reverend Clabuesch is a native of Pigeon, Michigan, and served in the U.S. Navy in 1945 and 1946.

The Clabuesch family includes the rector's wife Patricia and two children Anne, 5, and Stephen, 4.

Lewiston (Maine) Daily Sun

July 30, 1981

Allen Park Students Visit Maine

The delegation of high school students from Allen Park Michigan United Presbyterian Church with their pastor Reverend Charles Shook, Jr. and advisors arrived by private bus on Saturday.

On Sunday morning the young people assisted with the Shared Ministry Worship service. The sermon, based on the subject, "The Missing Piece," was delivered by Reverend Shook. Special music numbers, a selection on the old pump organ which had not been played for years, and scripture readings were by group members.

In the sharing hour, the visitors explained the purpose of their mission to learn of the life and the ways of the people in the other parts of the country and to contribute of their talents to others.

On Monday morning the students were hard at work painting the church community house and making repairs at the Arlene Barker home. They are also painting the house of Mrs. Beatrice Golden.

The young people were guests for supper at several homes in the area. They will be in town until Saturday and were entertained at several youth functions.

The delegates from Michigan are registered as: Carin Maki; Jan Cayo; Lora Harrison; Kurt Rykwald; Bujan Kelzenburger; Tim Kriksein; Marianne Doubek; Carole Wilkinson; Linda Alley; Denise Halworth; Jonathan King; Dave Hollowell; Kathy Bruimsma; Jody Moore; Beth Zollers; Diane Delesperna; Julie Piskos; Leo Harris; Gail Vos; Terri Carson; Michael Brettochneiden; Becky Moscarello; Louis Demarti; Mary Cardinas; Jeff Owens; Bill Cayo; Terttil Pauner; Jeff Johnson; Bruce Vos.

The Owosso Argus Press, Owosso, Michigan

December 30, 1992

Advice from Michigan's Rebate Queen: Best Things in Life ARE Free

Allen Park, Michigan (AP) In an interview with the Detroit Free Press Sandy Ennis of Allen Park publishes a monthly national magazine called Refund Express, devoted to getting refunds from manufacturers. Her first rebate was a one dollar check that she got from General Mills 14 years ago, when she was a single mom with three children.

As time went on, she became hooked on rebating. In 1987, she launched her magazine which has a 14,000 circulation, lists up to 600 new refund programs a month, and tells subscribers how to get them.

She and her husband Johnny planned a no cost second honeymoon and "we didn't spend a dime on Christmas presents this year," she said.

Rome (Georgia) News Tribune

January 25, 1995

Michigan Limo Driver Found Slain in Texas

Gregory Crouch probably considered his \$160.00 fare from Michigan State University to Detroit Metropolitan Airport as part of any ordinary night's work, but his passenger Denium Roman was no ordinary fare. Passenger Denium Roman shot and killed Gregory Crouch of Allen Park, Michigan, put him in the trunk of his Lincoln Town Car cab, and transported him to Texas.

Police found Denium Roman asleep at the wheel of the stolen limousine- a 1992 four door Lincoln Town Car- that Gregory Crouch owned and operated. They were in Vega, Texas at a highway rest stop. Gregory Crouch lay dead in the trunk of his own car.

According to Allen Park Deputy Police Chief Ken Dobson, Roman Denium said that he would not fight extradition from Texas to Michigan.

Gregory Crouch, 45, grew up in Dearborn Heights and later moved to Allen Park.

The Argus Press, Owosso, Michigan

October 31, 2002

Lions Will Move Training Camp to Allen Park for 2002

Pontiac, Mich. (AP) The Detroit Lions plan to hold 2002 training camp at their new Allen Park facility after five years of summer practices at Saginaw Valley State University. The move is for one year, and the Lions could decide to return to the University Center Campus in the future, their spokesman Matt Barnhart said Tuesday.

"Next year, we feel that our football team could best be served by staying at our new training facility in Allen Park," he said.

The Lions moved their camp to University Center in 1997 and attracted more than 400,000 fans over five years. The three week practices, open to the public, give fans from mid-Michigan a chance to see the club. "It's been a wonderful five years and a great experience for mid-Michigan and Saginaw Valley State University," said Griz Zimmerman Saginaw Valley State's athletic director. "We would welcome the opportunity to work with them again in the future."

Saginaw Valley provided food, dorm rooms, and a state-of-the-art athletic facility. The University received \$500,000 annually from the Lions.

Last year the Lions broke ground on a future headquarters and practice facility in Allen Park that is scheduled for completion in spring 2002. The complex, located ten miles south of Downtown Detroit, includes training and office space as well as practice fields.

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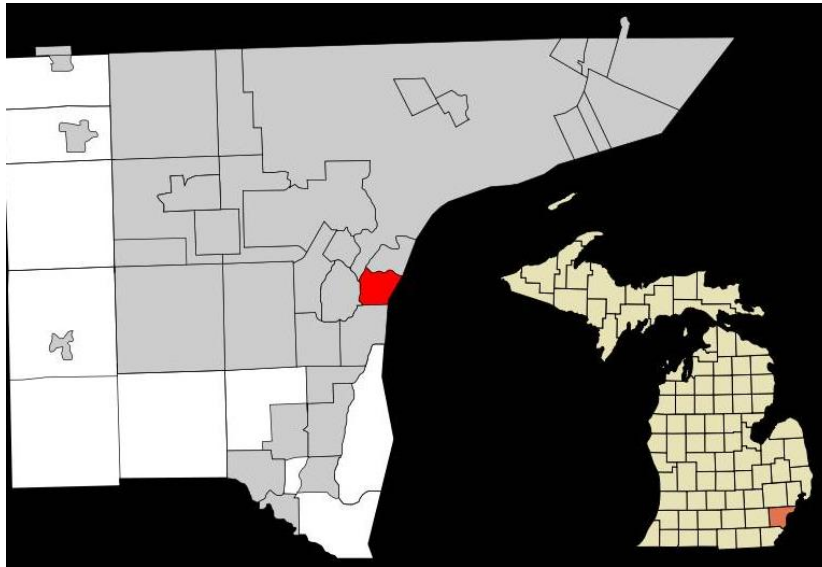
Lewiston (Maine) Daily Sun

Mellus Newspapers

Reading Pennsylvania Eagle

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Chapter 3 - Ecorse



[City of Ecorse Website](#)

During the presidential term of John Quincy Adams between 1825-1829, Congress divided the Michigan Territory into townships. In 1827, Ecorse Township was formed, but years before that a small fishing and farming center had sprung up along the Detroit River.

In 1836, Simon Rousseau, A. Labadie, L. Bourassa and P. LeBlanc made the first plat of the village and officially named it Grandport. At that point in its history, the village of Grandport had 800 people, 152 homes and four businesses. It became the hub of the neighboring sprawling farm lands and the site of a shipyard as well as Raupp's Lumber Mill.

An 1830 map shows the Village of Grandport and the streets named on the map still exist in present day Ecorse, some showing the same names as they did over a century and a half ago. Streets in the village of Grandport were named for historical figures including Andrew Jackson, Daniel Webster and James Monroe. Webster and Monroe Streets still exist in Ecorse today. High, Labadie, Bourassa and White Streets still exist in their original location in Ecorse. What was then State Street is now Southfield Road and Laffortier was renamed LeBlanc Street.

Grandport continued to be the center of Ecorse Township for many years, but the little village never incorporated. As the years passed, people stopped calling the commercial center Grandport and started calling it Ecorse, after the Township's name. Gradually, the name Grandport faded into Ecorse history.

At the turn of the Twentieth Century, Grandport-Ecorse was a resort area and one of the early commuter suburbs of Detroit. In 1903, the unincorporated village of Grandport became a "general law" village, the largest village in the United States. It was officially named Ecorse from the original French Ecorces, river of bark, and A.M. Salliotte became its first president.

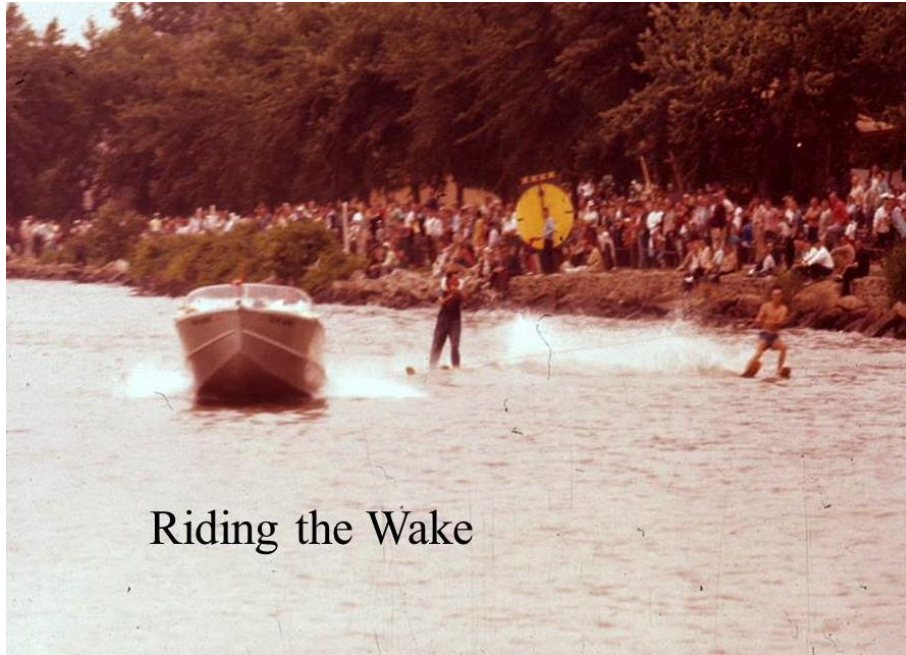
By the 1930s, Ecorse had become the largest village in the United States. In May 1936, William W. Voisine was president of the village. Other village officials were Don H. Beckman, clerk; Paul Vollmar, treasurer; Earl E. Montie, attorney; Thomas J. Weber, assessor; Prescott J. Brown, engineer; and Oliver Raupp, James Morris, William Born, Paul Movinski, James Hardage and Francis Labadie, trustees.

In 1942, the village of Ecorse was incorporated as the City of Ecorse and the 1956 census revealed that 21,000 residents lived in a 2 ¾ square mile area and enjoyed the second lowest tax rate of \$12.50 per thousand of the entire Downriver area. Ecorse continued to prosper into the 1960s, but by the end of the 1960s, civil unrest in neighboring Detroit and a population shift to outlying suburbs as well as corrupt politics brought economic decline to the community. In December 1986, the Wayne County Circuit Court issued an order appointing a receiver for bankrupt Ecorse. The receivership lasted until August 1990, but the state of Michigan monitored Ecorse finances for another ten years.

Over the next nearly two decades Ecorse struggled to correct its finances and its politics, but by 2009, the city again faced a 14.6 million cumulative deficit and a \$5 million structural deficit. An FBI corruption investigation also led to a prison term for former Mayor Herbert Worthy and former city controller Erwin Hollenquest. The mayor and City Council tried unsuccessfully to formulate a plan to eliminate the deficit during the summer of 2009, and by October 2009 Michigan Governor Jennifer Granholm had declared a financial emergency and appointed Joyce Parker as emergency financial manager.

During the summer of 2009, the City Council and mayor tried to come up with a plan to eliminate the deficit but could not agree how. By September 2009, Governor Granholm declared a financial emergency. In October 2009, Governor Granholm appointed Joyce Parker as emergency financial manager. Although Darcel Brown was elected mayor of Ecorse, [Joyce Parker](#) remained as the Ecorse emergency financial manager until the end of April 2013.

In April 2013, Joyce Parker returned control of the city to Mayor Brown and its other elected officials, but the state retained an advisory committee to oversee Ecorse finances. In November 2013, Lamar Tidwell, a former police officer and local philanthropist, was elected Ecorse mayor.



Ecorse-1959

In 1959, an Honors English Class at St. Francis High School in Ecorse researched and wrote stories about each Downriver community. Only the paper about Great Lakes shipping featured the name of the student who wrote it. The student writing about Ecorse is anonymous, but he or she was a thorough reporter.

Ecorse has blossomed into an efficiently-run community, trying valiantly to convince citizens of other communities that it can and will have good government under law and order. Today Mayor Eli Ciungan, aided by a council of six, is assisted by the City Clerk Pat Trondle and a City Treasurer, Paul Vollmar; all are elected by the 19,000 registered voters annually.

The 1956 census credited Ecorse with 21,000 residents living in an area of 2 $\frac{3}{4}$ square miles and enjoying the second-lowest tax rate (\$12.50 per thousand) of the whole downriver area. The assessed valuation of Ecorse is over \$122 million. One bank, the Security, has deposits of over \$51,000,000.

Education, too, had advanced with the years. Although Ecorse has but one public high school, its whole school system educates 3,400 pupils under one hundred forty-four teachers. St. Francis Xavier High School, with twelve grades, takes care of over 600 pupils from many different areas, particularly those with no high school (parochial) of their own.

Ecorse is fortunate in having a modern branch of the Wayne County Library, centrally located at the corner of Southfield and Outer Drive. Twenty-four thousand volumes make this branch one of the best in the area.

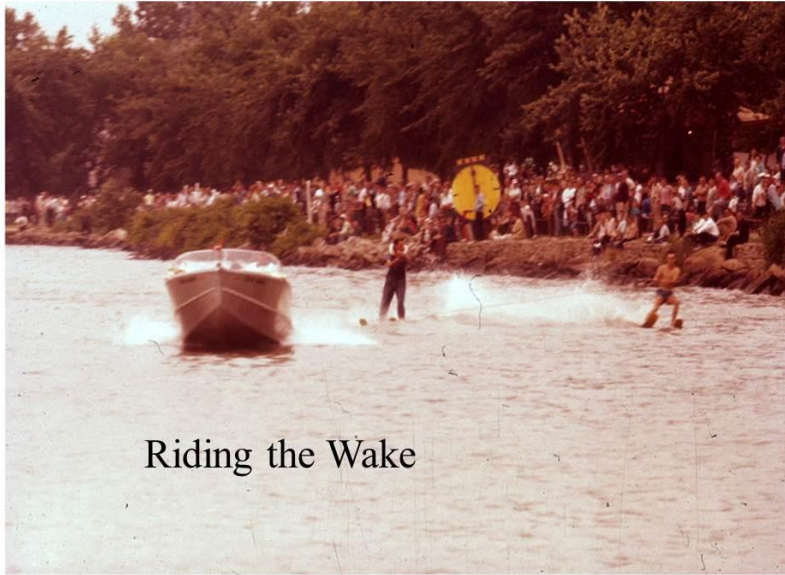
The city is proud of its efficient Sanitation Department and its regular services. Police and fire officials are ever on the alert to serve citizens in need; the ratio of these public servants to the general population is very high, making for quick and well organized service.

The main reason for the economic and population growth of Ecorse is its industries. Great Lakes Steel, on the riverfront, out producing eighty-three national competitors, employ 10, 4000 local people.

Schwayder Brothers, on High Street, produces Samsonite luggage and furniture; smaller plants produce machinery and metal fittings.

What the future of Ecorse will be, no one knows for sure. However, if the determination of its citizens is any yardstick, we can judge that this little community will progress rapidly.





Thomas J. Anderson's 1976 speech about Ecorse history, presented to the Ecorse Woman's Club.

Thomas Jefferson Anderson was the last Ecorse Township supervisor and the first mayor of Southgate. He was born in St. Joseph, Missouri on November 21, 1919 and he served in the United States Army during World War II and later in the Korean War. He was an engineer and a supervisor of publications and automotive assembly problem control at the Ford Motor Company. He was director of the Southgate Bank and mayor of Southgate, Michigan from 1958-1961. A Democrat, he served as a member of the Michigan state house of representatives 28th District from 1965-1982 and he was a delegate to the Democratic National Convention from Michigan in 1984.

Thomas Anderson was Protestant. He was a member of the Kiwanis and American Legion. He died in Lansing, Michigan on September 18, 1994 at age 74.

Good afternoon, ladies! First of all, I must use the old cliché, "unaccustomed as I am to public speaking"---I love to talk but strictly on a social basis, so please bear with my shortcomings.

I want to say that I don't feel really qualified to speak on the history of Ecorse from a truly professional standpoint. My only qualifications are those of a personal interest in the city and a desire that the citizens should be aware of the rich historical background that is theirs, especially in view of the unfavorable publicity so often given Ecorse.

Now with the advent of the country's Bicentennial year, that goal seems more important than ever. It is very sad to me that as the oldest Downriver city, it is also one of the very few not yet designated a Bicentennial city. Attempts were made to set up a program but failed for lack of citizen interest.

Our city of Ecorse is an industrial town with a population of nearly 18,000 and an area of about three square miles. There is recorded history of the area dating from 1763, when it was a favorite rendezvous for Pontiac, Wyandotte, and other Indian chiefs who met to plan attacks against Fort Detroit and to try to prevent further white settlement. It was also the scene of Pontiac's famous conspiracy.

"Riviere aux Ecorces" or "River of Bark" was a popular gathering place for local Indian tribes. According to legend, it was so called because the Indians stripped bark from the trees to make their canoes and because they made old fashioned bark grave wrappings for their dead and buried them there in the sands at the mouth of the present Detroit River.

However, the French laid claim to the territory quite early. French fur traders and Jesuit missionaries moved freely in the area and it was inevitable that settlers would cross the river from Canada to claim the virgin territory. It is a matter of record that in 1776 the Potawatomie tribes deeded a tract of land to Pierre St. Cosme "for love and affection." The tract included not only Ecorse but the present cities of Allen Park, Lincoln Park, River Rouge, Wyandotte and a portion of Detroit. His sons divided the huge plat after his death and sold the land to other French settlers. These subdivisions were in long narrow strips extending back from the river and approximately 400 yards wide so that settlers were nearer one another for protection from Indian raids. Because of this, land value and wealth were determined by the amount of waterfront property owned.

There were also many land grants from the French crown in the Detroit area and it is likely some of them were not recorded to make a source of accurate history. In 1795, however, the early personal records of the Labadie family show their ancestors may have settled near the mouth of the Ecorse River in 1764. In the closing of the 18th Century and the early 1800s, many other French settlers established here and the names such as Salliotte, Cicotte, Champaign, LeBlanc, Bourassa, Riopelle androecia have been prominent Downriver since.

With the shift of command from the French to Major Robert Rogers in 1760, the influence of the English increased, continuing through the skirmishes of the French-Indian War and the Revolution itself, until Fort Detroit was released to the Americans in 1796. In addition, after the Revolution, there were growing numbers of land seekers from the northern and eastern sections of the country. However, the development of the Downriver area remained primarily French until the early 1800's. Then the influence of the English became more noticeable and the first "foreigner" recorded as settling in the Ecorse area as Elijah Goodell in 1818.

The settlement at Ecorse became basically an outgrowth of the communities of Detroit and Sandwich, Ontario. In the early years there was close contact with the two towns as Ecorse consisted mainly of farms fronting on the Detroit River, and any supplies had to come from those cities.

One of the landmarks of the day was the Raupp sawmill, a popular gathering place, both for commerce and social events. As time passed and families intermarried, there were nearly equal numbers of French and English settlers. The first such recorded marriage was that of James Goodell and Angelique Salliotte. At that time all such records were kept at the parish of St. Anne in Detroit. Ecorse had only a small mission where Father Gabriel Richard preached once a month and which became the nucleus of the present St. Francis Xavier parish. A visit to the old St.

Francis cemetery on Third Street is like a trip through history with old names and dates on every headstone. Most records have been destroyed, but it's easy to visualize what it must have been. Life was not easy but they were resourceful people and bound closely by common needs.

The United States Congressional Ordinance of 1787, establishing the Northwest Territory, had set forth procedures for land measure and for the recognition of old French land grants. By 1827, the scatterings of settlers had developed into a small community and the Territorial Legislature created the Township of Ecorse, consisting of 54 square miles, running from the River to what is now Pelham Road, as well as two small islands in the Detroit River itself. The first township meeting was held in the home of Daniel Goodell and John Cicotte was named supervisor with duties which included protection of public health, spokesman for the township, and arbiter of all disputes. Fewer people at a vast difference in size from Ecorse today!

In 1834, because of its rapid growth, the township became the village of Grand port with the plot of the village laid out and recorded in 1836. It had 800 people, 152 homes, and 4 businesses. It was to become the hub of the neighboring sprawling farmlands and the site of a shipyard as well and Raupp's Lumber Mill. Ecorse was also a religious center with the foundation of St. Francis Xavier as a parish in 1845. It served the communities of Fort Wayne, River Rouge, Wyandotte, Oakwood and Delray. (Ecorse is still a religious center with 28 churches of record.) Facts concerning the earliest school are not available, but it is certain more French than English was spoken in the first schools established. In most cases, the French culture and customs predominated even in homes where one partner was English or some other nationality.

Older inhabitants recall being told of a log school, near the shore of the river at the foot of what is now Labadie. Some also recall a small building on the corner of Jefferson and White that served as a school in the 1860s. Later classes were held in the band building and in the council chambers of the old City Hall.

From such small beginnings, the Ecorse school system now has six elementary schools and a high school, as well as pre-school classes and special education programs. There are presently more than 3,500 children enrolled and Dr. Huston, Supt. of schools, plans to enrich and expand the program and facilities offered to Ecorse children.

By 1873, the business directory listed 15 establishments and in 1903 the unincorporated village of Grandport became a general law village, the largest "village" in the United States. It was also renamed Ecorse from the original French "Ecorces." Its first president was A.M. Salliotte. At this time, Ecorse was a resort area and one of the early commuter suburbs, and, as always, in its history, geography played a part.

Its geographical location on the river and yet near a busy city made the village most popular and it became known as the "Little Venice of the West End." As such it attracted the middle class and many owned cottages where they could relax and enjoy the pleasures of a more exclusive colony but at a lesser cost. The Detroit Free press in 1905 said of Ecorse that it was "truly a colony of resorters distinct in itself... There they may have the air and cool of the river; in fact, all the real luxuries." Cottages were built with boathouses and the men commuted while their families vacationed.

Thus Ecorse had a pleasant, friendly image at the turn of the century, but sadly the same geographical location that created it was also instrumental in changing it. The passage of the Volstead Act in 1919 turned Ecorse into a boom town. Located as it is on the river and directly across from Canada, Ecorse was an ideal rum running center. The comfortable cottages became notorious as “Rum Row” and illegal liquor and alien trade made this once peaceful place a scene of violence and gang wars. From dawn to dusk, Ecorse appeared to be a normal quiet community. At nightfall it changed, became almost literally “sin city.” The bootlegging industry was only profitable to those who participated and the bootleggers paid little attention to the local people unless they interfered with smuggling operations. The citizens, in turn, felt the less they knew or appeared to know, the better, but many participated for a great deal of easy profit.

At one time there are three banks operating in this community of about 20,000 people. Untold millions changed hands and people made fortune overnight and lost them as rapidly. The boat houses once used for pleasure craft were renovated as warehouses and boat walls for high speed boats. The summer cottages became gambling houses. Private bars or “blind pigs” thrived on a small side street called “Hogan’s Alley.”

Anything and everything went in Ecorse and it was considered by some the toughest territory in the country. I’m told its reputation as a wide open town even spread to Europe.

Mud Island, formed by logs from a nearby saw mill, made a perfect screen for tunnels built by the bootleggers. Strong men with row boats were replaced by sleek motor boats that could cover the distance in a quarter of the previous time. As cargoes grew bigger, these too were replaced by flat-bottomed hulls called “luggers.”

Canadian law required that boats be free of their shores by nightfall, so rum runners were free to load contraband liquor during the day and bring it back across the river under the cover of darkness. Only two minutes of running the gauntlet of the semaphore light in the channel and the speed boats slid into the hidden boat wells, a heavy gate closed behind them, and five minutes later the unloaded cargo was on its way across the country. More than 500 boats crowded the river front and intricate signals were devised, with the river a dangerous place at night, regardless of the side you chose. Once a transaction was made – cash paid and liquor delivered – it made no difference to the Ecorse runners if a load was hijacked before it reached Fort Street and it frequently was. Cash was the rule and failure to present it often resulted in murder. False labels or cheaper liquor presented as a better grade had the same result.

Where was the law in those days? Official eyes were often blinded and police officers paid off. Sometimes the law ignored the bootleggers out of fear, or, family loyalty where relatives might be ranged on either side. Local law enforcement officers seemed powerless. An establishment could be raided, equipment destroyed, and yet back in operation within a matter of hours. Federal prohibition agents finally moved in and it became a matter of open warfare and suddenly, the rum runners began to show signs of fear. They attempted to dynamite, burn, and destroy a bridge leading to the boat wells and storage room to destroy evidence. At the peak of the violence a handful of federal agents held the bridge against more than a 1000 bootleggers.

Delos Smith, United States District Attorney, called Ecorse “one of the two black eyes for Detroit.” He warned the mayor he would send in the State Police and did. After a month of bitter warfare, the smugglers had to move their operations to Lake St. Clair on the north and Lake Erie

on the south, but it took four years to capture and convict the bootleggers and a permanent blot was left on the city's reputation.

When Jefferson Avenue was widened in 1929, Hogan's Alley was torn down and that strip of land became a park. With the repeal of the Volstead Act in 1933, an infamous era was ended, but old timers still recall the days when life was a 24 hour holiday!

Geography, as always, continued to play an important role in shaping the future of Ecorse. A steel salesman from Pittsburgh, George Fink, saw Ecorse as an ideal location for a steel plant. Iron ore and limestone were already being shipped down the Detroit River and coal could easily be brought in.

In 1922 George Fink founded Michigan Steel Corporation and the first steel rolled off the line in 1923, but he looked to greater things and by 1929, \$20,000,000 was raised for expansion and Great Lakes Steel Corporation was organized. Today it is the largest of the Downriver industries and a major employer of Ecorse residents. As well as attracting other industry to the area, it is a source of large tax revenue to the City. Thus you could say Great lakes Steel and the community Ecorse have grown and prospered together.

As Ecorse developed as an industrial center, it was obvious a different type of government would soon be needed. On September 15, 1941, the voters incorporated the village of Ecorse into a city, adopting a City Charter in 1942, with a mayor council government.

A city is first of all, people and as such the government and quality of service must reflect the ethnic, economic and overall social status of the residents. Ethnically Ecorse is a reflection of the national 'melting pot' as well as an integrated city. It has native born Americans along with residents of such varied extraction as French, Indian, Hungarian, Greek, Polish, English, Mexican, Italian, German, and others. The majority of the citizens is upper lower or lower middle economic class and as such would like a low level of city expenditure while wanting to also maintain a semblance of status, personally and for the city.

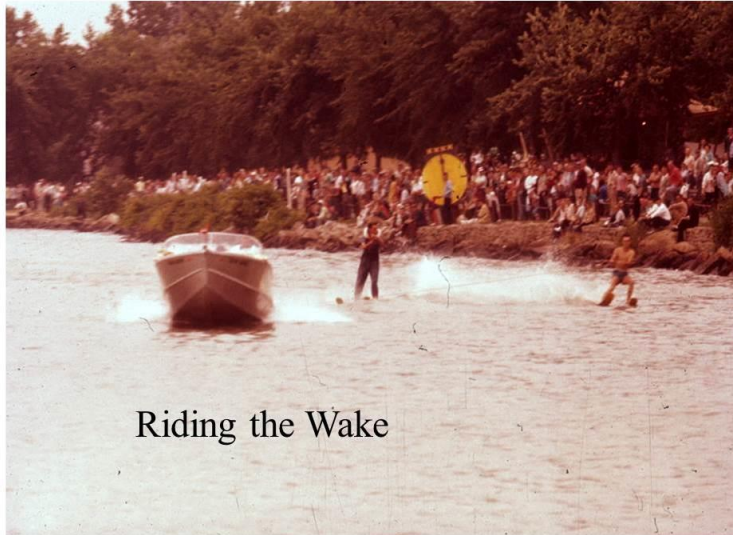
From the beginning Ecorse local government was stormy and scandal ridden. To the present day local politics is the favorite "sport" of Ecorse citizens, a sport full of cruel and often untrue charges and counter charges. In addition the city is liable to pressure from industry with its large tax base and from local power groups. Unfortunately, the reputation acquired during the Prohibition era has made Ecorse fair game for rumor mongers and muck rakers. There is no question there have been some illegal practices, but what most people aren't aware of are the forward strides the city has taken despite these setbacks and the future it could have with the interest and cooperation of its citizens working as a unit. Nor are they aware the lawbreakers don't represent all the citizenry or necessarily the local government. Its future problems will be those of needed urban development with an economic future almost wholly dependent on the steel and automotive industries.

The days of the copper hued Indian creeping along a tree shaded path, hiding from and plotting the downfall of the white man, are gone. Today there are no Indians, no French rappers or hardy settlers, no bark canoes. The sawmills and river boats have disappeared. Today huge factories and mammoth freighters serve the area. Dirt roads and pathways have been replaced by paving

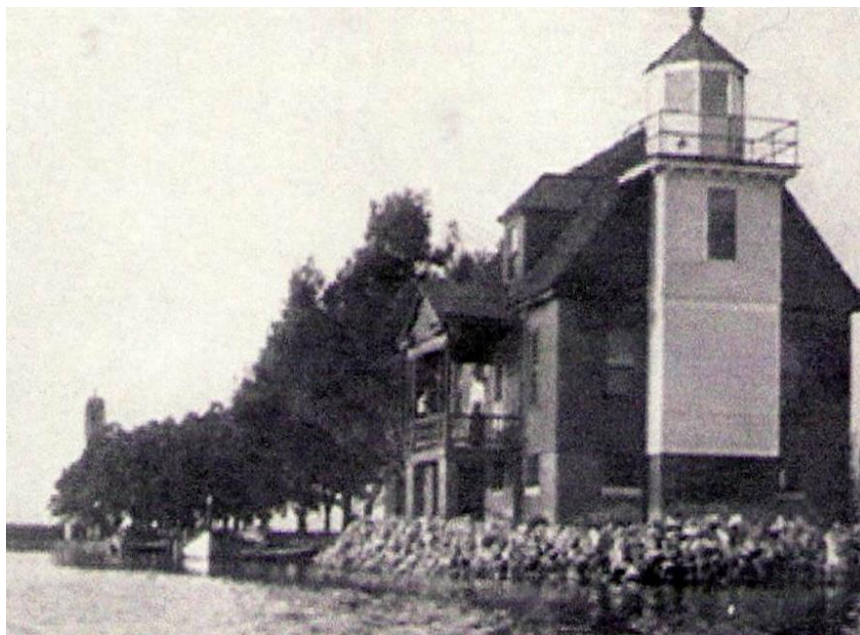
and sidewalks. The city has grown up, progressed, but must yet go a long way. Today must be a time of careful planning to secure the final product, tomorrow for Ecorse.

For any of you who'd like to do further research, we do have some compiled histories at the library – mine has been a composite of them and I am doing a reference packet for Wayne County on the City of Ecorse.

Now I'd like to thank you all for inviting me here today and also a special thanks to Mrs. Coman who provided me with the information on Prohibition days in Ecorse.



Ecorse Lighthouse

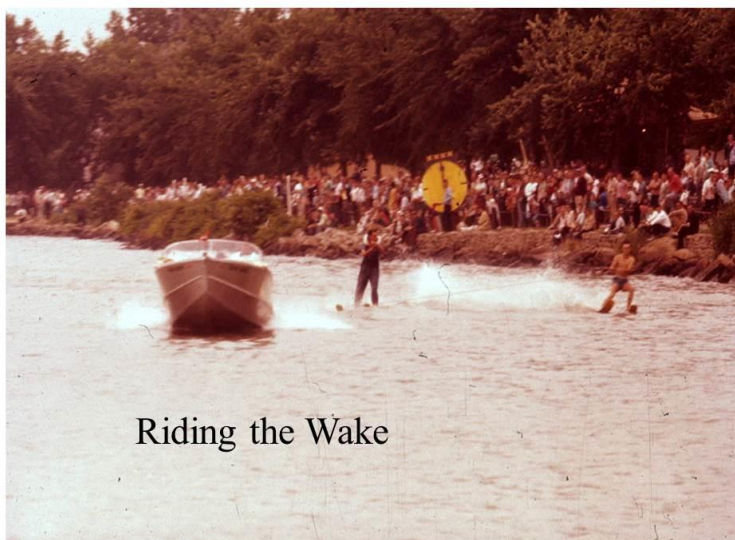


The Ecorse Lighthouse stood on the marshy shores of the Detroit River, north of Mud Island, where the mainland curves east, narrowing the channel. Built in 1895, the 41 foot tall wooden tower held a fixed red light that guided boats around the bend in the Detroit River. The lighthouse was remodeled in 1917 and 1936, and it still appeared on 1942 maps. Gus Gramer was one of the Ecorse Lighthouse keepers. Before he came to the Ecorse Light, Gus began his career in New York City, his birthplace, when he joined the crew of an Arctic whaler when he was just fifteen. He spent many years in the whaling service, but ended his whaling career after

he and his crew members were shipwrecked in the South Pacific. Gus spent twenty years in the Navy and then joined the government lighthouse service.

Gus Gramer, Ecorse Light Keeper.

Newspaper reporters in Detroit and Toledo liked to write stories about Gus Gramer, lighthouse keeper. He made headlines by rescuing boaters from the Detroit River, pulled an oar with some of the first Ecorse Boat Club crews, and served on the Ecorse Fire Department for a time.. During his years in the lighthouse service, Gus tended the lights on Grassy Island, Monroe, Ecorse, Lightship 64, and Toledo Harbor Light. While he was keeper at the Toledo Harbor Light, Gus feuded with his boss, Roscoe House, and quit the Lighthouse Service.



Riding the Wake

Ecorse Business Growth and Change

[Michigan State Gazetteer](#)- 1867-1868

Ecorse. A township and post village called Grand Port, five miles below Detroit. It has three stores, one shoe shop, one butcher shop, one saw mill, one potash and soap factory. A.M. Salliotte, Postmaster.

Township Officials

Supervisor – James A. Visger. He is buried in Mt. Elliott Cemetery, Detroit, Michigan.

Clerk – Moses B. Widner. He is buried in Woodmere Cemetery, Detroit

Treasurer- A.M. Salliotte. He is buried in Mt. Olivet Cemetery, Detroit, Michigan.

Business Directory

John Copeland, saw mill

George Clark, fisherman. He is buried in Woodmere Cemetery, Detroit.

Joseph Cicotte, grocer. He is buried in St. Francis Xavier Cemetery. Ecorse, Michigan.

H.H. Emmons, lawyer. He is buried in Elmwood Cemetery, Detroit, Michigan.

John Labadie, saloon keeper. He is buried in St. Francis Xavier Cemetery, Ecorse, Michigan.

David LeBlanc, potash and soap factory. Buried in St. Francis Xavier Cemetery, Ecorse, Michigan.

Mitchell Roulo, hotelkeeper. Buried in St. Francis Xavier Cemetery, Ecorse, Michigan.

H.F. Riopelle, justice of the peace. Buried in St. Francis Xavier Cemetery, Ecorse, Michigan.

A.M. Salliotte, general store. He is buried in Mt. Olivet Cemetery, Detroit, Michigan.

[Michigan State Gazetteer](#) – 1881

ECORSE. Is situated on the Detroit river, in the township of Ecorse, Wayne county, 9 miles below the city of Detroit and 3 above Wyandotte. The Lake Shore & Michigan Southern (Detroit branch) and the Canada Southern Railways pass through the village. It has a sawmill, a handsome graded school building, a Catholic church, and some smaller interests. The village, which was formerly known as Grand Port, dates its existence from 1840, although the locality was settled over a century ago. It has a population of 300—including the school district, perhaps a hundred more. The country in the vicinity is level and somewhat low, but rich and fertile. Grain, hay, lumber, staves, wood and Whitefish are shipped. Mail, daily. G. R. Goodell is postmaster.

Business Directory

B.E. Abbott, justice of peace. He is buried in St. Francis Xavier Cemetery, Ecorse.

Reverend Charles L. Baroux- Catholic

Alexander Bourassa, constable. He is buried in St. Francis Xavier Cemetery, Ecorse, Michigan.

Abraham Brisboy, constable. He is buried in St. Francis Xavier Cemetery, Ecorse, Michigan.

Archibald Campau, saloon, one mile east. He is buried in St. Francis Xavier Cemetery, Ecorse, Michigan.

George E. Cicotte, grocer, boots and shoes, crockery, glassware, patent medicine, hardware and provisions. He is buried in St. Francis Xavier Cemetery, Ecorse, Michigan.

Louis Cicotte, proprietor, Farmer's Home. He is buried in St. Francis Xavier Cemetery, Ecorse, Michigan.

Mrs. Rebecca J. Clarke, fish. She is buried in Woodmere Cemetery, Detroit.

Moses W. Field, manufacturer barrel hoops. He is buried in Woodmere Cemetery, Detroit.

Elijah J. Goodell, surveyor, flour and feed store. He is buried in St. Francis Xavier Cemetery, Ecorse, Michigan.

Gabriel R. Goodell, grocer. He is buried in St. Francis Xavier Cemetery, Ecorse.

Michael Kilcline, manager M.W. Field, Hoop Manufacturer. He is buried in Mt. Elliott Cemetery, Detroit.

Charles Labadie, constable. He is buried in St. Francis Xavier Cemetery, Ecorse, Michigan.

Noah L. Leblanc, grocer, one mile west. He is buried in St. Francis Xavier Cemetery, Ecorse, Michigan.

William E. McLeod, agent
Canadian.Southern Railroad

Joseph Morris, carpenter

John B. Montie, blacksmith. He is buried in St. Francis Xavier Cemetery, Ecorse.

Montie & Campau (George Montie & Richard Campau) proprietors 8 mile house

Mrs. Odett, dressmaker

Louis Odin, shoemaker

Otto & Boelter, wagonmakers, 2 miles west

Hyacinth E. Riopelle, justice, 2 miles west. He is buried in St. Francis Xavier Cemetery, Ecorse, Michigan.

Simon W. Rousson, lawyer. He is buried in St. Francis Xavier Cemetery, Ecorse, Michigan.

Alexis M. Salliotte, general store. He is buried in Mt. Olivet Cemetery in Detroit.

Salliotte & Raupp. Alexis M. Salliotte & Gustavus A. Raupp, lumber, hoop, and stave

manufacturers. Gustavus A. Raupp is buried in St. Francis Xavier Cemetery, Ecorse, Michigan.

John R. Seavitte, agent Lake Shore & Michigan Southern Railroad. He is buried in St. Mary Cemetery in Wayne, Michigan.

Thomas H. Sommers, restaurant. He is buried in St. Francis Xavier Cemetery, Ecorse, Michigan.

Casper Specht, saloon, two miles northwest. He is buried in Woodmere Cemetery, Detroit.

Albert Elliott Wright, physician. He was born on March 17, 1844 to Thomas and Abigail Wright. He married Louisa H. Goodell on May 18, 1874 in Ecorse. He died on November 28, 1914 in Ecorse at age 70. He is buried in Woodmere Cemetery in Detroit.

[Michigan State Gazetteer](#) – 1887-1888

Ecorse is situated on the Detroit River, in the township of Ecorse, Wayne County, 9 miles below the city of Detroit and 3 above Wyandotte. The Lake Shore & Michigan Southern (Detroit Division) and the Toledo Division Michigan Central Railroad pass through the village. It has two saw and two stave mills, a brickyard and other industries, a handsome free school building and a Catholic Church. The village, which was formerly known as Grand Port, dates its existence from 1840, although the locality was settled over a century ago. It has a population of 450. Grain, hay, lumber, staves, wood, and ice are shipped. George E. Cicotte, postmaster.

(Benjamin)Ephraim P. Abbott, justice of peace. He is buried in St. Francis Xavier Cemetery, Ecorse.

Louis J. Beaubien, barber. He is buried in St. Francis Xavier Cemetery, Ecorse.

Richard B. Beaubien, ice.

Bouchard & Son (Constant and Alfred), proprietors, Ecorse hotel. Constant is buried in St. Francis Xavier Cemetery, Ecorse.

Alexander Bourassa, constable. He is buried in St. Francis Xavier Cemetery, Ecorse.

Frank Cicotte, saloon.

George E. Cicotte , general store.

Joseph Cicotte , meat market. He is buried in St. Francis Xavier Cemetery.

Louis Cicotte , Proprietor Farmers' Home. He is buried in St. Francis Xavier Cemetery.

Ecorse Hotel, Bouchard & Son proprietors

Farmers' Home, Louis Cicotte Proprietor

Henry F. Furgason, town treasurer

Henry W. Gerlach, railroad agent.

Henry Haltliner, justice of peace.

Mrs. James Heintzen, grocer and saw mill 3 miles southwest

Charles Labadie, saloon and grocer, 1 mile south. He is buried in St. Francis Xavier Cemetery, Ecorse, Michigan.

E. Lampman, railroad agent.

Antoine Le Blanc, fishery. He is buried in St. Francis Xavier Cemetery, Ecorse.

Noah L. Le Blanc, grocer, 1 1/2 miles west. He is buried in St. Francis Xavier Cemetery, Ecorse.

John Morris, carpenter.

Louis Odin, shoemaker.

Robert S. Osborne, druggist.

William J. Palmer, carpenter.

Penny & Monte (James Penny, Albert Monte), blacksmiths.

Charles Riopelle II, Brick manufacturer and General Contractor.- Hyacinthe F. Riopelle, supervisor. Charles and Hyacinthe are buried in St. Francis Xavier Cemetery, Ecorse.

John Riopelle, mason. He is buried in St. Francis Xavier Cemetery, Ecorse.

Cleophus Salliotte, mason. He is buried in St. Francis Xavier Cemetery, Ecorse.

Joseph Salliotte, general store. He is buried in St. Francis Xavier Cemetery, Ecorse.

Salliotte & Raupp (Alexis M Salliotte, Gustave A Raupp), lumber, staves, etc. Gustave Raupp is buried in St. Francis Xavier Cemetery, Ecorse.

Gideon Sanch, meat market. He is buried in St. Francis Xavier Cemetery, Ecorse

Henry Senecal, painter. He is buried in St. Francis Xavier Cemetery, Ecorse.

Thomas H. Somers, justice and insurance. He is buried in St. Francis Xavier Cemetery, Ecorse.

Joseph Tourango, grocer. He is buried in St. Francis Xavier Cemetery, Ecorse.

Reverend John Van Ginup -Catholic. He is buried in St. Francis Xavier Cemetery, Ecorse.

Albert E. Wright, physician. Albert Elliott. Wright, physician. He was born on March 17, 1844 to Thomas and Abigail Wright. He married Louisa H. Goodell on May 18, 1874 in Ecorse. He died on November 28, 1914 in Ecorse at age 70. He is buried in Woodmere Cemetery in Detroit.

[Michigan Gazetteer](#) -1891-1892

ECORSE. A village on the Detroit river, in the township of Ecorse, Wayne County, 9 miles below the city of Detroit, and 8 above Wyandotte. The Lake Shore & Michigan Southern Railroad (Detroit Division) and the Toledo Division of the Michigan Central Railroad pass through the village. It has a saw and stave mill, a brickyard and other industries, a handsome free school building and a Catholic church. The village, which was formerly known as Grand Port, dates its existence from 1840, although the locality was settled over a century ago. It has a population of 450. The country in the vicinity is level and somewhat low, but rich and fertile. Grain, hay, lumber, slaves, wood and ice are shipped. Joseph Salliotte, post master.

Edmond Beaubien, saloon.

Louis J. Beaubien, barber. He is buried in St. Francis Xavier Cemetery, Ecorse.

Richard B. Beaubien, ice.

Alfred E. Bouchard, town treasurer.

Bouchard & Son (Constant and Alfred C.) hotel. Constant is buried in St. Francis Xavier Cemetery, Ecorse.

Reverend Raymond Champion – Catholic.

George E. Cicotte, general store. He is buried in St. Francis Xavier Cemetery, Ecorse.

George Clark, fisherman. He is buried in Woodmere Cemetery, Detroit.

Furgason Bros (Richard F. and Christopher A.), masons.

Furgason F&G (Frederick and Geneva), real estate. Frederick and Emma Geneva are buried in St. Francis Xavier Cemetery, Ecorse.

Henry W. Gerlach, agent, Michigan Central Railroad and American Express Co.

Elijah J. Goodell, civil engineer. He is buried in St. Francis Xavier Cemetery, Ecorse.

John Haltliner, justice of peace.

Return P. Hawes, agent, Lake Shore & Michigan Southern Railway and U.S. Express Company

Mrs. James Heintzen, grocer. 8 miles southwest

Charles Labadie, saloon. 1 mile south. He is buried in St. Francis Xavier Cemetery, Ecorse.

Labadie & Reaume (Charles A. Labadie & Alexander Reaume). Fishermen. Charles Labadie is buried in St. Francis Xavier Cemetery, Ecorse.

Dr. J. Albert McMichael, druggist.

John Morris, carpenter.

Louis Odin, shoemaker.

Alfred W. Payne, meat market.

George Perr, grocer. 1 mile south

Reverend John Reichenbach -Catholic.

Charles H. Riopelle, brick manufacturer and justice. He is buried in St. Francis Xavier Cemetery, Ecorse.

Hyacinthe F. Riopelle, justice of peace. He is buried in St. Francis Xavier Cemetery, Ecorse.

John Riopelle, mason.

Cleophus Salliotte, mason. He is buried in St. Francis Xavier Cemetery, Ecorse.

Joseph Salliotte, general store. He is buried in St. Francis Xavier Cemetery, Ecorse.

Salliotte & Raupp, lumber staves, etc.
(Gustav A. Raupp is buried in St. Francis Xavier Cemetery, Ecorse.)

Gideon Sanch, meat market. He is buried in St. Francis Xavier Cemetery, Ecorse.

Thomas Saunders, supervisor

John Seibert, township clerk.

Henry Senecal, painter. He is buried in St. Francis Xavier Cemetery, Ecorse.

Albert E. Wright, physician. Albert Elliott. Wright, physician. He was born on March 17, 1844 to Thomas and Abigail Wright. He married Louisa H. Goodell on May 18, 1874 in Ecorse. He died on November 28, 1914 in Ecorse at age 70. He is buried in Woodmere Cemetery in Detroit.

[Michigan State Gazetteer and Business Directory](#) - 1893-1894

Ecorse. A village on the Detroit River, in the township of Ecorse, Wayne County. 9 miles below the city of Detroit, and 3 above Wyandotte. The Lake Shore & Michigan Southern Railroad (Detroit Division) and the Toledo Division. of the Michigan Central Railroad pass through the village. It has a saw and planing mill, a brickyard and other industries, a handsome free school building and a Catholic church. The village, which was formerly known as Grand Port, dates its existence from 1840, although the locality was settled over a century ago. It has a population of 500. The country in the vicinity is level and somewhat low, but rich and fertile. Grain, hay, lumber, fish, wood,

and ice are shipped. Joseph Salliotte, postmaster.

Louis J. Beaubien, grocer and barber. He is buried in St. Francis Xavier Cemetery, Ecorse.

Richard Beaubien, ice

Bouchard & Son (Constant and Alfred C.) hotel. Constant is buried in St. Francis Xavier Cemetery, Ecorse.

Reverend Raymond Champion-Catholic

George E. Cicotte, general store. He is buried in St. Francis Xavier Cemetery, Ecorse.

George Clark, Fisherman. He is buried in Woodmere Cemetery, Detroit.

Furgason Bros. (Richard F. and Christopher A.), masons

F & G Furgason, (Frederick and Geneva), real estate. They are buried in St. Francis Xavier Cemetery, Ecorse.

William A. Furgason, supervisor

Henry W. Gerlach, agent Michigan Central Railroad and American Express Company

Elijah J. Goodell, civil engineer. He is buried in St. Francis Xavier Cemetery, Ecorse.

Mrs. James Heintzen, grocer, 3 miles southwest

Alexander Labadie, saloon. He is buried in St. Francis Xavier Cemetery, Ecorse.

Charles Labadie, saloon, 1 mile south. He is buried in St. Francis Xavier Cemetery/

Labadie & Reaume (Charles Labadie, Alexander Reaume), fish. Charles Labadie is buried in St. Francis Xavier Cemetery.

Dr. J. Albert McMichael, druggist

Pete McQuade, township clerk

Francis J. Montie, town treasurer

John Morris, carpenter

National Loan and Investment Company of Detroit Michigan. Officers of the Ecorse Advisory Board:

A.M. Salliotte, President

Reverend R. Champion, vice-president

T.E. Haskins, secretary and treasurer

Joseph Salliotte, attorney. He is buried in St. Francis Xavier Cemetery, Ecorse.

Louis Odin, shoemaker

Alfred W. Payne, meat market

George Perry, grocer, 1-mile south

Peter W. Reeves, justice of the peace. He is buried in St. Francis Xavier Cemetery, Ecorse.

Charles H. Riopelle, brick manufacturer and justice. He is buried in St. Francis Xavier Cemetery, Ecorse.

Hyacinthe F. Riopelle, justice. He is buried in St. Francis Xavier Cemetery, Ecorse.

John Riopelle, mason. He is buried in St. Francis Xavier Cemetery, Ecorse.

Cleophus Salliotte, mason. He is buried in St. Francis Xavier Cemetery, Ecorse.

Joseph Salliotte, general store. He is buried in St. Francis Xavier Cemetery, Ecorse.

Salliotte & Raupp (Alexis M. Salliotte, Gustav A. Raupp), lumber. Gustave A. Raupp is buried in St. Francis Xavier Cemetery, Ecorse.

Gideon Sanch, meat market. He is buried in St. Francis Xavier Cemetery, Ecorse.

Thomas Saunders, grocer

J.D. Shipman, agent, Lake Shore & Michigan Southern Railroad

Curtis E. Small, grocer

William Solo, saloon, 1-mile south

Albert E. Wright, physician. Albert Elliott. Wright, physician. He was born on March 17, 1844 to Thomas and Abigail Wright. He married Louisa H. Goodell on May 18, 1874 in Ecorse. He died on November 28, 1914 in

Ecorse at age 70. He is buried in Woodmere Cemetery in Detroit.

[Michigan State Gazetteer and Business Directory -1907-1908](#)

Population. 1,000. Incorporated as a village in 1902, is located on the Detroit River on the "Wyandotte Division of the Detroit United Electric Railway, (connecting with Detroit every 20 minutes) and on the Lake Shore and Michigan Southern Railroad, on the Michigan Central Railroad and to the Detroit, Toledo & Ironton Railroad and in Ecorse Township, Wayne County, eight miles below Detroit and three above Wyandotte. It was formerly known as Grand Port and dates its existence from 1836, century ago, although the locality was settled over a century ago. It is supplied with water from Detroit and has a driving park, a handsome free school building, Catholic and Presbyterian Churches, and saw, salt, and planing mills and other industries. The country in the vicinity is level and somewhat low, but rich and fertile. Grain, hay, lumber, salt and ice are shipped. Tel. W. U. Exp., and U. S. Telephone Am. National and U.S. Telephone connection. Mrs. Clara M. Beach, postmaster.

Abeare Joseph, saloon.

American Express Co. Roy E Helfrich, agent

Mrs. Clara M. Beach, Postmaster, dry goods, notions, cigars, and confectionary

Beaubien Ice and Coal Co of Detroit, Michigan, Francis B. Montie mngr.

Anna M. Beisell, teacher

Albert J. Bouchard, hotel.

Alfred Bouchard, carpenter.

Stephen Bouchard, grocer

Alexander I. Bourassa, constable. He is buried in St. Francis Xavier Cemetery, Ecorse.

Michael C. Bourassa, proprietor, Hotel St. Cosme

Andrew Bruce, keeper Grassy Island Range Light

William Champaign, gardener

Reverend Raymond Champion – Catholic

George Clark, boat builder. He is buried in Woodmere Cemetery, Detroit.

Detroit, Toledo & Ironton Rail road, Richard C. Montie, agent

Joseph Drouillard, gardener

Thomas Drouillard, saloon

Joseph Dufour, carpet weaver

Francis J. Durocher, Village Health Officer, Physician and Surgeon. He is buried in St. Francis Xavier Cemetery, Ecorse.

Ecorse Band Hall, William A. Furgason, proprietor

Ecorse Driving Club, Michael C. Bourassa, manager

Edward J. Fox, principal of school

Richard F. Furgason, contractor

William A. Furgason, President of Village and Proprietor Ecorse Band Hall

Eli Gignac, apiarist. He is buried in St. Francis Xavier Cemetery, Ecorse.

Samuel Gignac, saloon

Reverend Emanuel Glemet- Catholic

Alexander W. Goodell, grocer

Frederick P. Goodell, gardener

August Gramer, keeper Ecorse light

Henry Grant, gardener. He is buried in St. Francis Xavier Cemetery, Ecorse.

Haynes Hotel, William Haynes, Proprietor

William Haynes, proprietor Haynes Hotel. Choice wines, liquors and cigars. Stroh's beer on tap chicken, fish, and frog dinner a specialty

Hotel St. Cosme, Michael C. Bourassa, proprietor

Adam Kramer gardener. He is buried in St. Francis Cemetery, Ecorse.

Charles Krause, gardener

Antoine Labadie, fruits

Elmer R. Labadie, deputy sheriff

Florence Labadie, assistant postmaster. She is buried in St. Francis Xavier Cemetery, Ecorse.

Frank Labadie, dairy

Sarah J. Labadie, dressmaker. She is buried in St. Francis Xavier Cemetery, Ecorse.

Francis X. Lafferty, general store

Lake Shore and Michigan Southern Railway, Roy E. Helfrich, agent

Alfred LeBlanc, choice wines, liquors and cigars

John Leverance, gardener

John Maurice, carpenter. He is buried in St. Francis Xavier Cemetery, Ecorse.

William Meissler, gardener

Michigan Central Rail Road, Roy E. Helfrich, agent

Vital Monchamp, shoemaker

Montie Brothers (John B. and Albert L.) coal. John Montie is buried in St. Francis Xavier Cemetery, Ecorse.

Elijah Montie, saloon

Francis Montie, Manger, Beaubien Ice and Coal Company

Richard C. Montie, agent Detroit, Toledo & Ironton Rail Road and village clerk. He is buried in St. Francis Xavier Cemetery, Ecorse.

George A. Moore, barber

Edward Neubauer, gardener

William Neubauer, gardener

William N. Nichols, painter

George Ormsby, carpenter

Peninsular Salt Co. (of Detroit) F.J. Riopelle, superintendent. He is buried in St. Francis Xavier Cemetery, Ecorse. He is buried in St. Francis Xavier Cemetery, Ecorse.

Herman Quandt, saloon. He is buried in Woodmere Cemetery, Detroit

Charles Ranson, grocer. He is buried in St. Francis Xavier Cemetery, Ecorse.

G.A. Raupp & Co. (Gustav A. and Matthias Raupp, Jr., John Seavitt) Wholesale and Retail Lumber and Coal, corner of Mill and

River. Tel Wyandotte, Exchange 109.
Gustav Raupp is buried in St. Francis Xavier Cemetery, Ecorse.

Joseph Reno, house mover. He is buried in Mallett Cemetery, New Boston.

Sylvester Reno, confectioner

Frank X. Richards, grocer. He is buried in Mt. Olivet Cemetery, Detroit.

Charles H. Riopelle, real estate. He is buried in St. Francis Xavier Cemetery, Ecorse.

Frank J. Riopelle, superintendent of Peninsular Salt Company. He is buried in St. Francis Xavier Cemetery, Ecorse.

John Riopelle mason. He is buried in St. Francis Xavier Cemetery, Ecorse.

Louis Riopelle, grocer. He is buried in Woodmere Cemetery, Detroit.

Cleophas Salliotte, mason. He is buried in St. Francis Xavier Cemetery, Ecorse.

Eleanor Salliotte, teacher. She is buried in Mt. Olivet Cemetery, Detroit.

Gertrude E. Salliotte, teacher. She is buried in Holy Sepulchre Cemetery, Southfield, Michigan.

Joseph Salliotte, real estate. He is buried in St. Francis Xavier Cemetery, Ecorse

Levi Salliotte, village treasurer

Gideon Sanch, meats. He is buried in St. Francis Xavier Cemetery, Ecorse.

William R. Schmidt, gardener

Rudolph Schonscheck, saloon

Curtis E.. Small, village marshal

Thomas H. Somers, justice

Charles J. Tank, saloon. He is buried in St. Mary's Cemetery, Rockwood, Michigan.

Frederick Tank, gardener

Edward Van Etta, keeper Mama Judy Range Light

Nellie Vincent, teacher

Western Union Telegraph Company, Roy E. Helfrich, agent

Albert E. Wright, physician. Albert Elliott. Wright, physician. He was born on March 17, 1844 to Thomas and Abigail Wright. He married Louisa H. Goodell on May 18, 1874 in Ecorse. He died on November 28, 1914 in Ecorse at age 70. He is buried in Woodmere Cemetery in Detroit.

[Michigan State Gazetteer and Business Directory -1921-1922](#)

Population 4,394 (U. S. Census, 1920). Incorporated as a village in 1902, is located on the Detroit River on the "Wyandotte Division of the Detroit United Electric Railway, (connecting with Detroit every 20 minutes) and on the Lake Shore and Michigan Southern Railroad, on the Michigan Central Railroad and to the Detroit, Toledo & Ironton Railroad and in Ecorse Township, Wayne County, eight miles below Detroit and three above Wyandotte. It was formerly known as Grand Port and dates its existence from 1836, century ago, although the locality was settled over a century ago. It is supplied with water from Detroit and has a bank, two handsome free school buildings, Catholic and Presbyterian churches, electric lights, etc. Two weekly newspapers, the Review and Tribune are published. The country in the vicinity is level and somewhat low, but rich and fertile. Grain, hay, lumber, salt and ice are shipped. Telegraph, express and telephone connection. Has mail delivery from Detroit.

Edward F. Abes, garage 3656 W Jefferson Avenue

Acme Machine Co (Alfred Robinson).
Machinists

George M. Adams, publisher Ecorse Weekly Review

Robert Ahern, hoisting contractor

James Aird, dry goods and men's furnishings

ALLOR'S REALTY EXCHANGE (Jesse A Allor). General Real Estate, Farms,

Subdivisions, Improved and City Property, Contracting and Building, General Insurance, 4098 West Jefferson Avenue. Tel Cedar 768

Frank Baklarz, grocer and meats

Otto Bauer, cashier. Ecorse State Bank

Frank A. Beaker, cement block manufacturer

Joseph C. Beaubien, billiards

Frank Brandstatter, grocer

Mrs. Sara Comer, confectioner

George Counter, confectioner

The Detroit Edison Company, Levi Leblanc, manager, electric light

Ida M. Dion, grocer

Joseph Diskin, hardware

Dollarhite & Merritt (Alexander Dollarhite, Norman Merritt), real estate and insurance

Down River Realty Co. John Banyai, manager

Thomas R. Drouillard, real estate

Edward J. Dufour, local rep Ecorse Tribune

E. J. Durocher, physician

W. J. Eberts & Co W J Eberts, president. W L Eberts secretary-treasurer, coal and builders supplies

Economy Bakery, George Dietz manager

Ecorse Artificial Ice Company (J E and A J Montie)

Ecorse Concrete Block Co (William and Stephen Oroaz)

Ecorse Electric Store (Edward M Wardell,
Roy B Cicotte)

Ecorse Garage (Joseph Harider. Wm Born)

Ecorse Hotel, George Merzewski proprietor

ECORSE STATE BANK (Capital \$50,000;
Surplus and Undivided Profits \$14,500),
James H Means Pres, George H Kirchner V-
Pres, Joseph Salliotte V-Pres, Otto C Bauer
Cashier, corner W Jefferson Avenue and
State, Tel Cedar 756

Ecorse Theatre (Andrew Bzovi)

The Weekly Ecorse Tribune, E. J. Dufour
representative

Ecorse Weekly Review, George M Adams
publisher

Albert Fekete, soft drinks

Gartner Hardware Company

Gabriel B. Gillman, men's furnishings

Great Atlantic & Pacific Tea Co, grocers

Stephen Gruszko, meats

Aaron W. Hart, tailor

Lewis Hawkins, lawyer

R.T. Hoffer, railroad and express agent

George Hothan, bicycle repairer

William Hunter, electric contractor

Willis O. Jones, auto accessories

John Kotchen, billiards

Kalman Krajzler, tailor

JOSEPH C. LABADIE, Exclusive
Distributor in Ecorse of Philadelphia
Diamond Grid Battery, Goodyear Tires and
`Tubes, Full Line of Accessories for All

Cars, Vulcanizing and Battery Repairs 4465
W Jefferson Avenue, Tel Cedar 2016

Labadie & Labadie (Florence and Sarah),
dry goods

Frank X. Lafferty, meats

Lajoie & Dorkey (William Lajoie, John
Dorkey), soft drinks

William H. Leverenz, general contractor

James Lezotte, soft drinks

Roy A. MacDonald, grocer and meats

V.C. Meade, plumber

Leo R. Merrill, grocer

John Merritt, village clerk

Arthur L. Mesler, boat livery

John B. Montie, produce and grocer. He is
buried in St. Francis Xavier Cemetery,
Ecorse.

Joseph E. Montie, billiards

Richard C. Montie, real estate. He is buried
in St. Francis Xavier Cemetery, Ecorse.

MONTIE & DROUILLARD (Richard C.
Montie, Thomas Drouillard), Real Estate,
Subdivisions, Rentals, Improved and Farm
Property 4461 W Jefferson Avenue, Tels
Cedar 3224 and 1958-R

James F. Morris, cartage

Frank A. O'Boyle, lawyer

Edward A. Ouellette, dry goods

Papas & Jamison (Sam Papas and William
Jamison), soft drinks

George R. Payne, plumber

Walter Pusey, building contractor

Fred J. Pilon, grocer and meats

Arthur J. Plourde, hardware

RAMSEY'S GARAGE, Robert E Ramsey
Propr. Auto Repairing, Accessories,
Gasoline and Oils 4629 W Jefferson
Avenue, Tel Cedar 205

G.A. Raupp, lumber and coal

RUPP'S GARAGE, Oliver Raupp
Proprietor. Expert Auto Repairing,
Columbia Sales and Service, Day and Night
Taxi Service, Battery Recharging 4534
Monroe, corner White, Tels Cedar 1361,
Wyandotte 150-M

Antoine Reno, confectioner

John L. Riopelle, real estate

River View Hotel, John Beaton proprietor

Maggiore Riviera, soft drinks

William Roback, express

Emanuel Roth, dry goods

Royal & Rice (A F Royal, W M Rice),
restaurant

Theodore R. Rushlow, mason contractor

D J Ryan Foundry Co, L J Feltes, vice-
president and treasurer

Ignatius Salliotte, lawyer. He is buried in
Michigan Memorial Park, Flat Rock

Gideon Sanch, meats. He is buried in St.
Francis Xavier Cemetery, Ecorse.

L.A. Seavitt, drug store

Mrs. Anna Seech, grocer

Joseph E. Sharon, grocer

Gabriel Sitas, grocer

C.F. Smith Co, Emmett Calvird, manager,
grocers

Fred W. Smith, shoes

Mrs. Mary Starwas, dry goods

A. Roy Taylor, confectioner

THIES & EBERTS (Wm F Thies, Joseph
Eberts), Cement Block Manufacturers, 4554
Monroe, Tel Cedar 2124-M

Lawrence Torango, grocer and notions

Universal Auto Repair (C F C Mellin)

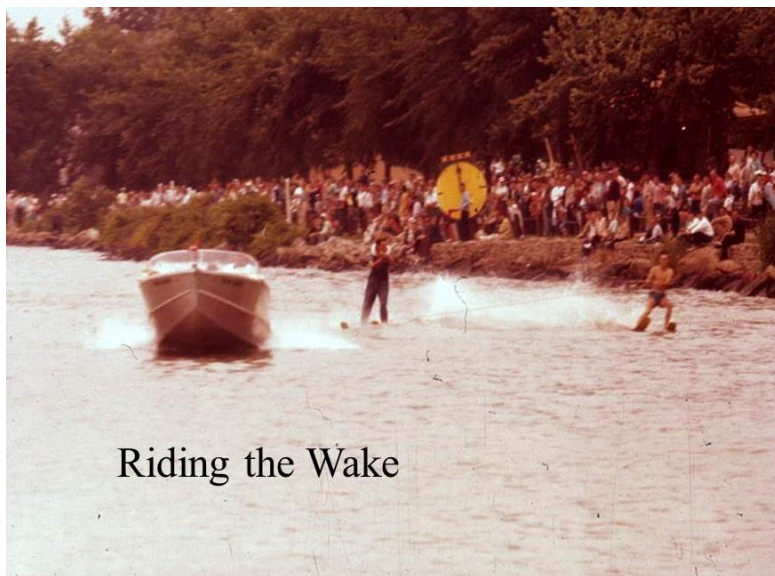
Lawrence H. VanBecelaere, physician

Henry E. VanCanneyt, florist

John Violet, confectioner

Abel Voisine, fish

Mrs. Algin Wardell, confectioner



A Few Ecorse Veterans Revolutionary War

Elijah Goodell fought in the American Revolutionary War on the side of the Americans. He and his family came to Michigan and settled on Grosse Isle in 1797.

For military service in the War of 1812, Daniel Goodell received land warrant #2225 for 160 acres of land in Wisconsin, but he didn't move to Wisconsin. On August 10, 1818, Governor Lewis Cass commissioned Daniel Goodell a lieutenant in the Militia of the Territory of Michigan. He married Susanne Baron, daughter of Antoine Baron on July 18, 1820.

War of 1812

Elijah Goodell's sons, Daniel and John Goodell, fought the British in the War of 1812. Daniel Goodell, one of Elijah Goodell's eight sons, was born in New York in 1794. He served as a private in Major Witherell's Detachment of Michigan Volunteers and Militia in the War of 1812. Daniel was captured when General Hull surrendered Fort Detroit to the British on August 16, 1812.

Daniel was a farmer and a Democrat in politics. As early as 1829, he became a Wayne County Supervisor and held the office of Justice of the peace and other local offices.

Sergeant John Goodell was killed in Amherstburg, Ontario, during the War of 1812.

Civil War

Moses Baron. Co. C, 15th Michigan Infantry- Buried in St. Francis Xavier Cemetery, Ecorse

Richard Barrow, 14th Michigan Infantry, Company H. He is buried in Mt. Carmel Cemetery, Wyandotte.

Corporal Henry Beaubien, 14th Michigan Infantry, Co. H. He is buried in St. Patrick Cemetery, Bay City, Michigan.

Louis L. Beaubien. Civil War Veteran, Company F., 24th Infantry and Company II Twelfth-me Regiment, Veteran Reserve Corps. Buried in St. Francis Xavier Cemetery, Ecorse

Alexander Bondy, 14th Michigan Infantry, Company H.

Augustus C. Bordino, Sergeant, First Michigan Cavalry, Co. D.

Joseph Borran, 14th Michigan Infantry, Co. C.

Joseph Bragensen, 14th Michigan Infantry, Company H.

(Ludwig) Emanuel Brest, 14th Michigan Infantry, Co. H.

John Brest, 41, Pvt. 14th Infantry, Co. H.

Charles Brock, 5th Michigan Calvary, Co. C.

Charles A. Brown, 9th Michigan Cavalry, Co C.

Leon Cady. Co. C. 27th Michigan Infantry. Buried in St. Francis Xavier Cemetery.

John Canaday, 9th Michigan Cavalry, Co. C

Charles Cicotte. 24th Infantry, Company F. Buried in St. Francis Xavier Cemetery.

David Cicotte, Jr., Company C. 1st Michigan Cavalry. Died in Regimental Hospital on February 20, 1865.

Richard N. Collins, 5th Michigan Cavalry, Co. C.

Moses Cowell, 9th Michigan Cavalry, Co. C

Oliver Delisle. 1st Michigan Cavalry, Company C. Buried in St. Francis Xavier Cemetery, (1979 Survey)

John P. Demay, 1st Michigan Cavalry, Co. G.

Gregory Drouillard. 14th Michigan Infantry, Co. H.

Solomon Drouillard. 14th Michigan Infantry, Co. H.

William A. Dunkin. 4th Michigan Infantry. Co. B. Buried in St. Francis Xavier Cemetery.

Joseph Fountain, 14th Michigan Infantry, Co. H. Died in Mackinac Michigan. 1919. Lighthouse keeper.

Andrew J. Fox, 9th Michigan Cavalry, Co. C.

William R. Frasier, Corporal 5th Michigan Cavalry, Co. C.

Christian Freese. 14th Michigan Infantry, Company H.

Sgt. Elijah Goodell, Co. C. 5th Michigan Cavalry. Buried in St. Francis Xavier Cemetery.

Gabriel R. Goodell, Sergeant Co. K. 1st Michigan Cavalry. Buried in St. Francis Xavier Cemetery.

Martin Goodell, Pvt. Fifth Michigan Cavalry, Co. C. He is buried in Andersonville National Cemetery in Andersonville, Georgia.

Peter Jager, 1st Cavalry, Company K. Born March 23, 1827 in France. Died May 19, 1898. He is buried in St. Francis Xavier Cemetery, Ecorse. (1979 Survey)

Joseph D. Kilson, Fifth Michigan Cavalry, Co. D.

Jacob Kuntz, 9th Michigan Cavalry, Co. C.

Joseph La Duke, 14th Michigan Infantry, Co. H

Fred K. LaFleur, Co. C, 5th Michigan Cavalry. Buried in St. Francis Xavier Cemetery. (1979 Survey).

Richard Loranger, Co. G, First Michigan Cavalry

Francis Metty. Co. D. 11th Michigan Infantry. Buried in St. Francis Xavier Cemetery.

August Misch. 5th Michigan Cavalry, Co. C.

Louis Montry. Co. G, 15th Infantry. Buried in St. Francis Xavier Cemetery.

Henry Myer, 23rd Michigan Infantry, Co. I.

Pascoh Odette, 14th Michigan Infantry, Co. H. He enlisted in Company H, 14th Michigan Infantry on December 30, 1861, at age 18. He reenlisted as a Veteran Volunteer on January 4, 1864 at Columbia, South Carolina. On August 7, 1864, he was killed on the outskirts of Atlanta, Georgia.

Francis Payette. 1832-1864. Died from injuries sustained in Civil War. Buried in St. Francis Xavier Cemetery.

Samuel Pearce, 1st Michigan Colored Infantry

James Pendergrass, Co. D 100th New York Infantry. Buried in St. Francis Xavier Cemetery, Ecorse.

Joseph Polts, 9th Michigan Cavalry, Co. C

Peter Rabideau, 14th Michigan Infantry, Company H

Francis Ransom, Co. K., 1 Mo. L.A Battery. Buried in St. Francis Xavier Cemetery, Ecorse.

William Raupp. William enlisted in Co.H, 6th Michigan Infantry, reenlisted in First Artillery Regiment Co. F. Accidentally killed August 15, 1863 near Port Hudson, Louisiana. He is buried in Port Hudson National Cemetery.

Anthony Reno, Co. F. 24th Michigan Infantry. Buried in St. Francis Xavier Cemetery, Ecorse.

Franklin Rhodes, 2nd Michigan Infantry.

Antoine Salliotte. Co. H 14th Michigan Infantry. He campaigned with General Sherman in his march through Georgia and was twice wounded in action. Buried in St. Francis Cemetery, Ecorse.

Gilbert Salliotte. 1842-1822. Company I, Fourth Michigan Volunteer Infantry. Taken prisoner in the Wheatfield at Gettysburg on July 2, 1863 and he returned to his regiment at Annapolis, Maryland on December 10, 1863. He was wounded in action at Wilderness, Virginia on May 5, 1864. On September 16, 1864 he enlisted in Company E of the 11th Michigan Cavalry and he transferred to Company K of the Eighth

Michigan Cavalry on July 20, 1865. He mustered out of service on September 22, 1865 at Nashville, Tennessee. He is buried in St. Francis Xavier Cemetery.

Samuel Salliotte. 14th Michigan Infantry, Co. H.

Thomas Seymore, 1st Michigan Colored Infantry

. John Short, 14th Michigan Infantry, Company H

Christian Smith, 9th Michigan Cavalry, Co. C.

. Samuel Smith, 14th Michigan Infantry, Company H.

Thomas H. Somers. Capt. 1st Ohio Vol. Inf. Born November 25, 1834. Died September 11, 1913. Buried in St. Francis Xavier Cemetery, Ecorse.

Wyandotte Herald. Friday September 19, 1913

Ecorse Pioneer is Dead at 79

Captain Thomas H. Somers, a veteran of the Civil War, died on Thursday of last week at the home of a daughter, Mrs. Edward Ouellette in Ecorse. Deceased was 79 years of age, had lived in Ecorse Township for 50 years, and was commander of A.W. Brindle Post, GAR. He leaves two children: Mrs. Ouellette and Herbert Somers of Cleveland, six grandchildren, and two great-grandchildren.

Deceased was born in New York and served with credit in the Civil War, being promoted to captain for gallantry in action. After coming to Ecorse, he engaged in bridge building for awhile and later served as a school teacher. He was a justice of the peace for 24 years, and was Deputy Customs Collector at Ecorse under the Cleveland Administration.

The son of Henry and Anna McGovern Somers, Thomas was born on November 25, 1834, in New York. He married Mary Adelaide La Croix. He died on September 11, 1913 in Ecorse and he is buried in St. Francis Xavier, Cemetery, Ecorse, Michigan.

James Streeter, 14th Michigan Infantry. He is buried in Oakland Cemetery in Peterson, Iowa.

Andrew Tabater, 17th Michigan Infantry, Co. B

Hazel Terrell, 9th Michigan Cavalry, Co. K.

Frank Valkenstine, 16th Michigan Infantry, Co. K.

William Young. 14th Michigan Infantry, Co. H.

Spanish American War

Charles S. Eddy, corporal, 35th Michigan Volunteer Infantry, Co. A

World War I Veterans

Joseph Airola, Mich. Pfc, Co. L 33 Inf. WWI. He is buried in St. Francis Xavier Cemetery, Ecorse.

Antrim (Arnim) Allen. Michigan. Sgt. 5th Trench Mortar Division. World War I. He is buried in St. Francis Xavier Cemetery, Ecorse.

John J. Bauer served as Second Gunner in Field Artillery. His outfit was part of the 85th Division and it fought overseas for nine months, participating in some of the most desperate fighting of the American campaign.

Don Dodge fought in the U.S. Army tank division under Lt. Colonel Dwight D. Eisenhower.

Lt. Samuel Abel Durant. 2nd Lieutenant, 146th Infantry, World War I. He is buried in St. Francis Xavier Cemetery, Ecorse.

Emmett Fuller-Emmett was born on September 16, 1896 in Perry, Georgia. He came to Ecorse in his younger years and enlisted when the United States entered World War I in 1917. He was a member of American Legion Post #352.

Dr. S. Lee Hileman-Dr. Hileman served with the Army in France for 22 months.

Alvin M. Labadie. Sadler Troop F 16th Cavalry. World War I.

Harry C. Labeau. Died 1-2-1917. Woodman of the World Memorial. St. Francis Xavier Cemetery. (1979 Survey).

Richard Labeau. Died 10-28-1916. Woodman of the World Memorial. St. Francis Xavier Cemetery. (1979 Survey).

Eli "Peck" LeBlanc

Dr. Arthur Payette. Dr. Payette served with the Navy Medical Corps in World War I.

Peter Reeves, Corp. U.S. Army. World War I. He is buried in St. Francis Xavier Cemetery, Ecorse.

Judge John L. Riopelle. Judge Riopelle served with distinction in World War I in the 32nd Red Arrow, 199th Field Artillery. He was a member of the Roy B. Salliotte American Legion Post.

Daniel M. Roberts, Mich. Pfc, Col L. 39th Infantry. He is buried in St. Francis Xavier Cemetery, Ecorse.

Pvt. Roy B. Salliotte was killed in action in the battle of the Meuse-Argonne in France in 1918. He was the son of Civil War soldier Antoine Salliotte. The Roy B. Salliotte American Legion Post in Ecorse was named for him. He is buried in Meuse-Argonne American Cemetery and Memorial in Lorraine, France.

Peter Joseph Sehoyan, Corp. Hq. Det. 12 Eng. He is buried in St. Francis Xavier Cemetery, Ecorse.

Kenneth J. Sisco. Michigan Tech 5 1623 Service Unit, World War II. Buried in St. Francis Xavier Cemetery. (1979 Survey).

Ellis S. Underhill He served with the Marine Corps during World War I. He is buried in St. Francis Xavier Cemetery, Ecorse.

World War II



George J. Babik. U.S. Army, World War II. E.T.O. He is buried in St. Francis Xavier Cemetery, Ecorse, Michigan. (1979 Survey).

Morris “Sandy” Blakeman. Morris “Sandy” Blakeman was drafted into the Army in October 1941. He was transferred into the U.S. Army Air Corps which became the 8th Air Force and served in Texas and England. In June 1944, Sandy found himself in Normandy and served there and near Paris until 1945. He was stationed in Florida and New Jersey from 1945 until 1946, when his received his honorable discharge. While Sandy served in Europe, he took many photos that illustrated the experiences of American soldiers.



Sandy Blakeman Photograph featuring Sandy Blakeman (right)

Miss Garlington Served in World War II. Miss Helen Garlington graduated from the University of Michigan with a Master's Degree in 1948, majoring in dramatics and musical education. During World War II, she spent much time with the armed forces in North Africa arranging and producing plays and skits for the soldiers and sailors.

Ruth Busher Grier served as an Army X-Ray technician.

William C. Hague. During World War II, William Hague served in England, France, Belgium, Holland and Germany.

W. Newton Hawkins was elected first mayor of Ecorse in 1942. He served a stint in the Army and returned to Ecorse to again be elected mayor.

Walter W. Holzhueter. Mich. S2 U.S. N.R., World War II. He is buried in St. Francis Xavier Cemetery, Ecorse. (1979 Survey).

Alvin M. Labadie. Sadler. Troop F. 16 Cavalry, World War II. He is buried in St. Francis Xavier Cemetery, Ecorse. (1979 Survey).

Dr. Lawrence Lackey won Silver and Bronze stars for his bravery during World War II. During the Italian campaign rescued seventeen wounded men, carrying them a mile and a half to safety under the noses of the Germans. This rescue earned him the Silver Star. He won the bronze star for leading the rescue of wounded men trapped in a hedge under German fire.

William Fergus McMurdo. July 1949, Reverend Leonard Duckett, pastor of the Ecorse Presbyterian Church, officiated at the reburial in Michigan Memorial Cemetery of Pfc. William McMurdo, the son of Mr. and Mrs. George McMurdo of Ecorse. "Fergus," as his friends and family called him, was killed in action on November 15, 1944 at Graylotte, France, after just fourteen months of service.

He was posthumously awarded the Bronze Star. According to the citation issued by the War Department, McMurdo voluntarily made three trips through barbed wire entanglements to get grenades for his comrades who were trapped in advance trenches outside fortifications in the face of enemy fire. Later that day he was killed by enemy fire as he attempted to set up a machine gun.

Claude Monroe fought for two years in Germany during World War II. When the war was over and he had returned to Ecorse, he helped found the Dumas Post of the American Legion.

William N. Nagy, the son of Mr. and Mrs. Lewis Nagy of Seventh Street in Ecorse, volunteered to join the Air Corps on December 8, 1941, the day after Pearl Harbor. Just 22 years old when he joined the Air Corps, he served as a flight engineer on one of the battered C-46 transport aircraft that were used to maintain the threadlike supply line from India's Assam Valley to the Allied fighting forces in China.

Nagy, who had earned the rank of technical sergeant, died when his plane crashed into the side of a mountain on April 4, 1944, just three months after he arrived in India. When he was still stateside, he married his wife Alice, and his son Michael was 17 months old when he died.

In January 1949, Nagy was reburied at the Michigan memorial Cemetery with full military honors.

Three Pappas Brothers

Word came from the South Pacific that Corporal George Pappas of Ecorse had been awarded the Silver Star Medal. George was the son of Mr. and Mrs. Sam Pappas of 4678 West Jefferson Avenue. He enlisted in the Marines on January 26, 1942, and after two months training on Paris Island was on his way to the South Pacific where he saw continuous action. The Silver Star medal was inscribed with his name and reads "Corporal George Pappas for Gallantry in Action."

George had two brothers also in the service. Nick Pappas was a radio technician in the Marine Air Corps and had been in the South Pacific since February and Gus Pappas was a seaman second class in the Navy.

Lt. Colonel Carl Rhodes helped rebuild Okinawa, Japan. He served as Military Government Officer in the Okinawa campaign and was occupational team leader governing Taira, Okinawa, and several surrounding communities. He was among the first troops to fly up to Korea to accept the surrender from the Japanese.

Charles Sarazin Served in Sicily, Anzio, North Africa, Austria. Charles H. Sarazin, Jr. of Ecorse joined the Navy in 1929 and served for four years as shopkeeper at the Brodhead Armory. In 1941, he reenlisted in the Army and during World War II was awarded 16 citations for heroism. He served with the third division in French Morocco and Tunisia. He landed in Sicily and saw action in Palermo, Naples, Casino and the Anzio beachhead. He continued with the march through Europe and saw action in Strasbourg and Alsace Lorraine and Frankfurt. When the war ended he was in Salzburg, Austria.

He was awarded the Silver Star, the second highest medal which can be awarded; three Bronze Medals, three Purple Hearts, three Oak Leaf Clusters and the Good Conduct Medal. He was also awarded the French Croix de Guerre, a French decoration for the Army of Occupation. He also won service ribbons for the African and European campaigns. He is buried in Woodmere Cemetery, Detroit.

Albert "Zuke" Zukonik, World War II Marine. He served two years and four months in the Pacific as a seagoing marine. During his six years in the Marines, Zukonik became light heavyweight boxing champion of the Canal Zone forces.

While serving aboard the cruiser Erie, he swam two miles through shark-infested waters when it sank in the West Indies in 1942. He later was head drill instructor for Navy aviation cadets at the University of Georgia.

Korea

Pvt. Edward R. Crouse of Ecorse served with General Douglas MacArthur's Headquarters in Tokyo, Japan. Private Crouse, son of Marion Crouse, of 17 Sunnyside, Ecorse, is a member of the General's handpicked Honor Guard in the Japanese capital. A 1948 graduate of St. Francis High School, he enlisted in the army the same year and has been in Japan since March 1949.

Pfc. Walter Crouse, a brother of Edward, is also on duty in Japan. He enlisted in August of 1948.

Richard Gerstner, 19, of 21 Applegrove, Ecorse, son of Mr. and Mrs. Francis Gerstner, was killed in action in Korea in August 1950.

He had been an infantryman for two years and was stationed with the Army in Japan for a year before the Korean War broke out. Richard attended St. Francis High School in Ecorse.

James W. Jones served as a gunner in the 171st Field Artillery Battalion. His unit captured "T-Bone" hill in June's see saw hill battles.

Frederick A. Lackey, 22, the only son of Mr. and Mrs. Calvin Lackey of Twelfth Street in Ecorse, died in a U.S. hospital in Tokyo on February 3, 1953, of wounds suffered on the Korean battle front. He served with the 45th Infantry Division, 189th Artillery Battalion.

Pfc. Chester G. Pendred . Army Pfc. Chester G. Pendred, son of Mr. and Mrs. Chester Droulliard, of Bell Street in Ecorse, was a gunner in the 9th Infantry Regiment's Company F. He received the Combat Infantryman Badge, Korean Service Ribbon and the UN Service Medal.

Pfc. Fred H. Schallhorn, eighteen-year-old son of Mr. and Mrs. Harold Schallhorn, 72 W. Woodward, Ecorse, was wounded twice in the Korean fighting.

Ecorse Sergeant to Leave Korea. Specialist First Class Raymond Tandle, of the 25th Infantry Division in Korea, whose wife Dorothy Jean lives at 4534 Fifth Street, Ecorse, is returning to the United States from Korea under the Army's rotation plan. He was a member of the 25th Infantry Division, one of the first U.S. units to fight on the peninsula. A supply sergeant with the 65th Engineer Combat Battalion, SFC Tandle entered the Army in February 1951.

Private First Class Allen A. Wilson, served in the Air Force in Korea.

Vietnam

A story in the Ecorse Advertiser of May 20, 1973 reported that following the traditional Memorial Day waterside services at the foot of Southfield in Ecorse, representatives of veteran's organizations dedicated a memorial to six Ecorse men who were killed in Vietnam.

They are: Sp 4 Lewis Roy Kirby; Sgt. Jamie Villabos; Sp 4 Martee Bradley, Jr; Pfc Philip Tank; Pfc. Charles Tank; and Sp 4 Floyd Richardson.

Also honored was Sgt. Gary LaBohn of South Lyons who is missing in Action. LaBohn was adopted by members of Ecorse VFW Post 5709 who have long been active in the POW-MIA program.

Members of the VFW and American Legion Posts 272, 319 and Dumas and the Peter Reeves Women's Relief Corp attended the dedication that was made by Denise Rebhalm, president of the VFW Junior Girls Unit. Chaplain Terri Vasquez closed the ceremony with a prayer for the souls of the departed comrades and for the safe return of Sgt. La Bohn.

Gary Russell LaBohn was listed as missing in action on November 30, 1968 when a North Vietnamese anti-aircraft fire shot down the South Vietnamese CH 34 Helicopter he was riding in with other soldiers during a special operations team mission. On March 20, 1979 his status was changed from missing to died. His body was not recovered.

SP4 Martee Bradley Jr. On December 11, 1968, Mr. and Mrs. Martee Bradley of 18th Street in Ecorse received word that their son Martee Bradley, Jr., had been killed in Vietnam. On December 9th, the Army had informed them that he was missing in action. A 1967 graduate of Ecorse High School, Martee played first trombone in the high school band during his high school years. He was drafted into the Army in March of 1968, took basic and advanced training and was home on leave this summer before going to Vietnam. He is buried in Westlawn Cemetery, Wayne, Michigan.

PFC. Joe D. Johnson, Jr. Joe D. Johnson, Jr., is Second Ecorse Soldier Killed in Vietnam U.S. Army Private First Class Joe D. Johnson, Jr., 20, of Sixteenth Street in Ecorse, was killed in Vietnam on January 2, 1967 by fragments from a Viet Cong mine. He was a member of Company A, 196th Infantry in the Second Battalion. Drafted into the Army in May 1966, he entered Fort Knox, Kentucky for his boot training. He obtained his advanced training at Camp Polk, Louisiana and came home on furlough during Thanksgiving 1966 to visit family and friends in Ecorse and South Carolina. He let for Vietnam on December 3, 1966. Joe Johnson Jr. graduated from Ecorse High School with the class of January 1966. He was a member of the baseball and basketball teams, varsity football, and also spent two years as a member of the Ecorse High School Choir. He was employed at the Ford Motor Company and was a member of the Union Second Baptist Church in River Rouge. He is buried in Union, South Carolina.

SP4 Louis Roy Kirby. Ecorse soldier Lewis Roy Kirby of the 14th Infantry, 25 Division was killed in combat with small arms fire on November 19, 196 in Vietnam. He was the

first Vietnam War casualty from Ecorse. He is the son of James Kirby of Labadie Court, Ecorse. He attended Ecorse High School for one year and Lincoln Park High School for two years. He enlisted in 1964 and received basic training at Fort Knox, Kentucky and more training in Georgia before he went to Vietnam. He is buried in Lakeview Cemetery in Bellaire, Michigan.

SP4 Floyd Richardson, Jr. Floyd Richardson, Jr. Killed in Vietnam. Ecorse soldier Floyd Richardson, Jr., 22-year-old son of Mr. and Mrs. Governor Elias, 3820 Seventeenth, died in Vietnam February 2, 1971. A 1968 Ecorse High School graduate, he had been in Vietnam since December. He had served in the Army for 2 ½ years and was scheduled to be discharged in June. He was buried at Westlawn Cemetery in Wayne.

CPL. Charles Louis Tank. Corporal Charles Louis Tank E3A was killed in the Province of Tay Ninh in Vietnam on April 19, 1969. He was born in Ecorse on September 14, 1943. He is buried in St. Mary's Cemetery, Rockwood. He was the son of Louis Joseph Tank and Mildred Davis Tank.



PFC Philip Leonard Tank. Philip L. Tank, 20, of West Westfield in Ecorse, was killed in Vietnam on September 12, 1968. He had been in Vietnam since July 4 with the First Infantry Division. Born November 27, 1947, Philip was raised in Ecorse and graduated from St. Francis Xavier High School in June 1965. He attended Northern Michigan University at Marquette before joining the Army in January. After prayers at Ballheim Funeral Home on September 26, a funeral Mass was sung at St. Francis Xavier Church and he was buried at Michigan Memorial Park, Flat Rock. He was the son of Leonard and Martha Tank of 714 West Westfield Street in Ecorse. Awards: Purple Heart Medal, Combat Infantry Badge, Vietnam Service Medal with One Service Star, Vietnam Campaign medal, National Defense Service Medal.

SSG Jaime Villalobos. Sergeant Jaime Villalobos Dies in Vietnam Ten-year-old Belinda Villalobos accepted the Bronze Star for her father, Army Sergeant Jaime Villalobos of Ecorse, who was killed in May 1968 in the Vietnam fighting. Belinda, the oldest of five children surviving Sgt. Villalobos, received the medal from Major General Shelton E. Lollis, Commanding General, U.S. Army Tank Automotive Command, (TACOM), Warren

Dan Lafferty, Mike Pongracz, and David Trevino, all from Ecorse, returned from Vietnam.

Veterans

William H. Allen. 1870-1927.

Daniel Charboneau. 1875-1922.

Hayward Moon, U.S. Army. 1960s.

Thomas A. Weber. PFC U.S. Army, 1939-1983.

Operation Signpost

Four Ecorse Soldiers Take Part in Army Exercise Four soldiers from Ecorse participated in the exercise, "Operation Signpost" which ended July 28, 1951. Pfc. Arthur Mays, gun loader, 4129 Eighteenth; Pfc. Henry Gordy, switch board operator, son of Mr. and Mrs. Henry R. Gordy, 4004 Eighteenth; Pfc. James D. Carter, chief machine gunner, whose parents live at 3841 Nineteenth; Pfc. Carl Salley, cannoneer whose parents live at 3982 Twelfth.

All four men entered the Army in February 1951. Mays and Carter attended Ecorse High School. Gordy studied at Michigan State Normal College and Salley was graduated from Cass Technical High School. Their anti-aircraft unit worked jointly with the Air Force Canadian air defense and a major portion of the Civilian Ground Observer Corps to guard the Pacific Northwest during Operation Sign Post.

Ecorse WAC Reports for Active Duty

September 1955

Loretta Cameron of Ecorse was one of a group of women reservists from twenty-four states to report to the WAC Center, Fort McClellan, Alabama, for two weeks active duty. A private in the reserve group, Private Cameron is assigned to the 323rd General Hospital Unit, and is employed at the Michigan Bell Telephone Company. As a reserve, she is one of sixty-two enlisted WAC Reservists from all over the United States, who on August 14th converged on the WAC Center for training. She is the daughter of Mrs. Elizabeth Cameron, 4304 Beech Street, Ecorse.

Liz Salas, 1st Wave Aboard the Telfair

April 1956

Liz Salas, Ecorse native and journalist third class USN, a WAVE, stepped off the gangway onto the quarterdeck of the USS Telfair and shot a snappy salute at the officer of the Deck. She asked permission to come aboard and submitted her orders to report for duty. With these actions, she was the first WAVE to serve on a U.S. Navy fleet ship.

When Liz reported to the Navy's attack transport ship in April 1956, the Telfair had no precedents to fall back upon. Military Sea Transport Service and hospital ships often carry WAVES, but not ships of the combatant fleet.

The Telfair's crewmen were astonished and fumbled for the right words of greeting for their new shipmate. Captain Charles E. King, commanding officer, declared "The Telfair is honored to have the fleet's first WAVE aboard; it marks another first for the Telfair,"

The daughter of Mr. and Mrs. Dionisio Sales of Sixth Street in Ecorse, Liz enlisted in the

Navy in October 1953 and received her recruit training at Bainbridge, Maryland. After 18 months of duty at Great Lakes, Illinois, she was sent to Pearl Harbor duty in July. Mother was terrified when she heard about me going to sea. She never even let us kids go near water,” Liz said.

Charles W. Embry, Known as the “Black Jesus”

The Ecorse Advertiser of October 3, 1973 reported that Charles W. Embry, a thirty-year-old Ecorse man, died September 25, 1973 in Oakwood Hospital from injuries suffered when he apparently lost control of his motorcycle. A witness told police that Embry swerved to avoid hitting the rear of a tanker-trailer truck and skidded off the I 94 freeway near the Rotunda Drive exit in Dearborn. A witness said that Embry was thrown from his motorcycle, but was not struck by another vehicle. The accident happened shortly before midnight. Police said that Embry was rushed to Oakwood Hospital where he died at 1 a.m.

Charles Embry moved to Ecorse when he was two years old. He attended Ecorse High School and graduated with the class of June 1961. He joined the Armed Forces and he served from November 1962 through November 1966.

St. Francis Xavier (Ecorse) Cemetery



In 1986, Marge Emery, then the President of the Downriver Genealogical Society, narrated some of the history of St. Francis Xavier Church and St. Francis Cemetery. She wrote:

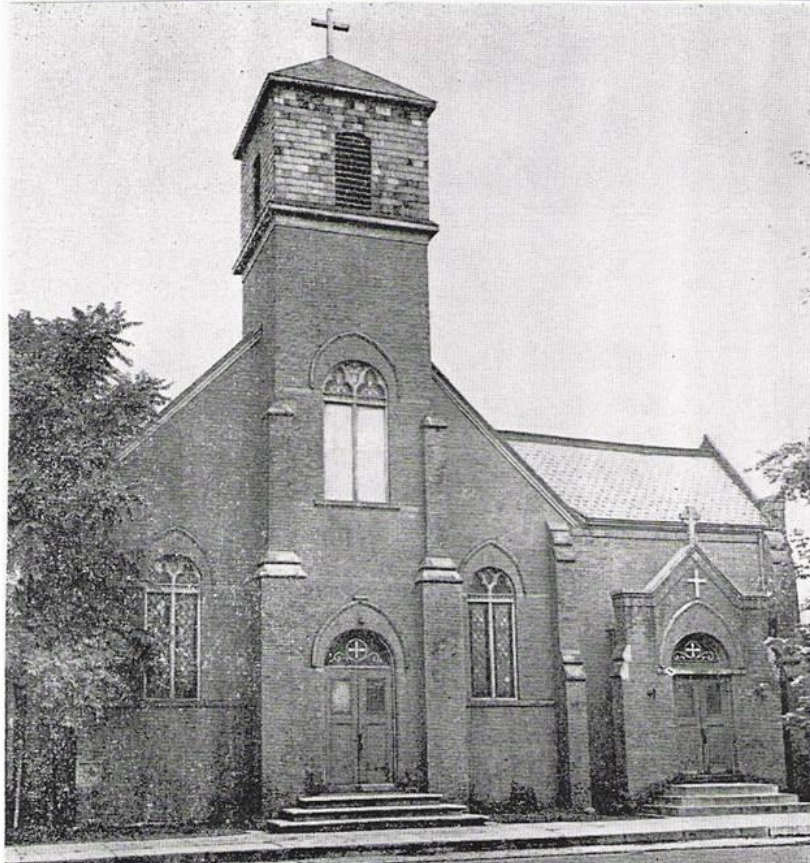
Saint Francis Xavier was mentioned in 1839 Almanacs. A deed for the church property was signed by Bishop Lefevere on July 30, 1845. Not until 1847 was the church given the name of Saint Francis Xavier. The first house of worship in Ecorse was the old LeBlanc homestead, a log house situated on what is now Jefferson Avenue in the middle of the block between LeBlanc and White Streets.

Saint Francis Xavier had been started by Father Gabriel Richard as a mission of Saint Anne's Detroit, for the early Catholics of the Downriver area. Father Charles DePreitre was the first resident pastor, a nephew of Bishop Lefevere who had come to Detroit as a seminarian and had been ordained on May 31, 1848. Father Charles DePreitre was pastor until 1870. He also was the mission priest for parishes in Wyandotte and Trenton in Wayne County and for Newport in Monroe County. In 1871, Father Louis Baroux became pastor and he remained until 1882.

The old church on High Street was built in 1882 during the pastorate of Father John Van Gennip. Not until 1882 is it recorded that the parish had blessed the Saint Francis Xavier Cemetery, also known as the Ecorse Cemetery. In the parish record it states:

Die 20 Maji 1882 faculate ab III' Dem Caspere Henrita Borjess ablenta, Cemeterm Solemneter benedicturm est per Rev. J.T. V. Gennip, excdp the northeast corner, destined as potters field in Ecorse. Sign J.T. VanGennip

On September 7, 1848, Charlotte Cook, wife of Moses Salliotte was buried in Saint Francis Xavier Cemetery. The oldest tombstone still standing today. (1986) although some say the cemetery wasn't started until 1882, the church records date from 1848.



Old St.
Francis
Church
Ecorse
Advertiser

A story by Sandy Blakeman in the April 18, 1963, Ecorse Advertiser, highlighted the fate of some of the markers in St. Francis Xavier Cemetery which regrettably is the fate of old and new markers in many cemeteries across the country.

April 18, 1963



Kids Vandalize Old Cemetery

Wreck Historic Markers in St. Francis Graveyard

By Sandy Blakeman

To most in Ecorse Easter week end meant a time for spiritual rejoicing in church services or in home observances. But to a number of Ecorse children between the ages of seven and 16, it meant a shameful act of vandalism which hardly could have been further from the spirit of Easter.

Sometime between Saturday morning and Monday morning, they managed to damage or destroy scores of historic gravestones, markers, and headstones in the old St. Francis Xavier Cemetery on Third Street just off Southfield.

Enio Snellman, caretaker of the cemetery where members of many pioneer Ecorse families are buried discovered the senseless damage Monday morning when he arrived to cut the grass. He called police. They found a shambles in one end of the cemetery, where monuments had been uprooted, markers, many of which had been a source of interest to historians, broken and scattered. Marble slabs were scarred by pieces of red brick which the vandals apparently had brought for that purpose.

Police at first were led to believe that the mischief was the work of older persons because they found some large sized footprints at the scene. It developed, however, that the culprits were

neighborhood children who accomplished their work during several periods over the holiday weekend. Detective Lieutenant Conrad Swearingen said Tuesday that several children had admitted the vandalism, giving no reason for it, and that he expected several others to be identified within the next 24 hours. He said that although parents are liable for such damage caused by their children, it would be difficult to estimate cost in such a case. Swearingen said that children and parents were being ordered to report to juvenile officer John Jacobs.

While the damage is difficult to estimate in dollars and cents, the cost in historic and sentimental terms is high. Patrolman Elwyn DuHadway, unofficial Ecorse historian, since described the cemetery as the oldest in the Ecorse area. Many of the tombstones are dated more than a century ago.

Seldom used today with the exception of a few reserved spaces in family burial plots, (space is nearly filled), the cemetery was referred to by DuHadway as “a goldmine of data for Downriver historians and genealogists.”

Most markers bear the names of old French families whose names today are given to streets throughout the Downriver area: Bondie, Salliotte, Champaign, Cicotte, LeBlanc.

Burden of the punishment of those responsible for the vandalism probably will probably fall on their parents. Most in Ecorse hope it won't be light.

Ecorse historian Elwyn DuHadway wrote his own story about St. Francis Xavier Cemetery in a 1970 Mellus newspaper column. He wrote that St. Francis Xavier Cemetery was probably the oldest graveyard in the area served by the Mellus Newspapers. He said that existing records do not reveal the age of the tree shaded burial ground, but many of the tombstones are dated more than a century ago. Although the cemetery is on church property, Ecorse officials, aware of its importance, have for years assigned city workers to keep the grounds in condition.

He wrote, “Nearly 20 years ago I talked with the late Frank LeBlanc – past 90 at the time – who recalled helping remove the remains of many early settlers to this location. They previously had been interred in another graveyard, which had been vacated some 60 years earlier for the building of what is now the Detroit, Toledo and Irontown Railroad.”

The old cemetery seldom is used today for, with the exception of a few reserved spaces in family burial plots, it is almost completely filled. Most of the markers in the burial ground bear the names of predominantly French families, which have been given to streets throughout the Downriver area – Champaign, Montie, Goodell, LeBlanc, Cicotte, Labadie, Salliotte, and Bondie, to name a few.

As Ecorse aged and changed through the years, so has St. Francis Xavier Cemetery. Combined with human vandalism, the eroding of time has erased some of the historical and genealogical record of the cemetery. Many of the early Ecorse stones still stand upright, including LeBlanc on the left, Salliotte on the right, sentinels to time. Other stones lie crumbled and others have disintegrated into the mists of time and memory.

A visit to St. Francis Xavier Cemetery is not scary, morbid, or living in the past. The veterans and their families, friends, and neighbors have stories to tell. A visitor stands in the stream of time with the past, present, and future ripples merging to create a mighty current of memory,

awareness and opportunity. This current swirls like a Detroit River current with memories of past people, awareness of our place in their lives and the opportunity to shape our future as custodians of the community. Can we honor them with anything less?



Downriver Genealogical Society

St. Francis Xavier Cemetery

Surveyed & Compiled by Leonard Montie in 1979

Published by Downriver Genealogical Society

Lincoln Park, Michigan

March, 1986

A FINAL NOTE: It should be remembered that if an ancestor is buried in Saint Francis Xavier Cemetery, it does not necessarily follow that the death record is held in Saint Francis church records. If a family holds a plot, they can permit anyone of their choosing to be buried there, even if they live out of the parish.

Marge Emery, President

(Genealogists from the Find a Grave –Ancestry.com site have photographed and recorded St. Francis Xavier Cemetery, allowing comparisons of the two sets of data to give a more complete picture of the cemetery burials.)

A

Abeare, Josephine	Mother	Born-1856	Died-1908	
Adam, Estella C.	Mother	Born-1869	Died-1958	
Adam, Charlotte		Born-1872	Died-1904	
Adam, Geraldine		Born-1901	Died-1922	
Adam, James R.		Born-1866	Died-1945	
Airola, Joseph P.		Born-10-1895	Died-4-4-1955	
Mich., Pfc., Co. L. 333Inf. World War I				
Airola, Loretta E.		Born-1910		
Allain, Mary S.	Mother	Born-1873	Died-1958	
Allain, Zacharie	Father	Born-1871	Died-1953	
Allen, Arnim		Born-1896	Died-1929	
Mich. Sgt. 5, Trench Motor Btry. 5 Div.				
Allen, Earl			Died-5-10-1909	
Son of W. & H. Allen				
Allen, George			Died-11-26-1891	Age 39 years
Allen, Helen		Born-1872	Died-1962	
Allen, Helen			Died 8-4-1915	
Allen, Lottie			Died-6-9-1898	
Dau. of W & H Allen				
Allen, Robert J.		Born-1906	Died-1928	

Allen, William H.	Born-1876	Died-1927
Allen, Willie		Died 1-29-1895
Son of W. & H. Allen		
Antaya, Albert	Born-1865	Died-1935
Antaya, Mary	Born-1869	Died-1953
Antaya, Pearley		Died-6-25-1904
age 1 yr. 4 months		
Antaya, Walter A.	Born-1893	Died-1967
Augustine, Julie	Born-5-22-1897	Died-3-25-1935

B

Babik, Elizabeth	Mother	Born-3-19-1895	Died-7-11-1967	
Babik, George J.		Born 2-16-1923	Died-11-13-1977	
U.S. Army, WWII, ETO				
Babik, George J.	Father	Born-5-17-1887	Died-6-9-1935	
Barron, no name			Died-5-25-1887	age 58 years
Barron, no name			Died-2-13-1901	
Age 64 years, husband of Caroline Barron				
Barron, no name			Died-7-30-1905	age 78 years
Barron, Caroline			Died-10-11-1904	age 62 years
Barrow, Josephine		Born-1870	Died-1931	
Bauley, Clara			Died-1-27-1898	
Beaubien, Charles			Died-3-30-1874	
Age 75 years, 11 months, 23 days				
Beaubien, Louis E.		Born-5-20-1863	Died-11-08-1918	
Beaubien, Louis L.		Born-4-7-1822	Died-6-3-1911	
24 th Michigan Graves Registration, Co. F 24 th Michigan. Civil War.				
Beaubien, Martha E.		Born-3-14-1869	Died-11-26-1910	
wife of Louis E. Beaubien				
Beaubien, Noman B.	Father	Born-1905	Died-1954	
Beaubien, Rachel A.		Born 7-14-1842	Died-7-29-1913	
Wife of Louis L. Beaubien				
Beaubien, Susan A.	Wife		Died 10-01-1888	
Age 74 years, 7 mos. 21 days				
Berry, Donald		Born-1932	Died-1940	
Belair, Fannie		Born-1876	Died-19	

Belair, Peter		Born-1848	Died-1929
Belair, Phyllis		Born-1850	Died-1904
Belisle, Francis Leo		Born-11-29-1818	Died-2-20-1908
Belisle, Louis Henry		Born-3-4-1858	Died-1-29-1899
Belisle, Mary E.		Born 9-24-1864	Died-1-12-1950
Belisle, Mary Louise		Born 7-31-1822	Died-1-15-1900
Blair, Julia	Mother	Born-1868	Died-1943
Blair, Oscar J.		Born-1894	Died-1915
Bocgsawicz, Mary	Mother	Born-1893	Died-1933
Bolton, George S.		Born-1893	Died-1946
Antoine Bondie	Father	Born-1852	Died-1922
Dewey Bondie			Died-10-17-1903
Elizabeth Bondie		Born-4-22-1842	Died-1-15-1923
Ellen Bondie	Mother	Born-1862	Died-1943
Francis Bondie			Died-7-10-1944
James Bondie		Born 5-15-1816	Died- 1-10-1888
Louise Bondie			Died – 8-11-1993
Peter Bondie		Born-1-19-1844	Died-3-25-1932
Philip J. Bondie		Born-1879	Died-1941
Robert Bondie			Died 7-12-1941
Theodore Bondie			Died-6-1-1955
Gilbert Borio	Father	Born-1889	Died-1940
Mae Borio		Born-1918	Died-1943
Nettie Lebeau Borio		Born-1897	Died-1942
Constant Bouchard		Born-8-27-1918	Died-2-4-1899
Evelyn C. Bouchard		Born-1900	Died-1970
Orilla Bouchard		Born 2-27-1833	Died-5-12-1905

Albert Bourassa		Born-1890	Died-1921
Alexander Bourassa		Born-11-18-1842	Died-1-23-1902
Augusta Bourassa		Born-1881	Died-1943
Clement Bourassa		Born-1880	Died-1945
Eli P. Bourassa		Born-1883	Died-1957
Elizabeth Bourassa		Born-1-27-1846	Died-10-6-1929
Florance Bourassa		Born-1884	Died-1913
Joseph Bourassa	Father	Born-1844	Died-1907
Martha Bourassa		Born-1849	Died-1926 Wife of Joseph Bourassa
Philip Bourassa		Born-1855	Died-1933
Phyliss Bourassa		Born-1854	Died-1898
Sophia M. Bourassa		Born-8-7-1862	Died-4-25-1926
Thomas Bourassa		Born-9-19-1887	Died-5-17-1911
Frasie Bourdeau		Born-1861	Died-1939
Katherine Brannigan		Born-1914	Died-1920
Joseph Brisbois			Died-7-17-1898 Age 83 years
Mary Brisbois			Died-6-5-1898
age 77 years, wife of Joseph			
Matilda Brisbois		Born-2-17-1859	Died-10-29-1885
Harriet LeBlanc Brown		Born-3-9-1876	Died-9-12-1941
Sarah Buboltz	Mother	Born-1881	Died-1929
Margaret Eberline Buck		Born-1853	Died-1928
Felix Buford			Died-10-14-1868 age 18 years
Isaac Buford			Died-4-2-1868 age 5 years
Joseph Buford			Died-10-21-1868 age 2 days
Taday Buford			Died-12-1-1871 age 26 years
Nathan Burkey		Born-1831	Died-1915

Tracy Burkey	Born-1833	Died-1910
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C

Arthur E. Cadarette	Born-2-19-1897	Died-6-1-1970
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Florence B. Cadarette	Born-8-5-1893	Died-11-16-1975
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Helen A. Cadarette	Born-3-18-1930	Died-3-7-1970
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Martin J. Cain	Father	Born-1883	Died-1944
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Evelyn M. Callahan	Mother	Born-1909	Died-1976
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Francis J. Callahan		Born-1898	Died-1939
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James F. Callahan	Father	Born-1902	Died-1962
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Florence Callendar		Born-1906	Died-1931
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Ades Campau		Born-5-14-1844	Died-2-28-1923 wife of Alexander
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Alexander Campau		Born-9-7-1843	Died-8-24-1940
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Archibald Campau		Born-1808	Died-10-26-1897 age 89 years
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Bettie Campau		Born-10-6-1923	Died-3-10-1924
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Daniel J. Campau		Born-1891	Died-1910
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Edward R. Campau		Born-1904	Died-1960
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Louis Campau		Born-1867	Died-1939
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Sarah Campau	Mother	Born-1873	Died-1956
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Francis Campau			Died-10-8-1959
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Age...stone broken off in ground

Moses Campau		Born-1861	Died-1916
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Leonard Campo		Born-8-29-1932	Died-10-31-1932
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Lawrence Canuelle		Born-1902	Died-1904
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Arthur Carmody		Born-1915	Died-1936
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Catherine Carmody	Mother	Born-1886	Died-1944
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John Carmody	Father	Born-1885	Died-1945
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Leon Cazabon	Born-1898	Died-1899
Louis E. Cazabon	Born-1910	Died-1914
Adolphus Champagne	Born-1839	Died-1928
Eliza Champagne	Born-1863	Died-1928
Joseph Hubert Champagne	Born-1868	Died-1938
Louis Champagne	Born-1874	Died-19---
Mary Champagne	Born-1872	Died-1928
Philomene Champagne	Born-1846	Died-1896
Edward Charboneau	Born-1873	Died-1947
Grace C. Charboneau	Born-1886	Died-1965
Dorothy Charboneau	Born-1921	Died-1923
James Charron	Born-1871	Died-1943
Oliver??Charron Mother		Died-3-11-1917
Age 75 years (first name in question)		
Ronald Charron Father	Born-7-14-1924	Died-4-4-1960
Mary F. Chevalier	Born-1870	Died-1937
William H. Chevalier	Born-1860	Died-1925
Betty Jane Childs	Born-1923	Died-1926
Samuel F. Chinavare Father	Born-8-11-1864	Died-1-4-1931
Adeline LeBlanc Cicotte Mother	Born-8-24-1847	Died-5-2-1915
Charles Cicotte	Born-12-18-1832	Died-8-15-1915
Served in 24 Michigan Infantry, Co.F. Civil War		
Clara Cicotte	Born-12-29-1939	Died-7-3-1915
Edward Cicotte		Died-6-7-1883 age 65 years, 9 mos.
Elizabeth E. Cicotte		Died 8-27-1881
Age 27 years, 3 months, 18 days, wife of Frank Cicotte		
Elmer F. Cicotte	Born-1895	Died-1960 "Felix"

Isaac Chas. Cicotte		Born-1865	Died-1947
Joseph Cicotte		Born-11-15-1820	Died-3-27-1893
Josie M. Cicotte		Born-1858	Died-1921
Lillie E. Cicotte	Daughter		Died 5-22-1881
Age 19 years, 3 mos. Daughter of Edward and Julia Cicotte			
Louis Cicotte			Died-9-29-1889 age 71 years
Mathilda Cicotte	Mother	Born-1823	Died-1910
Susan Cicotte		Born-1856	Died-1922
Clark (no first name)			Died-7-16-1904
Age 5 months, daughter of Henry and Lucy Clark			
Henry Clark	Father	Born-1873	Died-1917
George Coman		Born-1911	Died-1932 Son-Brother
Charlotte Cook			Died-9-7-1848
Age 33 years. Born in Yorkshire, England. Wife of Moses Salliotte			
Dorothy M. Cooney		Born-1885	Died-19----
James C. Cooney		Born-1879	Died-19----
Caroline Crouse		Born-1908	Died-1946

D

Joseph Dahm			Died-1917
Rest of inscription buried in ground.			
Bessie Daugherty		Born-1903	Died-1959
Oliver Delisle	Co. M.... rest is buried in ground.		
Catherine Demay		Born-1847	Died-1923
Edith Iva Drouillard		Born-10-2-1894	Died-6-8-1903
Florence R. Drouillard		Born-1874	Died-1960 nee Campau
Frank L. Drouillard		Born-8-25-1874	Died-5-19-1931

Julia Drouillard	Born-1862	Died-1944
Rosalie Drouillard		Died-12-25-1884
Age 77 years. Wife of Simon Drouillard		
Simon P. Drouillard	Born 1862	Died-1940
Albeme Dufour	Born-1872	Died-1933
Eddie Duncan		Died-12-27-1896 age 17 years
Bridget Dunn	Born-9-15-1843	Died-6-10-1908 wife of M. Dunn
Edward J. Dunn	Born-7-8-1863	Died-6-7-900 son of M&B Dunn
Ignatus Dunn	Born-8-12-1834	Died-3-6-1928
Son of John & Elizabeth Lawless		
Joseph M. Dunn	Born-12-4-1878	Died-5-21-1939
Son of Michael C. Dunn & Bridget O'Brien		
Lucy A. Dunn	Born-2-9-1877	Died-1-6-1957
Daughter of Michael C. Dunn & Bridget O'Brien		
Margaret Dunn	Born-6-15-1863	Died-12-17-1944
wife of Ignatus Dunn		
Mary Jane Dunn	Born-1-18-1868	Died-1-30-1925
Daughter of Michael C. Dunn & Bridget O'Brien		
Michael C. Dunn	Born-11-1-1832	Died-2-3-1913
Rose E. Dunn	Born-1-6-1870	Died-7-3-1965
Daughter of Michael C. Dunn & Bridget O'Brien		
Steve Dura	Born-1879	Died-1921
Emil A. Durant Father	Born-1892	Died-1954
Pearl Mary Durant Mother	Born-1895	Died-1969
Samuel A. Durant	Born-6-16-1892	Died-3-17-1960
Mich. 2 nd Lt., 146 th Infantry, World War I.		
Charlie Duroche	Born-9-12-1859	Died-12-18-1901

Francis J. Durocher	Born-1911	Died-1922
Francis J. Durocher	Born-1872	Died-1912 Doctor
Isabell Durocher	Born-1882	Died-1977

E

August Eberts	Born-1861	Died-1938
Elizabeth Eberts	Born-1856	Died-1917
John Eberts	Born-1801	Died-1890
Louise Eberts	Born-1820	Died-1901
Mary Eberts	Born-1874	Died-1965
Sarah Eberts		Died-10-11-1980
Daughter of Joseph & Mary Eberts		
Cyril J. Emery	Born-1863	Died-1933
E.S. Emery		Died-11-3-1918
Edna Beaubien Eyles Mother	Born-1906	Died-1974

F

Joseph Farrand	Born-1874	Died-1960
Sybra Farrand Mother	Born-1881	Died-1936
Frank Ferstl	Born-1868	Died-1929
Phillis Ferstl	Born-12-28-1870	Died-7-29-1922
Daughter of W. & H. Allen		
Lorraine Fischer	Born-1928	Died-1940
Lillian Fitzpatrick	Born-1928	Died-1929
Arthur J. Flanagan	Father Born-1913	Died-1950

Elsie Flanagan	Mother Born-1887	Died-1935
Michael Flanagan	Born-1920	Died-1942 "Mickey"
William Paul Flanagan Sr.	Father Born-1882	Died-1956 Senior
Louise Frankhouse	Born-1889	Died-1918
Mary M. Frankhouse	Mother Born-1882	Died-1964
William H. Frankhouse	Born-1881	Died-1945
Marguerite Frasier	Born-3-28-1909	Died-12-25-1916
Emma G. Furgason	Born-1866	Died-1872
Frederick Furgason	Born-1854	Died-1854
Mary Furgason	Born-1866	Died-1883
Peter L. Furgason	Born-1857	Died-1860
Rosetta E. Furgason	Born-1875	Died-1930
Wife of Richard F. Furgason		
Seline Furgason	Born-1861	Died-1964
G		
Mary Gerou		Died-4-9-1926
Arthur J. Ghedotti	Born-1913	Died-1950
Arsene H. Gignac	Father Born-1896	Died-1938
Eli Gignac	Born-1833	Died-1911
Josephine Gignac	Born-1840	Died-1932
Lillian Gignac	Born-1874	Died-1958
Francis B. Gillman		Died-1-19-1889 age 74 years
Eliza Gillman	Born-1843	Died-1927
Frank Gillman	Born-1845	Died-1909
John Glen	Born-1880	Died-1930
May Gloadt	Sister Born-1887	Died-1926

Clemer Gray Mother	Born-1857	Died-1897
Leo F. Gonja	Born-5-16-1905	Died-5-9-1912
Agnes Montry Goodell	Born-1890	Died-19-----
Cleophus T. Goodell	Born-1830	Died-1915
Elijah J. Goodell	Born-1832	Died-1909
Sgt. 5 th Michigan Cavalry- rest buried in ground		
Josephine Goodell	Born-1853	Died-1919 wife of Elijah
Philomene Goodell	Born-1851	Died-1926
Alvia A. Grant	Born-1879	Died-1942
Alvia C. Grant	Most of marker buried	
Harry J. Grant	Born-1892	Died-1895
Harry R. Grant	Born-1912	Died-1914
Henry A. Grant Father	Born-1850	Died-1914
Laura Grant	Born-1887	Died-1902
Mathilda Grant	Born-1850	Died-1948
Edmund Gregory	Born-1898	Died-1934
Joan A. Gregory	Born-1927	Died-1938

H

Victor Haener	Born-10-2-1862	Died-8-3-1915
Elsie E. Hammes	Born-1891	Died-1976
Felix P. Hammes	Born-1889	Died-1960
Alexander Harbart	Born-1906	Died-1939
Alexandra Harbart	Born-1892	Died-1943
Benjamin Harbart	Born-1878	Died-1952
Rilla Harmon Mother	Born-1920	Died-1943

Oscar M. Haury	Born-1891	Died-1924
Marie Ann Hebert	Born-1849	Died-1913
Theodore Hebert	Born-1848	Died-1937
Arthur M. Helle	Born-1894	Died-1939
Eldridge Helle	Born-1896	Died-1939 My Mother
Mary Heyart Mother	Born-1859	Died-1936
Nicholas Heyart	Born-1854	Died-1934
Margaret Hink Mother	Born-1860	Died-1916
Valentine Hink	Born-1868	Died-1933
Grace Hoganson Mother	Born-1887	Died-1935 Labadie
Walter W. Holzhuetter	Born-8-11-1920	Died-2-10-1959
Mich. 52 U.S.N.R., WWII		
Norman L. Hunter	Born-10-21-1931	Died-5-19-1966
Leona Hurst Mother	Born-1898	Died-1938

J

Julia A. Jager	Born-2-16-1834	Died-10-26-1901
Peter Jager	Born-3-23-1827	Died-5-19-1898 Born in France.
Joseph Jaros	Born-3-22-1898	Died-7-14-1934
Frank Jarvis	Born-1878	Died-1958
Josephine Jarvis	Born-1872	Died-1937
Fletcher Jones		Died-12-??-1899 age 43 years
John B. Julien	Born-1852	Died-1923
Mary L. Julien	Born-1850	Died-1923

K

Helen Kapetan	Born-10-5-1913	Died-5-16-1920
Leo Kauffman Father	Born-1905	Died-1956

Robert L. Kinney	Born-8-9-1915	Died-8-8-1927
Harriet C. Koch	Born-1869	Died-1948
Louise Koch	Born-1903	Died-1916
Daughter of William & Harriet Koch		
William D. Koch Father	Born-1875	Died-1962
Adam Kramer	Born-3-18-1865	Died-5-17-1954
Born Germany, died Dearborn. Husband of Eva, Father of George & Lucy.		
Eva Kramer	Born-12-19-1863	Died-3-26-1939
Born Germany, died Ecorse. Wife of Adam. Mother of Elizabeth, Delia, Charles, Nicholas, George, & Lucy.		

L

Albert Labadie	Born-1877	Died-1900
Alex Labadie	Born-1873	Died-1926
Alexander Labadie	Born-1848	Died-1906
Alvin M. Labadie	Born-3-10-1901	Died-9-17-1962
Sadler Troop F. 16 Cav. World War II.		
Annie M. Labadie Mother	Born-1862	Died-1940
Charles Labadie	Born-4-26-1822	
Died-6-22-1892 age 70 years, 1 mo., 27 days.		
Eliza Labadie	Born-1879	Died-1905
Elizabeth M. Labadie	Born-1881	Died-1960
Florence Labadie	Born-1863	Died-1950
Henry C. Labadie		Died-2-17-1881
Marker very worn. Date in question.		
John Labadie		Died-5-12-1871 age 42 years
Michael Labadie	Born-1884	Died-1960

Peter Labadie	Born-1875	Died-1892
Sarah Jane Labadie	Born-1860	Died-1953
William A. Labadie	Born-11-27-1875	Died-1-19-1908
William E. Labadie		Died-6-29-1882

Age 21 years, 5 mos., 27 days

Emma Labeau	Born-1886	Died-1911
George Labeau	Born-1895	Died-1926
Harry C. Labeau	Born-9-1-1888	Died-1-2-1917

Woodman of the World Memorial

Mary Labeau	Born-1860	Died-1953
Peter Labeau	Born-1856	Died-1933
Richard Labeau	Born-5-30-1883	Died-10-28-1916

Woodman of the World Memorial

Catherine Labelle	Born-1846	Died-1931
Florence Labelle	Born-1896	Died-1915
William Labelle	Born-1842	Died-1928
Thomas LaBlanc		Died-7-16-1887

Age 71 year, 8 mos, 18 days

Mathilda LaBlanc	Died-5-21-1927 age 86 years
Peter Geo. LaBlanche	Died-5-15-1911 age 75 years
Frank J. LaClair	Died-10-28-1886

Age 7 years. Son of Dennis & Ellen LaClair

Peter LaClair	Died 5-15-1896.
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Age 15 years. Son of Dennis & Ellen LaClair

Walter LaClair	Died-10-28-1904
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Age 11 years. Son of Dennis & Ellen La Clair

Frederick Lafleur	Born-1844	Died-1908
Loretta A. Laginess Mother	Born-1909	
Milford P. Laginess	Born-1905	Died-1961
Julia LaLonde	Born-1886	Died-1946
Emma Lapham		Died-3-29-1885 Wife of Benjamin
Joseph J. Laplant	Born-4-25-1861	Died-11-18-1940
Born Canada. Died River Rouge. Beloved husband of Carrie Dufresne LaPlant. Dear Father of Cora Alvina, William J., George Earl.		
Theresa Larabell Mother		Died 5-11-1915 age 78 years mother
Iserial Laturneau	Born-11-1-1863	Died-11-30-1938 age 75
Mary Lavigne		Died- 1932
Abraham LeBlanc	Born-10-17-1820	Died-8-18-1905
Anna LeBlanc	Born-1866	Died-19—
Antoine LeBlanc	Born-1834	Died-1903
Archangel LeBlanc		Died-8-13-1975 age 70 years
Edmund LeBlanc		Died-6-30-1886-age 3 years
Edward LeBlanc		Died 2-22-1892 age 2 years
Emily LeBlanc		Died-2-2-1902
Francis LeBlanc	Born-2-7-1842	Died-12-2-1911
George LeBlanc	Born-5-4-1844	Died-11-10-1914
Henry LeBlanc	Born-9-17-1844	Died-4-21-1910
Joseph LeBlanc		Died-8-13-1886 age 10 years
Julianne LeBlanc		Died-7-9-1895
Kenneth LeBlanc	Born-1924	Died-1927
Leo LeBlanc		Died-7-17-1902
Mae V. Riopelle LeBlanc	Born-1890	Died-1949

Marian R. LeBlanc	Born-3-12-1926	Died-6-20-1929
Mary LeBlanc		Died-3-25-1882
Age 20 years, 11 months, 18 days. Wife of E.P. LeBlanc		
Mary A. LeBlanc	Born-7-10-1842	Wife of George LeBlanc
Mary D. LeBlanc	Born-1864	Died-1946
Mary F. LeBlanc	Born-1891	Died-1899
Mary L. LeBlanc	Born-5-10-1846	Died-10-6-1917
Wife of Francis LeBlanc		
Odrien LeBlanc		Died-6-27-1886 Age 7 years
Phillip LeBlanc	Born-1860	Died-1938
Phillis LeBlanc	Born-5-20-1830	Died-6-12-1920
Philomene LeBlanc	Born-4-6-1859	Died-3-27-1893
Wife of Henry LeBlanc		
Philomena Campau LeBlanc	Born-1839	Died-1900
Richard C. LeBlanc	Born-1865	Died-1927
Samuel LeBlanc		Died-8-13-1888
Age 58 years, 6 months, 10 days		
David LeBlenc		Died-7-18-1867
Age 41 years, 9 months		
Anna LeDuc	Born-1882	Died-1937
Aurelia LeDuc	Born-1854	Died-1936
Jacob LeDuc	Born-1854	Died-1942
Josephine LeFleur	Born-1847	Died-1903
Caroline Lemanski	Mother	Died-2-28-1906
Michael Lemanski		Died-2-1-1945
Daniel Lemarond	Born-1881	Died-1906
Bernard Louria	Born-1941	Died-1947

M

Grace Roulo Macleod	Born-1884	Died-1958
Joseph I. Macoit	Born-1872	Died-1924
Alex M. McQuade	Born-9-19-1904	Died-8-26-1960
Maxinette McQuade		Died-10-28-1911
Michael McQuade	8-25-1883	Died-11-23-1955
Adeline McQuillen Mother	10-7-1825	Died-4-13-1905
H.L. Riegue Mailloux	Born-1883	Died-1901
Mary Matulewicz Mother	Born-1862	Died-1941
Columbus Maul		Died-3-28-1907 Age 42 years
Celine Maurice	Born-1-25-1833	Died-2-9-1918
Joseph Maurice	Born-3-19-1833	Died-12-2-1904
Willie Mayatte		Died 5-15-1888
Son of T & T Mayatte age –rest buried		
Eli Mayhew Husband	Born-1879	Died-1953
Lena Mayhew Wife	Born-1883	Died-19----
Telesphore Mayhew	Born-1873	Died-1937
Zoe Mayhew	Born-1878	Died-1930
Telesphore Mayotte	Born-1847	Died-1923
Adalore Mayrand		Died-8-21-1916
Age 14 years		
Anna Melagi	Born-9-3-1918	Died-1-6-1919
Frank Metty	Co.D. 11 th Michigan Infantry	
Michael Mikulka		Died-4-15-1931 age 52 years
Axie A. Montie		Died-8-31-1916

Age 92 years, 3 months

Benjamin C. Montie	Born-1889	Died-1924
Cora T. Montie	Born-1890	Died-1947
Eliza Montie Mother	Born-12-25-1857	Died-2-9-1931
Gabriel Montie	Born-1871	Died-1942
Helen I. Montie	Born-1916	Died-1934
Ida P. Montie	Born-1875	Died-1963
John A. Montie	Born-1866	Died-1932
John B. Montie		Died-1-28-1888

Age 65 years, 10 months

Lloyd R. Montie	Born-9-29-1895	Died-11-15-1895
Louis Montie		Died-5-13-1891 Age 71 years
Richard C. Montie	Born-1881	Died-1927
Richard A. Montie Father	Born-2-6-1855	Died-7-4-1946
Archie Montroy	Born-1854	Died-1922
Emelia Montroy	Born-1858	Died-1935
Leona Montroy	Born-1904	Died-1939
Angeline Montry Wife		Died-8-29-1852 Wife
Charles L. Montry	Born-1874	Died-1944
Francis E. Montry	Born-1879	Died-1955
Francis P. Montry	Born-1923	Died-1934
Helen C. Montry	Born-3-12-1890	Died-4-4-1918
Louis Montry	Born-8-22-1845	
Louisa Montry		Died-1-15-1900 Age 22 years
Samuel Montry	Born-1885	Died-1945
Frank A. Mruzek	Born 1917	Died 1930

N

Anna Nagy	Born-1879	Died-1961
Mariette Navarre	Born-1888	Died-1927
Celia North		Died-11-22-1885
Age 31 years, 2 months, 20 days. Wife of David H. North		

O

Agnes K. O'Connell	Born-1916	
Robert P. O'Connell	Born-1915	Died-1974
Eli Odette	Born-1854	Died-1938
Frances Odette	Born-1889	Died-1974
Joseph Michael Odette	Stone buried in ground.	
Lavina Odette	Born-1886	Died-1944
Mary Odette	Born-1859	Died-1947
Michel Odette Husband	Born-1840	Died-1916
Orrie Odette	Born-1900	Died-1958
Pascal Odette	Born-1815	Died-5-22-1881 Age 66 years
Vetline Odette	Born-1848	Died-1933
Herbert A. Ormsby	Born-1892	Died-1930
Stephan Orosz	Born-1898	Died-1938
Wendel Orvan	Born-4-18-1869	Died-12-6-1919
John E. Ouellette	Born-1884	Died-1926
Philomene E. Ouellette	Born-1849	Died-1927
Deliasse Oulmann Mother	Born-7-8-1853	Died-5-15-1906

P

Lawrence Paquette	Born-4-6-1924	Died-5-6-1924
Emmanuel J. Pare	Born-1883	Died-1931
Sarah Pare	Born-9-15-1885	Died-10-10-1974
Emma A. Patterson	Born-1880	Died-1936
Loena M. Pelon	Born-5-23-1909	Died-7-22-1916
Oliver Pelon		Died-1926 Age 89
Rose Pelon		Died-1923 Age 82
Annie Peltier	Born-8-6-1849	Died-5-27-1907
James Pendergrass	Co.D. 100 th New York Infantry	
Anton Perne		Age 71
Gordon Perry	Born-1902	Died-1913
John B. Perry	Born-1876	Died-1914
Mary L. Perry	Born-6-5-1801	Died-10-19-1883
Max Perry	Born-1861	Died-1903
Peter Perry Sr.	Born-10-18-1790	Died-4-30-1882 Senior
Phyllis Perry	Born-1865	Died-1935
Celina Philippart	Born 2-17-1852	Died-3-13-1907
Bartholomew Polk	Born-1841	Died-1918
Emma Potvin	Born-1877	Died-1969
Henry L. Poupard	Born-1884	Died-1932 Husband, father
Stella Poupard		Died-8-1-1914 Age 13 years
Thelma V. Poupard	Born-1915	Died-1933 Sister, daughter
June Pulk	Born-1919	Died – 1921

R

Francis Ransom	Co. K, 1 Mo. L.A.	
Charles M. Ranson	Born-1876	Died-1955
Francis B. Ranson	Born-1878	Died-1900
Josephine Ranson	Born-1878	Died-1931
Margaret Ranson	Born-1906	Died-1966
Mary Ranson	Born-1850	Died-1911
Gustav A. Raupp	Born-1848	Died-1923
Lenora J. Raupp	Born-1899	Died-1919
Leonard C. Raupp	Born-1892	Died-1939
Adeline Reaume	Born-1873	Died-1935
Arthur W. Reaume Husband	Born-1878	Died-1942
Elroy R. Reaume	Born-11-29-1905	Died-5-30-1959
Neills Reaume	Born-1869	Died-1920
Sarah G. Reaume Wife	Born-1881	Died-1966
Ida Renaud	Born-1869	Died-1947
Irene Renaud	Baby	
Minnie Renaud	Born-1888	Died-1919
Tillie Renaud		Died-3-22-1905
Age 28 years. LeBlanc family monument.		
Victor Renaud	Born-1875	Died-1940
Anthony Reno	Co. F. 24 th Michigan Infantry	
Genevieve Reves	Born-1901	Died-1903
Mary Reves	Born-1869	Died-1895
Peter Reves	Corporal, U.S. Army, World War I.	
Peter Rickle	Father	Born-1879
		Died-1933

?????Riopelle Mother	Born-1830	Died-1919
Alexander J. Riopelle	Born-5-6-1867	Died-10-1-1894
Alvin Riopelle	Born-1910	Died-1914
Anna A. Riopelle Wife-mother	Born—2-24-1886	Died-1-31-1961
Anna J. Riopelle	Born-4-18-1840	Died-12-19-1928
Beatrice A. Riopelle	Born-1886	Died-1967
Catherine Riopelle		Died-9-6-1912 Age 88 years
Charles D. Riopelle	Born-1886	Died-1961
Charles H. Riopelle	Born-9-19-1860	Died-7-14-1931
Edward C. Riopelle, Sr.	Born-3-22-1886	Died-2-5-1954
Husband-Father-Senior		
Edward C. Riopelle, Jr.	Born-1911	Died-1950 Junior
Eliza J. Riopelle	Born-1862	Died-1950
Elizabeth G. Riopelle	Born-1866	Died-1940
Wife of James F. Riopelle		
Emily Riopelle	Born-1842	Died-1915
Wife of John Riopelle		
Frank J. Riopelle Husband	Born-1883	Died-1950
Hyacinthe F. Riopelle	Born-8-8-1835	Died-7-31-1898
Hyacinthe Riopelle	Born-8-15-1807	Died-3-18-1885
John Riopelle	Born-1839	Died-1910
Leah E. Riopelle	Born-1896	Died-1961
Madeline M. Riopelle	Born-5-28-1904	Died-7-14-1916
Mary Ann Riopelle		Died-1-4-1877
Age 65 years, 4 months, 12 days. Wife of H. Riopelle		
Angelique Rivard		Died-5-26-1968 Age 81 years
Louise H. Rivard Mother	Born-1873	Died-1956

Paul J. Rivard	Father	Born-1872	Died-1935
Josephine Robert		Born-6-21-1841	Died-10-30-1909
Bernard Roberts	Father	Born-1890	Died-1957
Daniel M. Roberts		Born-3-14-1893	Died-9-29-1970
Michigan PFC. Co. L. 39 th Infantry, World War I.			
Ellen Roberts	Mrs.		Died-8-18-1896
Rest of stone buried.			
George T. Roberts		Born-12-16-1887	Died-7-6-1912
Age 24 years, 7 months, 10 days			
Lillian Roberts		Born-1919	Died-1931
Lillie Roberts	Mother	Born-1895	Died-1950
Martha A. Roberts		Born-5-10-1895	Died-12-17-1914
Age 20 years, 7 months, 7 days			
Olive Roberts		Born-1921	Died-1934
Frank Rosenick		No Dates	
Mary Rosenick		No Dates	
Alesium Roulo		Born-1-28-1861	Died-3-25-1899
Bernadette Roulo		Born-9-12-1895	Died-8-15-1901
Caroline Roulo		Born-11-25-1858	Died-12-26-1861
Charles L. Roulo		Born-8-4-1851	Died-8-20-1880
Francis X. Roulo		Born-9-14-1865	Died-9-23-1880
George Roulo		Born-11-30-1889	Died-7-26-1897
Madeline Roulo		Born-8-10-1854	Died-8-27-1867
Mary Roulo		Born-9-10-1825	
Mary E. Roulo		Born-5-24-1851	Died-4-7-1886
Beloved wife of Charles Roulo			
Michael Roulo		Born-9-28-1822	Died-3-29-1882

Michael P. Roulo	Born-1-12-1847	Died-2-17-1905
Clarence Rousson	Born-1857	Died-1908
Simon B. Rousson	Born-1797	Died-1875
Simon W. Rousson	Born-1854	Died-1894
Velera J. Rousson	Born-1816	Died-1903
Maurice Roy	Born-1910	Died-1939
Betty Rushlow	Born-1930	Died-1931
Shirley Rushlow	Born-1938	Died-1939

S

Cead St. Amant	Born-1850	Died-1936
Reverend Charles J. St. Amant Father	Born-1876	Died-1922 Reverend
Elizabeth St. Amant Mother	Born-1862	Died-1929
Albert J. Salliotte	Born-1875	Died-1943
Anna Salliotte	Born-2-1845	Died-2-22-1930
Anna O. Salliotte	Born-1875	Died-1931
Antoine Salliotte	Co. H. 14 th Michigan Infantry Civil War	
Charlotte Salliotte	Born-9-6-1872	Died-12-6-1904
Cleophus Salliotte	Born-2-1-1837	Died-12-4-1915
Gilbert Salliotte	Born-1842	Died-1922 Civil War Veteran
Julian Salliotte		Died-8-28-1882
Age 38 years, five months		
Lottie Salliotte	Born-3-19-1868	Died-3-23-1869
Age one year, four days. Daughter of Alexis M. and Mary S. Salliotte		
Mary Salliotte	Born-11-14-1834	Died-10-30-1906
Wife of Antoine Reno		
Mary Salliotte	Born-1835	Died-1910

Moses Salliotte	Born-1807	Died-3-9-1892
Age 85 years. Born in Ecorse, Michigan.		
Oliver Salliotte	Born-4-1-1838	Died-5-24-1911
Richard Salliotte		Died-4-17-1872
Age 4 month, 15 days. Son of C & J Salliotte		
Theodore W. Salliotte	Born-1867	Died-1933
Gideon Sanch	Born-1848	Died-1926
Louisa Sanch	Born-1849	Died-1926
Samuel Sanch	Born-1852	Died-1925
Willie Sanch	Inscription Illegible	
Jennie Sanfilippo	Born-2-6-1916	Died-5-8-1923
Columbus San Souci Father	Born-1870	Died-1955
Ida San Souci Mother	Born-1878	Died-1952
Edsel Arthur Sans Souci	Born-1-1-1928	Died-7-28-1933
Harriett Sans Souci	Born-1834	Died-1924
Mary Ann Sans Souci	Born-1938	Died-1940
Bertha Nolan Schimmel	Born-1889	Below Ground
Margerthe Schimmel	Born-1896	Died-1905
Mary Schimmel	Born-1862	Died-1932
Micheal Schimmel	Born-1849	Died-1923
Frank Schlanhart	Born-1877	Died-1942
Treca Schlanhart	Born-1877	Died-1954
Jeanne Sehoyan	Born-10-19-1893	Died-12-30-1939
Peter Joseph Sehoyan	Born-10-12-1876	Died-6-9-1954
Corp. Hq. Det. 12 Eng. WI		
Senecal		Died-6-6-1870
Age 10 months, six days. No first name		

Senecal		Died-5-9-1886
Age 18 years, 8 months, 21 days, No first name		
Henry A. Senecal	Born 6-6-1834	Died-12-13-1904
Sarah E. Senecal	Born-12-21-1842	
Stanley Serowek	Born-8-21-1920	Died-1-13-1921
Andrew Sierota	Born-1905	Died-1946
Lawrence Sinkovits	Born-8-8-1887	Died-11-29-1942
Kenneth J. Sisco	Born-11-12-1913	Died-11-8-1950
Mich. Tech 5, 1623 Service Unit, World War II		
Kadia Slebodnik Mother	Born-1890	Died-1932
Peter J. Smith	Born-12-8-1882	Died-1-29-1972
Frances Solo	Born-1905	Died-1927
Maline Boursaw Solo	Born-1879	Died-1924
Mary D. Somers	Born-8-31-1842	Died-3-2-1909
Thomas H. Somers	Born-11-25-1834	Died-9-11-1913
Captain 41 st Ohio Vol. Infantry		
Mathew John Spillane		Died-2-26-1941
Ohio Pvt. 308 Am.Tn. 83 rd Div.		
Michael Steffes	Born-1878	Died-1932
Rose Steffes Mother	Born-1879	Died-1954
Mathew J. Stone		Died-8-1968
Plaque from Ridge Funeral Home		
Ida Rivard Suhr	Born-1888	Died-1927
Benjamin Sutherland Father	Born-1895	Died-1969
Cora Sutherland Mother	Born-1896	Died-1970
Alfred Sylvain	Born-1892	Died-1916

T

Thomas Torango	Born-3-12-1853	Died-11-11-1916
Mike Tarasess	Born-1872	Died-1937
John A. Theisen	Born-8-16-1901	Died-6-9-1959
Nellie I. Theisen	Born-11-7-1903	
Agathe Therrien	Born-11-25-1854	Died-7-18-1926
Wife of John B. Hillman		
Francis X. Thibeault Father	Born-1853	Died-1937
Mary B. Thibeault Mother	Born-1852	Died-1930
Catarina Tola		Died-7-11-1927
Delia Topin		Died-10-30-1912 Age 51 Years
Torango no 1 st name		Died-12-27-1904
Age 11 years, 7 months. Son of Fred & Fannie Torango		
Archangel Torango Mother		Died-2-24-1917 Age 72 Years
Frank Torango Father	Born-1863	Died-1944
Hazen B. Torango	Born-1905	Died-1939
Joseph Torango	Born-1865	Died-1945
Mary Torango	Born-1873	Died-1945
Mary Torango Mother	Born-1876	Died-1970
Richard Torango		Died-10-5-1885 Age 23 Years
Tillie Torango		Died-6-18-1891
Age 27 years, 2 months and 14 days		
Sara Tremblay		Died-6-3-1907
Age 53 years. Wife of Louis Crenon.		
Emma Trombley	Born-1867	Died-1910
Leander Trombley	Born-1858	Died-1950
Lydwyn Trombley		Died-10-17-1906

Age 40 years. Wife of Thomas Mayrand

U

Ellis S. Underill	Born-1892	Died-1973
Ferne U. Underill	Born-1898	Gone Fishing

V

Fr. J.T. Van Gennip	Born-7-2-1818	Died-9-3-1889
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Pastor of St. Francis Xavier Church. Born in Heeze, Holland, July 2, 1818. Died in Ecorse September 3, 1889.

Clarissa Vellmure	Born-1841	Died-1932
Nelson Vellmure	Born-1845	Died-1905
Arthur Viger	Born-1891	Died-1943 Husband-father
Noah Vigneau	Born-1835	Died-1908
Rose Vigneau	Born-1837	Died-1910
Phillis Visger	Born-1831	Died-10-25-1864

Age 33 years. Wife of Edmund Visger

Phillisa Visger	Born-1846	Died-1901
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Wife of Edmund Visger

W

Carol E. Wordick		Died-1935
Catherine Wuk	Born-1883	Died-1934
Josef Wurmlinger	Born-1849	Died-1916

Z

Joserina Zolynska	Born-1892	Died-1920
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St. Francis Xavier People



Eli Bourassa

The Bourassa family first came to Ecorse in the early 1800s and settled on a farm along Ecorse Creek. Eli was born on August 2, 1883, in the original family home.

As a young man he went to work in the office of the Michigan Steel Corporation and the Great Lakes Engineering Works. Later he worked as a bookkeeper at Kramer-Eberts, Inc. in River Rouge. In 1931-1932, Eli served a term as village clerk in Ecorse and later worked for several years a clerk in the city treasurer's office. He retired from the treasurer's office in 1952.

On July 1, 1902, Eli married Augusta Movinski, a member of another old Ecorse family. The couple had no children and Augusta died in 1943.

A leading Catholic layman, Eli was a member of the Holy Name Society of St. Francis Xavier Church, serving the organization as president for several years. He also belonged to the Catholic Order of Foresters.

Eli suffered a fatal heart attack on April 6, 1957, when he drove from his home on High Street to visit Mr. and Mrs. Ernest Schneider on Cicotte Street in River Rouge. He is buried in St. Francis Xavier Cemetery, Ecorse.

Abraham Brisbois

Abraham Brisbois was born in Wayne County in 1846 and he died on September 19, 1881. Abraham married Domitila LeBlanc Riopelle-1845-1926- and they had four children: Elizabeth Gertrude Brisbois Rioepille, Mary, Sylvester Abraham Brisbois and Edward Brisbois.

A story in the Wyandotte News Herald of September 23, 1881 provided the details of the death of Abraham Brisbois.

Abraham Brisbois Shot Dead in the House of Andrew Beaudrey

Sometime last Sunday night between 10 p.m. and 7 a.m. on Monday, Abraham Brisbois, a farmer of Ecorse Township, living 1 ½ miles north west of Ecorse village, was shot in the head and instantly killed while sleeping at the house of Andrew Beaudrey, a farmer living about four miles south of Brisbois.

Brisbois is a thresher and had gone to Beaudrey's Sunday night with his men and machine to commence threshing Monday morning. His men slept in the barn, but Brisbois was shown to a back upper chamber in the house by Beaudrey, at about 10 o'clock. No one else slept in the second story and only Beaudrey and his wife slept on the first floor of the house. The next morning Brisbois was found dead in his bed lying on his back in a pool of blood, with bullet wounds on the right side of his nose. It has seemed to be almost impossible to invent a reasonable theory to account for this cold blooded murder. The murderer is yet undiscovered, and the inquest is in progress (Thursday).

Although many theories have been broached and rumors set afloat, there seems to be no clear chain of evidence pointing in any direction. Brisbois was a genial, easy man, who was not supposed to have any enemies. Beaudrey has always borne a good character and been respected, and suspicion is not fastened yet, as far as we can learn, with grounds anywhere.

A singular circumstance seems to be that no one was awakened by the shot, and nothing was known of the deed till Brisbois was found the next morning. Mrs. Beaudrey says she heard someone in the house and in her room while her husband was showing Brisbois to his room, but supposed it to be her husband. The post mortem examination on Tuesday last, held by Dr. Walker of Detroit and Christian of Wyandotte, revealed the fact that the ball entered on the right side of the nose and passed through the brain and was found on the left side of the back of the head.

The testimony taken at the inquest held by Justice Salliotte of Ecorse has not yet been made public. The trouble is to find a motive sufficient for the committing of such a deed. It was not robbery, as nothing was disturbed about the house.

It is said, with how much truth we do not know, that Brisbois was thought to be on too intimate terms with women, and that someone, to avenge a real or fancied injury in this direction, committed the atrocious deed. The event has caused great excitement in the community, as it is the second murder committed in the vicinity in the short time of about fifteen months, and in both cases the author of the villainy is yet undiscovered. Every effort will be made to unearth the author of the crime and bring him to justice. He is buried in St. Francis Xavier Cemetery.

Alexander Campau and Ades Salliotte Campau



Alexander Campau Alexander Campau was born on September 7, 1843, back in the days when Indians still inhabited Ecorse and its neighboring region and the stagecoach was making its first run between Detroit and Monroe. The second child and oldest son of Mr. and Mrs. Alexis Campau, he came into the world in a small frame house with hand nailed walls located on Jefferson Avenue in Ecorse.

As a child, Alexander attended a little frame schoolhouse on Salliotte Road with a handful of other boys gathered to learn the three "R"s" with the guidance of a patient teacher. His father

died when he was just eight years old and Alexander helped his mother in the fields and in the house as well. To make ends meet, Mrs. Campau rented rooms in her house to men who had come to the area to work on the first railroad in the area, the Lakeshore Railroad. One of her boarders working on the railroad was a stalwart Indian who took an instant liking to Alex. The Indian and Alex shared a bed for most of the time that he boarded at the Campau home and Alex learned firsthand the “true, friendly nature: of the Indians living around Ecorse.”

Alex also enjoyed the boyhood adventure of riding from Detroit to Monroe and back on the stagecoach which a distant cousin of his drove. He loved the adventure of pulling into Monroe at night, not, dusty, and wary and listening to the travelers spinning tall tales as he ate supper. The next day arising at dawn to catch the stage home, he felt a renewed sense of adventure as he headed home to Ecorse along the River Road. As he grew older, Alex worked with his brother and took his threshing machine to a neighboring farmer who had none. He truck farmed for himself and sold his produce to neighbors and to people around the area. When the Tecumseh Salt Works was founded in Ecorse, Alex was one of its first employees, helping to clear away the marshlands.

On July 24, 1866, when he was 23 years old, Alex hitched up his horse and buggy and picked up Ades Salliotte who lived a half mile away from the Campaus. They drove all of the way to Wyandotte and were married. Returning to Ecorse they worked together to build their farm and their lives. The Campaus had five children and Ades died in 1923. Lillian and Agnes never married and Alex lived with them in his old age. Florence married into the Drouillard family and they lived close to Alex. His son Ernest lived near him. Alex died on August 24, 1940, and he was buried in St. Francis Xavier Cemetery as is his wife Ades.

Louis Cicotte

Louis Cicotte, merchant and manufacturer of flour at Ecorse was born in 1812. His parents were born at Detroit and settled in Ecorse in 1815. They had a family of ten children. His father served in the War of 1812. In 1847, Louis married Fanny Beaubien who was born in Detroit 1826. They had seven children. Mr. Cicotte was a supervisor for seven years and constable, and custom home officer for twenty years. He erected his hotel in 1866 and owned a farm of 37 acres of land which he purchased in 1840 at \$10 per acre. He is buried in St. Francis Xavier Cemetery.

Florence R. Campau Drouillard

The Detroit News of Sunday, December 18, 1960 printed the obituary of Mrs. Florence Campau Drouillard, 86, who was the last descendant of a branch of the Campau family. She was one of the four living children of Alexander Campau and Ades Salliotte Campau. The 1900 United States Federal Census shows Alex and Ades living in Ecorse with their four children: Lilian Campau, 31, Agnes Campau, 29, Florence Campau, 24, and Ernest Campau, 21. The Campaus lost a child according to the Census. Florence was born on the old family homestead at 3859 West Jefferson Avenue, Ecorse and she died on the same family homestead.

Mrs. Drouillard's attorney, Earl E. Montie, himself an Ecorse pioneer, said Mrs. Drouillard lived alone in the shadow of the Great Lakes Steel Corporation plant since her brother Ernest died six months ago. She owns most of the land that her ancestors settled, including 650 feet of frontage on Jefferson directly south of the main entrance of Great Lakes Steel. The land once was woods and farm fields but time transformed it into used car lots parking areas, and buildings. Part of the land still was cultivated as truck gardens, but the Campau family had given up farming long ago.

"The house she died in is still a farmhouse," Earl Montie said. "The old barn was torn down only a few months ago."

During her marriage to Frank Leander Drouillard- 1872-1931- Florence lived on Salliotte Street in Ecorse, but she returned to the family homestead after Frank died.

Earl Montie said that Florence's father Alexander Campau died in 1939 at the age of 96. Alexander was born in a log cabin about 50 feet from the present home and he could recall firsthand the Indians who hunted and fished in the region. He remembered shooting deer where Great Lakes Steel now stands and he recalled Jefferson Avenue as a mud trail called the River Road.

Alexander passed on to his children the stories he heard from the soldiers of skirmishes on Fighting Island during the war of 1812.

According to Attorney Montie, the historical memories died with Mrs. Drouillard who had no children of her own, or nieces or nephews to continue the thread of history.

After a Requiem Mass at St. Francis Xavier Roman Catholic Church, Florence Campau Drouillard was buried in Ecorse Cemetery.

Abraham LeBlanc

Abraham LeBlanc, a general farmer, was born at Ecorse, Michigan, October 17, 1820. His parents, Peter and Theresa Bourassa LaBlanc, settled at Ecorse in 1800. His father was born in France, was an extensive fur dealer, and fitted out for trading vessels. Abraham married Phyllis Perry in 1851. She was born in Canada. They had eight children. He owned 300 acres of fine farming land, and he was one of the active farmers in the Ecorse of his time. He is buried in St. Francis Xavier Cemetery.

Peck LeBlanc's Front Porch



Eli “Peck” LeBlanc lived at 4560 West Jefferson in a home built on the site of the original farm that the Potawatomie Indians had deeded to his great grandfather Pierre in 1790 when he came to Ecorse from France.

Peck was born August 10, 1888 and by 1904, when he was sixteen, he worked in an ice house on the Detroit River, cutting huge blocks of ice which were stored in sawdust to use during the summer months. At this time he was attending the old school which was razed in 1910 to make way for the “new” school, which was Ecorse School Two.

When he was a young blade of seventeen, Peck decided it was time he had a “regular” suit. He got a job at the Great Lakes Engineering Works in Ecorse as a fitter’s helper and worked for five months until he had enough money to buy his new suit.

“I remember I paid \$15 for a blue serge suit and then shopped around a bit before buying my first watch. It was a \$25 gem,” he recalled.

Trained as a railroad telegraph operator in 1906, Peck spent most of his adult working life following the trade. Lured by the call of the clicking key, he travelled most of Michigan finding jobs as a telegrapher at stations in Vanderbilt, Mackinaw, Roscommon, Indian River, and many other places before settling down at the Michigan Central’s Wyandotte station.

In 1908, he transferred to the Ecorse station on Southfield and remained there until 1915, shortly before the station was closed to make way for the Southfield viaduct. After a short stay at the Rockwood station, he changed careers for a time and served as timekeeper in the old Ecorse Foundry and Detroit Brass and malleable in Wyandotte. During World War I, he worked as a time keeper in the Wyandotte shipyards.

For years Peck spend most of his free time sitting on the front porch of his home on Jefferson Avenue gazing through his binoculars at the mighty ships that passed back and forth on the Detroit River. All of the freighter captains knew him.

The Stewart Court Through Peck's Binoculars.

In May 1972, the *Stewart Cort*, at the time the largest ship ever to sail the Great Lakes on the Detroit River, made a pass up the Detroit River right by Peck's house. She was up bound on the River on her maiden voyage from Erie, P., where she was built to Lake Superior to take on nearly 52,000 tons of iron ore. Her regular route was scheduled to run between Taconite Harbor, Minnesota, north of Duluth and Bethlehem's Mill at Burns Harbor east of Gary, Indiana. It was unlikely that she would ever again pass through the Detroit River.

To make the occasion more special for Peck, the *Court* blinked a special "Hi Peck," as the ship passed his house. When the public relations people at Bethlehem Steel heard that Peck would be watching for the ship, they agreed to a request to blink "Hi Peck," as they passed his house. With his telegraphy training, Peck had no trouble understanding the message.

Peck is buried in St. Francis Xavier Cemetery, Ecorse.

Benjamin Montie is Killed in a Gun Battle with Bank Robbers

About 1922, two years after he was installed as Ecorse's first fire chief, Village President Fred Bouchard made Albert Jaeger acting chief of police and he held the two offices jointly until 1926. His joint chiefship provided material for local jokesters. One story had it that Jaeger always worked bareheaded in his office until a call came demanding his services as one department head or another. Then he would grab the correct hat, jam it on his head and run out of his office to whatever challenges lay ahead.

Holding the joint office was difficult in the turbulent days of bootlegging and rum running in Ecorse. Several underworld hideouts sprang up along the Detroit riverfront, huddled beside the river below Southfield Road. One of them known as "Robbers Roost," often sheltered notorious lawbreakers.

One March day in 1924, Chief Jaeger and one of his men, Benjamin Montie, a fire truck driver and auxiliary policeman, who lived on Goodell Street, one block from High Street, went down to Robbers Roost to investigate a case of petty larceny. Inside Robbers Roost, two bandits who had just raided the Commonwealth Bank in Detroit and escaped with \$17,000 were counting their money. Chief Jaeger and Benjamin Montie took the men to police headquarters for questioning and then Chief Jaeger, Benjamin Montie, and two deputy sheriffs returned to Robbers Roost where they found two more of the bandit ring in hiding.

The two men jumped out of a window into the river. They swam back to shore and were captured just as two others drove up in a car. The men were Bernard Malley, Leo Corbett,

Elza Meade and Tim Murray. Meade and Corbett were in the car and Corbett drew a gun and killed Ecorse patrolman-fireman Benjamin Montie. Chief of Police Jaeger drew his gun and killed Corbett.

During the scuffle, Meade drove away in the car and a statewide hunt failed to find him. Later he was arrested in Arizona and sentenced to 20-40 years in Marquette prison. As the bank robbers attempted to get away, they threw the \$17,000 all over the streets and waterfront. Finders did not return their spoils.

Benjamin Montie is buried in St. Francis Xavier Cemetery along with his wife Cora.

After Milton's father, Benjamin, was killed in a shoot-out with bank robbers at Robber's Roost on the Ecorse waterfront in 1924, his mother raised him with the help of her father, Frances X. Thibeault and her sister, Ida Thibeault, along with the friendly support of Chief Albert Jaeger. "Chief Albert Jaeger killed the bank robber that shot my father," Milton recalled, reciting details down to the names of the robbers.

Milton Montie had the distinction of being the last person to be employed by the Village of Ecorse. He was appointed to the Fire Department on January 19, 1942 and Ecorse officially became a city on January 27, 1942, when the city charter was adopted.

A year after he joined the Ecorse Fire Department, Milton enlisted in the Army on March 18, 1943, where he was one of a 37 man detachment that landed in Italy with the infantry. For nearly two years he served as senior officer of a group that extinguished fires at major seaports and supply depots throughout Italy and North Africa. Milton served in the Army until December 1, 1945, and then returned to his job with the Ecorse Fire Department.

During the next decade, Milton moved up the ranks in the Ecorse Fire Department. He became sergeant in April 1950; lieutenant in May 1957; acting assistant chief in February 1964 and assistant chief in April 1964. On September 3, 1974, he became fire chief. In 1966 Milton received the distinguished service award for civic services from the Ecorse Kiwanis Club. He could usually be called upon to head up functions and civic activities, including serving as team coordinator on the Ecorse Rowing Club. In July 1977, he was chairman of the successful Ecorse Water Festival.

In 1977, Milton decided to retire, since the Ecorse Fire Department required firemen to retire at 60 and his 60th birthday was on September 3, 1977. "I was thinking about retiring July 11, then decided against it. I decided to hand in my resignation today," he said in the third week of July 1977.

The day of Milton's retirement, Roosevelt (Rudy) Lackey, an Ecorse Police and Fire Commissioner, reminisced with the chief in his office. Lackey said, "He will be missed by many. I hope we can fill the position with a man in his footsteps."

Milton Montie is buried in Pioneer Cemetery, Crawford County, Michigan.

The Montie Brothers Help Grow the Ecorse Boat Club



Pictured are the original members of the Wah-Wah-Tah Shee Boat Club, the forerunner of the Ecorse Boat Club, that was organized in the early 1880s. The Montie brothers, who brought fame and glory to Ecorse through their championship performances in both barges and shells, are included in the picture. These men represented Ecorse in the old Northwestern regattas held in the central states and regularly won championships. Front row left to right are William Montie, Joe Sauch, T. Bondie, D. Osbourne, Charles Tank, Charles Montry, Alf Beaubien, Elmer Labadie, Alex Beaubien.

Back row: Frank Montie, George Clark, William Champagne, Frank Salliotte, and Ted Ferguson.

For a number of years the Wah-Wah-Tah-Shees rowed on the Detroit River in an eight oar barge. The Montie brothers-Will, John, Lige and Frank- practiced with and apart from the rest of the Wah-Wah-Tah Shees. They were sawmill workers at the mill of Salliotte and Raupp and they worked twelve hour shifts as raftsmen, riding the Rouge River outside of Detroit. Every day, dressed in their working clothes – red shirts, blue jean overalls and heavy boots-they wrestled logs into the Rouge River, created timber rafts, and shoved and guided them to their destinations up and downstream. They floated logs to the Raupp sawmill on Ecorse Creek. The brothers earned an area-wide reputation for their strength, endurance and love of French songs and French

partying. They were so widely respected for their skill that the members of the Ecorse Rowing Club implored the Montie brothers to come and row with them permanently. Such founding members of the Wah-Wah-Ta Sees as Charles Tank, the Beaubien brothers and Frank Salliotte convinced the Montie brothers that their strength and skill would make the club a winner. The Montie brothers did not know anything about strokes or the science of rowing, but their hands-on rafting experience had helped them develop great stamina. They could row all afternoon without getting out of breath and still sing their French songs, tell stories and celebrate their victories. When General Russel A. Alger presented the Wah-Wah-Ta-Sees with the best shell obtainable, the Montie brothers and other members spent many long afternoons rowing on the Detroit River.

As far back as 1875, the Montie boys began rowing on the Detroit River in a ten oar barge. Winning from all other teams in the neighboring country villages the four brothers rowing in a shell, began to look around for larger game. They raced the Northwestern and National teams at St. Clair in August 1888, and made a mile and a half straight away in 6:32. The Montie team won the Russel House Cup in 1881. The first real race that the Montie Brothers rowed took place at the Aragon Club in New York. They competed in a four oar shell that was extremely popular at the time and they won. Later they acquired a ten oar barge and this is the barge that the Ecorse men used to enter and win the Northwestern Amateur Rowing Association race at Bay City in 1880. The winning crew consisted of Will Montie, bow; John Montie; G. Beaubien; G. Sanch; Bob Montie; H. Seavitt; W. McLeod; M. Bourassa; H. Labadie. E.J. Montie pulled oars in the race and W.A. Ferguson served as coxswain.

From this crew the Montie brothers organized the legendary four oar crew that went on in later years to defeat all competition. In 1882, the Wah-Wah-Tah-See Club entered the six oar barge race held in connection with the Northwestern Regatta and they won this race also. The winning crew included Phillip LeBlanc; G. Reach; Louis Seavitt; M. Bourassa with Ted Ferguson as coxswain. They covered the two-mile course in the extraordinary time of 13 minutes, 57 ½ seconds.

Also in 1882, the Montie's Wah-Wah-Tah-Sees teammates Charles Tank, Frank Seavitt, Lou Champaign and Elmer Labadie organized a crew and from 1882 until 1887, they rowed and won several races. Other Ecorse men who rowed during these years and established records for the Ecorse Club included Theodore Bondie, Alfred Beaubien, Charles Sesyer, Bill McGullen, Bill Clement, George Clark, Alex Beaubien, Henry Lange, Gus Gramer, at times keeper of the Mamajuda and Grassy Island lights, and Mark Bourassa. These men rowed in fours barges and entered both junior and senior races.

In 1884, the Montie brothers rowed in the Regatta against such experts as the Excelsiors and the Minnesotas. After being beaten the first day of the Regatta when a broken rudder made their boat unmanageable, they came back on the second day to win the Regatta with a time of six minutes and 57 5/8 seconds for a one and one-half mile straightway course, nearly one minute faster than the record.

The Hillsdale Club having won all the championships of the East had come to London and cities of the old world where they took first prize in all races. When they returned to the United States they were challenged by the Montie Four. The next year on July 29, 1885, the Monties pitted their rowing skills against the Hillsdales in the Belle Isle Regatta. The Hillsdales had just won

the Canadian Henley Regatta held at St. Catharines, Ontario, and crowds cheered them all along the Detroit River. The Wah-Wha-Ta-Sees nominated the Montie brothers to row against the reigning champions. The three contenders lined up at the starting line-the Montie brothers, the Hillsdales and the Centennials. The starting gun retorted and the Monties shot their Alger shell ahead of the Hillsdales, leaving them trailing ten feet.

At the turn in the course, the Montie brothers were two lengths ahead and rowing at the unprecedented stroke of sixty to the minute. The endurance of the Frenchmen enabled them to hold that phenomenal stroke to the end of the race. They finished four lengths ahead of the Hillsdales and nearly a half mile ahead of the Centennials. Lige Montie summarized the race in his own words when he exclaimed that he and his brothers had “beat de Hillsdales dat was just back from Hingland.”

One person on shore was certain as fog on the Ecorse, Rouge and Detroit Rivers about the outcome of the race. Old Alec Cicotte, John’s father-in-law (John married Eliza Cicotte and raised a family of three sons and two daughters) who had almost reared the boys from babyhood knew how strong and skillful they were. The story, probably embellished from telling and retelling but containing a kernel of truth, has it that when the Montie brothers won, old Alec sang and danced on the shore of the Ecorse River until he dropped from exhaustion.

On the day after the race, the four Monties were back on the Rouge River, wearing their blue-jean overalls and attending to their logging. On Sundays they would sit around old Alec Cicotte’s place near the Rouge River, wearing their Sunday clothes, their coats covered with medals. They won many other races, but they enjoyed talking about the one where they beat the Henley champions who had just returned from “Hingland” the most.

The Montie brothers traveled all over the United States and out of 33 races, lost only twice.

John Baptiste Montie, 57, worked as a blacksmith. He and his wife Axie, 56, had a large family. According to the 1880 census they had five sons and a daughter. Elijah, 27, William 23, John, 21, and Francis J. 19, and Albert, 15. Emma was 17. The Montie sons were pioneers in the Ecorse Boat Club. He is buried in St. Francis Xavier Cemetery.

Gustav Raupp

Gustav August Raupp was born on August 2, 1847 in Baden-Wurttemberg, Germany. His father Matthias and his mother Celina Ellen Piette Raupp, came with his family to America in 1851, and settled at Brooklyn, New York, where his wife died in 1870, leaving four children, William, Mathias, Gustave, and Herman. William enlisted Co. H, 6th Michigan Infantry, reenlisted and died in Fort Donaldson in 1864. Gustave married Selina Peyette in 1884. They had two children. He held the office of town treasurer one term and supervisor, two terms. In 1877 he established the business firm of Salliotte & Raupp, lumber dealers and manufacturers of stave and hoops. Salliotte & Raupp did an extensive shipping business, employing some 100 to 150 persons.

Many of the older houses in Ecorse, Wyandotte and the rest of the Downriver area feature huge timbers and intricate wood floors that would cost thousands of modern dollars to duplicate. The wood for these century-plus old houses came from Michigan's north woods where husky lumberjacks felled virgin white pine trees and floated the logs down streams and rivers to the Detroit River and up Ecorse Creek to the Salliotte& Raupp saw mill.

Ecorse historian Al DuHadway wrote a column about the Salliotte&Raupp mill for the Mellus Newspapers in the 1970s. He said that Oliver Raupp, one of Gustave's sons lived in Wyandotte and showed him four photographs that an obscure, talented photographer who called himself W.J. Watson had taken in the 1880s. Using the cumbersome camera and glass negatives of the time to make pictures of the mill operation, Watson produced clear images of a long forgotten Ecorse industry.



Alexis M. Salliotte and Gustave Raupp joined forces in the 1880s to run the Salliotte& Raupp mill at a profit. The mill was strategically located on the banks of Ecorse Creek. From after the Civil War until about the 1880s, Michigan enjoyed a timber boom, supplying almost all of the lumber used in the United States.

After lumberjacks cut down the trees, they were loaded on huge log rafts that were towed down Lake Huron from Alpena and Bay City into the Detroit River and up Ecorse Creek to Salliotte&Raupp's saw mill. Men worked the saws continuously to fashion the pine logs into finished lumber. This gigantic lumber production resulted in equally gigantic piles of sawdust and wood shavings along the banks of Ecorse Creek. DuHadway talked to veteran employees of

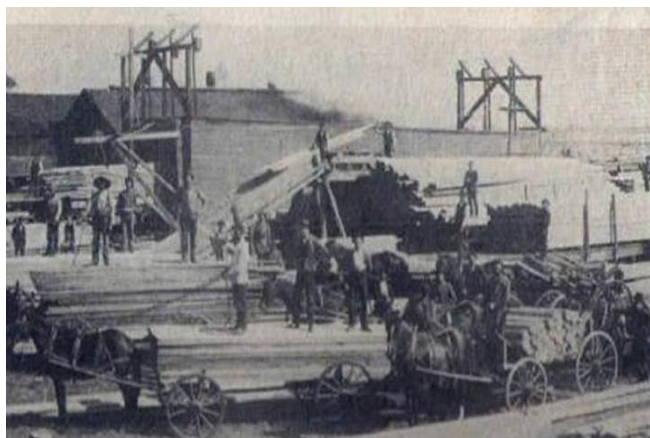
the Evans Motor Sales Auto Dealership that occupied a sales room on Jefferson. They recalled that the Dealership had been built over mounds of sawdust from the mill.

After the lumber was sawed and smoothed into logs, it was loaded onto boats and shipped to Detroit. In Detroit the lumber was loaded onto railroad freight cars and sent to communities all across the country. If the timber was consigned to local communities, it was loaded into wagons pulled by teams of horses and oxen and hauled out onto the Mill road into present day Lincoln Park, Southgate, Allen Park and Taylor to be used in constructing homes and businesses.

In his column DuHadway said that the old Mill Road came to be called Mill Street because of these lumber days and not because of the Michigan Steel Corporation which wasn't built on Mill Street until 1924.

Gustave Raupp was not a wealthy man when he emigrated to Ecorse from Germany, but he was far-sighted and ambitious enough to establish a sawmill on the banks of Ecorse Creek during the Michigan timber boom. He was also astute enough to enter a partnership with Alexis M. Salliotte. In today's dollars Alexis Salliotte would be a millionaire and by 1870's standards he was a wealthy man. He owned extensive timber stands near Ashley, Michigan and took full capitalistic advantage of the lumber boom. When the boom ended in the late 1880s, Salliotte and Raupp dissolved their partnership, but Gustave Raupp continued to operate the mill. After he died in 1923 his sons ran the business for several years. Then in 1929, a spectacular fire that burned out of control for nearly 24 hours destroyed the mill.

Besides the houses that their timber built, street names in Ecorse and Lincoln Park are visible survivors of Salliotte and Raupp's legacy. For many years the home of Alexis Salliotte with its round-towered rooms, cupola, and Victorian gingerbread stood as an Ecorse landmark on the corner of Southfield and High Streets, but it was torn down in the 1970s and replaced with an apartment complex. Two Ecorse streets – Alexis and Salliotte-were named in memory of Alexis Salliotte, who also served as the first village president of Ecorse when it was incorporated in 1902. There is a Raupp Street in Lincoln Park and Gustave Raupp is also remembered as a founding member of the Ecorse Boat Club. Mill Street which runs through Ecorse, crosses River Drive and continues into Lincoln Park is a reminder of the days when horses pulling heavy wagon loads of wood for houses plodded down its length to new home and business sites.



Michael P. Roulo

Michael P. Roulo was born January 12, 1847. He married Annie Peltier in 1869. When he died on February 17, 1905, his obituary read:

Michale P. Roulo of Ecorse Died Yesterday. He filled Many Public offices.

Michael P. Roulo, 57 years old, a well-known resident of Ecorse died at his home early yesterday morning after a lingering illness of about a year. An autopsy performed at his request, revealed that death was due to kidney and liver trouble. Mr. Roulo formerly conducted a livery business at the corner of Woodward and Selden Avenues in Detroit, but was forced to give it up several years ago on account of failing health. He then took up his residence in Ecorse where he was prominent in Democratic circles and he held every office in the Township. He served two terms as Registrar of Deeds in Wayne County.

He leaves besides his mother who is over 80 years old, three daughters , Mrs. Mary Chevalier of Detroit; Mrs. Walter Perry of Wyandotte; and Grace who resides at home. He leaves one son, Stanley, of Ecorse.



His funeral took place at St. Francis Xavier Church of Ecorse and he is buried in St. Francis Xavier Cemetery, Ecorse.

Alexis M. Salliotte



Alexis M. Salliotte was born in Ecorse Township in 1837. His father, Moses Salliotte, was born at Ecorse in 1806. His mother Charlotte Cook Salliotte was born at Yorkshire, England. They had seven children. The grandparents settled at Ecorse in 1800. Alexis married May Rousson in 1867, who was born at Ecorse. They had nine children. Mr. Salliotte, in 1845, kept a grocery and general supply store. In 1859, he manufactured boots and shoes. In 1877 he became a member of the firm of Salliotte & Raupp, engaging in lumbering and the manufacture of staves. In 1879 the mill was destroyed by fire, and a new steam saw and planing mill was erected with capacity of 50,000 feet in ten hours. They also had mills at Ashley and Lansing, Michigan, and were extensive shippers of pine lumber. Mr. Salliotte served as town treasurer one term, town clerk two terms and postmaster 16 years.

Joseph Salliotte

Joseph Salliotte, merchant and proprietor of the Ecorse flour mills, was born in 1840. He was the son of Moses and Charlotte Cook Salliotte. His mother died in 1856; his mother was born at Yorkshire, England. Joseph's grandparents settled at Ecorse in 1800. His grandfather died in 1816, his widow in 1862. Joseph married Mary Moran, in 1862, who was born in Ireland. They had five children. He engaged in the butchering business in 1862, and in 1882 opened a general grocery and supply store. In 1884 he built his steam flour mill, roller process and was also engaged in farming. He served as the Justice of the Peace for eight years.

Ellis “Duke Underill- the Good Will Ambassador of Ecorse



Ellis “Duke” Underill loved life and its many activities, but above all he loved Ecorse. When he died on Sunday, July 15, 1973, at age 81, his family honored his last request and buried him in tiny Ecorse Cemetery, owned by St. Francis Xavier Church.

Duke founded Underill Associates in the early 1920s, was a former official of the village and township of Ecorse and through the years served as the official Goodwill Ambassador of Ecorse, an honor conferred by the mayor and city council.

Active in many organizations, he was a charter member and past president of the Ecorse Kiwanis Club, member of the Grosse Ile Golf and Country Club, Ecorse Rowing Club, American Legion, Marine Corps League, Zion Lodge One, F. and A.A. Detroit Consistory Mosel Temple, Downriver Shrine Club. As a charter member of the Ecorse Kiwanis Club, Duke was one of its organizers in 1927.

For more than two decades he was known for his hunting and fishing explorations and appeared on the George Perriot and Mort Neff television shows to describe his world travels.

He was often described as the most avid fisherman in Ecorse, who would travel to the ends of the world to fish for fighting trout. He and fifteen fellow fishermen went to the Bear Lakes area of the Arctic Circle in Canada’s Northwest Territories in 1963 to hunt and fish and he and Mort

Neff went fishing in Chile. Trophies from his hunting and fishing expeditions decorate the walls of Underill Associates.

In 1939, after four terms as treasurer of the township and two years as treasurer of Ecorse village, Duke retired. He said at the time of his retirement from public office, "I am retiring from public office but not from public life. Ecorse and Ecorse Township will always remain for me a mighty fine place to live and work."

Duke was born in Syracuse, New York on July 10, 1892, and came to Ecorse as a boy. He served with the Marine Corps during World War I. After the War, he returned to Ecorse and worked in the real estate and insurance fields. Around 1920, he founded Underill Associates and operated it until his retirement in 1968. From that office over the years, Duke and his associates handled the insurance needs of banks, corporations, municipalities, and school districts. When he retired, he sold his business to his brother-in-law and longtime associate Frank Butler, but continued to visit the office.

Mayor William W. Voisine first gave Duke the title of Goodwill Ambassador for the city of Ecorse and he held that title until he died. Many times as he appeared on television to talk about his hunting and fishing experiences, he would also boast about Ecorse, calling it "the greatest little city in the world."

Before he died Duke requested that he be buried in Ecorse Cemetery. His family granted his request. His tombstone reads: "Gone Fishing."

Silent Story Tellers- St. Francis Xavier (Ecorse) Cemetery

By Kathy Covert Warnes



St. Francis Xavier Cemetery is a prime example of a cemetery that began its life far out in the country, but after years of Ecorse village and city growth, people and houses eventually surrounded it. Today it is a square of grass and grave markers in the middle of rows of houses and between two busy city arteries, Jefferson Avenue and Southfield Road.

Father Gabriel Richard founded St. Francis Xavier parish as a mission of Saint Anne's Church in Detroit for the early Catholics of the Downriver area. The only Catholic priest in Michigan Territory from 1806 to 1821, Father Richard pastored about 500 families spread out along the eastern shores of the Detroit River, Lake St. Clair and Lake Huron from Ecorse to Port Huron.

When he was not saying Mass and fighting sin, Father Richard explored Wayne County. In fact, he was one of the earliest explorers of Wayne County. On January 15, 1818, Wayne County was platted and by 1826, Governor Louis Cass had divided it into townships. In 1827, Detroit, Springwells, Hamtramck, Monguagon, Brownstown, Plymouth, Huron, Bucklin and Ecorse Townships were created. For generations, the French and Native Americans had called a

small river flowing into the Detroit River, Ecorces, after the white birch and other bark of the trees along its banks. Ecorces means river of bark and soon the township and the small village adjoining the creek were called Ecorse. Another part of the Ecorces story says that the Huron Indians wrapped the bodies of their dead in white birch bark and set them adrift toward paradise in their bark canoes.

As one of Detroit's early historians, Clarence Burton noted in his *The City of Detroit, Michigan, 1701-1922*, that the first settlers in Ecorse Township were French. For many years before the first white settlers came to Ecorse and Wyandotte Indian villages occupied the banks of Ecorse Creek. Important Indian trails intersected where Ecorse Creek meets the Detroit River and they led from the village of Ecorse in various directions. Indian tribes, including Huron and Ojibway, held councils on the banks of Ecorse Creek. Pontiac called several Indian tribes together near Ecorse Creek in the spring of 1763 to plan his war against the white man, and the echoes of war drums from this council reverberated far beyond the small village and township of Ecorse.

Michigan histories state that Ecorse was established on a Wyandot (earlier called Huron by the French) Indian camping site and burl ground at the end of the War of 1812, but Father Richard's records indicated that Ecorse began nearer to Cadillac's founding of Detroit in 1701.

Clarence Burton compiled a list of men who came to Detroit with Cadillac and rented land from him. Cadillac's rental land included tracts extending as far as fifteen miles down river as well as within the city limits. This range included the present day Downriver communities of Ecorse, Wyandotte, and Trenton. Historian Burton titled his list "Detroit's Original Colonists." Number eighteen on the list is Michel Campo (Campau) who rented land from Cadillac on March 10, 1707, for five livres (worth about twenty cents) and six sols and paid ten livres for other rights. Number sixty on the list is Jacques Campo, who on March 1, 1709, rented land from Cadillac at four sols and paid ten livres for other rights. The Campau name occurred frequently in St. Francis Xavier Cemetery. Number 22 on the list is Francois Bienvenue, dit De L'isle, who on March 10, 1707, rented land for three livres and paid ten livres for other rights. Burton noted that "many descendants of De L'isle still live in and around Detroit and that they generally go by the name of Delisle."

A walk through St. Francis Xavier cemetery reveals that the Delisle family has a military representative there. Oliver Delisle's stone says that he was a member of Company C, but the rest of the information is buried in the ground. The historical record shows that Oliver Delisle, age 36, was a member of the First Michigan Cavalry from Monguagon – Ecorse-Trenton.

Number 38 on Cadillac's list is Martin Srier, who on March 10, 1797, paid three livres rent and ten livres for other rights. Nicholas Rivard afterwards bought his parcel of land from Srier. The Rivard family is represented in St. Francis Xavier Cemetery as well. Angelique Rivard died in 1968 at 81 years of age. Louise Rivard, mother, was born in 1873 and died in 1956 and Paul Rivard, father, was born in 1872 and died in 1935.

The history of St. Anne's Parish in Detroit emphasized the intermingled American-Canadian nature of the settlements along the Detroit River. The settlers arriving after 1749 "were granted

strips of land along both sides of the strait. There was no distinction then between the Canadian and American sides of “Le Detroit.”

In a 1749 Proclamation, Governor Galissonniers of New France referred to the Canadian side as the south side and the American side as the north and the literature of the period reflects this distinction. Soon, Detroit began to resemble an agricultural community. The land grant terms and settlement prefigured the Homestead Act of the Civil War era in America by a century and was mostly responsible for the rise of Detroit’s population to about 500 by 1755.

By the mid- 1770s, some 400 mostly French families lived on “French ribbon farms” extending Downriver to Ecorse and beyond. The farms were called ribbon farms because everyone’s land started at the Detroit River and extended back so that each farmer could take advantage of the water frontage. Ribbon farms also provided land owners mutual protection for the Indians and their raiding parties. When Father Richard took his census in 1808 and again in 1832, Ecorse was a thriving farm village. French descendants of Cadillac’s company lost their control of the fur trade, but these families – including the Labadies, Campaus, Rosseaus, Bondies, Goodells and Riopelles- remained the chief landlords and founding families of Ecorse.

French Land Claims in Ecorse

The French land claims of Wayne County illustrate that many French and a few other ethnic pioneers were settling in Ecorse several years before the War of 1812. Andre Visger filed Claim 121 of 250.82 acres on June 8, 1808 in Ecorse. Arthur Visger, possibly his grandson, who was born in 1891 and died in 1943, is buried in St. Francis Xavier Cemetery.

Louis Leduc filed Claim 496 for 221.72 acres in Ecorse in 1808. His descendent Anna, Aurelia and Jacob repose in St. Francis Cemetery.

Charles Labadie filed Claim 25 for 197.80 acres on July 16, 1807 in Ecorse.

On November 26, 1807, Ambrose Riopel filed Claim 61 for 430.26 acres of land in Ecorse.

On December 26, 1807, Marianne Delille filed claim 74 for 106.67 acres of Ecorse land.

Charles Campeau filed claim 84 for 169.44 acres of Ecorse land on December 30, 1807.

The heirs of Joseph Bondi filed Claim 92 for 68.33 acres of Ecorse land on January 29, 1808.

All of these families are represented in St. Francis Xavier Cemetery.

Father Richard’s pioneer worshippers at St. Francis Xavier met in the home of the Leblanc family which was located between what is now Leblanc and White Streets on present day Jefferson Avenue in Ecorse. Father Charles DePreitre, the first resident pastor, was a nephew of Bishop Lefevere who had come to Detroit as a seminarian and was ordained there on May 31, 1848. Father DePreitre served as pastor of St. Francis Xavier until 1870, and also acted as a mission priest of parishes in Wyandotte and Trenton in Wayne County and Newport in

Monroe County. Father Louis Baroux became St. Francis Xavier pastor in 1871 and remained there until 1882.

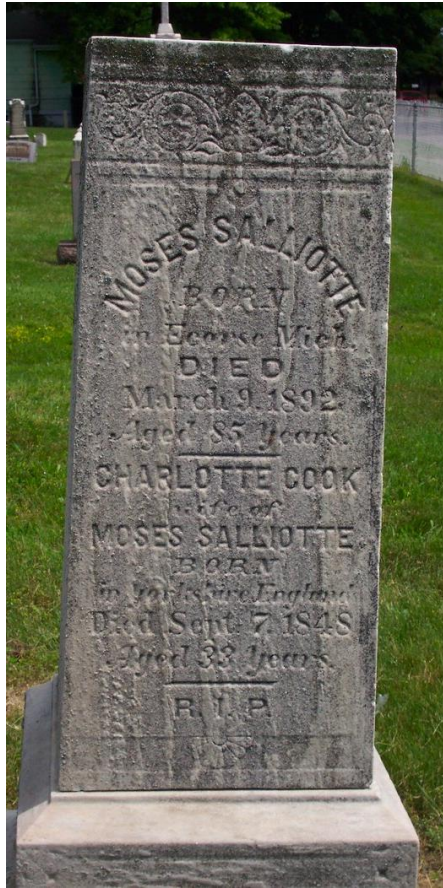
Father Richard had the last ecclesiastical laugh on one of the French families represented in St. Francis Xavier Cemetery. On December 8, 1820, during the presidency of James Monroe, Father Richard took his seat as the delegate from Michigan to the Eighteenth Congress. He was the first priest ever elected to Congress, but that distinction did not prevent him from becoming embroiled in a complex court case when he returned to Detroit.

The suit involved one of his parishioners, Francois LaBadie, who had divorced his first wife living in Montreal and remarried. Father Richard considered this second marriage adulterous. With the blessing of his bishop, Father Richard excommunicated Francois LaBadie. LaBadie sued and the court decided against Father Richard who was fined 1,116. Father Richard refused to pay and a long series of legal entanglements continued for years, ending only when Father Richard died.

Although Father Richard is not buried in the churchyard of his mission church, the descendants of Francois Labadie repose there. The Labadie family is one of the founding families of Ecorse and Charles, Henry, John, Alexander, Elizabeth, Florence and Michael are just a few of the Labadies in St. Francis Xavier Cemetery.

Louis Bourassa filed Claim #83 for 68.88 acres of land in Ecorse on December 30, 1807. At least fifteen of his descendants are buried in St. Francis Xavier Cemetery. Baptiste Rousson filed claim #85 for 70.68 acres in Ecorse on December 30, 1807. His descendants Clarence, Simon, Simon W. and Velera are buried in St. Francis Xavier. Angelique Cicot and children filed claim #114 for 385.82 acres in Ecorse on May 26, 1808. At least thirteen of her family rest in the cemetery.

The first St. Francis Xavier Church, the one originating the pioneer cemetery, was built on High Street in 1882. Father John Van Gennip served as a pioneer pastor and the parish record states that on May 20, 1882, Reverend J.T. Van Gennip blessed a cemetery known as Ecorse Cemetery, with a potter's field in the northeast corner.



Even though the cemetery wasn't blessed until 1882, church records indicated that the first burial in St. Francis Xavier Cemetery took place in 1848, when Charlotte Cook, wife of Moses Salliotte, was laid to rest on September 7, 1848. Only 33 years old when she died, Charlotte was born in Yorkshire, England. Moses Salliotte also rests nearby. His epitaph reveals that he died on March 9, 1892, at age 85 years. He was born in Ecorse, Michigan, and was one of the earliest settlers in the territory.

Father Van Gennip's tombstone can be found in St. Francis Xavier Cemetery. His stone reveals that he was born on July 2, 1818, and he died on September 9, 1889. It is noted on his tombstone that he was pastor of St. Francis Xavier Church. He was born in Heeze, Holland, on July 2, 1818, and he died in Ecorse on September 3, 1889.

The Bondie or Bondy name is also prominent in St. Francis Xavier Cemetery. Antoine Bondie and a host of other Bondy names appear on weathered markers. According to the historical record, Teresa Saliot Bondy should be there, but her marker has not survived. Perhaps weather or vandalism have shattered or buried the traces of her tombstone. Teresa Saliot was the daughter of John Saliot and Mary Magdelene Jourdain. She was born on September 9, 1782, and she married Dennis Bondie who was born on January 26, 1779, in Sandwich, Ontario.

Teresa was buried on February 9, 1858, at St. Francis Xavier Cemetery in Ecorse. Teresa's sons and daughters married into the Navarre and Leblanc families who are also well represented in St.

Francis Xavier Cemetery.

The Campau family might have originated in LaRochelle, France, before early Campaus immigrated to Canada and then to Detroit. A June 1750, document describes Jacques Campau Senior as “a habitant living at Detroit.” The History of Wayne County states that Jacques’ children were “respectable citizens, honest and industrious people who left good names behind them when they died.”

Nicholas Campau was born to Jacques and Cecilia at the Niagara portage in July 1710. He became known as Nicholas Campau dit Niagara, because he was born at Niagara. Nicholas Niagara took charge of the Jesuit Mission’s farm on September 1, 1748, agreeing to share all produce with the mission fathers. In exchange, the mission furnished the seed, livestock and 150 livres to build a house and stable.

On July 11, 1751, Father de la Richardie wrote that “Nicholas Campeau, otherwise called Niagara, shall at the end of his lease return the seed which Father de la Richardie and he have agreed upon consisting of 15 minots of wheat, 6 of oats, and 5 of pease, less a quarter of a livre. The whole is to be taken from the share of the said Niagara.”

In September of 1751, a man by the name of Mr. James took over the mission farm, but the mission farm was not the only land that Niagara owned. On May 28, 1759, his widow, Agathe, as her children’s guardian, sought permission to sell land from Nicholas’ estate. His daughter Angelica Campau married Anthony Louis Decomps dit Labadie. After Angelica died, Anthony took a Chippewa consort, and later married Charlotte Barthe Reaume. From these relationships Anthony fathered 23 children.

The Campau plot in St. Francis Xavier is well populated. Louis Campau, 80 years old, died in July 1850 in Ecorse Township of old age. One of his descendants, another Louis, born in 1867 and died in 1939, rests in St. Francis Xavier. Ades was the wife of Alexander and came to the cemetery in 1923.

Alexander Campau, born on September 7, 1843, lived to a respectable age. He died on August 24, 1940. Archibald Campau died on October 26, 1897, at the age of 89 years.

Bettie Campau was only a year old when she died on March 10, 1924, being born on October 6, 1923. Francis Campau is one of the older generation. Her stone is broken off, but it records her death date as October 8, 1859.

The Reaume branch of the Campau family tree is also represented in St. Francis Xavier Cemetery. Arthur and Sarah Reaume as well as Nellis, Elroy and Adeline Campau repose there.

The date disparity between the first burial in St. Francis Xavier-Charlotte Salliotte in 1848- and Father Gennip’s blessing of St. Francis in 1882- indicated that Saint Francis Xavier was growing along with Ecorse. Although St. Francis Xavier Cemetery had been established primarily as a church burial ground, if a family owned a plot it St. Francis, the family could permit anyone to be buried there even if they lived out of the parish. This paved the way for as diverse a cemetery

population as existed in the living population of the village of Ecorse.

Multi-Cultural Population

The families of St. Francis Xavier and of Ecorse at large did not escape the reality of the Civil War and these families are also well represented in the cemetery. Louis L. Beaubien does not have a Grand Army of the Republic (GAR) marker on his grave, but he belonged to the 24th Michigan Infantry, Company F. His wife, Rachel A., 20 years younger, is buried beside him.

Elijah Goodell, son of another of the founding families of Ecorse is also a Civil War veteran. He is buried in St. Francis Xavier Cemetery and so is Frank Metty of Co. D., 11th Michigan Infantry. Pascal Odette was 24 years old when he joined Co. H of the 14th Michigan Infantry and Antoine Salliotte also fought with Company H of the 14th Michigan. Anthony Reno served with Co. F of the 24th Michigan Infantry.

After the Civil War as America bustled toward the Twentieth Century, the population of St. Francis Xavier Cemetery reflected the ethnic diversity of the village. French, English, Polish, Scottish and other immigrants replaced the simple wooden crosses of the church graveyard with more substantial brick and marble markers and family plots as their footholds in America grew firmer.

The ethnic mix of Ecorse changed from mostly French families with a sprinkling of Irish and English to a potpourri of European flavorings with a foundation of French families. This change is evident in the family plots of Saint Francis Xavier Cemetery with late Nineteenth Century dates. A sampling of the names included George and Elizabeth Babik and family, Albert and Mary Antaya, Mary Bogswacz, John and Catherine Carmody, Flitzpatrick, Flanagans, Adam and Eva Karmet, Benjamin and Cora Sutherland, Josef Wurmlinger, Catherine Wuk and Joserian Zolynska.

French and other ethnic families still came to decorate graves and to pay yearly pilgrimages to the memories of their ancestors. As they picnicked on benches, lounged on blankets spread of the carpet of green grass and soaked up sunshine, visitors in 1881 may have gossiped about A.E. Riopelle and Mrs. Lambton. Riopell's wife and children and their families rest under cemetery monuments, but A.E., suitably perhaps, does not.

Around November 12, 1880, A.E., who operated a grocery business in Ecorse until a fire burned him out, disappeared into the wilds of Detroit. Local newspapers reported that people from Wyandotte and Ecorse spotted him, but he did not come back home to his wife and three children. A woman by the name of Lambton also left town and did not return, and rumors circulated around town that the two had run away together.

Mrs. Riopelle and her children moved from Wyandotte to her father's house on a farm about three miles from Ecorse. The newspaper concluded the story by saying: "For the sake of decency and good morals as well as the good name of both parties, we hope there is not truth in the report, but it is a rumor nevertheless which circumstances at present seem to corroborate."

On November 19, 1880, the local newspaper noted that Mr. Richard Montie had taken in a good many borders since keeping the Eight-Mile House – eleven last week. Richard A. Montie was born on February 6, 1855, and was about 25 years old when the newspaper recorded his boarders and the fact that he operated an inn. He had many years of inn keeping ahead of him because he didn't die until July 4, 1946. Richard C. Montie, his son, born in 1881, died in 1927, nineteen years before his father died. Richard's mother, Eliza, was born on Christmas Day 1857, and died on February 9, 1931, according to their St. Francis Xavier tombstones.

The 1870 Census Index of the Library of Michigan shows that Emanuel or Edmund Visger, a fifty year old farmer, lived in Ecorse Township. Living with him were 24-year-old Philisa, keeping house, Charles 11, and Henry 9, at school. Another Visger, Jame, 44, is listed as a farm laborer. Just to confuse matters, it appears that he has a forty-year-old wife, Philis, keeping house, and several children, including sixteen year old Caroline. The St. Francis Xavier Cemetery records a Phillis Visger, who died on October 25, 1864, at age thirty-three years.

St. Francis Xavier Cemetery is the final resting place of several veterans of World War I and World War II. Joseph P. Airola, who was born in 1895 and died in 1955, served as a private first class in Company L of the 333th Infantry in World War I. Arnim Allen was a sergeant in the Trench Mortar Battery of the 5th Division, and Daniel M. Roberts was a private first class in Co L of the 39th infantry. Peter Joseph Sehoyan was a corporal in Hq Det. 12 Eng. in World War I.

Second World War veterans include George J. Babik who served in the Army, Walter Holzhueter who served in the Navy, and Alvin M. Labadie who was a saddler in Troop F of the 16th Cavalry. Kenneth Sisco was a TECS 1623 Service Unit in World War II and Mathew John Sillane died on February 26, 1941, when he was a private in the 308 Am. Tn. 83rd Div.

Dates on a few other stones indicate that the men buried there could have died in Vietnam and Korea, but there are no flags or markers to affirm this, and there are no records to check for accuracy. In the 1970s, St. Francis Xavier Church decided to turn over the maintenance of the cemetery to the City of Ecorse and also surrendered the cemetery records. In the 1980s, during a time of severe financial problems, the city stored records in the basement of the municipal building and they were destroyed in a flood. The lost records did leave the statistical legacy that there are approximately 2,500 burials in St. Francis Xavier Cemetery, but when Leonard Montie read and transcribed the surviving stones in 1979, only 600 remained.

St. Francis Stories

Jo Santoro Cialkowski grew up in Ecorse and graduated from Ecorse High School in 1936. She also grew up in St. Francis Xavier Church and recalled Memorial Days in Ecorse. "We children were given flags to place on the servicemen's graves in the ancient St. Francis Xavier Cemetery," she recalled. She remembered the long walk of twelve blocks from her home to the church and the long walk from the church to the cemetery.

Checking the newspaper file of the Ecorse Advertiser in the Ecorse Public Library is a fascinating, although painstaking way of discovering the dates and stories of some of the people in Saint Francis Xavier Cemetery. The Ecorse Advertiser of Thursday, October 5, 1950, carried

the obituary of Eliza J. Riopelle, widow of Charles Riopelle. They both rest in St. Francis Xavier Cemetery. Eliza died at her home on Jefferson Avenue at the age of 88 and funeral services were held at her home. Although she was born in River Rouge, she had lived in Ecorse for over sixty years.

Eliza had not been well for a number of years and ill-health prevented her from attending the funeral of her son, Frank, in July 1950. She also outlived another son, Joseph, and a daughter May LeBlanc. Frank and May are also buried in St. Francis Xavier Cemetery.

The gravestones of Arthur, Elsie, and Michael Flanagan pose some puzzles. Michael or "Mickey" Flanagan was born in 1920 and died in 1942, when he was twenty-two years old. It is possible that he died in World War II, but since there isn't a flag on his tombstone, there is no way to tell that for certain without tracing him through military records. Arthur J. Flanagan was born in 1913 and died in 1950. An obituary in the Ecorse Advertiser noted that Arthur Joseph Flanagan (spelled with an i instead of an a) 36, of White Street in Ecorse, died on June 8, 1950, in Spokane, Washington, where he had gone a month before for his health. He was an inspector at the Murray Corporation.

His funeral services were held from the Gallagher Funeral Home and St. Francis Xavier Church and he was buried in St. Francis Xavier Cemetery.

His wife, Elizabeth, survived him as did three sons, Arthur, David, and Michael and two daughters Ceclia Ann and Patricia. Four brothers: Paul, Victor, Cletus and Patrick, and three sisters out lived him as well. Arthur was the son of William Paul Flanagan who is also buried in the family plot.

The same issue of the Ecorse Advertiser sheds some light on the legacy of an Ecorse citizen whose parents Clariss and Nelson Vellmure are buried in St. Francis Xavier. Ecorse became an incorporated village in 1903, and in 1914, Fred Vellmure was elected to the Ecorse School Board. For thirty six consecutive years until he retired in June 1950, he played a central role in the development of the Ecorse school system.

When Fred Vellmure was elected in 1914, Ecorse had a single school building which in 1950 was known as School Humber One. During his long tenure in office, he witnessed the construction of four additional school buildings and an extension of school facilities which brought the Ecorse school system to a high standard.

The Ecorse Advertiser said of him: "His wise counsel, his keen interest in education and his ambition to provide Ecorse children with the best possible educational opportunities have had a profound effect on the community."

Always keeping the expanding needs of the Ecorse school system in mind, Fred prepared to meet any of these needs. He believed in economy, but not at the expense of education. The Ecorse Advertiser concluded: "His presence and advice on the school board will be greatly missed. Probably never again will a man in Ecorse serve longer than Mr. Vellmure. Few will surpass his love of achievement. No one will ever gain greater respect. His was a job well done."

Father Gabriel Richard's Legacy

The descendants of Francois Labadie who had won the court case against Father Gabriel Richard, represented the Labadie family in St. Francis Xavier Cemetery throughout the Nineteenth and into the Twentieth Centuries. A Twentieth Century Francis Labadie served on the Ecorse City Council the 1950s. One night in June 1950, he proposed a smoke abatement ordinance to correct a situation in the north end of the city. Labadie as chairman of the Ordinance committee conferred with City Attorney Earl Montie in preparing an ordinance. The Ecorse Advertiser said that a uniform smoke abatement ordinance for the entire metropolitan area had been under advisement for a long time. Labadie felt that the time had come to take some action and true to his family tradition, he acted for the betterment of Ecorse.

Both Harry and Richard Labeau have Woodman of the World Memorials in St. Francis Xavier Cemetery. These monuments alert historians to the fact that these relatives, perhaps brothers, were members of this Fraternal Organization and were buried in the prescribed Woodman tradition. Harry C. Labeau was born in 1883 and died on October 28, 1916. The Woodman markers are distinctively engraved and set apart from the markers of the rest of the Labeaus in their plot.

The LaClair monument in a nearby square of plots has lambs and hearts carved on the tombstone. These illustrate the point that tombstone art for children is especially poignant. Frank J. LaClair was born in 1879 and died on October 28, 1886 at the age of seven. A cherub points to heaven from the front of his grave stone.

Peter LaClair was born in 1881 and died on May 15, 1896 at age fifteen. Walter LaClair was born in 1893 and died on October 28, 1904, when he was just eleven years old. He died on the same day, seven years later, as he brother Frank. On each of their tombstones is etched the message: "Son of Dennis & Ellen LaClair."

The tombstones of Frank, Peter, and Walter do not tell any more details of their lives, but the lambs and the stark dates illustrate the tragedy of their deaths.

The Bufords also have symbols carved on their tombstones. Isaac who was born in 1863 and died on April 2, 1868, at age five, has a praying angel. Felix Buford who was born in 1850, does not have an angel, but he was only eighteen when he died on October 14, 1868. Joseph Buford who does have an angel was only two days old when he died on October 21, 1868. Taday Buford, born in 1845, was just 26 years old when she died.

The cluster of deaths suggests that perhaps Taday died in childbirth, along with her baby. Or perhaps the Bufords died in one of the periodic epidemics of fever or contagious diseases like typhoid or measles. The Mortality Schedule of 1850 deaths in Wayne County shows that 1850 turned out to be a deadly disease year for Ecorse Township. William Allen, 50 years old, born in England but now living in Ecorse Township died in September 1850 of bilious fever. Daniel and Michael Beclair, both born in Canada but living in Ecorse Township, died within a month of each other in 1850. Twenty-five-year-old Daniel died in September 1850 of bilious fever and

twenty-year-old Michael died in August 1850 of cholera. Angel Bourassa, 22 years old, of Ecorse died in June 1850 of enteritis. The next generations of her family are buried in the Bourassa family plot in St. Francis.

Helena Clark, 37 years old, died in Ecorse Township in March 1850, in childbirth. Later generations of the Clarks are represented in St. Francis Xavier Cemetery, including a five month old anonymous Clark who was the daughter of Henry and Lucy Clark.

In January 1850, Joseph Goodell died in Ecorse Township of whooping cough when he was just three years old. In February 1850, Felix Leblanc died in Ecorse Township of diarrhea. One month old Julia M. Comfort of Ecorse Township died in September 1850 of diarrhea and Francis Delisle, one year old, also died of diarrhea in September 1850. Joseph Mortulan, three years old, died of brain fever in September 1850 in Ecorse Township.

A video memoir called “A Day in Ecorse 1947,” also highlights the St. Francis Xavier families. The Rotary Club of Ecorse produced the video in 1947 as a business promotion and longtime Ecorse residents Andre Mourguet and Morris “Sandy” Blakeman narrated it. Some of the people, places and things captured in the video are Tommy Salliot’s Band, Eberts Bar and Underill Insurance Agency. A glance at the St. Francis Xavier Cemetery Record reveals at least 15 Salliottes and generations of the Eberts family. August and Elizabeth Eberts died in 1938 and 1917, respectively. John Eberts died at age 89 in 1890, and Louise Eberts lived from 1820 to 1901. Mary Eberts lived from 1874 to 1955 and Sarah, the daughter of Joseph and Mary Eberts, died on October 11, 1880.



Ellis “Duke” Underill of Underill Insurance Agency rests in St. Francis Xavier. Duke was born in 1892 and died in 1973. His wife Ferne Underill was born in 1898. For forty years Duke operated an insurance agency in Ecorse. He belonged to the Ecorse Businessman’s Association and contributed heavily to the health and wealth of the community. The “Gone Fishing” inscription on his tombstone testifies to his love of the outdoors and outdoor sports like fishing and hunting.

“A Day in Ecorse, 1947,” preserved a picture of Butch Montroy on film. Montroy was a fireman whose family is well represented in St. Francis Xavier Cemetery. Jean Maurice, fire chief, stands in the Ecorse fire station and his parents, Celine and Joseph, rest in St. Francis Xavier. Duke Underill is also pictured in the video in one of the natty suits that were his trademark.

Ormel Goodell is also represented in the video. Born in Ecorse in 1897, Ormel was the son of Sophie and Frederick Goodell and a grand grandson of Civil War veteran Elijah Goodell, who rests in St. Francis Xavier Cemetery. Elijah settled in Ecorse in 1797 when the area was still known as New France. He and his descendants established two sizable farms in Ecorse and several in other Downriver communities.

Saint Francis Xavier Cemetery is part of Father Gabriel Richard and the French, English, and other ethnic families who built Ecorse. It is part of the little girl who used to walk by the cemetery on the way to her grandmother's house in the late 1950s. It is part of her memory of standing at the fence and reading the names and inscriptions on the tombstones and wondering about the people and their stories and the history of Ecorse.

Sandy Blakeman interviewed Ecorse real estate developer and insurance man Don Dodge in the 1950s. Don Dodge traced the history of Ecorse back to the early French settlers. He said that "it was no accident that the pioneer Frenchmen selected Ecorse as a site for settlement some 250 years ago."

The Detroit River offered the only means of transportation for these early settlers and they were the first to see the River's potential that has since made the Downriver area one of the greatest industrial centers in the world. Dodge prophesied for Ecorse, "I can visualize ships from the far corners of the earth loading and unloading at our waterfront. I can see the manufactured products made by our neighbors being shipped from our own port to every country of the world."

His prophecy has come true and the pioneers resting in St. Francis Xavier Cemetery built the foundation for the growth and endurance of Ecorse.

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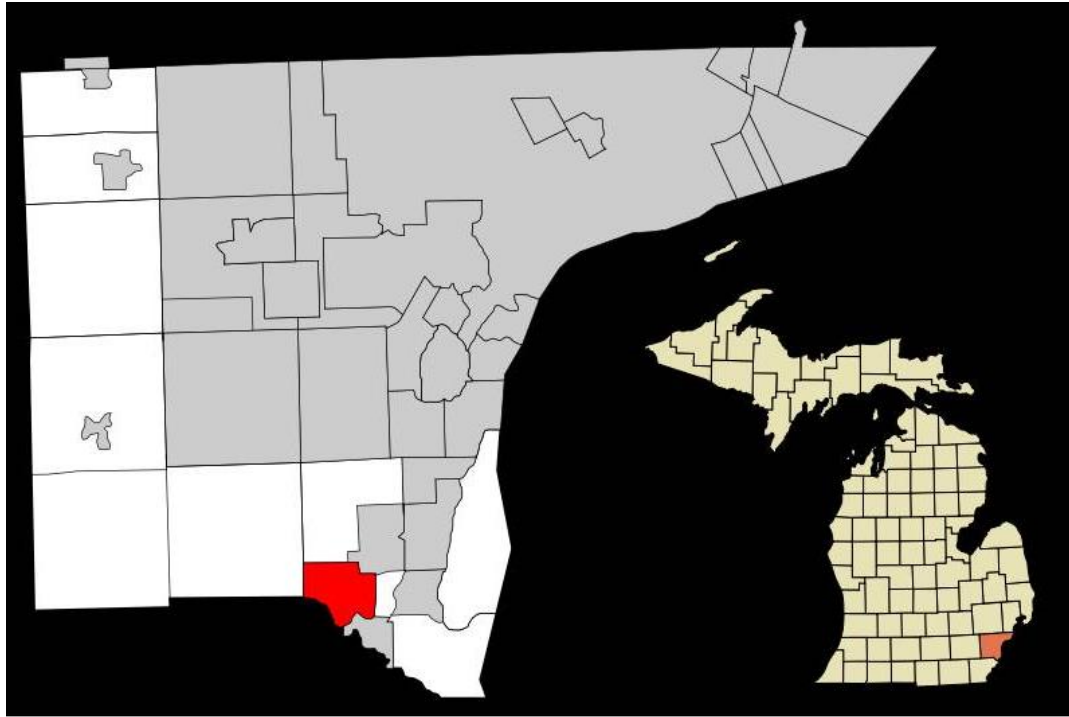
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Chapter 4 - Flat Rock



[The City of Flat Rock Official Website](#)

[Flat Rock Historical Society Website](#)

Flat Rock began when Native Americans including Huron, Potawatomie, Seneca, Wyandot, Shawnee and other Algonquian peoples created villages to blend with surrounding forests of oak, beech, hickory, elm, and maple trees near limestone rock outcroppings along on the south side of the sparkling Huron River, filled with sturgeon, pickerel, pike and bass.

French Catholic Father Dilhet and later his English Methodist counterpart Reverend J.B. Finley were among the first to convert Native Americans to their version of Christianity and ease open the door for white settlement around the Wyandotte reservation. In 1798, French priest Father John Dilhet wrote of the outcroppings as “the Grosse Roche,” which eventually became known as the smooth or Flat Rock. Reverend Finley described his December 14, 1823 arrival at the eight section Wyandotte Reserve “as a colder day I hardly ever experienced.”

In a [Treaty](#) dated September 20, 1818, the Wyandotte tribe of Indians ceded to the United States government all of the rights to a tract of land in the village of Brownstown and the other to the village of Maguagua, on the whole not containing more than five thousand acres of land. Two tracts of land were reserved for the Wyandotte tribe and their descendants for fifty years.

As soon as the United States Government settled the Treaty, a land office opened in Detroit and Solomon Sibley bought 330.93 acres of land out of the Detroit office. Michael Vreeland and his

five grown sons, who were some of the first Europeans to arrive, settled Flat Rock between 1811 and 1820. In 1824, Michael and Jacob Vreeland bought 800 acres and the villages of Vreeland and Smooth Rock were platted on part of their land in 1838. The post office was known as Brownstown for many years, and in its early days was called "Smooth Rock."

In 1825, the Erie Canal completion made traveling to the west by water possible for many people and countless numbers of them, especially those from New York, settled in Michigan. By 1828, Flat Rock featured four stores, two saw mills, a wood carding and flour mill, and 250 permanent residents. The settlement served farmers from the surrounding area as a market and supply center. In 1834, Jacob Vreeland platted the settlement as Vreeland and a legislative act of March 6, 1838 changed the name from Vreeland to Flat Rock.

In their *History of Wayne County and the City of Detroit, Michigan*, published in 1930, Clarence and Agnes Burton described Flat Rock as located 23 miles southwest of Detroit's business center in Brownstown Township. Situated on the left bank of the Huron River, the village later became a station on the Detroit, Toledo & Ironton railroad and a shipping point for the plentiful agriculture products of the Huron Valley.

The Burtons noted that the first settlement in Flat Rock was established in 1824 and its founders called it Vreeland and then Brownstown. The settlement grew rapidly and was incorporated as the village of Flat Rock on July 5, 1925 and. in 1926, the village incorporated additional land. In 1930, Floyd Brant was the president of Flat Rock and M.F. Keenan was clerk.⁹

In 1838, Jacob and Curran Vreeland built the Huron Valley Mill, the first grain and lumber mill at Flat Rock, using the mill stones they had brought from New York. They kept it in the family until November of 1871. By the time M. H. Mettler bought the Huron Valley Mill in 1871, it had developed into a fifty-barrel mill. In 1858, J.A.B. Wolvin built the Flat Rock Mills and by October 1871, G.W. Mettler & Son were operating it for custom work. Both mills used the Huron River for power. Descendants of Michael Vreeland still live in the town and attend Flat Rock public schools.

Other pioneering eyes were opened to the potential of water power. An April 3, 1838, legislative act incorporated the Gibraltar and Flat Rock Company, including B.B. Kercheval, Joshua Howard, Phineas Davis, Enoch Jones, James H. Forsyth, Peter Godfrey, Harry Conant, Charles Noble, and other interested parties. The Gibraltar and Flat Rock Company incorporated to build a city at the mouth of the Detroit River and at Flat Rock on the Huron River, and to improve the Gibraltar Harbor at the mouth of the Detroit River. The Act also enabled the Gibraltar and Flat Rock Company to build piers, wharves, warehouses, and other buildings and improvements and to build a canal to connect the village of Flat Rock to the city of Gibraltar as well as building a

⁹ Clarence and Agnes Burton *History of Wayne County and the city of Detroit, Michigan*. Chicago: S.J. Clarke, 1930.

branch canal from Gibraltar to Ypsilanti. A supplementary Act of April 17, 1839, increased the Gibraltar and Flat Rock Company's capital to one million dollars, and it actually spent about \$100,000 on its projects but the canal was never finished. By 1840, the canal project had collapsed along with the dreams of large population and unlimited prosperity for the village. In 1880, Flat Rock boasted a population of 373, a well-managed brick school costing \$12,000, and a public hall seating about 1,000. In 1923, Flat Rock was incorporated into a village and it became a city in 1965.

Utilizing the water power of the Huron River, Henry Ford established the Ford Motor Company Lamp Factory along its banks in 1925. A grass airfield called the Nan-Bar Airport, named for the owner's daughters Nancy and Barbara, occupied Flat Rock from the 1930s until the early 1960s. Nan-Bar Airport functioned as an accessory airfield for the Naval Air Station Grosse Ile during World War II when Navy pilots used it for short field landing instruction and emergency landings.

The Priest and the Preacher – Flat Rock

French priest Father Jean Dilhet set out from Detroit in 1798 to locate at the Raisin River and to organize a parish with specific boundaries. The boundaries were designated as Lake Erie on the East, River Ecorse on the north, the Pacific Ocean on the west, and Vincennes on the south.

On his way to the Raisin River, Father Dilhet described the country he travelled through in his journal and noted the settlement called "Grosse Roche," named after the limestone rock outcropping on the south side of the Huron River.

The Church directed Father Dilhet to exhort and instruct the people in the region, and make them tractable and docile to the voice of the priest. He was to destroy the spirit of faction reform their morals, and root out scandals like drunkenness, and the selling of strong drink to the Indians. He had to restrain their love for amusements, carousing, and excessive dancing. The Church exhorted him to reform them to Christian modesty, inspire them with zeal for the Christian education of their children, and make them punctually assist at the Church services, prayers and sacraments, and observe the laws of abstainers and fasting.

He confessed his trials with his parishioners to his journal, noting that "it might be said that they were practically savages. The riotous happenings during Mr. Burke's time had inspired them with a hatred of restraining influences and authority. Often I was obliged to suffer contradictions and persecution at their hands. With time and by kindness I succeeded in winning them over and made even the leaders of the factions acknowledge their wrong-doing. Yet they were exasperated to see me advance step by step towards the reformation of abuses. They were roused to further violence toward me when they realized the shame of public reparation which they themselves had determined to make. As abuses disappeared, the number of worthy parishioners increased, and the Lord gave me greater grace to bear the trials sent me by hell, of which certain parishioners were the instruments and agents, unconsciously perhaps, but in the end religion gained the mastery over their hearts."¹⁰

¹⁰ Beginnings of the Catholic Church in the United States: Being Etat de L'eglise Catholique Ou Dioces Des Etats-Unis de L'Amerique Septentrionale. Jean Dilhet, Salve Regina Press, 1922

Less than three decades later, another clergyman, this time the Reverend J.B. Finley of the Methodist-Episcopal Church, described another mission, this one west of the present village of Flat Rock. Reverend Finley wrote that the church should properly be called the successor of the Huron or Wyandotte Mission which had been originally organized to benefit the Wyandotte Indians living on a reservation on the Huron west of the village of Flat Rock.

In his *History of the Wyandotte*, Reverend Finley wrote that late on Sunday, December 14, 1823, he and his party arrived at the Huron River on the Wyandotte Reserve of eight sections. Describing the Huron River as being just fordable and frozen on both sides, he said that he and his companions dismounted, took out their tomahawks and cut the ice. Then they jumped their horses down into the water and remounted and rode to the ice on the opposite shore. There they sat on their horses and cut the ice, even though the water was more than waist deep.

Reverend Finley wrote that “I think a colder day I hardly ever experienced.”

He said that after staying in the water nearly half an hour, he and his companions got on the ice and were not out of the water ten minutes before their clothes were frozen stiff. They had two miles to go before arriving at any house. They set off at full speed and arrived at the residence of their friend Honnis at sundown, where they were cordially welcomed. The weather had prevented them from arriving on Saturday as they had planned, and since they had arrived on Sunday, Reverend Finley sent word through the village that he would preach with his brothers Mononcue and Grayeyes exhorting. Several people were moved by his preaching and on Monday morning, the new converts formed a class of twelve members, the first Indian class formed in Michigan Territory.

After Reverend Finley’s first visit, church services were regularly held at the mission and the Ohio Conference in Columbus in October 1825, appointed Reverend Finley to take charge of the mission. As well as maintaining the spiritual welfare of the Indians, Reverend Mr. Finley and the itinerant ministers who succeeded him ministered to the early white settlers. On May 3, 1835, the first Methodist Episcopal Church Sunday School in Flat Rock, and the first in Wayne County outside of Detroit, was organized. ¹¹

¹¹ [History of the Wyandottes](#)

The Flat Rock Hotel, Growing and Changing with the Village



The Flat Rock Hotel-Flat Rock Historical Society

The 1863-1864 Michigan State Gazetteer shows that David Wallace operated a residence, grocery and general store on the corner where the Flat Rock Hotel later stood, and William Walters owned a hotel and livery stable. By the 1867-1868 issues, the Michigan State Gazetteer showed that William Walters owned a livery stable and a shingle mill, but no longer a hotel. William Hooper was listed as the owner of a hotel and a stave dealer.

1863-1864. William L. Walters. Hotel and livery stable

1867-1868- William Hooper, Hotel and Stave Dealer

1873. William Munger is listed as a hotel proprietor

1875-Hooper's Hotel, W.H. Hooper proprietor

1877- Hooper House, Elizabeth Hooper, proprietor

1879-Grove House, Robert M. Gray proprietor. Morey's Fine Brick Block. \$8,000.

1887-1888- Edward P. Shellenberg, proprietor Flat Rock Hotel

1893-1894-Lorenzo Ferstle, proprietor, Flat Rock Hotel

1896-Lorenzo Ferstle

1903-Lorenzo Ferstle-Pat Diekman saloon keeper

1908-Flat Rock Hotel, Oscar W. Smith, proprietor

1921-1922 Oscar Smith Proprietor¹²

According to the Flat Rock Historical Society, Lorenzo Ferstle, a hotel man, moved his family into the Wallace house, torn down the Walters store and built a brick hotel. Detailed in Italian block marble, the hotel was finished in October 1896.

Frank and John Marks bought the hotel in the early 1900s, and Pat Diekman managed it. In 1906, Oscar Smith and his wife and daughter traveled to Flat Rock from Detroit in a horse and buggy and bought the hotel. Oscar Smith and his wife Gertrude Bergmooser Smith, grew up in Carleton, but they moved to Detroit after they were married.

At this point in its history, the Flat Rock Hotel had a wooden porch and balcony that covered the front of the building. A livery stable stood behind the hotel and behind the livery stable, stood an ice house. A well stood next to the porch of an attached white house which served as an office for the livery and feed stable.

Before Henry Ford's automobile transformed transportation, a livery stable was the focal point of a tavern or hotel. When salesmen came to Flat Rock, they stopped at the Flat Rock Hotel overnight and the next day, they hired a horse and buggy to make their sales rounds. Later in the century, a bus service ran from Flat Rock to Rockwood and from Rockwood, travelers could link with bus and rail transportation from Detroit to Toledo. Flat Rock also had train service.

Through the years, its owners and managers made changes to the Flat Rock Hotel to reflect the changing times and tastes of its guests. Originally, the hotel had eleven bedrooms. The front room on the north side of the building's main floor served as a family parlor. Guests took their meals in the dining room behind the parlor. The hotel served three meals. Breakfast, dinner at noon and supper in the evening. Dinner and supper were open to the public as well.

The original hotel building did not have bathrooms upstairs, although after water came to Flat Rock in 1924, bathrooms followed shortly thereafter. A ladies' room was located at the end of the hall from the front door, and a men's room off of the bar. Former laborers who worked under the hotel said that a cistern was located under the southwest corner that later was converted into a coal bin. Oscar Smith also created a partial basement under the building.

The Flat Rock Hotel also accommodated the Brownstown offices, and many Flat Rock fraternal organizations were created within the hotel walls. In 1926, a community band also began its musical life at the Flat Rock Hotel.

¹² Michigan State Gazetteer, Designated Years

When Oscar Smith died in January 1945, he left the Flat Rock hotel to his two children, Esther Smith Lezotte and Walter Smith. In 1952, the porch and balcony were removed when Telegraph Road was widened, drastically changing the profile of the hotel.

Lorenzo Ferstle



Lorenzo Ferstle was born August 10, 1840 in Germany, and he died on October 13, 1918 in Toledo, Ohio. He served in Company D of the 10th Michigan Infantry in the Civil War.. He was married to Theresa and their children included Daniel, John Joseph, Celia, and Leander John. He and Theresa are buried in Oakridge Cemetery, Woodhaven

Flat Rock Business and Commerce 1863-1864

The Michigan State Gazetteer of 1863/1864 said that Flat Rock was a township and post office of Wayne County, 26 miles south of

Detroit, in which is situated the villages of “Black Rock” (later Flat Rock) and “Gibraltar.” Brownstown post office is situated in the former village, two and a half miles north of the northern division of the Michigan Southern and Northern Indiana

Railroad. The township has an excellent soil and is well cultivated. Population, 1,600.¹³

List of Professions, Trades, etc.

William Aspinwall, hotel.

George Carson, justice of the peace.

Lewis Chattendon, grocer.

John Cone, justice of the peace.

Richard Flint, carpenter.

Freeland Garretson, boot and shoe maker.

Garret Garretson, boot and shoe maker.

Mrs. Garretson, milliner.

Enos Harnden, cooper

William H. Hooper, stave dealer.

Albert Hosmer, Jr., lawyer. Buried in Oak Forest Cemetery.

Henry Lawrence, carriage maker.

William S. Lawrence, carriage maker.

Hiram W. Lobdel, physician.

Flat Rock Business and Commerce – 1867-1868

By 1868 the Michigan State Gazetteer for 1867-1868 reported that Brownstown Township contained the villages of Flat Rock and Gibraltar, and the township office of Brownstown was located Flat Rock. Flat Rock also contained six stores, two churches, two flour mills, a hotel, and a variety of shops, mills, factories, and professions. Brownstown Township population was 1,500 and the population of Flat Rock was 500.

Township officers were: John Hitchcock, supervisor. Cyrus Styles, clerk. Marie Worden, treasurer.

The nearest shipping point was Huron Station on the Detroit, Monroe, and Toledo Railroad, two miles away. Stages ran three times a day.

Henry B. Merryll, carriage maker.

John Miller, justice of the peace.

Willet S. Morey, general store.

Romeyn B. Murray, lawyer.

Reverend James Nall -Congregational

John L. Near, physician.

William Osborn, blacksmith.

Benjamin W. Pierson, carpenter.

Joseph A. Pierson, general store.

Russell Ransom, general store.

Charles Sherburn, blacksmith.

Seward W. Vreeland, flouring mill.

Reverend Thomas Waklin -Methodist

David Wallace, general store.

William L. Walters, hotel and livery stable.

Marcus Warden, mason

¹³ [Michigan state gazetteer and business directory for 1863/4.](#) Charles F. Clark, Detroit, publisher, 1863/4.

Flat Rock Professions and Businesses

Chapin & Vreeland, general store

Clark, general store

James Farnham, boots and shoes

Freeland Garretson, boots and shoes

Mrs. Garretson, milliner

Garrett Garretson, boots and shoes. He is buried in Oak Forest Cemetery.

William H. Hooper, hotel and stave dealer

Oscar Herryman, carpenter

Henry B. Lawrence, carriage maker

W.F. Lawton & Co., general store

Hiram W. Lobdell, physician

Reverend Meecham, Congregational

Henry B. Merrel, carriage maker

R.B. Murray, justice of the peace

Benjamin W. Pierson, carpenter

Joseph A. Pierson, general store

Russel Ransom, general store

Charles Sherburn, blacksmith

Charles Sherwood, blacksmith

Styles & Burton, flouring mill

William Thorn, general store

Steward W. Vreeland, flouring mill

William Voylan, physician

William Walters, shingle mill and livery stable

Marcus Worden, mason¹⁴

¹⁴ [Michigan state gazetteer and business directory for 1867/8. Charles F. Clark, Detroit, publisher ,Michigan State Gazetteer, 1867-1868](#)

Flat Rock Business and Commerce-1877

The Michigan State Gazetteer of 1877 described Flat Rock as being situated on the Canada Southern Railway, 24 miles south of Detroit, in Brownstown Township in a good agricultural section of Wayne County. The Huron River furnished water power. Two flouring mills, one stave factory, one saw mill and one bending mill were the chief manufacturing interests. There were Baptist, Methodist and Congregational Churches. Lumber timber, staves, truss hoops, and farm produce were shipped. Flat Rock had a population of about 800 people. There was a daily mail delivery and Russell Ransom was postmaster.

Flat Rock Business Directory

I.A. Arzeno, general store

Fred Burden, carriage maker and horseshoer

Reverend William Buxton, Baptist

L.J. Chadderdon, news depot

C.A. Chamberlin, hardware

T.W. Dickinson, manager, stave factory

John Edwards, carriage maker

Isaac F. Force, sawyer

F. Garretson, township clerk

Garretson Brothers, boots and shoes

Reverend Alexander Gee – Methodist

Hooper House, Mrs. Elizabeth Hooper,
Proprietor

Jacob Hoover, photographer

William Lawrence, carriage maker

Mrs. Win. Livingston, dressmaker

H.W. Lobdell, M.D., druggist. He is buried
in Oakwood Cemetery, Flat Rock

M.H. Metier, flouring mill

W.A. Metier & Son, flouring mill

Samuel Moore, grocer and express agent

C.G. Munger, general store

Reverend Robert Parsons, Congregationalist

Joseph A. Pierson, general store, notary
public and insurance agent

Mrs. J.A. Pierson, millinery and hair goods

F.S. Porter, watchmaker and jeweller

A.R. Reading, meat market

John Romine, bending works

Charles Shurben, blacksmith

G.B. Smith, blacksmith

Charles Stoflet, saloon

Jacob e. Vreeland, justice of the peace

James Vreeland, saloon

Arthur Wagar, boots, shoes, and harness

Mrs. J.A. B. Wolven, grocer¹⁵

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¹⁵ [Michigan state gazetteer and business directory for 1867/8. Charles F. Clark, Detroit, publisher](#)
,Michigan State Gazetteer, 1877

Flat Rock Business and Commerce- 1887-1888

The Michigan State Gazetteer of 1887-1888 said that Flat Rock was founded in 1824 and originally incorporated as Brownstown. Besides a Methodist, Baptist, and Congregational Church, the village built a capacious public school building built at a cost of \$12,000! It boasted an opera house with a seating capacity of 1,1000, and a newspaper. Two flouring mills that produced their power from the Huron River were the only industries, but the Gazetteer said that the abundance of water power in Flat Rock afforded a good opening for manufacturing.

The village had a telephonic connection with Detroit, Toledo, Monroe, Jackson, Vienna and other places in the reach of the Michigan Bell Telephone Company. Flat Rock had a population of 300 people. Cornelius G. Munger was post master.

Fred Burden, blacksmith and wagon maker

Lewis Chadderton, news depot

Clinton A. Chamberlin, hardware

Edwards & Shove, John Edwards, David Shove, blacksmiths and wagon makers

Henry Egabroad, publisher Flat Rock Journal

Daniel Estes, carpenter

Flat Rock Gymnastic Club Robert Turner, president; W.S. Morey, secretary

Flat Rock Hotel, E.P. Shellenberg, proprietor

Flat Rock Journal, Henry Egabroad, publisher

Freeland Garretson, justice of peace, notary public and insurance agent

Mrs. Lilly E. Garretson, milliner

Henry Gordon, music teacher

Benjamin Hall, lumber

Henry Harriman, florist

Chesley C. Hitchcock, general store

Albert Hosmer, Attorney at law, late clerk of the Circuit Court and proprietor of the Huron Hotel

Huron Hotel, Albert Hosmer, proprietor

William H. Lawrence, blacksmith

Marvin Lennox, barber

John H. Lobdell, physician, druggist and proprietor Lobdell's Opera House

John I. Loss, carpenter

Mrs. Marietta Loss, dressmaker

G.W. Metier & Son. George W. and Curtis L. flour and planning mill.

Marshall H. Metier, flour mill.

Charles E. Miller, cider manufacturer, two miles east

Willet S. Morey, general store

Mrs. Margaret Morrissey, carpet weaver

Cornelius G. Munger, general store. He is buried in Oak Forest Cemetery.

Thomas M. Munger, deputy sheriff

John L. Near, physician. He is buried in Oak Forest Cemetery

William Northrup, painter

Reverend Robert Parsons, Congregational

Joseph A. Pierson, insurance

Mrs. J.A. Pierson, milliner

Henry W. Potter, music teacher

Seneca S. Potter, furniture

William S. Potter, carpenter
C.G. Munger, agent public telephone station
Andrew R. Reading, meat market
Arthur B. Reeves, harness maker
Francis Rice, justice of the peace
James L. Rowley, railroad and express agent
Edward P. Shellenberg, proprietor Flat Rock Hotel
Charles Shurben, blacksmith
Samuel F. Smith, cider manufacturer
William Speicher, harness maker
Alpheus S. Stoddard, shoemaker

Charles Stoflet, saloon
Mrs. Jane Thorn, dressmaker
Dr. Robert Turner, druggist
Jeremiah Van Riper, painter
Wayne County Bending Works, J.A.B. Wolven, manager
John Wells, farm implements
Mrs. Mary Wells, carpet weaver
Marcus Worden, plasterer¹⁶

Michigan State Gazetteer -1893-1894

The Michigan State Gazetteer of 1893-1894 described Flat Rock as a “stirring village,” which enjoyed the advantages of Baptist, Congregation, and Methodist churches, and a commodious school building. Flat Rock was a shipping point for wood, timber, and farm produce, and it had a saw mill, a creamery and two water powered flouring mills. The population was 600 and Chesley C. Hitchcock was the postmaster.

George Beaubien, barber
Samuel Beaubien, livery
Frank T. Bondy, justice
Josephine Bromeley, artist
Fred Burden, carriage and wagon manufacturer
Reverend W.C. Clemo, Methodist
Thomas D. Cooke, justice of the peace
Joshua Cushman, drayman
Mrs. Lillie DeLang, music teacher
Lottie De Long, dressmaker
Herman Diekmann, proprietor, Huron Valley Roller Mills.
Reverend John S. Edmunds, Congregational

¹⁶ [Michigan state gazetteer and business directory for 1887/8. Charles F. Clark](#)

Lorenzo Ferstle, proprietor, Flat Rock Hotel

Freeland Garretson, justice and insurance

Garry Garretson, painter

Garretson & Stoflet- Mrs. Lillis E. Garretson and Miss Emma Stofelt, milliners

Benjamin Hall, lumber

Elizabeth Harriman, dress maker

Oscar Harriman, carpenter

Chesley C. Hitchcock, general store

Albert Hosmer, lawyer

Huron Valley Creamery. Incorporated May 1892. Capital \$4,300 . Henry L. Stoflet, president; Samuel F. Smith, Henry P. Ervin, secretary.

Huron Valley Roller Mills, Herman Diekmann, proprietor

Henry P. Irvin, thresher

August F. Limbright, jeweller

Wesley B. Littlefield, harness maker

Louis T. Longprey, hardware and farm implements

G.W. Metier and Son – George W. and Curtis L., saw and flour mill

Reverend John Millen, Baptist

Charles E. Miller, cider mill

Reverend Lewis H. Moon, Methodist

Willet S. Morey, general store

Cornelius G. Munger, grocer

John L. Near, physician

Harriet Peters, boarding house

William J. Porter, basket maker

Seneca S. Potter, furniture and undertaker

Andrew R. Reading, baker

Frank Rice, justice

Isaac Robinson, tin ware and notions

Abraham Scherer, mason

David E. Shove, carriages, harness, etc.

Mrs. Charles Shurben, carpet weaver

Samuel F. Smith, cider manufacturer

S.F. Smith and Sons, general store- Samuel F. and Thomas D. Smith
Alfred Stoddard, shoemaker
Minor D. Strang, agent L.S. & M.S. Railway and U.S. Express Company
Dr. Robert Turner, drugs
Jeremiah Van Riper, painter
Vreeland and W. Seward, charcoal manufacturers
Willis Wagar, deputy sheriff
William L. Walters, horse dealer
Andrew Weber, shoemaker
John Welle, farm implements
John W. Stiles, justice of peace
O.J. Wells, millwright
A.S. Wight, constable ¹⁷

Michigan State Gazetteer - 1903

The Michigan State Gazetteer of 1903 stated that Flat Rock featured Baptist, Congregational, German Lutheran, and Methodist Churches. It was on the Toledo, Monroe & Detroit Interurban line and was a station on the D.S. Railway. Wesley B. Littlefield was postmaster. The Gazetteer fixed the Flat Rock population at 600.

Bank of Flat Rock. Capital \$5,000. Delbert H. Power, President. James W. Losee, vice president. Guerd H. Retan, cashier.
George Beaubien, barber
August Bontie, brick manufacturer
DeWitt C. Brown, carpenter
Fred Burden, carriage maker.
Alfred Carter, furniture, under taker and paints.
Willet Chamberlain, agricultural implements.
Lillie De Log, music teacher.

¹⁷ [Michigan state gazetteer and business directory for 1893-1894 Charles F. Clark, Detroit, publisher](#)

Sol De Long, leader cornet band
Patrick Diekman, saloon
William Douglas, meats
Charles Felt, market gardener
Lorenzo Ferstle, hotel
Flat Rock Cornet Band, Sol DeLong, leader
Goss –principal of school
Mrs. Elizabeth Harriman, dressmaker
Oscar Harriman, carpenter
Dr. Philip F. Hasley, drugs
Chesley C. Hitchcock, general store
Reverend John F. Hutchinson, Congregational
August Limbright, jeweller
Wesley B. Littlefield, postmaster and justice
John H. Lobdell, physician
Louis Longprey, hardware
Frank Metcalf, fruit grower
G.W. Metler and son – George W. and Curtis L. - flour and saw mills
Charles E. Miller, cider manufacturer, 2 miles south
Willet S. Morey, general store
Cornelius G. Munger, general store
Reverend Robert Parsons, Congregational
Florence Paton, teacher
Isaac Robinson, junk
Reverend Scott, Baptist
David E. Shove, blacksmith
Robert Turner, physician
Albert Upham, lumber
Lottie Vreeland, dressmaker
Albert Wagar, thresher
Jacob J. Wahl, saloon and implements
Reverend Henry Wicke, German Lutheran

Reverend Williams, Methodist Episcopal¹⁸

Michigan State Gazetteer- 1907-1908

The 1907-1908 Michigan State Gazetteer stated that the first settlement was made in Flat Rock about 1824 and that it was originally incorporated as Brownstown. The population of Flat Rock was 600 and Wesley B. Littlefield was postmaster.

Bank of Flat Rock. Capital \$5,000. Delbert H. Power, president. James W. Losee, vice president. Guerd H. Retan cashier.

George Beaubien, barber.

Henry J. Bonte, brick manufacturer.

De Witt C. Brown, carpenter.

William Bryant, grain elevator.

Fred Burden, carriage maker

J.F. Burness, vet surgeon

Alfred Carter, furniture

Chamberlain Corn Stubble Cutter Company. John Chamberlain, manager.

John Chamberlain, cattle breeder, west 2 miles.

Willett Chamberlain, agriculture implements

Charles Chamberlain, paper hanger

Reverend Ainge Clement, Methodist Episcopal

M.W. Covert, principal of school

Lille De Long, music teacher

Sol Del Long, music teacher

William Douglas, meats

James D. Douglas, poultry breeder

Flat Rock Hotel, Oscar W. Smith, proprietor

Oscar Harriman, carpenter

Philip Haslov, physician

Chesley C. Hitchcock, general store

Rev. John Hutchinson, Congregational

Charles Jubenville, hay

¹⁸ [Michigan state gazetteer and business directory for 1903, Charles F. Clark, Detroit, publisher](#)

August K. Limbright, jeweller
Wesley R. Littlefield, postmaster and justice
John H. Lobell, physician
Louis Longprey, hardware
Frank Metcalf, fruit grower
Curtis L. Metier, flour and saw mills
Milk Station Detroit Creamery Co. James Broughton Jr. manger
Charles E. Miller, cider manufacturer
A.J. Milton, poultry dealer
W.S. Morey Co., general store. W.D. Cochran, manager
Cornelius G. Munger, general store
Charles Nastali, shoes
John C. Near, township treasurer
Pacific Express, G.H. Simmermon, agent
Gilbert M. Pennock, lumber and builders
Guerd Heton, township clerk
Isaac Robinson, junk
David E. Shove, blacksmith
Gail H. Simmermon, railroad and telegraph agent
Oscar W. Smith, proprietor Flat Rock Hotel and Livery
Charles D. Stoilet, thresher
A.F. Story, ice cream parlor
Charles Strewing, fruit farm
Reverend Fred Townsend, Methodist Episcopal
Albert Upham, lumber
Lottie Vreeland, dressmaker
Albert Wagar, thresher and supervisor
Delbert I. Wagar, honey
Jacob J. Wahl, saloon
George Welle, agricultural implements
Western Union Company, G.H. Simmermon, manager

Williams Bros. Company, canners ¹⁹

Polks Michigan State Gazetteer and Business Directory, 1921-1922

Polk's Michigan State Gazetteer and Business Directory, 1921-1922 profiled Flat Rock as a village with a population of 525 people located on the Huron River, 23 miles southwest of Detroit. There were Congregational, Lutheran, and Methodist Churches and a handsome and commodious school building built at a cost of \$18,000 and a bank. A weekly newspaper, the Huron Valley Sentinel, Express and telephone connections, and a daily auto bus line to Rockwood for a 25 cent fare made communication and transportation easier for Flat Rock residents. Alfred Carter was postmaster.

F.M. Bennett, handle manufacturer
Paul Bennett, confectioner
Boulevard Dairy Company, butter and cheese
Charles Brandes, blacksmith
Bryant Brothers, coal and grain
Bunte Bros – Henry and George – brick manufacturers and general store
Emil Bunte, notions, crockery and wall paper
Fred Burden, farm implements
Alfred Carter, postmaster and undertaker
Alfred R. Carter, hardware
John Chamberlain, cattle breeder
Detroit Creamery
Detroit Pneumatic Chuck Co. John C. Near, president. Henry J. Bunte, secretary treasurer
Flat Rock Auto Paint Shop. Charles Perry, W.F. Conway, auto tops and painters
Flat Rock Hotel. Oscar W. Smith, proprietor
Flat Rock Milling Company, Lowell Harrington, proprietor
Flat Rock Motor Sales Company. George W. Van Riper, Walter Wright, autos
Philip Hasley, physician and drugs
Huron Valley Sentinel. Weekly. James E. Mote, proprietor
John H. Lobdell, physician and drugs
John B. Longprey, general store
Frank Metcalf, fruit grower
James E. Mote, proprietor Huron Valley Sentinel
The Munger Company, general store
Richard Oestrike, agricultural implements and autos
F.J. Orton, railway and express agent
Schaefer & Kuehl. David Schaefer and William F. Kuehl. Agricultural implements
Carl Spoehm, meats

¹⁹ [Michigan state gazetteer and business directory for 1907-1908. Charles F. Clark, Detroit, publisher](#)

State Savings Bank. Capital \$21,000. M.S. Walker, Cashier
Charles Strewing, fruit grower
M.S. Walker, State Savings Bank
Lawrence Whipple, express and hay presser²⁰

Henry Ford in Flat Rock

Marshall Evening Chronicle

November 24, 1924

Carleton. A special election is to be held here on December 22 for a \$35,000 bond issue to pay for installation of a water system. The plan to be voted on calls for piping of the water supply from the Ford Motor Company waterworks at Flat Rock, seven miles north of here.

The Ford Lamp Factory Complex

As an overall strategy, Henry Ford planned to decentralize production by building plants in rural areas and he decided to build a lamp factory complex in Flat Rock. In 1921, he bought an old grist mill site along the Huron River, a purchase that included power rights and 600 acres of land. Construction continued through 1921 and 1922, with automobile related production starting in 1923.

Detroit architect Albert Kahn designed the Ford Lamp Factory Complex which consisted of a factory with hydroelectric generators, a dam, and water filtration plant that supplied water to the village of Flat Rock. Hydroelectric power and factory jobs stimulated growth in Flat Rock which lasted through the Great Depression. Between 1923 and 1938, workers produced 52 million lamp assemblies at the Ford Lamp Factory Complex. The workers created a variety of lamps and lightning systems for automobiles and vehicles for use in World War II before it shut down in 1950.²¹

²⁰ [Polk's Michigan State Gazetteer and Business Directory. Detroit Michigan. R.L. Polk, 1921-1922. Flat rock, Michigan 1921-1922](#)

²¹ Beyond the Model T: The Other Ventures of Henry Ford. Ford R. Bryan. Detroit: Wayne State University Press, 1997.



26601 West Huron River Drive

The Dam Bursts

Evening Chronicle

Marshall, Michigan

April 14, 1925

Ford Dam at Flat Rock Gave way

A Number of Home on Shores of Huron River Were Ruined

Rockwood, Michigan, April 14, 1925.

More than a score of persons were made homeless today when the dam of the Ford Motor Company at Flat Rock burst and sent several million gallons of water into the valley of the Huron River between here and Lake Erie.

Water covers the entire length of the valley which is about seven miles and reaches a breadth of a mile at some places. Approximately 5,000 acres are estimated to be under water which was reported to be 12 feet deep in some places by state police. Guards at the dam telephoned the state police here of the disaster and most of the people living in the path of the water were warned.

There are several hundred small houses built along the water edge east of here, and while nothing definite has been heard from the section no one is thought to have been drowned.

Railroad traffic along the Detroit Toledo & Shoreline Railroad below Rockwood was not interrupted although water at the bridges was high.

The breaking of the Edison Company dam late yesterday sending it six-mile artificial lake down the valley provided the pressure that caused the Ford Dam to go, it is believed.

The Edison Dam which was to have been opened May 1, was being constructed. It was part concrete and part earth, 32 feet high. The power station in conjunction with the dam was to generate 3200 horsepower. The plant and dam cost \$3,750,000. No one was hurt in the Edison dam break, but one small house was swept away.

Brooklyn Eagle, April 14, 1925

Scores Flee Homes As Ford Plant Dam Suddenly Bursts

Detroit. April 14. Scores of families in the Valley of the Huron River between Flat Rock and Lake Erie were driven from their homes early today when the dam at the power plant of the Ford Motor Company at Flat Rock burst and released millions of gallons of water into the valley. More than 2,000 acres is reported under water which is reported to be 12 feet deep in some places steadily rising.

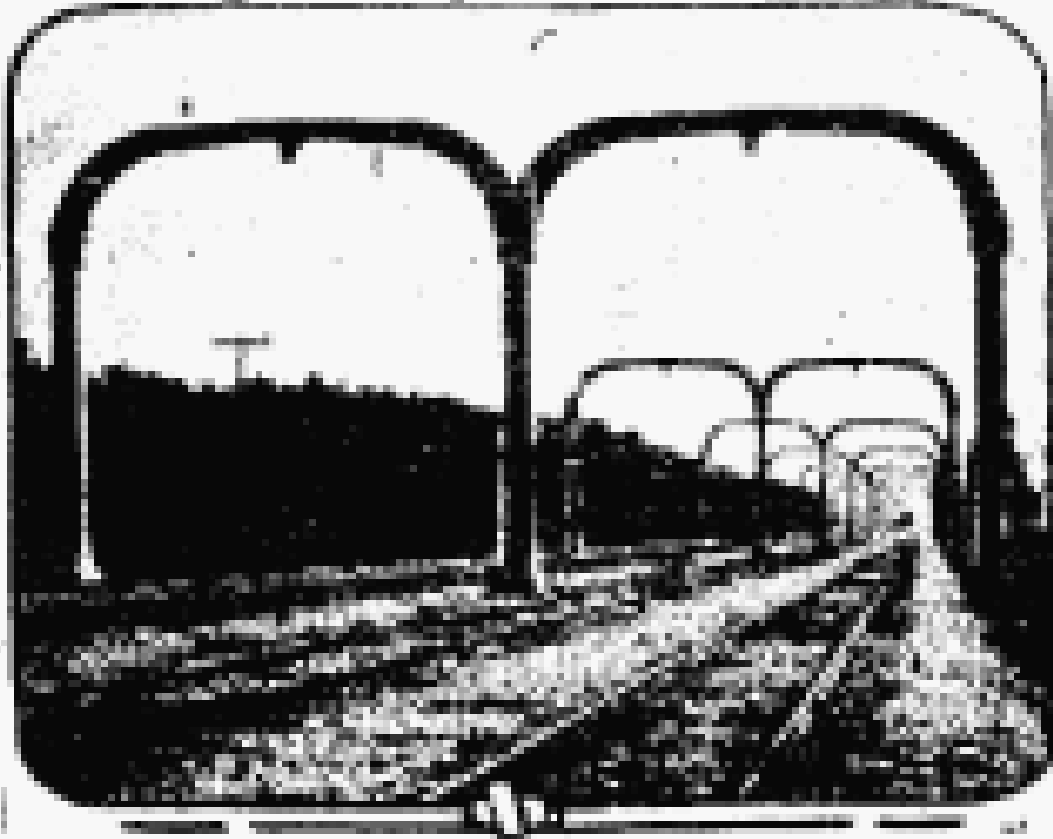
The valley's inhabitants were warned of the flood by troopers from the South Rockwood Station of the Michigan State Police who started along the river to rouse persons living nearby as soon as guards at the dam had telephoned the station of the danger. So rapidly did the water rise that the

officers were soon forced to take to boats going thus from house to house with their warning, ferrying scores of families to places of safety and sending men ahead in commandeered boats to aid in the rescue work.

No lives have been lost so far as could be learned, although many houses, built below the level of the dam, were inundated.

In 1928 the dam was rebuilt and widened to accommodate the tracks of Henry Ford's Detroit, Toledo & Ironton Railroad which had its main switching yards in Flat Rock.

Along Henry Ford's Railway



Railwaymen throughout the country are watching with interest Henry Ford's experiment of electrifying his railroad, the Detroit, Toledo, and Ironton. The photo shows a stretch between Dearborn and Flat Rock, Michigan where electrification is complete. The big arches carrying the power wires are made of concrete cast into two pieces and Ford has built a special factory to make them. He will install them eventually all along the line. Marshall Evening Chronicle, March 13, 1926.

Brooklyn Daily Eagle

Tuesday April 8, 1947

Ford's Industrial Empire Mourns Chiefs Death at 83 Plants throughout world to shut for funeral Thursday

Henry Ford, the world's greatest industrialist, died of a cerebral haemorrhage at 11:40 last night, his grandson and successor said today.

Young Henry Ford 2nd, on whose shoulders the fate of the world wide industrial now rests, said his famous grandfather died quietly and unexpectedly at his home at Fairlane, his home in suburban Dearborn.

The world's wealthiest man, the son of a humble Irish immigrant, died in a room lighted only by candles and kerosene lamps and heated only by wood burning in a fireplace.

Torrential rains had disabled the heating and lighting systems in his home. A few hours before he had toured the nearby River Rouge plant of his industrial empire, investigating storm damage. His wife, Clara Bryant Ford, whom he called his "inspiration" during their long married life, and one member of his household staff were with him when he died. Dr. John Mateer of the Henry Ford Hospital staff arrived half an hour later.

Henry Ford 2nd, president of the Ford Motor Company, announced that all operations throughout the world would suspend Thursday, and that flags at all Ford Motor plants would fly at half staff until after the funeral. Death came unexpectedly to the one-time farm boy whose novel ideas and driving ambition ballooned a machine shop in his father's barn into a billion dollar worldwide industrial empire. Ford had spent part of yesterday afternoon at Greenfield village, a museum showplace and his principal hobby in his declining years. He had told Ray Dalling, a personal aide, that he would leave early today to visit Flat Rock, Cherry Hill, and other outlying Ford properties that entailed a 50-mile tour.

Ford was full of his usual vitality, his grandson said. The elderly automaker retired at about 9 p.m., his usual bedtime and awakened about 11:15. He complained of feeling ill and Mrs. Ford gave him some water. Ford died 25 minutes later.

News of his death was carried by Robert Rankin, long time family chauffeur. With Fairlane's telephone knocked out by the flood. Rankin drove to the Dearborn Engineering Laboratory to call Dr. Mateer. Young Ford announced funeral services would be held Thursday from St. Paul's Episcopal Cathedral in Detroit. The body will lie in state until then at Recreation Hall, Greenfield Village, beginning at 8 a.m. tomorrow.

A Few Flat Rock Pioneers

Franklin Pierce Loranger

The Monroe Commercial of December 5, 1879 in its section of Flat Rock news reported a sad accident occurring Wednesday morning. Flat Rock resident Frank Loranger, a young married man, worked with two other people to cut a large oak tree on his father-in-law's farm west of Flat Rock village. The tree fell in the opposite direction that Frank had calculated and he ran directly under it. A large limb hit him on the head, crushing his skull and killing him instantly.

Born in 1851 in Williamston, Michigan, Frank had formerly lived in Monroe, but he moved to Flat Rock about four months ago. About 1873 he married Miss Jennie Campbell of Flat rock and with his death she is left a widow with two small children, age five years and 18 months.

His funeral services were held at the Methodist Episcopal Church on Friday afternoon, with Reverend Pierce officiating. Many friends and relatives from Detroit, Monroe, Newport, and other places attended his funeral. He was buried in Oak Forest Cemetery in Flat Rock.

Moses Rumsey

Moses Rumsey was born in Orange County, New York in 1812, the son of Jonathan and Jemima Wilson Rumsey. He married Harriet Rose Granger and they had five children. He served as Brownstown's first supervisor about 1827. He died on December 15, 1873 in Wayne County and he is buried in Rumsey Cemetery in Flat Rock.

Vreeland Family Burying Ground, Flat Rock



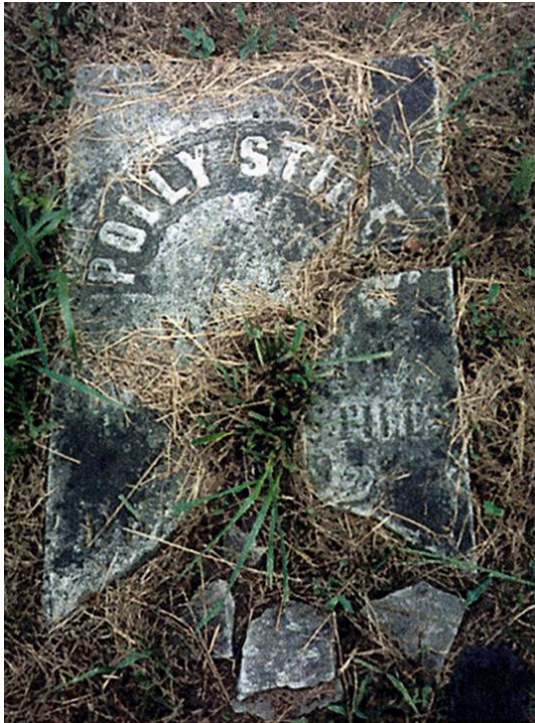
Michael Vreeland and his five grown sons came to Flat Rock between 1811 and 1820. British Rangers captured Michael Vreeland during the Revolutionary War and released him after Americans won the Revolutionary War.

The Vreeland family bought 800 acres of land and named the village that grew up around their home Vreeland. They farmed their land until 1838, when they sold the majority of it. They built the first grain and lumber mill, carrying their grinding stones from New York. Their descendants still live in Flat Rock.

Jessie Irene Partee McTaggart

Jessie Irene Partee McTaggart was born on April 18, 1869 in Ohio to Joseph Partee and Rachel B. Cook Partee. She first married John Sontchi and on October 5, 1910 she married George D. McTaggart. She died on January 23, 1962 and she is buried in the Vreeland Family Cemetery, Flat Rock.

Polly Stella Courtwright Stiles



Polly Stella Courtwright Stiles was the wife of Timothy Stiles. The 1850 Census, Brownstown, Wayne, Michigan records that Timothy, 40, was born in New Hampshire and his occupation was a seaman. Polly, 35, was born in New York. Her maiden name of Courtwright appears on the marriage record of their son Lyman to Emma Smith on December 3, 1891 in South Rockwood, Michigan. Their children were Cyrus 15, born in Ohio; Mary, 12, Lyman, 4, and Charles, 1, all born in Michigan.

In 1847, Timothy was Brownstown Township treasurer.²²

The 1860 census shows that Lyman, 14, and Charles, 10, were living with John Forbes 60, and Letitia Forbes, 52.

Lyman Stiles was born in 1848 in Michigan. In 1900 he was a sailor, and in 1910 he owned a hotel. He died July 16, 1927, in Rockwood He is buried in Riverside Cemetery in South Rockwood.

Cyrus Stiles was born March 4, 1835 in Cleveland, Ohio. The 1880 United States Federal Census shows the family living in Monroe, Michigan with Cyrus, 45, working at a gristmill and his wife Mary E. Sweet Stiles, 40 taking care of their children who were all attending school. The children were; daughter Alba 18, Joseph H., 16, Frederick C. 15, Anna M., 10, and Grace E., age 5 who was at home because she had the measles. All Cyrus' children were born in Michigan. He died on October 20, 1910, in Toledo, Ohio.

Charles moved to Colorado and made his fortune in mining.

²² Brownstown Township, 1847. Supervisor, Joseph Selden; Clerk, Henry Woodruff; Treasurer, Timothy Stiles; Justice of the Peace, John Smith; Assessors, D.C. Vreeland, William J. Duddleson; Poor Directors, James Van Riper, Ransom Curtiss; Highway Commissioners for one year, Walter McFarlane, Jr., for two years, George A. Hitchcock, for three years, Ezra Coon; School Inspector, John f. Peters; Constables, James Van Riper, James Vreeland, William B. Hitchcock, Lewis Strong. History of Detroit and Wayne County, Silas Farmer, 1890

Eliza Ann Vreeland



Eliza Ann Vreeland was born May 20, 1825. She was the wife of J.R. Vreeland and she died on November 18, 1851, aged 26 years, 5 months, and 29 days.

Elias Vreeland



Elias Vreeland died on October 13, 1846, at age 55 years.

Garrett Vreeland



Garrett Vreeland was born on September 14, 1783. He died on October 18, 1838 at age 55 years, 1 month, and 4 days.

Jacob Vreeland



Jacob Vreeland was born on December 17, 1788. He died on July 29, 1848, age 59 years, 7 months, and 12 days.

Marichy Vreeland



Marichy Vreeland was born on May 17, 1832. She was the daughter of James and Emma B. Vreeland. She died on December 10, 1845 at age 13 years, six months, and 23 days.

Michael Vreeland



Michael Vreeland, Revolutionary War Veteran. Michael Vreeland was born in 1761 in Essex County, New Jersey.

He and his wife Mary Coronel had a daughter Lydia Ann Vreeland Chase. Michael and Mary's daughter Lydia married Josiah Chase who was born in Canada in 1828. The 1850 United States Census recorded them living in Huron, Wayne, Michigan with their children Mary 18, Garret, 16, Eliza, 14, Samuel, 12, Josiah, 11, Jonathan, 9, Margaret, 8, David, 5, Amelia, 4, Maria, 3, and an infant. Josiah died in 1864. Josiah and Lydia also lost their son Garret in the Civil War. Born in 1834, Garrett served Company A, 24th Michigan Infantry and died July 2, 1863 at Gettysburg.

Michael Freeland died on August 13, 1841, in Brownstown Township at age 81. He has a memorial in Oakwood Cemetery in Flat Rock as well as in his family burial ground.

Michael Vreeland



Michael Vreeland was born on April 23, 1825, the son of Daniel and Mary Vreeland. He died on July 27, 1834.

Eva Warden



Eva Warden was born on February 12, 1855, and she died on May 27, 1857. The name given is Eva Vreeland, but the inscription says daughter of L.M. Warden.

Metro Cemetery with Revolutionary War Ties Vandalized



Detroit News

May 30, 2016

Flat Rock Police continued their investigation over the Memorial Day weekend into the vandalism of historic headstones at Vreeland Cemetery.

The destruction occurred sometime during the past week at the historic graveyard, which contains the remains of family members of a Revolutionary War patriot.

“We’ve gotten a few leads,” Police Lt. Kevin Murphy said late Monday. “Nobody is in custody at this time.”

Vreeland Cemetery is one of the oldest in the area and was recently renovated with the help of the city and volunteers. Visitors found broken headstones, which were reported to the police, according to a Facebook post from the Flat Rock Historical Society.

“This cemetery underwent major restoration in 2014 with the city funding the repair all of the broken stones,” the Sunday post reads. “All of the stones that had been meticulously repaired a few years ago are again in pieces.”

Groundskeeper Ron Klingel says the vandalism is a “terrible shame.”

The cemetery was where Revolutionary War patriot Michael Vreeland, also the first Euro-American settler of Flat Rock, was buried until his remains were moved a few years ago, according to the historical society's Facebook post. His family members are still buried at the cemetery.

"Some of Vreeland's sons served in the War of 1812 and Indian conflicts so they too deserve the respect that this Memorial Day holiday brings to mind," the post said.

Dr. Hiram William Lobdell

Dr. Hiram William Lobdell was born on April 20, 1826, in Montgomery County, New York, but he spent his career as a physician and druggist in Flat Rock during the mid 1800s.



Dr. Hiram William Lobdell's office and pharmacy in a building that he owned, located on the southeast corner of East Huron River and Church Streets. The people gathered around the building were waiting to consult Dr. Lobdell. A beauty school also occupied space in the building. The photo dates from the late 1800s. Flat Rock Historical Society

Dr. Lobdell earned his medical degree from the University of Michigan and established his practice in Flat Rock. On April 8, 1881, a Wyandotte newspaper reported that Dr. H.W. Lobdell's new building on Huron Street had received its last coat of paint and would shortly be ready for occupancy. Dr. Lobdell planned to use the lower stories of his new building for a drug store for his son Dr. John H. Lobdell and the hall above it was "expected to be occupied by the Masonic fraternity."

The Reeves family who sold TVs and appliances occupied the building in the 1940s. In 1948, Claribel Higgins who had been a nurse for the Lobdells bought the building and during the 1950s and early 1960s, the building was McCumber's Pharmacy. After that Claribel Higgins' daughter Dawn and her husband Robert Bennett operated and managed Dawn's Beauty College in the building. The last business to occupy the building was Coleman's Academy of Beauty, owners Virginia and James Coleman. There were four apartments upstairs above the beauty schools. The Flat Rock Historical Society noted that "we have no records of the Masons every using the upstairs."

After years of neglect and abandonment, the building sheltering former medical offices, drug store, and beauty schools was torn down in February 2014.²³

Dr. Hiram William Lobdell married Phoebe Elizabeth Hood and they had three children: Dr. John H. Lobdell, Daniel Grandbee Lobdell and Mary E. Lobdell. Dr. Lobdell's wife Phoebe Elizabeth Hood was the oldest daughter of John G. Hood who lived in Ash in Monroe County. A Monroe County newspaper dated April 3, 1880, printed the obituary of Dr. Lobdell's father-in-law.

An Old Pioneer Gone

John G. Hood, an old resident of Ash, Monroe County, Michigan, and one of the first settlers in that township, died on the fifth inst. at his residence. The cause of death was over-accumulation of flesh and sluggish circulation in the extremities, producing senile gangrene sores of the feet, complicated with kidney difficulty, ending in dropsical effusion.

Mr. Hood was born in Seneca County, New York, and was one of the largest men in the state. His weight was about 400 pounds, measuring six feet and seven inches around the waist. He had been a prominent man in Monroe County, holding many positions of trust, was twice a member of Michigan Legislature. He was formerly engaged in the purchase of staves, and was a man of sterling integrity and honor. He leaves a wife and seven children, all grown up, the oldest being wife of Dr. Lobdell of Flat Rock.

His funeral was the largest ever known in this section of the country, the teams present numbering one hundred and eighty, forming a procession one mile in length. The Rev. Mr. Kerridge, of Carleton, officiated as chaplain. The funeral services were held on Thursday, April 8, from the residence of the deceased, under the rites and ceremonies of the Masonic fraternity, of which body Mr. Hood was a worthy member of long standing.

²³ Flat Rock Historical Society Newsletter, February, 2014

The members of Hiram lodge No. 110, assisted by the members of Champlin and Trenton lodges, turned out in full force. The ceremonies were performed by the W. M. of Hiram lodge to which the deceased belonged. The largest gathering that has been known in Monroe County was assembled on this occasion.

At a meeting of Hiram lodge after the ceremonies a committee was appointed to draft resolutions of respect to the deceased and condolence to the family. The following resolutions were adopted:

Whereas: It has pleased the All-Wise Creator of the Universe to take from our midst our worthy brother, John G. Hood. By the sad event the community has lost an honorable and upright citizen, who always stood ready to render any relief, the lodge a worthy brother, the distressed a friend who was ever ready to assist in time of need. We, the members of Hiram lodge, deeply feel this sad affliction, and extend our heartfelt sympathy to the bereaved.

Resolved: That in our affliction we would not forget to extend our sympathies to the family of the deceased, who have lost a kind husband, father, protector and friend, and we commend the widow to the protection of the widow's God.

Seneca S. Potter,

Freeland Garretson, Committee

John C. Young²⁴

Dr. Hiram William Lobdell died on January 10, 1884, and he is buried in Oakwood Cemetery in Flat Rock.

²⁴ Monroe County Newspaper, April 3 1880. John Gamber Hood is buried in Grafton Cemetery, Grafton, Monroe County, Michigan.

Honoring a Keeper of Local History- Harold Thomas Wyman

Every community has dedicated people who work behind the scenes to preserve its history. The Flat Rock Historical Society newsletter in February 2014 reported the death of one of these local history keepers. Harold Thomas Wyman, “Tom”, died on February 24, 2014. He was a life member of the Flat Rock Historical Society and he had an extensive memory of and love for Downriver and Flat Rock history.

Born on September 11, 1937 in South Rockwood, Michigan, Harold was the son of John and Pearl Root Wyman, and a descendant of the Vreeland family. He graduated from Airport High School in the Class of 1955, and attended the University of Toledo. He served in the U.S. Army from 1962-1963. Harold worked at BASF in Wyandotte until his retirement.

Harold was a member of the Flat rock and Wyman Historical Society, and he worked Wednesdays and Saturdays at the Flat Rock Library in the local historical room. He was very dedicated and successful in researching his family genealogy, dating back to the Mayflower. He is buried in Michigan Memorial Park.²⁵

²⁵ Memorial : Harold Thomas Wyman, Flat Rock History Society Newsletter, February 24, 2014.

Miss Arlyne Burr, A Ecorse School One Music Teacher Memory: She Taught in Flat Rock too!

by Kathy Covert (Warnes)

Along with Mr. Herbert Saylor and Alexander Campbell, Ecorse High School Band leaders, Miss Helen Garlington and Mr. Charles Sweet, music teachers, are probably the most well remembered music teachers and musicians from Ecorse. I would add one more person who definitely belongs on the list: Miss Arlyne T. Burr.

I didn't and don't think about Miss Burr constantly. In fact, like most people when someone mentions music in Ecorse schools of old I think of Miss Garlington, Mr. Sweet, Mr. Campbell and Mr. Saylor. But then, snatches of songs run through my mind and I daily renew my love of music and there is Miss Arlyne T. Burr. During my time at Ecorse School One Miss Arlyne Burr taught me and my classmates music as well as School Two and School Three pupils. I seem to remember that we had music on Monday, Wednesday, and Friday, but I could be wrong about that. Even if the times were only on Tuesday and Thursday, Miss Burr's class was magic for me. She would sit in front of our class seated alphabetically in rows of desks, accompany herself on the piano and teach us music, sometimes from music books, sometimes from song sheets, sometimes acapella.

Decades later, snatches of songs that she taught us still run through my mind.

Mr. Squirrel buries lots of nuts in a tree,

If you care to, if you dare to,

Get your nuts from me.

Or:

North wind, north wind, wither are you going?

Great, strong, swift, bold,

North wind, north wind blustering and blow,

Wild, fierce, keen, cold.

Every year Miss Burr and her assistants staged a concert and invited the entire community to attend. *An Ecorse Advertiser story* on Thursday, May 11, 1950, talked about the Spring Festival at School Three. The pupils of School Three were presenting their annual Spring Festival in the basement auditorium at 2:30 on May 17, 1950.

The program was planned to include vocal numbers by the choruses, selections by the string choir, Irish specialty numbers, a western act based on popular tunes of the day, and a colorful

spring promenade featuring a selected group of girls from the school. All pupils from the second through the sixth grades participated. The program was directed by Miss Arlyne Burr, grade school supervisor of music in the Ecorse Schools.

I vividly remember an event from a yearly concert that I participated in as a School One pupil. Miss Burr taught us a song called *Be Kind to Your Parents*. The words went in part:

Be kind to your parents,

Though they DON'T deserve it,

Remember they're grownups,

A difficult stage of life.

They're apt to be nervous,

And over excited,

Confused from their daily storm and strife.

A few minutes before our concert started, Miss Burr made an important announcement. We had to remember an important word change. We had to remember to sing:

Be kind to your parents,

For they DO deserve it...

At the time, being accepting kids, we took the change as a matter of course and most of us remembered to sing the correct words. Now I wonder what prompted Miss Burr to change the words at the last minute. A parent? Parents? Political correctness 1950's style?

The *Ecorse Advertiser* story continued, discussing the music program in the Ecorse schools. In the 1950s, Charles Sweet directed the music department of the Ecorse Public Schools and he expanded the program so that more children had the opportunity to develop instrumental or vocal talents. Miss Arlyne Burr and Miss Virginia Tyler supervised vocal music in the grade schools. Herbert Saylor directed the bands and supervised the wind instrument instruction in the Ecorse schools.

Grade school pupils sang in choral groups supervised by Miss Virginia Tyler and Miss Burr and many of them continued their vocal education in the high school by singing in the Junior High School Choir. Charles Sweet directed the Senior High Choir which gained fame as one of the best choirs in the southeastern part of Michigan or in Miss Garlington's Glee Club and Songsters which were equally recognized.

One of my favorite memories of Miss Burr involves my lack of self-confidence. At School One,

I was always the shy, quiet child and I didn't have the confidence to speak up in class. I was convinced that I didn't have anything important to say or I didn't have the right answers to the teacher's questions. One day Miss Burr helped me grow a little self-confidence. She gave our class an exercise in sight reading by introducing a new song and asking us to hum it back to her. The song stumped even Lisa(not her real name!), the best musician in the class. I studied each note of the song carefully, my nearsighted nose brushing my desk top. Then, I knew it! I couldn't believe it myself, but I knew it! The notes hammered in my head. Would I have the courage to actually raise my hand and sing the song to Miss Burr? Would my notes be correct?"

I buried my nose in the music book and wiggled my hand like a timid bird. Miss Burr nodded at me. I opened my mouth and sang:

Listen said the mandolin,

Hear my tinkling tune,

Hear me said the violin,

With a gentle croon,

Oboe, trombone, piccolo,

I am best of all you know

Boasts the big bassoon.

Miss Burr smiled and I knew she was seeing the real, musical me and not the confidence deficient fellow student that my classmates saw. That day I left School One in a warm glow, Miss Burr's words of approval rang in my ears and her pleased smile covered me like stainless steel armor against the dents and dings of life for many years after that.

Now I wish I would have been more curious about Miss Burr, at least curious enough to talk to her as an adult as well as enshrining her in childhood memory. I wish I had thanked her while she was still alive instead of tracing the outlines of her life through documentary records.

There are documentary records for Miss Burr. The Wyandotte, Michigan City Directory of 1950 lists Miss Arlyne T. Burr as living at 211 Burke in River Rouge and records her occupation as a music teacher. Another record, a Michigan Census, shows her living at 29905 Tamarack Drive, Flat Rock, Michigan, in 1993.

The 1920 United State Census sheds some light about Miss Burr's early life. She was born on May 3, 1914, and in 1920 she lived in Madison Ward 4, Lake, South Dakota with her parents Wallace C. and Theresa D. Burr and her older sister Evelyn W. Burr, age 11.

The South Dakota census of 1935 shows that Arlyne T. Burr at age 21, still lived at Madison, Lake, South Dakota, and it listed her father's birthplace as Wisconsin and her mother's

birthplace as South Dakota.

[The Topeka Capital Journal](#) of Topeka, Kansas, printed an obituary for Arlyne Burr, age 87, on Friday, December 21, 2001. She died on Wednesday, December 19, 2001, at Highland Nursing Home in Troy, Kansas.

Her obituary fills in some of the details of Miss Burr's life that I didn't know. As the census records confirm, she was born on May 3, 1914, in Madison, South Dakota, the daughter of Wallace and Theresa Dahl Burr. After graduating from Central High School in Madison, she earned a bachelor's degree in education at the University of Minnesota and a master's degree in music at the University of Michigan. She taught school in Leona, Kansas, from 1938 to 1941, and she moved to Michigan where she taught in Ecorse and Flat Rock for 40 years before she retired. She moved to Troy, Kansas from Flat Rock in 1997.

Miss Burr was a member of the Methodist Church at Flat Rock where she was active in the church choir. She also was involved with the S.E. Michigan Symphony, Poetry Club, Bible Study Club, and the Michigan Retired Teachers organization. She also composed music, especially after she retired. Miss Burr is buried at [Mt. Olive Cemetery](#) in Troy, Kansas.

I'm sitting at my keyboard and singing, "Thank you Miss Burr."

.

A Few Flat Rock Veterans

Revolutionary War

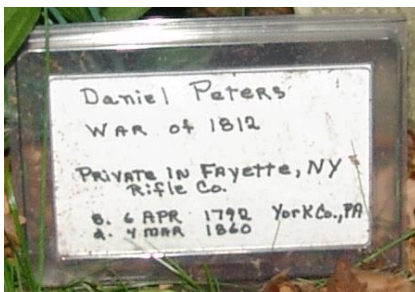
Michael Vreeland. Revolutionary War. He has a memorial in Oakwood Cemetery, Flat Rock.



War of 1812

Jonathan Metcalf. New York Militia, War of 1812. He is buried in Oak Forest Cemetery.

Daniel Peters. War of 1812. New York Rifle Company. He is buried in Oak Forest Cemetery.



Elias E. Vreeland. War of 1812. Captain Daniel Rhodes Co. New York Militia. He is buried in Oak Forest Cemetery.



Civil War

William Armstrong, 24th Regiment, Michigan Infantry, Co. C. He is buried in Oak Forest Cemetery.

Luther S. Bevier, Pvt. 9th Michigan Cavalry. Co. D. He is buried in Oak Forest Cemetery.

W.E. Biglow. 3rd New York Light Artillery, Co. D. He is buried in Oak Forest Cemetery.

Pvt. William Henry Blanchard. Civil War. 24th Michigan Infantry. Co. A. Fought in the Battle of the Wilderness and was a POW on May 5, 1864. Released on December 6, 1864 at Andersonville, Ga. He is buried in Rumsey Cemetery, Flat Rock.

Reverend Henry Carlton, Captain Company L, 22nd Regiment, Michigan No. 1. Of the M.E. Church, Detroit Conference. Fell in the service of his God and Country at Stewart's Creek, Tennessee, June 6, 1863. His memorial is in Oak Forest Cemetery.

Samuel Chase. Civil War Veteran. He is buried in Oak Forest Cemetery.

Peter De Long. Enlisted in Company D of the Reorganized Fourth Michigan Infantry. Civil War. 1864-1866. He is buried in Oak Forest Cemetery.

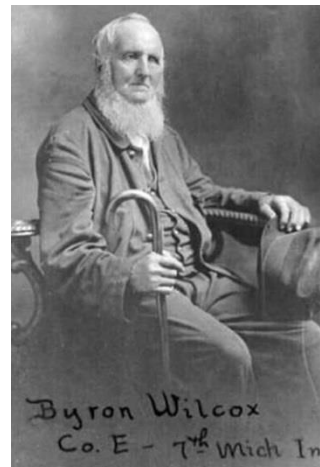
Lorenzo Ferstle, Company D. 20th Michigan Infantry. He is buried in St. Mary's Cemetery in Rockwood.

Pvt. John Gault. 3rd Michigan Cavalry. Died of disease on March 2, 1864. His memorial is in Rumsey Cemetery, Flat Rock

Pvt. William J. Chase. 24th Michigan Infantry, Co. K. He is buried in Rumsey Cemetery, Flat Rock.

Edwin S. DeLong. Killed at the Battle of the Wilderness in his 22nd year. Civil War. He is buried in Oak Forest Cemetery.

Byron Wilcox. Co. E, 7th Michigan Infantry. He is buried in Huron Valley Cemetery.



John Rod. Civil War Veteran. Oakwood Cemetery, Flat Rock.

Pvt. William Gault. 24th Michigan Infantry, "Iron Brigade." Died of disease on April 15, 1865 in Camp Butler Springfield, Illinois. He is buried in Rumsey Cemetery, Flat Rock

Cyrus Edward Littlefield. Corporal 1st Regiment, Co. K. He is buried in Oak Forest Cemetery.

Wesley Barnes Littlefield. Civil War. He is buried in Oak Forest Cemetery.

Ferdinand Vogles. Civil War. 9th Wisconsin Volunteer Infantry, Co. F. He is buried in Oakwood Cemetery, Flat Rock

Lt. John Roges. Co. G. 4th Michigan Infantry. He is buried in Oak Forest Cemetery.

Henry L. Stoflet. Reorganized Fourth Michigan Infantry. Civil War. He is buried in Oakwood Cemetery, Flat Rock.

Lt. Walter H. Wallace. 24th Michigan Infantry. Co. I. Fell at the battle of

William Seward Vreeland. Lt. Company A, Reorganized Fourth Michigan Infantry. He is buried in Oakwood Cemetery, Flat Rock.

Gettysburg, July 1, 1861 at age 22. He is buried in Oak Forest Cemetery.

Albert W. Wager. Reorganized Fourth Michigan Infantry. He is buried in Oakwood Cemetery, Flat Rock.

Spanish American War

James A. McDonald. Michigan MUS Co H 2 Regt. Infantry. He is buried in Huron Valley Cemetery.

George B. Mettler. Died at Montauk Point, New York. Trumpeter Co C., 3rd Regt. US.

Inf. Spanish American War. He is buried in Oak Forest Cemetery.

World War I

Walter St. Clair Ackerknecht served in the Merchant Marines in World War I. He is buried in Huron Valley Cemetery.

Keith E. Bell. Michigan PFC Co. E 314 Ammunition TN World War I. He is buried in Huron Valley Cemetery

Henry S. Chase, PFC U.S. Army, World War I. Buried in Huron Valley Cemetery.

Paul Joseph Copen. Michigan Pvt Air Service Air PDN World War I. Buried in Huron Valley Cemetery.

William F. Gilland, World War I. Michigan Pvt. 24 Ci, 162 Depot Brigade, World War I. Buried in Huron Valley Cemetery.

Herbert H. Keehn, Pvt. Medical Department, World War I. He is buried in Huron Valley Cemetery.

Joseph Kossman. Company M. 77th Infantry, World War I. He is buried in Huron Valley Cemetery.

Sgt. Earl C. Mittelstat. 120 M.G. Co.C, Killed in France, 1918.

Bernhard Herman Niesen. World War I. He is buried in Huron Valley Cemetery.

Wilbur W. Reh. Michigan Pvt. 160 Depot Brigade. World War I. He is buried in Huron Valley Cemetery.

Levi Oliver Ritchie, Sr. North Dakota Sgt HQ 484 Aero Sq World War I. He is buried in Huron Valley Cemetery.

Albert Schwartz. Michigan Pvt. Co. F 30 Infantry World War I. He is buried in Huron Valley Cemetery.

Leo J. Schweich. Michigan Pvt 17 Spruce Sq World War I. He is buried in Huron Valley Cemetery.

Arthur E. Tann. Co. D. 1st U.S. Signal Corps. Died in 1917. He is buried in Oak Forest Cemetery.

Charles W. Wilde. Michigan PFC 87 AERO SQ World War I. He is buried in Huron Valley Cemetery.

World War II

Andrew Adamovich, SP1 U.S. Navy. World War II. He is buried in Huron Valley Cemetery.

Andrew J. Adamus. Pvt. U.S. Army, World War II. He is buried in Our Lady of Hope Cemetery.

Boyd B. Adkins. Sergeant, U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Walter F. Adkins. PFC U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Theodore R. Andres. U.S. Army, World War II. He is buried in Our Lady of Hope Cemetery.

George F. Arlington. PVT U.S. Marine Corps, World War II. He is buried in Huron Valley Cemetery.

James J. Arlington, World War II. He is buried in Huron Valley Cemetery.

Dominick J. Barbaro. US Army Air Force, World War II. He is buried in Our Lady of Hope Cemetery.

Diamond H. Benedict. U.S. Coast Guard, World War II. He is buried in Our Lady of Hope Cemetery.

James J. Benedict. U.S Navy, World War II. He is buried in Our Lady of Hope Cemetery.

Dale Jr. Benjamin. PFC Army Air Forces, World War II. He is buried in Huron Valley Cemetery.

Edwin V. Bennett, Sr. Captain U.S. Navy, World War II. He is buried in Huron Valley Cemetery.

Howard George Berryman. B.M. 1/C U.S. Navy, World War II. He is buried in Huron Valley Cemetery.

George Edwin Bates. U.S. Navy. World War II. He is buried in Huron Valley Cemetery.

Charles J. Binder, Sr. WWII. U.S. Army Engineers, 341st Battalion. He is buried in Our Lady of Hope Cemetery.

Matthew A. Boehmer. U.S. Army, World War II. He is buried in Our Lady of Hope Cemetery.

Harmon William Bone. Corporal U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Norman J. Boyd. PFC. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Charles Frederick Broughton, Tech 4, U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Aarold "A.C" Brubaker, Tec. 5, U.S. Army. He is buried in Huron Valley Cemetery.

Edward L. Butler. S1. U.S. Navy, World War II. He is buried in Our Lady of Hope Cemetery.

Thomas J. Chafin, S1 U.S. Navy, World War II. He is buried in Huron Valley Cemetery

Joseph P. Cichowski. Michigan. Pvt. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Henry Ford Clark. S1 U.S. Navy, World War II. He is buried in Huron Valley Cemetery.

Anda Cobb. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Edsel W. Cook, U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Denis Stanley Cooper, SSGT U.S. Army Air Corps, World War II. He is buried in Huron Valley Cemetery.

Harry DeSilver Coryell, Jr. Pennsylvania SSGT 3501 Base Unit AAFT World War II.

Benny L. Davidson, Tech 5, U.S. Army, World War II. He is buried in Huron Valley Cemetery.

John Joseph Dmochowsky, SK1 U.S. Navy, World War II. He is buried in Huron Valley Cemetery.

Charles D. Eggers, S2, U.S. Navy, WWII. He is buried in Huron Valley Cemetery.

Harvey G. Ernest. AN U.S. Navy, World War II. He is buried in Huron Valley Cemetery.

Roy W. Everly. U.S. Army, World War II. American Theater Ribbon with a Bronze Star. He is buried in Huron Valley Cemetery.

Joseph S. Ferencz. CPL U.S. Marine Corps, World War II. He is buried in Huron Valley Cemetery.

Robert T. Follbaum. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Edward Leroy Fossett, S1, US Navy, World War II. He is buried in Huron Valley Cemetery.

Roy C. Foster, CPL U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Gerald E. Fox. PFC U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Elbert H. Freeman. U.S. Navy, World War II. He is buried in Huron Valley Cemetery.

Aaron B. Gillespie, Jr. Sgt. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Harold Theodore Grant. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

John Grant. World War II. He is buried in Huron Valley Cemetery.

Paul C. Greer, Army Air Corps, World War II. He is buried in Huron Valley Cemetery.

Colin F. Harrison, US Naval Reserve, World War II. He is buried in Huron Valley Cemetery.

Harold J. Henris. A.D.R.C. U.S. Navy, World War II. He is buried in Huron Valley Cemetery.

Ernest A. Hindes. S SGT. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Richard C. Hodges, Pvt. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Daniel R. Horden. MOMM2, US Navy, World War II. He is buried in Huron Valley Cemetery.

Henry Imber. Michigan Tech. 4. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

William H. Johnson. Tech 4, U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Edward Lyman Jubenville. Corporal U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Lester H. Jubenville. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Bert W. Kaiser. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Charles Louis Kamin. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

John "Jack" Keeler, Merchant Marines, World War II. He is buried in Huron Valley Cemetery.

Frederick L. Kittle, PFC U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Alfred J. Mandernach, Sgt. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

James Carl May. A.S. U.S. Navy, World War II. He is buried in Huron Valley Cemetery.

Raymond Joseph McDonald. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Vernon James McDonald. Pvt. U.S. Marine Corps, World War II. He is buried in Huron Valley Cemetery.

Lester Raymond McIntyre. U.S. Navy, World War II. He is buried in Huron Valley Cemetery.

Robert W. Miller, U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Joe E. Milligan. Pvt. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Heflin Mitchell. Michigan Tec5. 688 Engr BE CO World War II. He is buried in Huron Valley Cemetery.

William Harvey Morris. S1 U.S. Navy, World War II. He is buried in Huron Valley Cemetery.

Kenneth Oren Olsen. Corporal U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Revis Lloyd Owen. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Melvin O. Panchot. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Theodore C. Parker. AMM2 U.S. Navy, World War II. He is buried in Huron Valley Cemetery.

Johnnie W. Parr, U.S. Army World War II. He is buried in Huron Valley Cemetery.

Clayton E. Perkins. SF1 U.S. Navy, World War II. He is buried in Huron Valley Cemetery.

Everette J. Pipkens, Michigan, Sgt. 19 Bomb Sq. AAF World War II. He is buried in Huron Valley Cemetery.

Dr. Russel F. Proud. Royal Canadian Air Force, World War II. He flew 33 missions over Germany and North Africa. He is buried in Huron Valley Cemetery.

Parks Loe Pyle. Y2, U.S. Navy, World War II. He is buried in Huron Valley Cemetery.

Levi O. Ritchie. Ensign U.S. Navy, World War II. He is buried in Huron Valley Cemetery.

William H. Ritchie. Sgt. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Jack Ross. S Sgt. U.S. Army, World War II. He is buried in Oakwood Cemetery, Flat Rock.

Frank W. Rutkowske, Illinois CPLE U.S. Army, World War II. He is buried in Huron Valley Cemetery.

John Francis Ryan, U.S. Air Force, World War II. He is buried in Huron Valley Cemetery.

William C. Ryan. Michigan PFC SVC BTY 499 Armed FA BN World War II. He is buried in Huron Valley Cemetery.

Floyd Thomas Sain. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Harry F. Sammons. U.S. Navy, World War II. He is buried in Huron Valley Cemetery.

Bruno Scodellaro. Pvt. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

John A. Shaffer. Pfc. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Ithamer Charles Shaw, Jr. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Earl E. Sheats. Sergeant U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Allan W. Sjoberg. Michigan CPL 92 Air Base GP AF World War II. He is buried in Huron Valley Cemetery.

Lloyd R. Sjoberg. TSGT US Air Force. He is buried in Huron Valley Cemetery.

Alvin W. Smarr. Pfc. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Spencer Raymond Smith. S Sgt. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Carl W. Spoehr. Tech Sgt. U.S. Army Air Corps. World War II. He is buried in Huron Valley Cemetery.

Harold A. Stahr. Tech Sgt. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Ray E. Underwood Sr. Corp. U.S. Marine Corps, World War II. He is buried in Huron Valley Cemetery.

Alfred Vack. Sgt. U.S. Army. World War II. He is buried in Huron Valley Cemetery.

John S. Vreeland. WWII. Michigan. TM3 USNR. He is buried in Oak Forest Cemetery.

Roger Clarence Vroman. U.S. Navy, World War II. He is buried in Huron Valley Cemetery.

Joseph Wash. Pfc. U.S. Army, World War II. He is buried in Huron Valley Cemetery.

Thomas E. Wilkins. PFC. U.S. Marine Corps, World War II. He is buried in Huron Valley Cemetery.

Korea

PFC Clarence James Adams. US. Army Korea. He is buried in Our Lady of Hope Cemetery.

Stephen Astalos. Corporal, U.S. Army Korea. He is buried in Our Lady of Hope Cemetery.

Orion John Bailey. PFC Army, Korea. He is buried in Huron Valley Cemetery.

Frederick Raymond Carlton. PFC U.S. Army, Korea. Buried in Huron Valley Cemetery.

George Thomas Clemens, Corporal U.S. Marine Corps, Korea. Buried in Huron Valley Cemetery.

Thomas A. Cook, Sr. Corporal, U.S. Army, Korea. Buried in Huron Valley Cemetery.

Irving Milton Ernest. US Navy, Korea. Buried in Huron Valley Cemetery.

Mack W. Hardin. Pvt. U.S. Army, Korea. Buried in Huron Valley Cemetery.

Ronald William Hildebrand. Corporal, U.S. Army, Korea. He is buried in Huron Valley Cemetery.

Ivan D. Kaercher. Korea. He is buried in Huron Valley Cemetery.

John D. Montgomery, Michigan SGT 24 AF MAINT GP, Korea. He is buried in Huron Valley Cemetery.

Kenneth G. Nelligan. Corporal, U.S. Army, Korea. Buried in Huron Valley Cemetery.

Charles E. Nieman. YN1 U.S. Navy, World War II, Korea. He is buried in Huron Valley Cemetery.

George N. Pappas, SFC US Army, World War II, Korea. He is buried in Huron Valley Cemetery.

William E. Pope. Private U.S. Army, Korea POW Prisoner of War. He is buried in Huron Valley Cemetery.

Martin Luther Radford. Corporal, U.S. Army, Korea.

Enon Ray Ritchie. U.S. Navy, Korea. He is buried in Huron Valley Cemetery.

Thomas Lee Schweizer, A1C U.S. Air Force, Korea. He is buried in Huron Valley Cemetery.

Del Vreeland. Sgt. U.S. Army, Korea. He is buried in Huron Valley Cemetery.

William C. Whitt. Pvt. U.S. Army, Korea. He is buried in Huron Valley Cemetery.

Vietnam

Corporal Michael Bard. Killed June 11, 1968 in Quang Tri, Vietnam

Douglas E. Bruck. SP5, U.S. Army, Vietnam. He is buried in Huron Valley Cemetery.

David G. Buehrer. PFC. U.S. Army, Vietnam. He is buried in Huron Valley Cemetery.

William J. Butski, U.S. Navy, Vietnam. He is buried in Huron Valley Cemetery.

Arvil Harvey Hatfield. Private, U.S. Army, Vietnam. He is buried in Huron Valley Cemetery.

Jack Thomas Henager. MUSR, U.S. Navy, Korea. He is buried in Huron Valley Cemetery.

Ted Ernest Hindes. SP4 U.S. Army, Vietnam. He is buried in Huron Valley Cemetery.

Miles McIntosh, SP4, U.S. Army, Vietnam. He is buried in Huron Valley Cemetery.

Hubert Eudell Melton. U.S. Army, Vietnam. He is buried in Huron Valley Cemetery.

Irving Milton Miller. U.S. Army, Vietnam. He is buried in Huron Valley Cemetery.

Harry J. Nieman, II. Sgt. U.S. Marine Corps, Vietnam. He is buried in Huron Valley Cemetery.

David A. Rigley. PFC U.S. Army, Vietnam. He is buried in Huron Valley Cemetery.

Vernon Patrick Ushman. Navy Seal. Vietnam. He is buried in Huron Valley Cemetery.

Terry W. West. SP4, U.S. Army, Vietnam. He is buried in Huron Valley Cemetery.

Edmund F. Oestrike. Corporal. U.S. Army. Buried in Huron Valley Cemetery.

Archie Owen Roberts, Jr. U.S. Army. Buried in Huron Valley Cemetery.

Persian Gulf

James Duane Nieman, II. EN1, U.S. Navy, Persian Gulf. Buried in Huron Valley Cemetery.

Veterans

1st Sgt. Henry Adams. U.S. Army. Buried in Our Lady of Hope Cemetery.

Spec. John Keith Anderson. SP5 Army. He is buried in Our Lady of Hope Cemetery.

Calvin Daniel Clark. AT1, U.S. Navy

Wilmer N. Coulter, Sr. En2 U.S. Navy

Robert Anthony Day, Sgt. U.S. Air Force

Roland Norman Gagneur. Corporal U.S. Army. Buried in Huron Valley Cemetery.

John H.A. Galnitz. Pvt., U.S. Army. Buried in Oakwood Cemetery, Flat Rock

Floyd F. Gonyea. SP4 U.S. Army, Buried in Huron Valley Cemetery.

Charles Ray Griffin. SP5, U.S. Army. Buried in Huron Valley Cemetery.

Fritz Hoch. Michigan NACAD USNR. Buried in Huron Valley Cemetery.

Clifford James Newton. U.S. Air Force. Buried in Huron Valley Cemetery.

Robert O'Dell. Private U.S. Army. Buried in Huron Valley Cemetery.

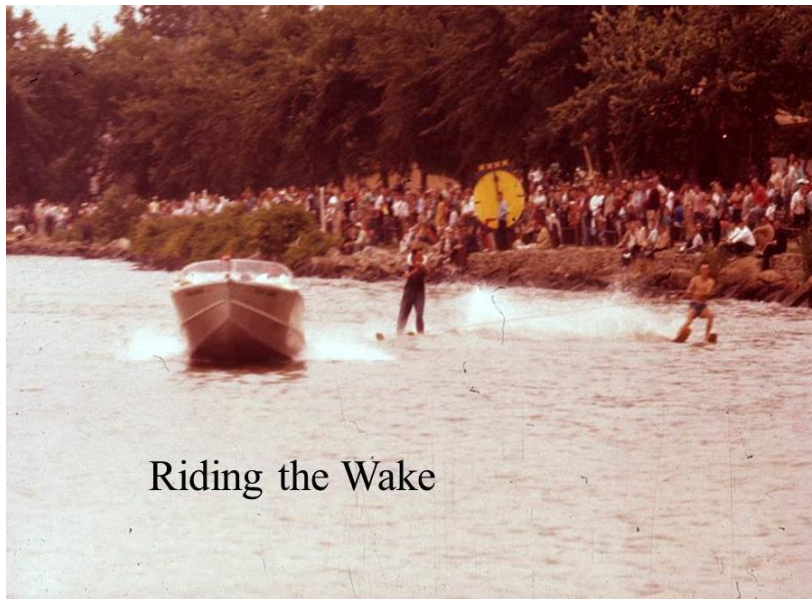
Thomas Wayne Skelton. A2C US Air Force. Buried in Huron Valley Cemetery.

Regina Leoryl Suthers, HM1, U.S. Navy. Buried in Huron Valley Cemetery.

James Roy Thomas. SP4. US. Army. Buried
in Huron Valley Cemetery.

David M. Tomaszewski. Pvt. U.S. Marine
Corps. Buried in Huron Valley Cemetery.

Roy Earnest Van Meter. SA U.S. Navy.
Buried in Huron Valley Cemetery.



Riding the Wake

George Blue Jacket, an Indian chief of the Shawnee tribe, lived in Brownstown on an Indian reservation. Mr. A.B. Markham in narrating a journey made by him in 1825 says: "I first went to Brownstown, then to Flat Rock on the Huron River, where I found a tribe of Indians. Their chief was there at the time. He was a graduate of Hamilton College. I stayed with him overnight. His name was Blue Jacket. He was a fine looking Indian and very social."

The City of Detroit Michigan, 1901-1922. [Clarence Burton, George Blue Jacket](#)

Bessemer Herald

Bessemer, Michigan

Saturday, August 5, 1905

Fiendish Suffering is often caused by sores, ulcers, and cancers that eat away your skin. Wm. Bedell, of Flat Rock, Michigan, says "I have used Bocklen's Arnica Salve, for ulcers, sores, and cancers. It is the best healing dressing I have ever found. Soothes and heals cuts, burns, and scalds. 25 cents at all drugstores guaranteed.

Bessemer Herald

Bessemer, Michigan

November 10, 1906

Young Man Badly Burned

Saves Horses from Barn What Is Set on Fire

Fire started in the barn of Mrs. E. Neifert, one mile west of Flat Rock, for an unknown reason. Mrs. Neifert's son was quite badly burned while getting the horses out. The damage is about \$1,500, partly insured. It is thought the barn was set on fire, as fire had been discovered on two previous occasions.

Bessemer Herald

September 5, 1908

Jacob Brown and wife were arrested at Flat Rock. They are held for Toledo officers on the charge of horse stealing.

Bessemer Herald

April 2, 1910

The high school building at Flat Rock was destroyed by fire. The fire originated in the belfry and the children were soon marched to safety. The loss is about \$15,000 with \$3,000 in insurance.

Bessemer Herald

May 14, 1910

Robbers at Flat Rock

Crack Safe in Post office, but Get No Money Or Stamps

Safe crackers robbed the post office in Flat Rock, but all they got for their trouble was disappointment. The postmaster had taken the stamps and the cash of the office home with him the other night. The robbers broke into Burden's Blacksmith Shop and secured the tools with which they made the entrance to the post office.

Ironwood Daily Globe

August 11, 1920

Edward Lafance and Aimes Richer, both of Flat Rock, have been granted a marriage license, according to the Escanaba Morning Press.

While her name is suggestive, we will have to look up Eddie's pedigree before we can tell if she was shooting straight at the mark!

News-Palladium – Benton Harbor,
Michigan

December 9, 1927

Feted at M.S.C. Banquet

Outstanding Agricultural Works

Lansing---Dec. 6---

Twelve master farmers were named at a banquet given in their honor at the Michigan State College. They were chosen because of distinctive work during the past year in some phase of agriculture. Among those honored was William Bristow of Flat Rock, Wayne County, a dairy farmer.

News-Palladium – Benton Harbor, Michigan

Today's Michigan Stories

December 19, 1929

Michigan Hard Hit by Wrath of Year's Worst Blizzard

A 24-hour blizzard sweeping across the state disrupts transportation and kills at least five people.

Norman Mackie, 74, of Flat Rock, was killed instantly at 8 p.m. last night when he walked in the path of a car driven by Edward Lyons, 19, also of Flat Rock, as he attempted to cross the Huron River Drive there. Mackie was blinded by the snow.

Wakefield News

Wakefield, Michigan

March 20, 1942

The Yankee spirit of 1942 is shown by the following public notice on the front page of a weekly newspaper. Wayne County, the Huron County Sentinel at Flat Rock. "Have you a pail of sand in your attic and also a pail on the second floor of your home to extinguish an incendiary bomb? The village of Flat Rock has sand available for this purpose. Bring pails for sand to police headquarters. Merrit Page, Village Clerk.

Bibliography

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Clark, Charles F. Michigan State Gazetteer and business directory for 1863/4. Detroit: Charles F. Clark, Publisher, 1863.

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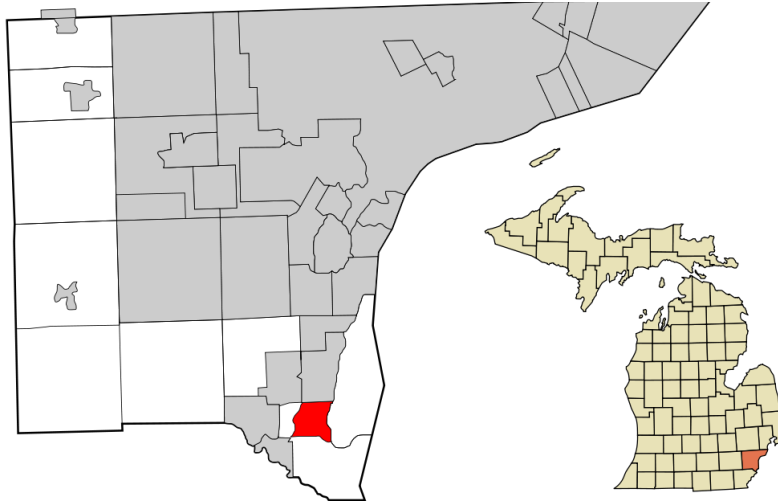
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Chapter 5 - Gibraltar



[Gibraltar City Website](#)

[Gibraltar Historical Museum](#)

The first residents in the Gibraltar area of Downriver were the Wyandot or Huron Indians, and by 1750, they were using Gibraltar as the headquarters of the Council House and the International Council Fires. The Great Council of the Confederacy also took place there since the Wyandot were a leading tribe in the Northwest Territory. The Wyandot and other Indian tribes used the abundant reeds growing in the region for making baskets and the good hunting and fishing to survive. An island located near Gibraltar later called Horses Island, got its name from its Indian connection. Legend has that that Indian families traveling north in the spring would leave their mares on Horse Island, located about 1,200 feet west of Celeron Island in the Detroit River, to have their foals. The horses spent the summer on Horse Island and their owners would reclaim them in the fall on the return trip south.

The Wyandot were allied with the French until the British captured Detroit in 1760, and both the French and British contributed to the Gibraltar's naming. Early French maps called the region "Chenal de la Presque Isle", which means "channel of the near island." When the English came into the area, they called it Gibraltar because its location near the entrance to Lake Erie reminded them of their Rock of Gibraltar located near the entrance to the Mediterranean Sea. Original land plots in the area reveal the spelling as Gibraltar and it took officials until 1900 to change the spelling to Gibraltar.

The 1807 Brownstown Treaty opened up southeastern Michigan for survey, settlement, and new roads including the military road which later would become Jefferson Avenue. The opening of the Erie Canal in 1825 inspired local entrepreneurs to dream of building a canal from Gibraltar to Lake Michigan. On July 20, 1836, the Gibraltar-Flat Rock Land and Canal Company organized citing plans to build a canal between Gibraltar and Flat Rock, extending to Ypsilanti and with the ultimate goal of reaching Muskegon. The Gibraltar-Flat Rock Land and Canal Company operated from offices on the second floor of the two and one half story hotel in Gibraltar. Two of its most famous advocates were Lewis Cass, former Michigan Governor, and Daniel Webster, a national political figure and orator. Lewis Cass who lived in Detroit and Daniel Webster who announced that would acquire \$20,000 worth of Canal Company stock, came to Gibraltar to discuss canal details and deliver speeches from the hotel explaining its benefits.

In 1837 Gibraltar-Flat Rock Land and Canal Company trustees B.B. Kercheval, Joshua Howard and Peter Godfrey recorded the plat of the village of Gibraltar, believing that their village would eventually become one of the important cities along the Detroit River. The Gibraltar-Flat Rock Land and Canal Company attracted numerous settlers and its widespread advertising created such great confidence in the early settlers that it sold lots for \$5,000 or more. Even though the Gibraltar-Flat Rock Land and Canal Company folded in 1838, the wildcat Bank of Gibraltar opened that year, but it too, folded after less than a year in operation

On October 2, 1837, Amos Dunbar became the first postmaster at Gibraltar and on December 8, 1838, it was renamed Woodbury. By May 13, 1839, the post office was again named Gibraltar.

Gibraltar Hums with Maritime Life

The opening of the Erie Canal in 1825 made it possible for many new settlers to travel from the east coast, down the Canal, and across Lake Erie to Michigan and beyond. For immigrants from Europe, the trip included a six week trip across the Atlantic Ocean and sometimes a week on the Erie Canal and Lake Erie. Even though sailing could be a tedious and dangerous way to travel, it was safer than negotiating the undeveloped territory on horseback, by horse and wagon or on foot.

Like other area communities, Gibraltar developed farming, lumber, and shipbuilding as its economic base. Shipwrights from Scotland, woodsmen from France, and laborers from Ireland made their way to Gibraltar to build schooners. French woodsmen cut the lumber for the sawmill, the sawmill provided planks for the schooners, and Irish laborers and Scottish shipwrights built the schooners. The working men needed room and board, so most Gibraltar people with houses accepted sailors and laborers as boarders and kept the two and a half story hotel constantly full. A basket and coopersmith shop flourished and ships brought in sand and cement for the shipyards. Blois's Gazetteer noted that Gibraltar had "one large storehouse, two stores, a large hotel, and perhaps fifteen or twenty families."

People continued their maritime ways after they had established their new homes in Gibraltar. They collected their cooking and drinking water from the Detroit River, generally using two pails at a time to walk out onto small docks and dipping what they needed. In the winter, they cut blocks of ice from the Detroit River, hauled them up ramps, loaded them onto wagons, and hauled them to icehouses. There they packed the ice blocks using sawdust for insulation, and the

ice would last them all year around. Workers usually cut the ice into two foot square blocks and they were sold for about 15 cents a block.

Like French settlers before them, early settlers in Gibraltar relied on the Detroit River for transportation, because roads through the region were still scarce and the existing roads were impassible for parts of the year.

Gibraltar continued to grow and by 1873, approximately 400 people called the village home. The local business directory included :

Herman Alford – General Store & Shipbuilder

John Brown – Blacksmith

Doremus & Mitchell – Cigar Manufacturers

Linn & Craig – Sawmill & Shipbuilders

E. Seaton – Steamboat Captain

William Stoddard – Collector of Customs

E. Sullivan – Hotel Proprietor

W. Thompson – Stove Manufacturer

M. Vreeland – Lighthouse Keeper

By 1885, the *Wayne County Courier* of January 22, 1885 announced that Claston and Parsons had opened a stone quarry near the Gibraltar Station, anticipating a large stone trade business. The railroad company was putting in side tracks for them. Edmund Hall planned to improve his river front in the early spring and was having a pile driver built for sheet piling and dredging.

A Few Gibraltar Ships and Shipyards- 1860s-1900

Gibraltar shipbuilders between 1840 and 1900 included Alford, Calkins, and Clark and Morgan, and the shipyards extended along the Detroit River front in Gibraltar. Shipbuilding records reveal that at least 23 ships were built in Gibraltar between 1863 and 1882, including 11 propellers, six barges, and six schooners.

A steamer called *the Olive Branch* made regular round trips from Gibraltar to Detroit, coming through the West Trenton Channel, and stopping at Trenton and Wyandotte as part of her route. A small steamboat, possibly the old passenger steamer *Dove*, ran between Detroit and Cleveland occasionally stopped at Gibraltar and by the 1860s had established a regular route. The *Dove* was built in Trenton in 1863 and operated between Detroit and Amherstburg, with stops in Ecorse, Wyandotte, and Grosse isle for about eleven years. Her first master was Captain Johan A. Sloan and later Captain Duncan Nicholson who later became superintendent of the Detroit, Belle Isle &

Windsor Ferry Company sailed her. Other ships bringing local service to Gibraltar were The *Princess*, *Island Queen*, *Newsboy*, and *Massasauga*.

The *Marine Record* of Cleveland, Ohio, noted on June 18, 1885, that the steamer *Island Belle* should no means be omitted from the best of those plying to and from this port. She made daily trips between Cleveland and Gibraltar, calling at all the landings. She left Detroit at 5 p.m. and Gibraltar at 9 a.m. She was quite commodious, had good speed, and her master, Captain S. Whipple, was a gentleman well informed on nearly all the chief topics of the day.

The *Detroit Post and Oswego Advertiser Times* of November 21, 1866, carried a story about a new schooner named the *Grace Whitney*, which had been towed up to Detroit from Gibraltar and moored at the Detroit & Milwaukee dock for Hoffimer & Mayes to be rigged for her for voyages on the Great Lakes. D. Whitney Jr. of Detroit owned her and planned to use her to carry freight between Chicago and Ogdensburg. R. Calkins of Gibraltar and Captain E.W. Cross of Oswego, New York who traveled to Gibraltar especially for that purpose, built the *Grace Whitney*.

Made of the finest Michigan oak, *The Grace Whitney* cost \$30,000 and featured 380 tons burden, a 133 feet keel, 26 feet two inches beam, and 142 foot length overall. She could hold a capacity load of 20,000 bushels of wheat and her owner planned to use her to exclusively transport grain. She had a crew of ten men, with Captain George Atkinson commanding her.

Linn and Craig, Gibraltar Shipbuilders

Linn and Craig were important Gibraltar shipbuilders. Scottish shipbuilder, R. Linn, came to Gibraltar in 1841 and established his shipyard. He pioneered building merchant vessels in the region, and when Captain J. Craig from New York joined the business in 1866, they continued to build merchant ships and their reputation.

The list of ships that Linn and Craig built during 1881 included *the Escanaba* and the *Jessie H. Farwell*. According to the *Cleveland Herald* story of Friday, April 8, 1881, the new steam barge on the stocks of Linn and Craig at Gibraltar for the Escanaba and Lake Michigan Transportation Company would be christened Escanaba, built at the total cost of \$85,000. Immediately after this and using the same molds, Linn and Craig built the new steam barge for J.H. Farwell & Co. of Detroit, just ten feet longer than the Escanaba. The *Jessie H. Farwell*, which would tow the barge *J.H. Rutter*., also cost \$85,000 and Thomas Adams of Detroit owned her. ²⁶

A January 22, 1885 story in the Wayne County Courier, the area newspaper of the period, stated that R.W. Linn's shipyard was ready to work and that the new barge building would employ a large force of men. It also mentioned that shipbuilder Captain H. Alford had contracted to build a scow for Detroit people. ²⁷

John Craig at Gibraltar built the hull of the F. and P.M. No. 3, a passenger-freight-and propeller of wood in May 1887. In 1901 it was renamed the *Pere Marquette No. 3*, and in 1920, Lake Michigan ice squeezed the *Pere Marquette* and she sank outside of Ludington on March 7,

²⁶ Cleveland Herald, Friday, March 11, 1881; Cleveland Herald, April 26, 1881

²⁷ Wayne County Courier, January 22, 1885.

1920.²⁸

The Marine Record, Cleveland, Ohio, published an endorsement on May 31, 1894. Captain McLeod, manager of Inland Lloyds, said that constructive work and lines of the new steamer *Wolverine State*, built at Linn's yard, Gibraltar, were equal to the best he had ever seen. Captain George McCullagh, owned an interest and would sail the new vessel.

The Shipbuilding Munro Family

Originally from Scotland, Hector Munro lived for a short time in Sandusky and Toledo, Ohio, before he came to Gibraltar, Michigan, in 1879. While he lived in Sandusky, he sailed to Canada and collected his wife and sons who had emigrated from Scotland. Although originally a shipbuilder, Hector Munro operated his own schooner hauling freight on the Great Lakes when he came to Gibraltar.

In 1895, Hector Munro and his sons built an 86 foot long, 24 foot wide and 93 gross ton schooner that they called the *Oak Leaf* which his oldest son Daniel sailed. The *Oak Leaf*, along with the schooner, *Charles Chambers*, built in Grosse Isle, were the last trading schooners built on the Detroit River.²⁹

²⁸ F. AND P.M. No. 3 * Built May 6, 1887 Passenger/Freight Propeller - Wood U. S. No. 120677 924 gt - 678 nt 190' x 32.8' x 12.4' Hull built by John Craig at Gibraltar, Michigan. * Renamed (b) PERE MARQUETTE No. 3 - US - 1901 Squeezed by ice and sank, March 7, 1920, outside Ludington, Mich., Lake Michigan; raised in July, 1920 and dismantled at Manitowoc, Wis. Detroit/Wyandotte Shipbuilding Master List. Institute for Great Lakes research ,Perrysburg, Ohio.

²⁹ [**Oak Leaf- List of Merchant Vessels of the United States**](#) . List of Merchant Vessels of the United States, with the Official Numbers and Signal Letters Awarded to Them. United States Department of the Treasury, Bureau of Statistics. U.S. Government Printing Office, 1897. [**List of Merchant Vessels of the United States Charles Chambers**](#). List of Merchant Vessels of the United States, with the Official Numbers and Signal Letters Awarded to Them. United States Department of the Treasury, Bureau of Statistics. U.S. Government Printing Office, 1897

The Gibraltar Lighthouse

By 1837, more than 30 steamboats plied the Great Lakes and as lake travel increased so did the need for navigational aids like lighthouses. On March 3, 1837, the United States Congress appropriated \$5,000 to build a lighthouse at the mouth of the Detroit River in Gibraltar. In 1838, a lighthouse inspector's report noted that the Gibraltar Lighthouse at the mouth of the Detroit River on the western channel had eleven fixed lamps and reflectors and that it was a new building in excellent order.

For thirty years the Gibraltar Lighthouse guided ships from the Detroit River into Lake Erie, but in 1869, the dwelling and tower were in such bad condition that the Lighthouse Board decided that it needed to build a new lighthouse and in 1871, it recommended a \$10,000 appropriation which was approved on June 10, 1872.

The new lighthouse, built on the site of the previous lighthouse, was completed on February 1, 1873, but a Lighthouse Board observation in the summer of 1873 drastically changed the history of the Gibraltar Lighthouse. During that summer, the Lighthouse Board noticed that a growing list of vessel casualties dating to the previous fall had happened when ships ran aground on Bar Point, a dangerous shoal that jutted out from the Canadian shore into the northwest corner of Lake Erie. The Lighthouse Board believed that vessels entering and leaving the Detroit River in spite of the lights at Bois Blanc and Gibraltar, didn't have a definitive marker signaling them to change their course to their Lake Erie destinations or entering the Detroit River. When vessels turned too soon, especially in bad weather, they often crashed into Bar Point Shoal. Canada had maintained a lightship on Bar Point since 1875, but the Lighthouse Board felt that a permanent light would better mark the shoal.

The Lighthouse Board believed that the amount of yearly losses would more than pay for establishing and maintaining a lighthouse and it recommended that a beacon light be placed off Pointe Mouillee, in 24 feet of water, so that vessel captains would know that when they rounded it they could safely set their course to or from the Detroit River.

On August 7, 1882, Congress appropriated \$20,000 for a lighthouse and steam fog signal at the mouth of the Detroit River, and followed the initial award of lighthouse funds with \$40,000 on March 3, 1883, and \$8,000 on March 3, 1885. On August 20, 1885, the Detroit River Light began permanent operation.

In the meantime, the Lighthouse Board had discontinued the Gibraltar Light in 1879, and by 1895, the buildings and grounds of the Gibraltar Light had been sold at public auction and the lantern and iron stairway to the tower removed.³⁰

³⁰ [Lighthouse Friends – Detroit River Lighthouse](#)

20th Century Gibraltar – Still Maritime

Horse Island, a 38 acre island connected to the rest of Gibraltar by a 50 foot bridge, has been a natural site for shipyards. Otto O. Rieger built a home, store, and docks on Horse Island's north end, the Horse Island Boat Basin one of the area's early boatyards, in the early 1920s.

In 1958, the Rieger family sold the Horse Island Boat basin to the Tenant family and in 1993, the City of Gibraltar bought the property. After the City of Gibraltar bought the property, it tore down the original buildings and docks with the goal of replacing the Horse Island Bridge which had been built in the early 1920s. Then the City discovered that the bridge had been declared a historical site and couldn't be destroyed, meaning that a new bridge would have to be built next to the old one if the old one were declared unsafe. In 1996, the City of Gibraltar discovered the original bridge was safe and didn't have to be replaced.

The Edmund Hall farm, located at the south end of modern Lowell Street at Grandview in Gibraltar, contributed an important chapter to Gibraltar's nautical history. Separated from Horse Island by a dredged channel on the east side of the property, the farm had pastures and lanes with grazing cattle and barns near Adams Street. Edmund Hall also built a blacksmith shop, carpenter shop, carriage house, icehouse, and a granary. He gave many local residents jobs, paying one dollar per day.

In the early 1920s, Horse Island, formerly owned by Edmund Hall's daughter, Frances Chaney Strong, was platted and lots were sold for building sites primarily for summer cottages. In 1925, the remainder of Hall's land was platted into lots and sold. Another part of Hall's original land claim, included Edmund Island, formerly called Big Snake Island.

In 1939, E. Chalk opened The Chalk Boat Works on North Gibraltar Road, consisting of boat wells, repair facilities, and storage, but it eventually was torn down. By 1946, the Gibraltar Boat Yard, operated by Fred Blakely and Hazen Munro had opened for business. Originally consisting of 20 boat wells, the owners later added gas pumps, marine accessories and parts. They sold it to Jack Buhl in 1968.

E.W. Heinrich opened Heinrich Marina in what was then a large swamp area on Middle Gibraltar Road in 1954. He spent years dredging to make room for 100 boat wells, before he sold it to Everett Hedke in 1964. Everett Hedke renamed the marina Humbug Marina.

The history of Gibraltar and neighboring Cherry Island has included many floods, some of the most remembered in 1952, 1972-1973, and 1985. Motivated by the floods of 1972, the U.S. Army Corps of Engineers built stone dikes along the Detroit River throughout Gibraltar in 1973. They constructed the dikes several feet high which limited the water view from most of the houses. Eventually the wood framework of the dikes rotted and they began to fall or the property owners tore them down, choosing a view of the water over flood danger. The early 1985 floods inspired most property owners to build clay dikes along their property and the city of Gibraltar built them in 1986.

Gibraltar was incorporated as a village in 1954 and as a city in 1961, making it the second smallest city in Michigan at that time, with a population of 2, 187. Hy Dahlka, wild fowler and pioneer wildlife conservationist, was the first village president. ³¹

Gibraltar People

Harold Nicholas Koch



World War II Veteran

³¹ [History of Gibraltar](#)



GIBRALTAR HOCKEY PROGRAM: Harold Koch, hockey director of the Recreation Department is shown with some of the active players of the 1972 program.

Born June 16, 1926 to Herman and Tillie Koch, Harold Nicholas Koch served in the U.S. Army during World War II and enjoyed a lifelong love of his sports and his family. He married Margaret Ades Gonyea on August 5, 1950 and they had two children, a son and a daughter.

Harold and his family loved hockey, and he and his son played for amateur teams. Taking advantage of her family hockey legacy, his daughter became the first female professional hockey player in history. Although he preferred baseball, Harold directed, coached, and refereed Gibraltar's hockey program and built the hockey rink complete with scoreboards, benches, and landscaping near the city hall for the program. He referred to his programs as hockey clinics because he wanted their focus to be learning instead of competition. He said, "My main purpose through this entire program has been to teach good correct hockey. I know the game and I've tried to teach kids the way it's supposed to be played."

Harold also loved model trains and miniature houses that he built to resemble the places where he had lived.



HAROLD KOCH has been busy clearing snow off the ice rink he built near the Gibraltar City Hall last summer. He also coaches the 70-plus youngsters who participate in his hockey clinics. In appreciation for his work on the rink and in the hockey program, the city council named the rink in his honor. Koch has lived in Gibraltar since 1938 and requested the city's hockey program four years ago.

Council Names Ice Rink in Honor of Builder

Hockey = Love for Harold Koch

By KIRK HEINZE
Staff Writer

For Harold Koch, hockey isn't just an enjoyable pastime; it is a way of life.

In the last four years, Koch, of 15631 Wright St., Gibraltar, has spent many long, cold hours working to prepare the city's two skating rinks and hockey programs.

During the winter, Koch officially serves as the rink caretaker, rink guard and supervisor of the hockey program. Through the city park has a token hockey city for his cold-weather activities, for 100 hours he spent building the new hockey rink near the city hall last summer and voluntarily.

Koch not only landscaped the rink, but he revised a scoreboard and built boards, benches, penalty boxes and two hockey rink boxes for the 150-by-90-foot rink.

In appreciation of Koch's efforts, the Gibraltar city council voted at its Dec. 8 meeting to erect a sign naming the rink in his honor. The dedication ceremony will be announced soon.

For Koch, an employee at Chrysler's Fremont Chassis plant, the work he puts into the Gibraltar hockey program is a labor of love.

"Hockey has given me just about everything for the last 25 years," Koch said. "It's not just me though," he said, "the whole family loves it."

In fact, it was Koch's daughter who first gave him the idea for the hockey program when she tried to form a team four years ago.

"She's as big a hockey fan as I am," he said.

"I told myself back then that if I was going to get involved with a hockey program, I wouldn't be a quitter and give up," Koch explained.

Now 77, his daughter works as a secretary for the Finance Dept. of the Southern Hockey League.

As far as building the rink was concerned, Koch insists that he wanted to make sure the young pucksters had the opportunity to play on as close to regulation hockey as possible.

"My main purpose through this entire program," he said, "has been to teach good, correct hockey. I know the game, and I've tried to teach the kids the way it's supposed to be played."

Koch, who will get out and skate with the youngsters, has played hockey all his life, including a campaign in the tough Windsor City League.

According to Koch, one of the main reasons for the success of the program has been the caliber of its participants.

"These kids are a great group," Koch maintained. "There should be more programs like this to keep youngsters busy and off the streets."

The friendly Koch prefers to call his hockey program a clinic because he places primary emphasis on training, not competitive action.

The participants are divided into three groups on the basis of their ages: 5-10 years old, 11-14 inclusive, and 15-18 inclusive. Forty boys are already enrolled in the program, and Koch expects to have the usual 70 before the winter's in full swing.

The clinics are held on Tuesday, Thursday and Saturday nights from 5 to 9:30 p.m. Each age group has the rink for 90 minutes.

The only problem that Koch has run into is finding volunteer coaches who will stick it out through the cold winter months.

He has one other person working with him at present. Besides that, Koch acts as program director, coach, and even referee during the clinics. No one knows him complaining, however.

"I really enjoy what I'm doing," Koch said. "One of the benefits of directing this program is that I get to stay in good physical shape."

"Getting out in the cold air and skating with the kids is a lot better than sitting around the house watching TV all winter," Koch concluded.

Thomas B. Harrison



This tree was planted by the teachers and children of the Gibraltar School in memory of their beloved janitor, Thomas B. Harrison, who died July 6, 1933.

Thomas B. Harrison was born on June 6, 1872. In 1893, he married Lena Frings and they had four children. The 1910 U.S. Federal Census records Thomas and Lena living on Adelaide Street in Detroit with their children Lillian, Vernon, Roy, and Grace. He lists his occupation as working in a box factory. The 1930 Census shows him still living in Detroit with his wife and son Vernon. He listed his occupation as foreman in a box factory.

Between 1930 and 1939, William and Lena moved to Gibraltar to a home on Washington Street. He became a care taker at the Gibraltar School and the teachers and students loved him. He died on July 5, 1939.

Hy Dahlka- President of Gibraltar, World Class Conservationist



A story in the *Ludington Daily News* of October 7, 1967, fills in some of the background of the Annual Duck Hunter's Tournament at Pointe Mouillee State Game Area. According to the story, Detroit was once a world center for marketing game, supplying the White House and Buckingham Palace with canvasback ducks. The shooting grounds of the marshes and shoal water feeding beds of Lake Erie, the Detroit River, Lake St. Clair and the St. Clair River were prime hunting areas and a series of duck clubs drew their membership from the eastern third big cities of the continent. Percy "Hy" Dahlka's Michigan Duck Hunter's Tournament preserves the aura and lore of that era.³²

French fur traders in the 17th century, wealthy 19th century duck hunters, and 20th century conservationist Hy Dahlka combined to preserve Pointe Mouillee State Game Area, consisting of 4,040 acres of coastal wetlands in Lake Erie near the mouths of the Huron and Detroit Rivers north of Monroe, Michigan. Most of Pointe Mouillee State Game Area lies in the northeastern corner of Monroe County, with a small area of land on the opposite side of the Huron River in Wayne County, but its headquarters are located on Mouillee Road in Brownstown Township.

³² Ludington Daily News, October 7, 1967

The game area is a traditional resting place for ducks and geese along the flyway across Lake Erie, as well as a haven for bird watches, bikers, and hunters. Muskrat trappers take a substantial number of muskrat from the area every year.

The 17th century French fur traders named the wetlands near the mouth of the Huron River, *Mouillee*, which means wet or moist. In 1875, a group of wealthy duck hunters from the area bought about 2,000 acres of the marsh and founded the Pointe Mouillee Shooting Club. The club grew prosperous enough to employ punters and cooks to attend the duck hunters. Responding to the efforts of Gibraltar conservationist Percy “Hy” Dahlka and likeminded people, the state of Michigan bought 2,600 acres of land from the Pointe Mouillee Shooting Club and established the state game area. Gradually, they added more property to their initial purchase, including 130 acre Celeron Island. When the barrier island washed away, heavily damaging the marsh, the U.S. Army Corps of Engineers built a new island with materials dredged from harbors and shipping channels, materials considered so contaminated that they couldn’t be dumped in the Great Lakes. The Corps of Engineers built a Disposal Facility with 3.5 miles of dikes that enclosed 700 acres of marsh and doubled as barrier for the marsh, as well as rerouted streams and partially drained the marsh to help the vegetation reestablish itself.

Percy Harold “Hy” Dahlka’s life is intertwined with the marshes of the Detroit River, especially in the Pointe Mouillee State Game area and he was a pioneer in wildlife conservation, founding the Michigan United Conservation Club (MUCC), the Waterfowl Festival at the Pointe Mouillee State Game Area, and the Monroe Rod and Gun Club

Born May 1, 1904, in Wyandotte near the Detroit River, the 1920 and 1930 census records show that Hy lived in Trenton during his formative years. On the 1920 census, he listed his occupation as trapper and throughout his boyhood he learned to love the Detroit River, its marshes, the muskrat that lived among the reeds and the ducks and geese that flew in v shaped formations on their way across the Lake Erie flyway. Love of nature and survival motives compelled Hy to become an expert marksman early in his life. In an interview with *Field and Stream* over half a century later, he said that he shot for the market because his family needed the money and canvas back ducks brought a dollar each. He recalled that his brother reminded him that each duck was a dollar bill and to remember the 25 duck limit.³³

Hy Dahlka became a confirmed duck hunter. Besides shooting ducks, he learned much about duck hunting methods and traditions and the lives and times of ducks. He developed his tried and true methods for picking ducks and argued the best method of preparing ducks for the table, the proper size of shot, duck boat making, and the ins and outs of federal regulations. He carved and painted decoys – more than 400 of them - and earned a national reputation for decoy making.

To support himself and his outdoor life, Hy worked as a salesman on shore and operated barges and dredges on the rivers and lakes of the region, continuing to enjoy his love of water fowl hunting, creating decoys, and exploring the Detroit River marshes. Despite his outdoor activities, he found time to court and marry Eileen H. Heisler on October 2, 1937 in Monroe, and they had their daughter, Sandra, less than a decade later.

³³ [Field and Stream December 1975](#)

Along about 1947, Hy noticed that the marsh lands along the Detroit River, especially at Pointe Mouillee, were growing as smaller as the birdshot some hunters used to bring down the ducks flying over the marshes. He discovered that wealthy men had gradually bought up a large part of Pointe Mouillee for a private shooting club and fenced in everything. Hy and a group of friends decided to fight for the marshes. He discovered that according to a Michigan Supreme Court ruling in the case of *Hilt versus Weber*, if titles to shooting club property were dry land grants, then the titles extended only to the water's edge. Swamp land grants extended the area out to the meander line. Hy found that the club had dry land grants so they couldn't control all of the water. He and his friends convinced the Michigan Conservation Commission to buy the land at \$75.00 an acre, pricey since it stretched only 16 miles from the Detroit City Hall. He carved out the marshland now known as the Pointe Mouillee State Game Area because he felt that "the public had to know about waterfowl hunting and the marsh."³⁴

Newspapers Follow Hy Dahlka

The *Clare Sentinel* of April 25, 1947, reported that the board of directors of the Michigan United Conservation Clubs held its April meeting in Clare with headquarters at the Hotel Doherty. President Hy Dahlka "was accompanied by his wife and daughter Sandy who was born within an hour of Hy's return home from a M.U.C.C. meeting two and a half years ago."³⁵

In 1949, Hy started the Michigan Duck Hunter's Tournament, and went on to establish the Waterfowl Festival at the Pointe Mouillee State Game Area, and helped found the Michigan United Conservation Clubs, the Monroe Rod and Gun Club, and the Trenton Sportsman's Club. Hy's conservation efforts and activism didn't escape the notice of Michigan Governor G. Mennen Williams, who approached him in May 1953 with a request. The Governor asked Hy who at this point was the former Michigan United Conservation Clubs president, and executive secretary of the Michigan Tourist Council Robert J. Furlong, to head a special conservation committee. The Committee was designed to iron out the differences or misunderstandings between resorters and sportsmen.³⁶

Hy Dahlka also found time for his community. He was the first president of the Village of Gibraltar, serving from September 27, 1954, to March 15, 1960.

Larry Wall, Gibraltar mayor in 1983, commented in Hy's obituary that he was the first village president and considered "the father of our community." According to Scott Denison, a Gibraltar Councilman in 1983, tradition had it that when Gibraltar was part of the Township of Brownstown, Hy went down to file the papers annexing the section that was to be McLough thirty minutes before the City of Trenton. He got the signature filed for Gibraltar's incorporation. "He loved the Detroit River, wildlife and the city itself," Dennison said.³⁷

³⁴ [Field and Stream December 1975](#)

³⁵ Clare Michigan Sentinel, April 25, 1947

³⁶ Traverse City Record Eagle, May 18, 1953

³⁷ [City of Gibraltar loses founding father](#)

The *Traverse City Record Eagle* reported on August 10, 1957, that Gibraltar Village President Hy Dahlka received a check for 17 cents, 1/365th of Grayling Mayor Emil Geiling's annual stipend under Michigan's annual mayor exchange program. President Dahlka served a day as the mayor of Grayling, Michigan.³⁸

A story in the *Ludington Daily News* of October 7, 1967, said that Hy had been mayor of Gibraltar, president of the Michigan United Conservation Clubs, and township trustee, but he took the most pride in being the permanent chairman of the Annual Michigan Duck Hunter's Tournament. The Tournament attracted duck hunters with day long contests in the arts and skills of wildfowling as well as being a huge picnic. The Trenton Sportsman's Club and the Gasco Sportsmen's Club of Michigan Consolidated Gas Company sponsored the Tournament along with the Michigan Conservation Department. The 1967 Tournament didn't charge admission or entry fees and the program featured a punt boat race, sneak shooting contests, retriever trials, decoy whittling and show, duck picking, duck calling, a hip boot dash through the marsh and rowboat races for men, women, boys and girls. Trophies and ribbons were awarded the winners and runners up and a grand championship award was presented at the end of the day.³⁹

Field and Stream, 1975

The December 1975 issue of *Field and Stream* included a profile of Hy Dahlka, by Bill Tarrant, titled "Best Duck on the River." The story identified Hy Dahlka as a noted conservationist, water fowler, duck decoy carver, and founder of the Michigan Duck hunter's Tournament. In 1975, he lived in a two story clapboard house snuggled against the Detroit River in Gibraltar. A yard of short cropped grass sheltered a statue of the Virgin Mother, a gleaming white washed statue surrounded by colorful zinnias, and below her on the ground rested a full herring gull decoy.

Hy Dahlka and a gray haired poodle greeted writer Bill Tarrant at the door. The gray haired poodle limped to greet Bill Tarrant, since Michigan State University veterans had repaired the tendons in his back legs by making two 5/8 inch incisions and implanting synthetic substitutes. Hy told Bill Tarrant that, "When I was 12, I used to ride my bike down to this very spot before sunrise. My Uncle Bill would take me out hunting."

Noting that the living room windows looked out onto the Detroit River, writer Bill Tarrant visualized the magic of Hy Dahlka's Detroit River marshes. Strings of mallards draped the horizon, and clumps of diving ducks dotted the water. A gentle breeze stirred the willow leaves and the wind rustled stories of hunters and guns and the whirr of wings and cries of birds through the Detroit River marsh reeds.

Bill Tarrant described Hy Dahlka's living room as featuring knotty pine walls decorated with waterfowl memorabilia and decoys stacked on every surface. Plaques and decorations dominated the room. A blue ribbon said: "Thanks to Hy Dahlka for 25 years. Midwest Decoy Show, Fall 1972, Pointe Mouillee. Given by the collectors and carvers to the Best Duck on the River." A

³⁸ Traverse City Record Eagle, August 10, 1957

³⁹ Ludington Daily News, October 7, 1967

bronze plaque proclaimed: “Michigan United Conservation Clubs, 1951. Award of Merit to Hy Dahlka for outstanding service to the organized sportsmen of Michigan.”⁴⁰

Michigan State University Museum

Shortly before he died in 1983, Hy Dahlka donated newspaper clippings, photographs, and an unpublished manuscript on regional water fowling to Michigan State University Museum. The introduction to his collection describes him as an avid water fowler, a community scholar and activist who played a major role in the preservation of the Pointe Mouillee Game Area and the public recognition of Downriver duck boat making, decoy making and duck hunting.⁴¹

Hy Dahlka’s Legacy

Hy Dahlka died on January 16, 1983, at age 79, and he is buried in Gibraltar Cemetery. His legacy lives on with his family, in the Annual Duck Hunter’s Tournament at Pointe Mouillee State Game Area, the Pointe Mouillee State Game Area itself, and the city of Gibraltar itself.⁴²

A plaque that members of his Michigan Duck Hunters Tournament presented to Hy Dahlka captured his impact on duck hunting, conservation, and the Detroit River. The plaque said: “Michigan Duck Hunters Tournament, Pointe Mouillee, Presented to Hy Dahlka, tenant of rivers and marshes. His love of duck hunting nurtured in him an idea from which countless thousands have learned to respect, enjoy, and protect the art of wild fowling. From all your duck hunting friends.”⁴³

⁴⁰ Field and stream December 1975. [Best Duck on the River](#).

⁴¹ Michigan State University Museum. [Michigan State University Museum](#)

⁴² [Hy Dahlka Obituary](#) January 20, 1983. Pulse Publications, Page 3 [City of Gibraltar loses founding father](#)
<https://www.flickr.com/photos/92760331@N04/10056834524/>

⁴³ Field and Stream, December 1975. “Best Duck on the River.” .

City of Gibraltar loses founding father

Funeral services were held yesterday for Hy Dahlka, 79, who died Sunday after a long illness.

Dahlka was president of the Village of Gibraltar from Sept. 27, '54 to Mar. 15, '60.

He was president of the Pointe Mouillee Waterfowlers Association; past president of the Trenton Sportsman's Club; past president of the Monroe Rod and Gun Club; past president of Michigan United Conservation Clubs; a member of the

Knights of Columbus; and, a member of the Mid-West Decoy Association.

Dahlka was also founder of the Michigan Duck Hunters Tournament.

In commenting on the passing of Mr. Dahlka, Gibraltar Mayor Larry Wall said, "I've known Hy all my life - a tremendous loss. He was our first Village president. We refer to him as the father of our community. A tremendous amount of knowledge and wisdom goes with

him."

Gibraltar Councilman Scott Denison also paid tribute to Mr. Dahlka. "I've known Hy Dahlka all my life, since my dad served on the council, when he (Dahlka) was village president. He really loved this city and devoted a lot of his time to make Gibraltar the city it is today."

He added, "The story goes, when Gibraltar was part of the Township of Brownstown, he went down to file the papers that would annex the section that was to be McLouth - 20 minutes before the City of Trenton. He got the signatures, filed for our (Gibraltar's) incorporation. His main concern was the future of this city.

"He loved the Detroit River, wild-life and the city itself," Denison said. "He was outspoken, but a great influence. He was a progressive thinker. I listened to his advice."



Hy Dahlka, 1904 - 1983

According to Denison, Dahlka was a great story teller adding local color to each of his stories.

He added that he was glad that the naming of the Hy Dahlka Park happened before he died; though, "He never saw it," said Denison.

He was born May 1, 1904 in Wyandotte. Survivors include

his wife, Eileen; a daughter, Sandra of Gibraltar, two brothers, Howard and Kenneth, both of Gibraltar; and a sister Mrs. Thelma Shei of Illinois.

Arrangements were made by the Ralph M. Ridge Funeral Home of Trenton and burial was at the Gibraltar Cemetery in Gibraltar.

Hy Dahlka is buried in Gibraltar Cemetery.

A Few Veterans Buried in Gibraltar Cemetery

Civil War

J.S. Cash. Co. E. 15th Michigan Infantry. He is buried in Gibraltar Cemetery.

John Milton Miller. He enlisted in company I of the Fourth Michigan Volunteer Infantry on June 20, 1861 for three years at age 23. He died on July 18, 1862 at West Philadelphia, Pennsylvania, of complications from a gunshot wound in the right arm which he received while in action at Gaines' Mills, Virginia, on June 27, 1862. He was originally buried in Grave 14, row 2 of Woodland Cemetery, Philadelphia, Pennsylvania. He has a memorial in Gibraltar Cemetery.

World War I

Archie Bell. Michigan. Pvt. 138 Casual Co. World War I. He is buried in Gibraltar Cemetery.

Michael F. LeHane. Michigan. PFC 145 Co. Trans. Corps. World War I. He is buried in Gibraltar Cemetery.

Clinton McLenon. Pvt. U.S. Army, World War I. He is buried in Gibraltar Cemetery/

World War II.

Alvin Richard Broughton. PFC U.S. Army, World War II. He is buried in Gibraltar Cemetery.

Maurice Carter. CPL U.S. Marine Corps, World War II

Thomas Day. Arizona S SGT. 1345 Base Unit AAF, World War II. He is buried in Gibraltar Cemetery.

Clarence M. Hawk. Michigan Pvt. U.S. Army, World War II. He is buried in Gibraltar Cemetery.

Harold Nicholas Koch. U.S. Army World War II. He is buried in Gibraltar Cemetery.

Raymond B. Martin, Corporal, U.S. Marine Corps, World War II. He is buried in Gibraltar Cemetery.

John W. Meyer. U.S. Navy World War II. He is buried in Gibraltar Cemetery.

John A. Reabe. 1st Lt. US Army, World War II. He is buried in Gibraltar Cemetery.

Francis J. Rogan, Jr. U.S. Army, World War II. He is buried in Gibraltar Cemetery.

Leonard Schamanski, U.S. Navy, World War II. He is buried in Gibraltar Cemetery.

Harold Bob Tallent. Corp. U.S. Army, World War II. He is buried in Gibraltar Cemetery.

M. Howard Thompson, U.S. Army, World War II. He is buried in Gibraltar Cemetery.

Steve Vass. U.S. Navy, World War II. He is buried in Gibraltar Cemetery.

Korea

Eugene Ratliff. SN U.S. Navy, Korea. He is buried in Gibraltar Cemetery.

Vietnam

Richard Francis Kuhn. Sp5, U.S. Army, Vietnam. He is buried in Gibraltar Cemetery.

Clarence David Mandernach. U.S. Navy. Vietnam. He is buried in Gibraltar Cemetery.

Veterans

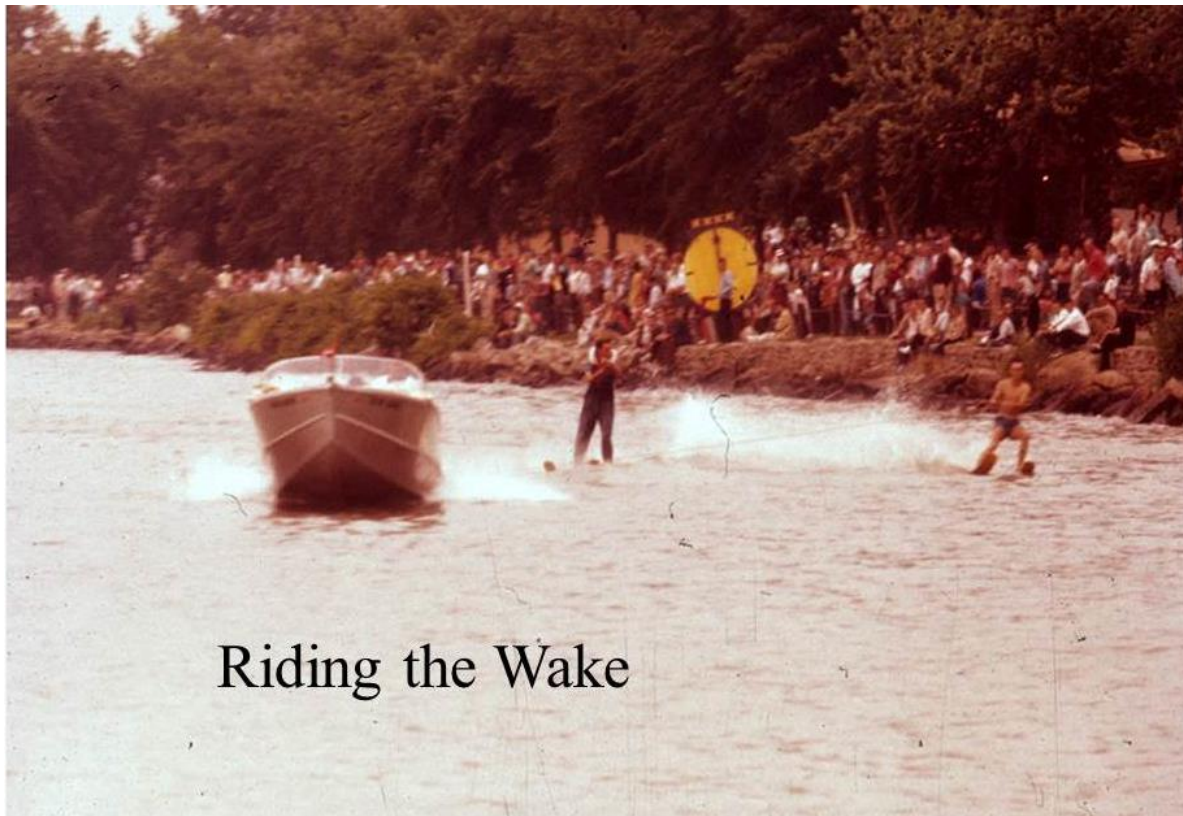
Arthur R. Kay. United States Marine Corps He is buried in Gibraltar Cemetery.

Dr. Laurence P. Kline. Captain, U.S. Army He is buried in Gibraltar Cemetery.

Richard Philip Miles, PFC. U.S. Army. He is buried in Gibraltar Cemetery.

Robert A. Stone. U.S. Merchant Marine. He is buried in Gibraltar Cemetery.

Harold M. Tellent. F3 U.S. Navy. He is buried in Gibraltar Cemetery.



Bessemer Herald

December 26, 1914

Michigan News-Detroit

The annual show of the Michigan Poultry Breeders from January 20 to 25, will have the largest exhibit of local birds ever seen. Fred S. Hall, whose winter home is at 884 East Grand Boulevard, has a home at Gibraltar, where he has 2,000 White Leghorns, the stock being founded by champions, which cost him more than his farm horses.

Ironwood Daily Globe

January 10, 1936

By Albert Stoll, Jr.

A short time ago the press carried a story of a flock of black swans that were observed intermingled with white whistling swans near Horse Island in Lake Erie. A few days later a reader of the News wrote in stating that there were no black swans on this continent and that the black swan was found only in Australia.

When this letter was published it brought another from a reader stating that he had observed many black swans adjacent to his summer home near Gibraltar, Michigan, which is not far from Horse Island. He said they had been positively identified by a conservation officer.

So the black swan controversy goes on. The writer has never heard of wild black swans in America, but knew of a species almost black that was a native of Australia. All ornithologists seem to agree that there are but two species of swans native to the States, and both are pure white. One is the whistling swan, the most common and often found in Great Lakes waters. The other is the trumpeter swan, a bird of the west which is now almost extinct. The whooping swan, another great white bird, was formerly abundant north of the Arctic Circle and in Greenland, but this bird is now considered extinct. The Australian black swan is much smaller than these three and is frequently confused with our common black brant.

The black swan is found only in zoos and bird sanctuaries in this country, and many persons when they observe them think they are black brant.

The birds seen off Horse Island possibly were blue geese, which appear black at a distance, or black brant, although this species has a white collar.

The eminent ornithologist, Frank H. Knowlton, PhD. Of the United States national Museum, says that swans are found only in Australia. He is upheld in this by most other ornithologists.
—Detroit News—

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Michigan State University Museum. Michigan State University Museum

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Cleveland Herald, April 26, 1881

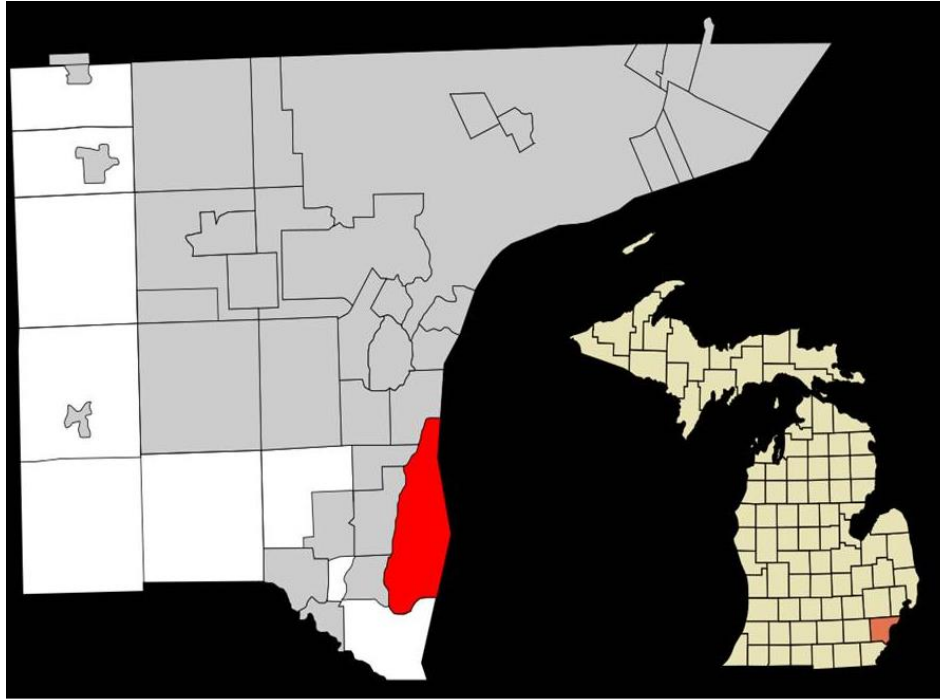
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Wayne County Courier, January 22, 1885

Chapter 6 - Grosse Ile



[Grosse Ile Website](#)

[The Grosse Ile Historical Society](#)

The geography of Grosse Ile, the largest island in the Detroit River at 9.6 miles, and its history are as closely intertwined as the land and the waves that lap against its shores. Grosse Isle is the main island, but more than twelve other islands comprise Grosse Ile Township in Wayne County. Grosse Ile has maintained its name and community identity since the 18th century, but it didn't become an autonomous government unit until October 27, 1914, when the Wayne County Board of Supervisors officially separated Grosse Ile from Monguagon Township. Leonard H. Wilton served as the first supervisor of Grosse Ile Township.

Grosse Ile is actually composed of two islands, although residents simply call it "The Island." Hennepin Point, named to honor 17th century French explorer Father Louis Hennepin, is located on the tip of the main island's northern section and is the site of the Grosse Isle lighthouse. A canal unsuitable for power boat navigation separates uninhabited Hennepin Point from the rest of the northern section of Grosse Ile, while the Thorofare Canal running from east to west, divides the southern section of the main island from the northern section. The Thorofare Canal connects

the main channel to the Trenton Channel of the Detroit River and bridges on the southern section of the main island connect to Elba Island, Meso or Upper Hickory Island, Hickory Island, and Swan Island which are inhabited.

Calf Island, Celeron Island or Tawas Island, Dynamite or Powder House Island, Fox Island, Stony Island, and Sugar Island, all uninhabited, lie a short distance from the shoreline of Grosse Ile. Grosse Isle is the center of the Detroit River International Wildlife Refuge.

Two bridges connect Grosse Isle to the Michigan mainland. The off-white Grosse Ile Toll Bridge is located on the north end of the island and the light green Wayne County Bridge or Free Bridge connects the south end of Grosse Isle with the mainland.

The Potawatomi, French and British Name and Own Grosse Ile

For thousands of years, the Potawatomi- Keepers of the Fire- people used Grosse Ile and its adjoining islands, as their ancestral hunting grounds, christening Grosse Ile Kitcheminishen. Along with the Ojibwa and Ottawa Nations, the Potawatomi created a powerful three nation alliance called the Council of Three Fires.

The early French explorers called the biggest island of the group La Grosse Ile, which is the [French](#) translation for *Large Island*. When the British took control of Michigan after the French and Indian War, they called the island Grosse Isle, the English version of the name. Eventually local residents adopted the Grosse Ile, the French spelling.

The summer hunting ground of the Potawatomi Indians, Grosse Ile occupied an important location on the Indian trade route between Albany, Detroit, and Mackinaw. Large bark canoes piled high with the rich furs of otter and muskrat glided down the Detroit River, and often their occupants beached on Grosse Ile and its adjoining islands to hunt and rest. In 1701, La Mothe de la Cadillac on his way to Detroit admired Grosse Ile so much that he claimed it for himself with two uses in mind. For a time he planned build a fort and settle on the island, but eventually he decided that the island would quickly run out of wood for fuel. Instead, he selected a site further north on the Detroit River, which is now downtown Detroit, to build his fort. Cadillac left Grosse Ile to his daughter Margarette in his last will and testament, but by 1709, Louis XIV had discredited Cadillac and transferred him to New Orleans.

In 1747, the governor of New France encouraged western immigrants and actively assisted Canadians who wanted to move to the Detroit region with government subsidies. In the following years, many families settled in the area, including Grosse Isle, and fertile farm fields and wooden farm houses dotted the banks of the Detroit River. The French occupied Grosse Ile until 1760, when during the French and Indian War the French surrendered Detroit and the Downriver region to major Robert Rogers and his Rangers, ceding Detroit and Grosse Ile to the British.

Before the British and the French signed the Treaty of Paris 1763, ending the French and Indian War, Ottawa Chief Pontiac had formulated a plan to drive the English from America, focusing especially on the former French posts in the Detroit area. Chief Pontiac and the warriors who fought with him camped on Grosse Ile and so did other Indians who attacked the boats that came from Fort Niagara to relieve besieged Detroit. Indians also deeded many acres of Downriver land, included Grosse Ile itself, to white men. Historian Clarence Burton recorded one of these earlier transactions. Dated September 8, 1765, the first recorded Indian deed bears the signature

of Pontiac, chief of the Ottawa, giving land to Doctor George Christian Anthon, a surgeon at Detroit. With the consent of George Croghan, superintendent of Indian affairs, the deed conveyed a parcel of land on the south side of the Detroit River with a more than 800 foot frontage.⁴⁴

The Pottawatomi Indians awarded another early Grosse Ile land grant to Robert, the eldest son of Robert Navarre, who married Maria Louisa de Mersac in 1734 in Detroit. The Pottawatomi tribe deeded from their ancient village, a piece of land four arpents – about one half mile – in width on the Detroit River, and the whole depth of Grosse Ile. This grant was ratified by Henry Basset, commandant at Detroit on July 15, 1772, and subsequently confirmed by General Gage. On this land Robert Navarre erected the house in which he lived and died, which house Commodore Brevoort enlarged and improved and which was subsequently known as the Brevoort homestead.⁴⁵

Indian Life on Grosse Ile

Writing about permanent Indian residents on Grosse Ile, Catherine Wendell McLaughlin, a member of the Macomb family, identified the resident Indian tribes- the Fox, Sacs, Kickapoo and Potawatomi -as inhabiting a ravine between what in 1901 was the Edward Lyon and Horace Gray farms. The Potawatomi used other camping grounds, but this served as their home. Here the Indians cooked venison over their campfires and sat beside them to counter cool night breezes off the Detroit River. At this home village young braves trained, Indian women tended luxuriantly growing corn in the fields, and plentiful food surrounded their wigwams. Fishes abounded in the Detroit River, bees thrived and provided them with sweet honey, and grape vines weighted with grapes hung from trees.

In her memoir, Catherine McLaughlin remembered that farmers frequently ploughed up arrow heads, and hatchets and charms shaped like animals and reptiles similar to those that Indians out west wore to ward off evil spirits. Grosse Ile residents also discovered many Indian graves while ploughing or digging to build homes and out buildings. At different times, diggers unearthed eight skeletons, two reportedly of large females, an equally large bullet falling from the skull of one of the females. Many valuable relics, including two pipes, an old knife, a number of silver armlets and bracelets, two silver rings with gems, a steel tomahawk, and two silver crosses, all of fine workmanship, were found with the bodies. These skeletons supposedly belonged to Tecumseh's band and according to John Navarre Macomb and family tradition, Tecumseh signed his totem on the original Grosse Ile deed.⁴⁶

Catherine Wendell McLaughlin described an Indian burial ground located by the Wendell home, on the property of Navarre Macomb and later Mr. Allen's property that the Indians had used for

⁴⁴ Clarence Burton. *Michigan Historical Collections*

⁴⁵ *Chronography of Notable Events in the History of the Northwest Territory and Wayne County*, p. 219.

⁴⁶ *Michigan Historical Collections. Volume 35.*

hundreds of years. She wrote that the sacred spirits of the past lingered in the burial ground amid the blue summer violets, the scarlet autumn leaves and the swift, silent winter snowflakes.⁴⁷

Another Macomb descendant, Judge Henry Navarre Brevoort, wrote about the nature of Indian life on Grosse Ile in 1776, when his great-grandfather William Macomb and his brother Alexander became owners of the island for a small sum of money and a small stock of blankets and tobacco. The Indians hunted and fished for food and furs, taking fish from the Detroit River, trapping otter, beaver, and muskrat, and shooting quail, partridge, and deer to feed themselves and their families. They spent time in camp cleaning their rifles and smoking while the women dressed skins, gathered wood, cut river rushes to make mats, and stripped the elm trees to make ropes to use in making wigwams. The women also hauled water and other items like beasts of burden until about 1755, when as part of the spoils from Braddock's Defeat, ponies were introduced to Grosse Isle and became permanent residents.

Judge Brevoort noted that Indians worshipped a higher power than themselves and that they believed that natural elements including rocks, trees, thunder and lightning contained spirits from that higher power. The Indian reaction to liquor ranked as the most unsettling part of the Indian culture for the Judge and other white people. The Judge believed that liquor robbed Indians of their earthly possessions and eventually their lives and he recorded an anecdote about General Lewis Cass. As secretary of state, General Cass was familiar with Indians and their habits, and he told one of the noted chiefs that whiskey had caused much unhappiness for his people. The chief told General Cass that above blankets, ponies, and even their lands, the Indians wanted whiskey.

Judge Brevoort concluded, "The Potawatomies have fallen, and the many joys that awaited their cabin doors, departed. They fell as the trees fall, torn by the mountain's blast, and all their green leaves withered. Such was the curse of liquor, hatred, and revenge: a river of death, swollen in blood, and its waves brought desolation."⁴⁸

The Macombs Acquire Grosse Ile

Macomb descendants experienced Potawatomi and other Indians on Grosse Ile first hand, because two Macomb brothers, Alexander and William, acquired Grosse Ile two days after the signing of the Declaration of Independence. On July 6, 1776, the Potawatomi Indians sold Grosse Ile to the Macombs for what their descendant Judge Brevoort called "a small sum of money and a small stock of blankets and tobacco."

The founders of the Grosse Ile Macomb families, Alexander Macomb and his brother William, were prominent Detroit merchants operating under the firm name of Alexander and William Macomb or Macomb, Edgar and Macomb. The most established firm in Detroit, they were Indian traders, general merchants, real estate dealers, and bankers. In some years their business exceeded half a million dollars. One of their important duties included acting as agents for the

⁴⁷ Michigan Historical Collections. Annual Meeting, 1906.

⁴⁸ Judge Henry Navarre Brevoort. The Indians, the Earlier Possessors of Grosse Isle. Michigan Historical Collections. Brevoort, Henry N. "The Indians, the Earlier Possessors of Grosse Ile." Vol. 35, (1907): 557-559.

British government in importing Indians goods and other presents to keep the Indians fighting on the side of the British government during the Revolutionary War.

The Macomb family were real estate tycoons of their day. They owned extensive tracts of land in New York, and acres of real estate in and about Detroit, including nearly all of the islands in the Detroit River. When the Macomb brothers acquired Grosse Ile from the Potawatomi Indians, the deed represented the first transfer of the island to private individuals. The signing of the deed took place under an old council tree standing on a knoll just above the boat landing at Gray's dock.

The deed to Grosse Ile is in the Macomb Family Papers at the Detroit Public Library. The deed reads in part: "Kitcheminishen or Grand island in the Wanjatimony, or Detroit River to William and Alexander Macomb from the Potteswatomy nation of Indians. Know all men by these present that We, the Chiefs' & principal leaders of the Pottewatamy nation of Indians, at Detroit, for ourselves and by & with the advice & consent of the whole of our said Nation, in consideration of the goodwill, love & affection which we and the whole of said nation have & bear onto Alexander Macomb and William Macomb or Detroit, merchants and also for divers other good causes & consideration, as the said Chiefs& rest of our nation hereunto moving, having given, granted, aliened, offered & confirm unto said Alexander Macomb & William Macomb all that Messuage or Tract of Land known by the name of Grosse-Isle & called in our Language Kitche minishen or Grand Island, situate lying & being in the mouth of Detroit River where it empties itself into Lake Erie approaching the North shore of said River and bounded by the waters of said River containing Acres more or less with all & singular the appurtenance &c
....⁴⁹

Isidore Chene and Pierre St. Cosme, both prominent Detroiters, witnessed the deed. On June 1, 1811, President James Madison granted the land by patent to John W., William, and David Macomb, heirs of William Macomb, and Secretary of State James Monroe signed the record.

A Detroit Free Press story dated July 6, 1906, reported the celebration of the signing of the 130th anniversary of the Treaty and deed and the dedication of a large boulder with a bronze tablet under the council tree where the signing took place. Madeleine Macomb Stanton, daughter of Mr. and Mrs. Robert Stanton acted as Mistress of Ceremonies. Judge Henry Navarre Brevoort, another descendant, delivered an address on "The Indians." Clarence M. Burton, president of the Michigan Historical Society, presented some local history of the island, and William C. Sprague, author of "Felice Constant," presented the "Romance of the Island."

Guests of honor at the unveiling ceremonies included John and Louis Rucker, Mrs. Catherine Macomb Wendell, oldest descendants of William Macomb, Samuel Navarre of Rockwood, age 96, Joseph Warren of Amherstburg Ontario, chief of the Potawatomi Indians, and Samuel Boucher, 86, who grew up on Grosse Ile. The ceremonies also featured personal reminiscences from older residents and patriotic music.⁵⁰

The Revolutionary War delayed developing Grosse Ile, and although the 1783 Treaty of Paris placed Grosse Ile on the American side of the international boundary, the British didn't leave the island until July 1796. After they evacuated Grosse Ile, it came under American jurisdiction and

⁴⁹ Macomb Family Papers; Burton Historical Collections, Detroit Public Library. [Michigan Historical Collections](#). Brevoort, Henry N. "The Indians, the Earlier Possessors of Grosse Ile." Vol. 35, (1907): 557-559.

⁵⁰ [Michigan Historical Collections. Annual Meeting, 1906.](#)

the Americans implemented a policy of persuading the Indians to leave. Most of the Indians left, but some of their descendants still live and work on the island.

Grosse Ile Survives the War of 1812

After the War of 1812, wolves, deer, other pioneer families including Smiths, Grays, Bouchers and Reaumes, and slaves occupied Grosse Isle along with the Macombs. William Macomb built a house in front of an old curly maple which he called the Mansion House with his farm stretching behind and beside it. William named the Mansion House after his brother Alexander's Mansion house at 39 Broadway below old Trinity Church in New York City.

The Indians burned the Grosse Ile Mansion House during the War of 1812, but the October 1899 issue of *Harper's Magazine* featured a picture and description of the Macomb Mansion House in New York City. The Macombs owned so many farms in Grosse Ile that they had to lease them to tenants so that they would be properly cultivated and maintained. Perhaps William Macomb used the necessity for farm workers as his rationale for owning slaves. In his will dated April 11, 1796, he gives and bequeaths to his wife, Sarah Macomb, for her own use "all his slaves, cattle, household furniture, books, plate, linens, carriages, and utensils of husbandry."⁵¹

In 1803, not long after Ohio became a state and while Detroit still remained a part of the territory of Indiana, Charles Jouett, Detroit Indian agent, reported on all lands of the Detroit region He said of Grosse Ile, "Grosse Ile is generally a mile wide and nine miles in length, running parallel with the western or United States bank, to which it approaches more nearly than to the other. Its lower end extends to the mouth of the strait, where it discharges itself into Lake Erie, and is immediately opposite Malden, the British garrison at Amherstburg. The island is now cultivated by ten farmers, who pay an annual rent to the estate of William Macomb, by whom it was purchased of the Indians."⁵²

When the War of 1812 came to the Detroit region, William Macomb, Jr., his wife Monique Navarre Macomb, and their baby son Pierre lived in the Mansion House on Grosse Ile. After General William Hull surrendered Detroit to the British on August 15-16, 1812, British soldiers took American prisoners including William Macomb, Jr. to Toronto on the brig *Queen Charlotte*. Monique Macomb, her three week old baby Pierre, and her servants were alone in the Mansion House. Family tradition has it that William had taken a Fox Indian sweetheart and when his Indian sweetheart heard that he had married a French lady, she drowned herself. This angered the Fox Indian Tribe on the Canadian side of the Detroit River and they vowed to take their revenge.

One evening at twilight, Monique saw several canoes rippling a stealthy path across the Detroit River. Quickly she wrapped her son Pierre in a blanket, warned her servants, and slipped out of the back door into the dense forest. The Indians surrounded the Mansion House to prevent anyone escaping and burned it to the ground. Monique watched the Indians dancing around her

⁵¹ Ibid.

⁵² Am. St. Papers, 16, 191.

burning home, hardly daring to breathe until they returned to their canoes and paddled back to the Canadian shore.

Monique knew that only one bridge crossed the Detroit River at the upper end of Grosse Ile, and she had to cross the bridge or take a small boat to Trenton. From there she had to stumble through the dense woods for 18 miles to reach Detroit. Judge Henry Brevoort's account of Monique's journey states that she died of pneumonia in November 1813, soon after her harrowing trip through the woods to Detroit. Baby Pierre survived and according to family records, he died unmarried in 1866.⁵³

The Indian mischief on Grosse Ile didn't end when the United States and Great Britain signed the Treaty of Ghent in December 1814 ending the War of 1812. The Indians in the Detroit region continued to commit crimes like burning houses, stealing horses and cattle and kidnapping children for ransom. They stole horses and cattle from Grosse Ile and on October 4, 1815, a boat load of soldiers from the garrison of Detroit went to Grosse Ile. Corporal John B. Jones of the 5th United States Infantry led the troops who discovered many Indians on the island. One of the Indians, Akockis, a Kickapoo, drew his gun and tried to shoot David B. Macomb, one of the soldiers. Corporal Jones shot Akockis before he could shoot David Macomb. Akockis survived a trip to Amherstburg, but he died a few days later.

Colonel Reginald James, the military commandant at Malden learned of the shooting and he complained to Lewis Cass, who had recently become governor of Michigan. A spirited correspondence sprang up between Governor Cass and Colonel James which read like the continuation of the War of 1812. Then Governor Cass issued a proclamation ordering Americans to forcibly resist any attempt of British officials to apprehend anyone on the west side of the Detroit River channel. Eventually, the Americans won the point without further bloodshed or bloody words.⁵⁴

Throughout 1815, the Indians from the Canadian shore of the Detroit River continued to plunder cattle and property and treat the citizens of the islands at the mouth of the river insolently, motivating the American government to build a fort on East River Road to protect Grosse Ile and the smaller islands. Captain James Pratte inspected the troops at Grosse Ile and reported in a letter from Detroit dated January 15, 1817, that 1st Bvt. Major Marston's Company stationed at Grosse Ile commanded by Lieut. Geo. Gooding, 5th Infantry was in excellent order and is conducted with the most judicious accuracy. The police excellent, exercises, marching, facings, & executed in masterly style."⁵⁵

⁵³ [The Indians, the Earlier Possessors of Grosse Ile, by Judge Henry Navarre Brevoort.](#)

⁵⁴ <https://play.google.com/books/reader?id=G3YvAQAAIAAJ&printsec=frontcover&output=reader&hl=en&pg=GB.S.PA588> Michigan Historical Collections, Annual Meeting, 1906

⁵⁵ <https://play.google.com/books/reader?id=G3YvAQAAIAAJ&printsec=frontcover&output=reader&hl=en&pg=GB.S.PA588> Michigan Historical Collections, Annual Meeting, 1906

After the fort was established, many Indians came annually to Grosse Ile for payment of lands. On Stony Island proprietors operated a general store where Indians exchanged items they did not want for things which they did want, and too often they wanted whisky.⁵⁶ Alexander Macomb expressed the same positive outlook about the effectiveness of the soldiers in a letter to Major Marston at the fort dated May 5, 1817. He wrote that since the soldiers had been established in the fort on Grosse Ile the Indians had stopped their “mischievous conduct and are now apparently conducting themselves as they ought to do.”⁵⁷

The Gross Ile fort was abandoned in 1819.

Pioneer Life on Grosse Isle

Even though the fort and its soldiers had removed much of the Indian threat from Grosse Ile, life for early settlers on the island proved to be frequently primitive and often dangerous. Judge Henry Navarre Brevoort, grandson of William Macomb, Jr., recalled the hazards of going from Grosse Ile to Detroit. He said his grandfather rode his horse to the head of the island, jumped into a sail or skiff boat, and set the horse to swim behind him to his customary landing place near what is now Wyandotte. When the island ladies wanted to travel to the city, they either sat in or rowed a sail boat from four to six hours before they reached the city. The return trip went more quickly for them because the Detroit River’s rapid current moved them swiftly home.⁵⁸

In 1808, Aaron Greeley surveyed Grosse Ile, establishing the Macomb title for the land, and in 1819, Major John Anderson surveyed the island. The Macomb brothers eventually sold some of their land, settlers laid out roads, and farmers began working the land. For many years boats or ferries were the only ways to get on and off of Grosse Ile. Settlers built numerous docks on the island to accommodate boats and larger ships.

Several French families settled Grosse Ile in these early years, including the Reaumes and Charles Boucher, whose descendants still occupied parts of the old farms in the early 1900s. Several Reaume brothers pioneered on Grosse Ile and Charles Boucher brought his farm from the Macombs.

In 1824, Abram C. Truax and Artemis Hosmer laid out two cross roads, the Horse Mill Road starting from what was later the Brevoort Corner, and the McCarty, later known as the Church Road. In the very early days of the Island, a horse mill occupied the bank at the east end of the road. Old deeds show that the McCarty Road ran below the Horse Mill Road and old residents remembered the name. The names William McCarty and Maria his wife, appear in the list of charter members of the first Protestant Society in Detroit, and there is a notation that William McCarty was born on Grosse Ile.⁵⁹

⁵⁶ Ibid.

⁵⁷ [Michigan Historical Collections, Annual Meeting, 1906](#)

⁵⁸ [The Indians, the Earlier Possessors of Grosse Ile, by Judge Henry Navarre Brevoort.](#)

⁵⁹ [Michigan Historical Collections, Annual Meeting, 1906](#)

For many years, Thomas Lewis owned and operated a stone quarry at the foot of Grosse Ile. Two primitive lime kilns provided lime for building and Grosse Ile lime shipped to Detroit by sailboat “according to contract,” helped build the arsenal on Jefferson Avenue.

Grosse Ile residents built schools and churches as their community grew and prospered. St. James Episcopal Chapel is one of the most noteworthy Grosse Ile churches.

Elizabeth Denison, or Lisette, born a slave in Macomb County, Michigan, won her freedom by escaping to Canada and then she returned to Detroit to work for prominent families, including the Biddle family from New York, Washington, and Wyandotte. Through shrewd investments and careful purchasing, she became one of the first black landowners in America. A longtime companion and nurse to Eliza Biddle, wife of John Biddle who was the mayor of Detroit and founder of Wyandotte, she and Eliza Biddle planned to build an Episcopal Chapel since both were Episcopalians. Lisette also worked for Eliza’s son, William S. Biddle, who owned an estate on Grosse Ile. She merged her funds with his to build St. James Episcopal Chapel on Grosse Ile where people of all colors could worship.⁶⁰

Grosse Ile Waves and Wakes

Boats in various forms, from Indian canoes to side wheeler steamers, have left their wakes throughout Grosse Ile history. Indians paddled canoes and Frenchmen steered canoes and bateaux to travel between Grosse Ile and its islands and mainland Michigan and Canada. Later, Europeans built sail powered vessels and later still, steam powered ships often stopped at Grosse Ile and its islands on their way to Lake Erie and eastern ports.

By the late 19th century, recreational boating in the Detroit River became one of the favored activities for people escaping the summer heat and congestion of Detroit. In the 1880s, Sugar Island and adjoining Hickory Island, two of the twelve Grosse Ile islands, were popular destinations for pleasure boaters to put in for picnics and camping.

Named for the sugar maple trees growing on its shores, Sugar Island is located between Grosse Ile and Bois Blanc-Bob-Lo Islands. As well as scenic picnicking, Sugar Island featured an amusement park with a roller coaster, dance pavilion, baseball diamond, and bathing beach. Excursion steamers like the *Riverside*, *Wyandotte*, *Greyhound* and the side wheeler *Tashmoo* carried people from Detroit and other towns along the Detroit River to Sugar Island.

⁶⁰ [Historic Elmwood Cemetery Foundation](#)



This family is enjoying Sugar Island about 1921.

By 1898, the owners of Sugar Island had improved its recreational offerings by enlarging the dock, building a restaurant, and adding improvements to the dance pavilion including a hardwood floor. Over the next twenty-five years the roller coaster, merry-go-round, bathing beach, and rowboats for rent encouraged thousands of people to make Sugar Island their weekend destination.

For many people, especially the children, the voyage on the side wheeler *Tashmoo* was one of the most exciting parts of the trip to Sugar Island. Built at the shipyards in Wyandotte in 1899, the White Star line launched the *Tashmoo* in 1900 to take passengers between Detroit and Port Huron, making regular stops at Tashmoo Park, a summer resort at Harsens Island near the mouth of the St. Clair River. Later, the owners lengthened the *Tashmoo's* course to include Downriver and Sugar Island to Lake Erie.⁶¹

For more than 35 years, Downriver and other people accumulated fond memories of trips on the *Tashmoo* with its music, food, Detroit River breezes and the anticipation of the amusements at Sugar Island at the end of the voyage. Often on the homeward voyage some people danced to the band music while others dozed or relaxed enjoying the quiet of the River evening.

⁶¹ [Tashmoo Launching. New York Times.](#)



Then on the moonlight cruise of June 18, 1936, while carrying 1,400 passengers on board, the *Tashmoo* encountered a Detroit River rock. The Pals Club of Hamtramck had chartered the *Tashmoo* for the evening and the cruise had taken the boat south to Sugar Island near Grosse Ile. As the *Tashmoo* turned for the trip home, it struck a submerged rock at the mouth of the Sugar Island Channel. Feeling the shock, some of the passengers wanted to know what happened and the *Tashmoo*'s crew told them that the engine had malfunctioned. Many of them resumed their naps or their dancing.

Below the deck of the *Tashmoo*, Captain Donald MacAlpine faced the probability of a disaster parallel to the sinking of the White Star Line's unsinkable ship *Titanic*, a quarter of a century earlier. The rock had torn a 30 foot gash in the hull of the *Tashmoo* and water poured through the hole faster than the pumps could pump it out. The engine room crew stoked the boilers standing in waist deep water. The *Tashmoo* listed heavily.

Captain MacAlpine knew he couldn't guide the *Tashmoo* to its home port at Detroit, so he called for full speed ahead and veered east through the opening in the Livingstone Channel revetment known as the Hole-in-the-Wall. Jean Calloway's Negro orchestra continued to play Swing Music, some of the passengers danced while the crew below frantically stoked the boilers and the *Tashmoo* continued to list. Steadfastly, Captain MacAlpine maneuvered the *Tashmoo* to the dock at the Brunner-Mond Company coal wharf at Amherstburg, Ontario. He and his crew guided the passengers ashore and everyone stood safely on the dock as the *Tashmoo* settled into 18 feet of water.⁶²

⁶² [Adventures of the Steamer Tashmoo](#)

There were no fatalities in the sinking of the *Tashmoo*, but plenty of possibilities for disaster. If the *Tashmoo*'s boilers had exploded, if the Detroit River current, notoriously swift, had carried the sinking *Tashmoo* into Lake Erie, or if all of the passengers had realized their danger and panicked, the outcome of the moonlight cruise would have at least matched the story of the *Titanic*.

On June 19, 1936, a story in the *Sheboygan Press* of Sheboygan, Wisconsin, appeared under the headline: *Pleasure Boat Hits Rock, Then Races to Docks*. Dated Amherstburg, Ontario, the story painted a word picture of Jean Calloway's Negro Swing Band drowning out the noise of rushing water pouring into the *Tashmoo*'s hold while Captain MacAlpine and his crew worked desperately to steer the ship to the dock.

According to the *Sheboygan Press* story, the *Tashmoo* docked about ten minutes after the accident happened and the passengers were still unaware of the danger when a single gangplank was thrown onto the Brunner-Mond Corporation's dock. Many passengers continued to dance although emergency lights had been turned on. It was nearly 1 a.m. before the last of the pleasure seekers were safely ashore. The boiler fires died out, the pumps stopped working and the hold of the craft filled with water. At approximately 2 a.m. the *Tashmoo* sank in 18 feet of water, the hull resting on the bottom of the river and its two top decks still clear of the surface.⁶³

A short decade after the *Tashmoo* sank, people had stopped flocking to Sugar Island in favor of the nearby Bob-Lo Island Park and the buildings and rides had fallen into disrepair. In 1954, the dance pavilion burned to the ground, destroying another visible connection to the glory days of Sugar Island. Over the years various groups introduced plans to revitalize Sugar Island, including Toledo and African-American entrepreneurs proposing a resort and other groups promoting a landfill and homebuilding plans. None of them became a reality. In 1985, the National Maritime Hall of Fame inducted the *Tashmoo* into history, but Sugar Island has had a quieter comeback. People in small boats still beach or drop anchor to picnic and explore and the island is also used for hunting and fishing.

Grosse Ile Light House

Great Lakes ports in the Midwest hummed with activity during the 19th century as industrialists and entrepreneurs built webs of manufacturing and commerce extending over the Upper and Lower Great Lakes. The Detroit River served as the vital link between the Great Lakes, and as river traffic grew the Cleveland Vessel Owners Association petitioned Congress to create navigation lights which would enable their ships to operate around the clock.

The Government granted the Cleveland Vessel Owner's request and in 1891 installed range lights on Hennepin Point on Grosse Ile to guide upward bound ships past the sandbar off Fighting Island's southwest point. In 1894, the Government installed another set of lights, the Grosse Ile North Channel Range Lights, to serve down bound traffic. On July 16, 1894, they were activated to illuminate the Fighting Island channel north of Mamajuda Island. The taller rear range light stood north of Horsemill Road, east of modern Parke Lane.

⁶³ Sheboygan Press, Sheboygan, Wisconsin. June 19, 1936. Page 1

The Grosse Ile Front Range Light resembled a water tower on stilts because it had been constructed on wooden pilings and featured a 170-foot walkway to shore. Rebuilt in 1906 and now a classic lighthouse white, it is the only remaining lighthouse on the island. The government turned off the Grosse Ile Lighthouse beacon in the 1940s, and the lighthouse is no longer considered an important navigation aid for lake freighters, although operators of small boats still use the lighthouse to guide their courses.

A lighthouse keeper and his family lived in a one room cabin near the rear tower until in 1904, workers built a larger house on the property which today is a private residence. Besides keeping the front and rear lights burning, the lighthouse keeper maintained the lighthouses, keeping the lamps and windows in good operating condition.

In 1912, the Livingston Channel opened and the United States Government dredged and straightened other Detroit River channels, phasing out the Grosse Ile North Channel and decommissioning the rear light. Later, officials demolished the rear range tower which is preserved only in a few photographs.

Of the four original lights on Grosse Ile, only the Grosse Ile Front Range light survived. Grosse Ile Township purchased the lighthouse from the United States Department of the Interior in 1965 with \$350 in funds raised by the Grosse Ile Historical Society, which preserves and maintains the lighthouse.⁶⁴

Grosse Ile Railroads and Bridges

In 1873, the Canada Southern Bridge Company, a subsidiary of the Canada Southern Railroad built a railroad line from the United States mainland to Grosse Ile with trains carrying both passengers and freight. The railroad laid tracks across the island and built bridges over the Detroit River so trains could be transferred to a ferryboat on Stony Island. From the ferryboat, train cars could transport cattle, goods, and passengers from Chicago to New York through Canada. The Canadian Southern built a Customs House on Grosse Ile, a railroad station, and boarding houses for workmen and visitors as well as numerous outbuildings essential to maintaining the line.

For about ten years the Canada Southern Railroad operated trains along this route but the ice at this section of the Detroit River proved to be so treacherous that the railroad could not operate efficiently enough to make a profit, so the Canadian Southern Railroad moved north to Detroit, selling their holdings to the Michigan Central Railroad. The Michigan Central Railroad didn't need a Customs House, so it was moved a mile away directly through farmer's fields to Macomb Street, where it served as a pool hall, a barber shop, a boarding house, and an ice cream parlor. Local legend also has it that the Customs House served as a house of ill repute for a short time.⁶⁵

⁶⁴ [The Grosse Ile Front Range Light](#)

⁶⁵ [History of the Customs House and the Grosse Ile Historical Society](#) . Elizabeth P. Gannon. U.S. Government Printing Office. Elizabeth P. Gannon, Past President and Chairman of Forward Planning Board of Directors, Grosse Ile Historical Society, 1984-1986

The Michigan Central Railroad operated a train enabling Grosse Ile citizens and visitors to travel between the island and Trenton. In Trenton, people could ride regularly scheduled trains to Detroit and other regional cities. In 1901, the Michigan Central Railroad demolished the old train station and in 1904, the Railroad built a small brick and stone depot along the tracks near East River Road on the east side of Grosse Ile.

By the late 19th century, many affluent people had built summer homes and retreats on Grosse Ile. The train passed through Grosse Ile in the morning and evening, so businessmen could take the train into the city and return to the island for rest and relaxation at night. Entrepreneurs built several fine hotels, and in 1899 a golf course and a casino to provide exercise and entertainment for hotel guests. Although residents and visitors could travel to Grosse Ile by train, they had to travel around the island in horse-driven carriages or buses or bob sleds in the winter.

Train ridership continued to decline and in 1924, the Michigan Central Railroad discontinued passenger service. Ownership of the railroad property and train station reverted to Wayne County, and in 1931, Wayne County converted the railroad bridge and the railroad bed into the Wayne County Free Bridge and the Parkway Road for vehicle, bike, and pedestrian traffic. Grosse Ile residents call the Wayne County Bridge the 'Free Bridge' because there is no toll for crossing it.

As changing technology propelled the automobile into the top transportation spot, Grosse Ile transportation changed as well and German immigrant Edward W. Voigt contributed much to this transition. Edward Voigt came to America in 1854, and after completing his education he took a job as a brewer in his father's brewery at Madison, Wisconsin for three years and then he became a mariner following the sea on the Pacific Coast for a few years. Returning in 1864, he served as second mate and then master on his father's schooner, *Columbian*, sailing between Buffalo and Chicago. In the meantime, his father had moved from Milwaukee to Detroit establishing a brewery, and in 1871 Edward succeeded to sole proprietorship of the Voigt Brewing Company and continued his role until 1889. ⁶⁶

Although he lived in Detroit, Edward Voigt owned a summer home and 400 acres of land on the north end of Grosse Ile where he owned and maintained the Island Home Stock Farm. He founded the Grosse Ile Bridge Company to facilitate transporting his draft horses to and from his farm while at the same time opening Grosse Ile to automobile traffic. He established the Grosse Ile Bridge Company as a Michigan corporation on May 1, 1912, with himself as the primary incorporator, majority stockholder, and founding president. He directed the construction of the Grosse Ile Toll Bridge and opened it to the public on Thanksgiving Day, November 27, 1913. The first automobile bridge to the island, The Grosse Ile Toll Bridge connected the west side of Grosse Ile to the City of Riverview and it quickly became the most popular way to travel to and from the island. ⁶⁷

⁶⁶ The Book of Detroiters. A Biographical Dictionary Of Leading Living Men Of The City of Detroit, Second Edition 1914. Edited By: Albert Nelson Marquis, A. N. Marquis & Company Chicago 1914.

⁶⁷ [Grosse Ile Bridge Company](#)

The Michigan Central Depot has survived into the 21st century and the Grosse Ile Historical Society owns and operates it as a community museum along with the U.S. Customs House which was moved near the Depot from Macomb Street in 1980.

An Airport and a Naval Base

During the 1920s and 1930s, aviation entrepreneurs built a small airport on the southern end of Grosse Ile which was the setting for several aviation historical firsts. The Curtiss-Wright Flying Service operated a flying school at the airport. In a large hangar at the Grosse Ile Airport, the Aircraft Development Corporation built the first all metal dirigible, the ZMC-2, for the United States Navy. Amelia Earhart is rumored to occasionally have stopped at the Grosse Ile Airport.

After building seaplane and dirigible facilities, in 1929, the United States Navy opened a Naval Air Station on Grosse Ile which operated for the next forty years. During World War II, the naval base became a vital center for military flight training, expanding to train hundreds of American and British fliers, including former President George H.W. Bush. The United States Army opened a Nike Ajax missile base on Grosse Ile in 1954, which was decommissioned in 1963.

The Navy closed its Grosse Ile base in November 1969 and in 1971 the Federal Government deeded the base to Grosse Ile Township to use as a municipal airport. The Grosse Ile Municipal Airport is used for aviation and an occasional temporary docking area for sporting event blimps. The United States Environmental Protection Agency Large Lakes Research Station, the Grosse Ile Township Hall, and several private businesses are located on the airport grounds.

Grosse Ile People

During the 19th and early 20th centuries, affluent people from Detroit and the surrounding areas built summer homes on Grosse Ile, mostly on the shoreline and the southern end of the island, to take advantage of Detroit River and Lake Erie views. These wealthy residents included businessmen, automobile executives, entrepreneurs, and inventors.

During February 1905, Grosse Ile resident Cameron Waterman tested his new invention, an outboard motor, in the ice choked Detroit River off the island's shore. After his successful test, he established the Waterman Marine Motor Company in Detroit which manufactured and sold over 1,000 outboard motors a year until he sold his business in 1917.

German immigrant and Detroit brewery owner Edward W. Voigt owned a summer home and 400 acres of land on Grosse Ile's north end where he maintained the Island Home Stock Farm. He founded the Grosse Ile Bridge Company so he could build a bridge to easily transport his draft horses to and from his farm. He formed the Grosse Ile Bridge Company and built the Grosse Ile Toll Bridge, the first automobile bridge to the island.

Heinz Prechter, another German immigrant, invented the automobile sunroof, and lived on Grosse Ile from the 1970s until 2001. He founded the American Sunroof Company in the late 1960s with headquarters in Southgate and it became one of the largest Downriver employers.

John Kelsey founded and became president of the Kelsey Wheel Company which supplied wooden and later metal wheels to automobile and other manufacturers. He lived on Grosse Ile during the summer and in 1919, he played an important part in organizing the Grosse Ile Golf and Country Club. Another successful businessman, John Karmazin, Sr., immigrated to America from what was then Austria-Hungary in 1903, and lived on Grosse Ile from 1926 until his death in 1977. He obtained more than 200 automobile related patents, invented the automotive radiator pressure cap, and founded the Karmazin Products Corporation which produced automotive and heavy construction equipment components in Wyandotte from 1946 to 2000.⁶⁸

Several automobile founding fathers maintained summer homes on Grosse Ile, including Charles and William Fisher, co-founders of Fisher Body Company, and General William S. Knudsen, president of General Motors Corporation from 1937 to 1940. During the 1920s, Henry Ford, founder of the Ford Motor Company, bought a large tract of land between West River Road and the Thorofare Canal, and although he didn't build a home, he sold parcels of his property to Ford employees.

Professional people including doctors, lawyers, and teachers lived and live on Grosse Ile. Isabella Swan, founder of the Grosse Ile Historical Society, Grosse Ile Historian, and author of *The Deep Roots*, a history of Grosse Ile, was the daughter of wealthy Detroit Attorney James Swan. The Swan family had a summer home on the island and eventually lived there all year around. Jewell Colony subdivision, the first planned subdivision on the island, was built in the 1920s, and provided homes for generations of Grosse Ile residents of more modest means and attainments.

Grosse Ile – Growing and Conserving

Grosse Ile's position in the Detroit River provides front row views of commercial shipping and pleasure boat traffic, with oceangoing ships and lake freighters passing near the east side of the island where the main channel of the Detroit River separates it from Canada. In the last part of the 20th century, new generations discovered the island's natural beauty and community and cultural assets. The 1980 census figures revealed that the island's population had soared to 9,300 people compared to the 1920 census of 802 people.

The population continued to increase and the early 1990s, Grosse Ile Township implemented the "Open Space Program," a voter improved initiative to buy under developed environmentally sensitive land. The program encourages slow development, and preserves tracts of land in their natural states.

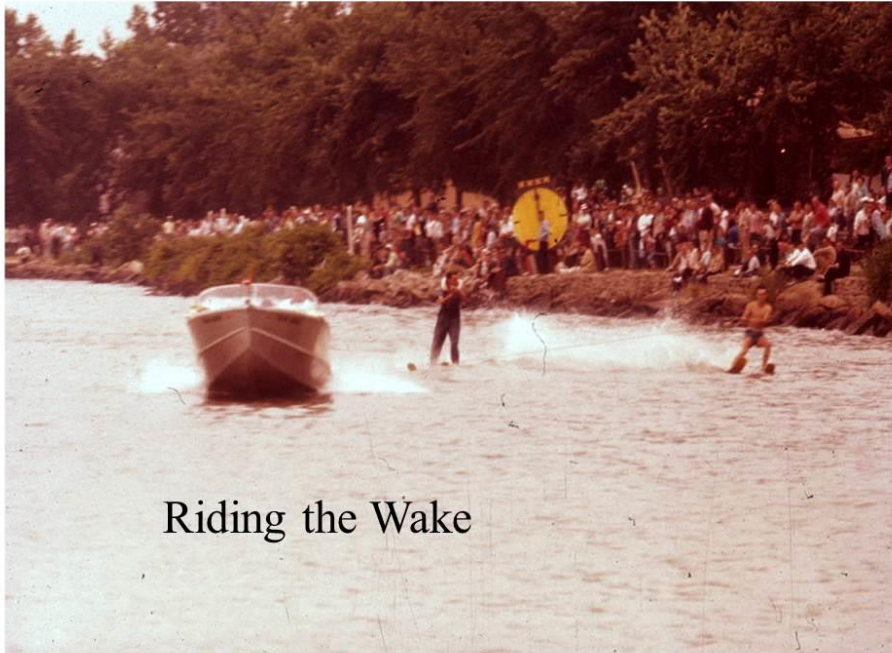
⁶⁸ [The Kelsey Wheel Company](#)

[Karmazin Products Corporation](#)

In 1993, a group of Grosse Ile citizens established the Grosse Ile Land & Nature Conservancy to manage the diverse natural resources on the island. The United States Environmental Protection Agency gave the Conservancy responsibility for a 40.5-acre marsh and upland area on the federally owned section of the Grosse Ile Municipal Airport which had been the location of the navy seaplane base and the Army Nike missile base. The Conservancy restored the land to its natural biodiversity and wetlands.

In 2001, the United States and Canada created the Detroit River International Wildlife Refuge, the first international wildlife refuge in North America. The Refuge includes islands, coastal wetlands, marshes, shoals, and riverfront lands along 48 miles of the Detroit River and western Lake Erie. Grosse Ile serves as the Detroit River International Wildlife Refuge center and lies entirely within its borders.⁶⁹

⁶⁹ [Detroit River International Wildlife Refuge](#)



Detroit Gazette

January 14, 1820

**Valuable Farms on Grosse Ile,
For Sale,**

In lots to suit purchasers.

Inquire of George McDougall, Esq.

At the Council House, Detroit

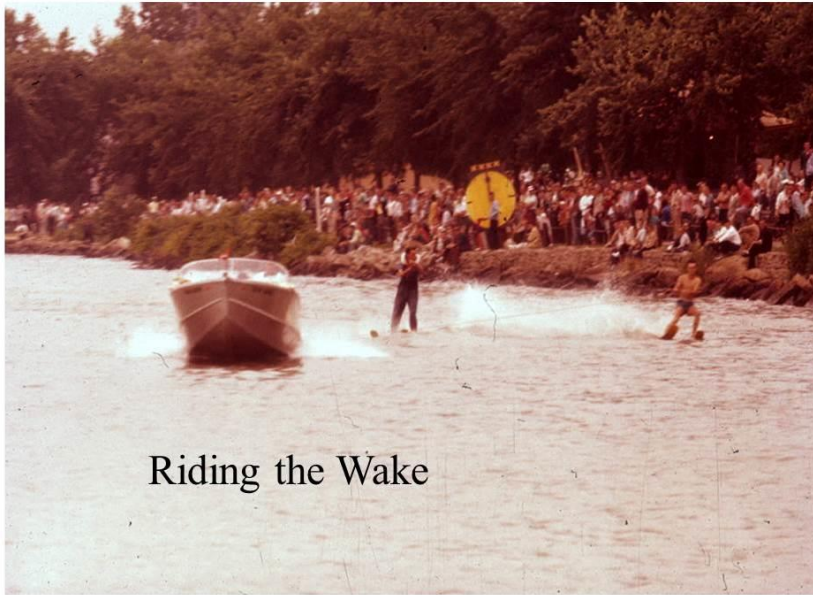
June 28, 1819

Bessemer Herald

Bessemer, Michigan

May 14, 1910

The body of a young woman found on the shore of Grosse Ile in the lower Detroit River, was identified as that of Mrs. Arthur Best, formerly of Comstock, Ontario.



Riding the Wake



Slavery in Detroit and Downriver

By Kathy Warnes

That there were slaves in early Detroit and extending Downriver into Wayne County, and Oakland, Macomb and Monroe Counties, is an indisputable fact. The scholarship of historians including Milo Quaife, Brett Rushforth, Tiya Miles, Arthur Kooker, Marcel Trudel, and Grosse Ile historian Isabella Swan attest to that fact. Original documents from the Clarence Burton historical collection in the Detroit Public library and other sources establish the fact that early Detroiters owned and bought and sold slaves. Interpreting, analyzing and applying that knowledge becomes entangled in a morass of moral, social, and historical issues that create controversy, apologetic analyses and historical amnesia.⁷⁰

Slavery existed in Detroit and Downriver, during Detroit's French, British, and early American eras- from the founding of the city in 1701 with a few slaves remaining up to the Civil War. In 1750, during the French period of Detroit, more than one-fourth of Detroit's citizens kept slaves. Early slaveholding citizens usually purchased their slaves from Indians who raided plantations in Virginia and other southern states or farms in New York and Indiana, and brought the slaves to Detroit where they sold them, sometimes for token prices.

Indians also had enslaved other Indians before the Europeans arrived, and the practice intensified during the early decades of the 18th century in French Detroit. Indian slaves were used as trade gifts and during negotiations as well as to replace dead warriors. Gradually, Indian and European slave systems combined to create a form of slavery that figured prominently in relations between Indians and Europeans in 18th Century Detroit. Some of these early historians of Detroit slavery interpret it as not as harsh and pervasive as Southern slavery, and contend that slaves in Detroit's French families were well cared for, comfortable, and valued family members. Others assert that Detroit slaves had to sleep on the floor and work long hours a day. Both interpretations have one common reality – Detroit slaves were not free. Even if they were slaves in the North, they were still slaves.

The Slave Owners

Many of the names of the slave owners from New France which included Detroit until 1760, are listed in *Dictionnaire des Escaves et de leur Proprietaires- Dictionary of Slaves and Their Owners*- by Quebec historian Marcel Trudel.

⁷⁰ [Arthur R. Kooker Collection, Bentley Historical Library, University of Michigan](http://www.uvm.edu/~mlwalker/Panis%20Slavery%20by%20Brett%20Rushford.pdf)
“A Little Flesh We Offer You.” Brett Rushforth.
<http://www.uvm.edu/~mlwalker/Panis%20Slavery%20by%20Brett%20Rushford.pdf>

Dr. Trudel, who died in 2011, had the same diverse background as many of the French settlers in Detroit that he spent his career investigating. After completing post-doctoral studies Harvard University in the United States, Dr. Trudel returned to Laval University in Quebec City where had earned his doctorate and became head of the university's History Department. From 1955-1960, he published articles and books on subjects that scandalized the Catholic administrators of the university including "The Slaves of New France." He documented that most of the slaves in New France were Amerindian and some belonged to Catholic Church masters. After Laval University removed him as head of the history department, Dr. Trudel served as the Associate General Editor of the *Dictionary of Canadian Biography* from 1961-1995, collaborating with historian George Williams Brown from the University of Toronto. They published the 15 volume biography which is still ongoing and considered an important part of Canadian scholarship.

In 1965, Dr. Trudel left Laval University and Quebec City to live near Ottawa to teach at Carleton University and the University of Ottawa. After his retirement in 1982, he continued to write from his home near Montreal until his death. He published half of his 40 books on the history of New France during his retirement years. One of his important scholarly contributions to slavery in New France is a list of the names of its slave owners.⁷¹

Forty Detroit and Downriver Slave Owners

- James Abbott
- John Askin and John Askin, Jr.
- Jacques Baby Duperon
- Francois Baby Duperon
- Basile Belanger
- Alexis Bienvenu Delisle
- William Brown
- Joseph Campeau
- Jean-Baptiste Campeau
- Joseph Cardinal
- Lewis Cass
- Charles Chauvin
- Phillippe DeJean
- Pierre Descomps dit Labadie
- Pierre Drouillard
- Donald Fisher
- Jacques Godefroy
- Alexander Grant
- Jacob Harsen
- John Hay
- William Macomb
- Robert Navarre
- Louis Payet (priest)

⁷¹ Robin W. Winks. *The Blacks in Canada, A History*. McGill-Queen's University Press, 1997. p.9.

- Jean-Baptiste Pellietier
- Jean-Baptiste Rivard
- William Saint Clair
- [Pierre Saint Cosme](#)
- Jacob Scheiffelin
- George Sharp
- Zacjarioe Sicotte and Jean-Baptiste Sicotte
- James Sterling
- Ignace Thibault
- John Thompson
- John Whipple
- John Whitehead
- John R. Williams and Thomas Williams
- Michael Yax

Major Joseph Campau, George McDougall, Judge James May, and James Duporon Baby are just a few of early Detroit slave holders. Major Campau, an early French settler and trader, owned at least ten slaves at different times in his career. The Major especially favored a young negro named Crow whom he had bought in Montreal and dressed in scarlet. As supple and elastic as a circus rider, Crow often climbed the old St. Anne's Church steeple and performed gymnastic tricks to amuse Detroit citizens. Unfortunately, Crow drowned from one of Major Campau's bateaux.

Major Campau also purchased Hannah, an intelligent colored woman, at Montreal, and after she served him for several years she married Patterson, also a slave. The Major owned Mulot, a most honest and faithful slave, whom he often used as a confidential clerk. Mulot died at an advanced age, honored for his integrity and fidelity. Tetro, another of the Major's slaves, was faithful and honest.

[Judge James May](#) acquired a slave woman who served him faithfully for 25 years from a man named Grauchin who owned him a debt. In 1794, Judge May sold John Askin a Negro man named Pompey for the sum of forty-five pounds, New York currency.

“Sale of Negro Man Pompey Copy of Deed Furnished By W.W. Rackus of Detroit
Know all men by these presents: That I, James May of Detroit, for and in consideration of the sum of forty-five pounds, New York currency, to me in hand paid by John Askin, Esqr., of Detroit, the receipt whereof I do hereby acknowledge to be fully satisfied and paid, have sold and delivered, and by these presents, in plain and open market, do bargain, sell, and deliver unto the said John Askin, Esqr., a certain negro man, Pompey by name, to have and to hold the said negro unto the said John Askin, Esqr., his heirs, executors, administrators, and assigns forever; and I, the said James May, for my heirs, executors, and assigns, against all manner of person or persons, shall and will warrant and forever defend by these presents.

In witness whereof, I have here unto set my hand and seal this nineteenth day of October, in the year of our Lord one thousand seven hundred and ninety-four.

Signed,
JAMES MAY”
In the presence of Robert Stevens ⁷²

In turn on January 3, 1795, John Askin sold Pompey to James Donbolson in Detroit for 50 pounds, New York currency.⁷³

John Askin, one of Detroit’s most successful traders, acquired a reputation for his aggressive and sometimes questionable business tactics which included plying Indians with alcohol. He had three children with an Ottawa woman named Monette, a slave that he owned and later freed. His papers in the Burton Collection in the Detroit Public Library reveal that during his career he bought and sold several native and black slaves. Historian E.A.S. Demiers wrote that rum and sex helped make John Askin successful as well as his business acumen.⁷⁴

On October 22, 1793, William Roe, acting auctioneer, sold a Negro boy named Frank, 12 years old, to the Honorable James Duperon Baby, for a sum equal to \$532.50 American money. Frank was the property of Phillip Jonciere of Belle Fontaine, later Springwells, Mr. Baby was the highest bidder and Frank was adjudged to him to settle Mr. Joncier’s estate.

Joseph Drouillard of Petite Cote, Canada, had two daughters and when one of the married the grandfather of J.A. Girardin, she received a farm. His other daughter received two slaves as her marriage dowry, and according to Girardin these transactions illustrated the fact that Negros in those days were considered chattels.

William Macomb who lived from about 1761 to 1796, bought Grosse Ile from the Potawatomi Indians in 1776 and owned Belle Isle and acres of additional Detroit farmland. He also owned houses, livestock, tools, furniture - and people. His records in the Burton Historical Collections listed items like shovel tongs, saddle bags and goats. Along with these farm items, William Macomb tallied his 26 slaves including Scipio, Tom, Guy, Charlie, and Jim Girty, the only one with a surname. He estimated their total value as 1,655 pounds in New York currency.

⁷² Michigan pioneer collections volume I Slavery In Detroit, By J. A. Girardin, September 27, 1872
Read Before The Detroit Pioneer Society

⁷³ I do hereby make over my whole right, title, and interest in the above mentioned negro man Pompey to Mr. James Donbolson of this place for the sum of fifty pounds, New York currency, the receipt of which I do hereby acknowledge, as witness my hand and seal at Detroit, this third day of January, 1795.
Signed, JOHN ASKIN.
Witness, William McClintock. Michigan Pioneer Collections Volume I.

⁷⁴ Indian Slavery in Colonial America. Alan Galloway, editor. University of Nebraska Press, 2015.

In his will, William Macomb bequeathed to “my loving wife, Mrs. Sarah Macomb, for her own use, all my moveable estate ... my slaves, cattle, household furniture, books, plates, linen, carriages and my utensils of husbandry.”⁷⁵

General John R. Williams who gave his name to a Detroit Street, owned a slave called Hector, who was also faithful and loyal. Even one of Detroit’s early newspapers has a connection to slavery. About 1831, Daniel Leroy, Olmstead Chamberlain, and Gideon Whittemore sold the newspaper called the *Oakland Chronicle*, transferred the office to Detroit, and put Hector in charge of it. Hector liked newspapering so well than when Colonel Sheldon McKnight finally took over the *Oakland Chronicle* Hector fought him so fiercely that Colonel McKnight felt obliged to retreat. Eventually, the *Oakland Chronicle* merged into the *Detroit Free Press*.

J.A. Girardin wrote that several French farmers on both sides of the Detroit River had one or more slaves whose kind masters cared for and educated them and that after enjoying the services of their slaves for many years generally would either free them or sell them to people outside of the Northwest Territory.⁷⁶

When it came to a slavery stance, Judge Augustus B. Woodward fought to protect the slave free status of Michigan Territory. The Congress of the Confederation of the United States passed the Ordinance of 1787 and extended it over the Northwest including Michigan, prohibiting slavery in the Northwest Territory. The Ordinance did include a fugitive slave law allowing slaves escaping into the Northwestern states from one of the original states to be reclaimed by their masters. Historical evidence indicates that Judge Woodward didn’t believe in returning fugitive slaves. In 1807, as Territorial Justice, he refused to allow the return of two slaves owned by a man in Windsor, firmly declaring that any man “coming into this Territory is by law of the land a freeman.”⁷⁷

By the 1850s, Detroit had become an important station on the Underground Railroad, with Detroiters and others helping fugitive slaves from the South. After Canada had abolished slavery, many fugitive slaves crossed the Detroit River to escape slave catchers operating in the northern border regions.

Historians and Detroit Slavery

In an August 27, 2012, story about the key role of slavery in early Detroit and Downriver, Journalist Bill McGraw of the Detroit Free Press named just a few of the historians who have written about slavery in Detroit and Downriver.⁷⁸

In 1941, graduate student Arthur Kooker, who would later finish his career as a professor at the University of Southern California specializing in the anti-slavery movement, was writing his

⁷⁵ [Governor and Judges Journal: Proceedings of the Land Board of Detroit](#)

⁷⁶ Michigan pioneer collections volume I [SLAVERY IN DETROIT BY J. A. GIRARDIN SEPTEMBER 27, 1872. READ BEFORE THE DETROIT PIONEER SOCIETY](#)

⁷⁷ Ibid

⁷⁸ [Slavery Played a Key Role in Detroit’s History](#)

doctoral dissertation at the University of Michigan about abolitionists in Michigan before the Civil War. In his preface, he noted his surprise at discovering that slavery had existed in Michigan and was deeply rooted in Detroit's past. The Michigan materials that he collected from a variety of sources including correspondence, notebooks, writings, and biographical material on Nathan M. Thomas, an anti-slavery activist are collected in the Bentley Historical Library at the University of Michigan.⁷⁹

For decades, Marcel Trudel's *Esclavage au Canada francais* served as the only scholarly study of Amerindian and African slavery in early Canada. His research in *Dictionnaire des Dscalves et de leur Proprietaires – Dictionary of Slaves and Their Owners*, lists many of the names of slave owners from the major settlements of New France, including Detroit until 1760.

More recent historians of slavery in Detroit and Canada include Professor Brett Rushforth from the College of William & Mary, who builds on the scholarship of Professor Trudel in his book, *Bonds of Alliance: Indigenous and Atlantic Slaveries in New France*, and Tiya Miles, University of Michigan History Professor. Professor Miles headed a public history project called *Slavery in Detroit*, that explored and shared the prevalence and practice of slavery in Detroit. Both black people and Indians were enslaved in Detroit, struggling to survive and thrive within the parameters of their slavery and several of them managed to escape before the War of 1812. Professor Miles and her students created an online website telling their stories.⁸⁰

In her book, *The Deep Roots, the history of Grosse Isle from 1776-1876*, Isabella Swan, librarian and Grosse Ile historian, mentioned slaves and slavery several times. She described the 1796 property inventory of William Macomb who lived in a large house on Grosse Ile. A slave woman named Charlotte and her husband Scipio managed the house and were valued at hefty sums in New York pounds as were their three children.

Judge Witherell Helps Fugitive Slaves Ben and Dan Escape

Isabella Swan tells the story of Ben and Dan, two fugitive slaves who used Grosse Ile as a stepping stone to Canada and freedom.

Ben and Dan didn't deliberately choose Grosse Ile as their route to freedom. Ben had escaped from his master Kentuckian James Jimson and Dan ran away from his master Ezekiel K. Hudnell. The fugitives made their way from Kentucky to Detroit, and were still there most likely waiting and working for safe transportation across the Detroit River to Canada when Ezekiel Hudnell arrived in Detroit on or about November 12, 1828. Former Wayne County Sheriff Thomas C. Sheldon told the story in his deposition appearing in Volume 12 of the *Territorial Papers of the United States*.

Sheriff Sheldon testified that on or about November 12, 1828, Ezekiel Hudnell arrived in Detroit in pursuit of Dan and Ben. After Hudnell discovered that the slaves were in Detroit, he appealed to Sheriff Sheldon to arrest them and the Sheriff told Hudnell to apply to a Justice of the Peace and take legal custody of the runaway slaves. Hudnell went to Justice of the Peace John

⁷⁹ [Arthur R. Kooker Collection, Bentley Historical Library, University of Michigan](#)

⁸⁰ [Mapping Slavery in Detroit](#)

McDonnell for the order and Sheriff Sheldon arrested the slaves and brought them before Justice McDonnell. Hudnell presented two certificates proving that Dan was his property and that James Jimson of Kentucky owned Ben and that Hudnell was acting as his agent. At Hudnell's request, Sheriff Sheldon took the two fugitive slaves into custody for safekeeping until he and his party of slave catchers could start for Kentucky the next day. He had secured passage on a ship traveling through Sandusky, Ohio,

Henry S. Cole, Ezekiel Hudnell's attorney, suggested that Lewis Cass, Michigan Territorial Governor, confirm the certificates because he needed approval to travel through the state of Ohio without being stopped. Governor Cass was out of town, so instead, Justice McDonnell sent his deputy Elias S. Swan to Secretary of the Territory James Witherell to sign the necessary papers.

Like his colleague Judge Augustus B. Woodward who didn't believe in returning fugitive slaves, Judge James Witherell stood on his principles. While he served in Congress from his native state of Vermont he supported the Act abolishing the slave trade which passed in 1808. President Thomas Jefferson appointed Witherell as one of the Judges of the Supreme Court of the Territory of Michigan and after serving twenty years Judge Witherell relinquished his judgeship to accept President John Quincy Adams appointment as Secretary of the Michigan Territory. Secretary Witherell upheld the section of the Ordinance of 1787 prohibiting slavery in the Northwest Territory, which included Michigan, although he realized that Detroit slaveholders ignored that provision. He also knew that the Ordinance included a fugitive slave law allowing masters to reclaim slaves escaping into the Northwestern states from one of the original states.

Acting on his principles, Secretary Witherell delayed signing the papers while the Kentuckians waiting impatiently and with growing alarm at the crowds gathering on both sides of the Detroit River, clamoring to free the fugitive slaves. Sheriff Sheldon noted that a "large number of runaway slaves" had gathered and some informants on the scene told him that several people had offered a large reward to anyone helping the slaves escape.

Fearing an armed rescue of Daniel and Ben, Sheriff Sheldon advised Ezekiel Hudnell and the Kentuckians to take the fugitives fifteen miles down the Detroit River where they could board the vessel bound for Sandusky, Ohio. The Sheriff is vague about exactly how Ben and Dad escaped, but the traditional story is that they escaped from Grosse Ile while Hudnell and his slave catchers were busy playing cards.

Sheriff Sheldon concluded his deposition by stating that "the slaves made their escape from the possession of the said Hudnell; whether from the inattention of said Hudnell or by the assistance of any person. I have never been able to satisfy myself, But I do verily believe that if the Secretary of the Territory, had promptly discharged his duty, & not suffered his feelings to have been enlisted in the popular cry, the said Hudnell would have succeeded in carrying said slaves out of our Territory." Thomas C. Sheldon ⁸¹

Another version of the story says that Secretary Witherell didn't sign the papers and on December 16, Hudnell decided to return to Kentucky without the Secretary's signature and took the slaves to a Detroit River Island about 18 miles Downriver from Detroit. While waiting for the

⁸¹ The Territorial Papers of the United States, Volume 12, p. 127-129

ship, the slave catchers played dice and a party of black men attacked them. In the confusion, Dan and Ben escaped to Canada.

Whatever the extent of his involvement, Secretary Witherell paid a price for his part in Dan and Ben's escape. When President Andrew Jackson took office, he reviewed a petition against Secretary Witherell from some Michigan citizens who did not want James Witherell reappointed. The petition, dated January 29, 1830, protested his service because of his age, but the petitioners mainly objected to Witherell's role in the escape of Dan and Ben. Secretary Witherell's refusal to issue a required certificate indirectly contributed to Dan and Ben's escape. James Witherell continued to be Secretary of the Michigan Territory until May of 1830. President Jackson did not renew his appointment.

Brevet Brigadier General Thornton Fleming Brodhead

Isabella Swan tells the story of Brevet Brigadier General Thornton Fleming Brodhead in *The Deep Roots*, an ironic story because the Colonel died fighting in the Civil War to free the slaves and a contraband –slave-brought his body back to Detroit for burial.

Like many Detroiters, Thornton Brodhead came from New England to settle in Michigan. Born September 22, 1822, in South New Market, New Hampshire, he graduated with a law degree from Harvard in 1845. After graduation he moved to Pontiac, Michigan, and quickly became Prosecuting Attorney and Deputy Secretary of State. At age 27, he was elected to the Michigan Senate.

The Mexican War provoked Thornton Brodhead's patriotism and in April 1847, he enlisted as First Lieutenant and Adjutant in the 15th U.S. Infantry and by August 20, 1847, he was brevetted to the rank of Captain and Full Captain by December 2, 1847. On July 31, 1848, the troops were disbanded and Captain Brodhead was mustered out.

Captain Brodhead owned and edited the *Democratic Free Press* and in 1851, he purchased the *Detroit Commercial Bulletin*. He enjoyed the distinction of owning the first steam printing press in Michigan. He was active in national Democratic politics and President Franklin Pierce appointed him Postmaster of Detroit in 1853, a post he held until 1857.

Along with his professional life, Thornton Brodhead's personal life prospered. He married Archange Macomb, a daughter of General William Macomb and they had six children, raising them in the family home on Grosse Ile.

At the outbreak of the Civil War, Captain Brodhead raised the 1st Michigan Cavalry regiment, and on August 22 1861, he was appointed Colonel of his regiment. He led his regiment under Generals Banks, Fremont, and Pope and participated in many raids, skirmishes and battles. On August 30, 1862 he was brevetted Brigadier General of the U.S. Volunteers, and less than a month after his promotion he died of wounds received at the Second Battle of Bull Run on September 2, 1862.

According to Isabella Swan in *The Deep Roots*, Joseph Lockman, a young black boy who had served Colonel Brodhead, accompanied his body to Grosse Ile and he lived with the Brodhead family for many years. He might have begun his service to the Colonel as a contraband, an escaped slave attached to the Union Army, but he served the Colonel's family in Michigan as a free man. Isabel Swan included a photo of Joseph Lockman in her book with the comment that for years he gave people rides to Catholic worship services at the Brodhead house.

Isabella Swan, Grosse Ile Grande Dame and Historian

Born February 9, 1900, Isabella was the oldest child of wealthy Detroit attorney James Swan and Emma Groh Swan, a descendant of one of Grosse Ile's early settlers. She and her brother Donald and sister Helen spent their winters in Detroit and their summers on Grosse Ile roaming the 555 acre Groh farm which included the entire southern part of Grosse Ile except for Hickory Island, Elba Island, and the quarry. The family also owned Snake Island which lay alongside Grosse Ile which they renamed Swan Island, purchasing the old Belle Isle Bridge which they used to connect Grosse Ile to Swan Island. The Swans developed their island with the goal of selling home lots there and accumulated a construction bill amounting to over seven million dollars in 21st century currency.

Most of the lot buyers defaulted on their purchases after the Stock Market crash of 1929, and the Swans couldn't pay their construction bill. They lost all but 3.5 acres of their island, and plunged into hard times with millions of their fellow Americans. Isabella, 29, resolved to help her family. She had attended Detroit public schools, learning French at Central High School. She went to the University of Michigan, majoring in physics and mathematics, graduating in 1922. In 1923, after recovering from a bout of appendicitis, she accepted a job at the Detroit Public Library, the first in her library career. In a 1989 *Heritage Newspaper* Interview, Isabella said that after her family sold their Grosse Ile farm in 1926, they thought they were financially stable, so she resigned from her Detroit Public Library position. Then came the Depression, the Swan Island construction bill, and the farm falling back in their hands with taxes due on it.⁸²

In 1933, the Swan family decided to live on Grosse Ile year around, and Isabella took a job with the Wayne County Library System, managing the small Grosse Ile Library, now known as the 1911 Building owned by the Grosse Ile School District. She recalled that she made 33 cents an hour and "I was mighty glad to get that job. It fed my mother, father, sister, brother, niece and myself. It took some managing."

In 1937, Isabella transferred to the Trenton Library, then in the city's municipal building and in 1940, when she was 40 years old, Isabelle enrolled at Columbia University working on a degree in library science. Although she had reservations about going back to school at age 40, her lifelong love of learning motivated her to finish her degree.

During World War II, she worked at the Lincoln Park Library which made gasoline rationing a little easier for her. The Lincoln Park Library had been named the official outlet for wartime and

⁸² Paula Evans Neuman. "Grande Dame" Downriver Historian Isabella Swan is Dead at 93. *Heritage Newspapers*. News Herald. November 24, 1993. P. 14A

civil defense information and the people in charge of the rationing considered Isabella an essential person. Isabella had a plentiful supply of gasoline.

Isabella's family took in fliers training at the Grosse Ile Naval Air Base and their families during the World War II and frequently entertained British Royal Air Force pilots training at the base, now the site of the Grosse Ile Airport. Besides working at the Lincoln Park Library, she managed advertising for the *Grosse Ile Camera*, which her friends Henry and Dorothy Hoch published.

After working at the Lincoln Park Library during the War years, Isabella transferred to the Wayne County Library System's administrative headquarters in Detroit, serving as assistant county librarian until her retirement in 1961. During her tenure as assistant county librarian, Isabella researched and wrote articles about Grosse Ile and Great Lakes maritime history. For the first six months after her retirement, Isabella traveled, but then she decided to start researching the first of the books she wrote about Grosse Ile history. Her first book, *Lisette*, is a biography of Elizabeth Denison Forth, one-time slave who prospered enough to invest in steamboats and real estate and left an endowment for building St. James Episcopal Church Chapel in 1867. She published *Lisette* in 1965.

Elizabeth Denison Forth- Isabella Swan's Lisette

Elizabeth Denison, or Lisette, born a slave in Macomb County, Michigan, won her freedom by escaping to Canada and then returned to Detroit to work for prominent families. Through shrewd investments and careful purchasing, she became one of the first black landowners in America, bequeathing part of her fortune to help build the St. James Episcopal Church chapel on Grosse Ile where people of all colors could worship.⁸³

Lisette was born in the 1780s or 1790s, the second of the six children of Peter and Hannah Denison who were the slaves of William Tucker. Tucker owned land on the Huron (later renamed the Clinton River) River in Saint Clair in Macomb County, and Lisette's father Peter worked the land and floated produce up and down the river for William Tucker while her mother Hannah served Catherine Tucker in the house.⁸⁴

Lisette played with her brothers and sisters and with the white and Indian children who lived around her and although she never learned to read or write, she was keenly intelligent and quickly learned the Indian languages so well that whites and Indians often asked her to interpret for them. As she grew up, Lisette helped her mother with household chores, gardening, cooking, and caring for the silver and fine dishes.

William Tucker, the Denison's owner, died in March 1805, and the Denisons believed that all of them would be freed. Then they learned the provisions of Tucker's will which stipulated that the Denison parents would gain their freedom only when Catherine Tucker died and their six children were bequeathed to his brother as slaves. The Denison parents stayed with Catherine Tucker and their children were forced to live and work for William Tucker's brother.

Catherine Tucker died in 1806, and Peter and Hannah Dennison were freed and went to work for Detroit lawyer Elijah Brush who had just been accepted to practice law in the Michigan

⁸³ [Historic Elmwood Cemetery Foundation](#)

⁸⁴ Notable Black American Women, Book II. Jessie Carney Smith, Editor. Detroit: Gale Books, 1996

Territorial Supreme Court. He helped them sue for their children's freedom under the Northwest Ordinance which prohibited slavery in the Northwest Territory. Congress had already passed the Northwest Ordinance prohibiting slavery in its territory – modern Michigan, Ohio, Illinois, Indiana, and Wisconsin- but the ordinance only applied to new and not existing slaves. In 1807, the Michigan Supreme Court heard the case, and ruled that only the Denison children born after the Northwest Ordinance took effect could be freed.

Over the next few months in another Michigan Territorial Supreme Court decision, Judge Augustus B. Woodward ruled that the Michigan Territory was not obligated to return slaves freed by establishing residence in Canada to slavery, setting a legal precedent that opened the doors to freedom for many fugitive slaves. Quickly, Lisette and her brother crossed the Detroit River into Windsor, Canada to establish residency and win their freedom. Some accounts say that Lisette and her brother returned to Detroit in 1812, while others say they didn't arrive back in America until 1815. Whatever date they returned, they returned as free people and Lisette took a job as a free maid working in the household of Solomon Sibley in Detroit.

By all accounts Lisette got along well with her employers, so well that they gave her advice about investing her money in stocks and real estate. Although she couldn't read or write, Lisette had an aptitude for numbers and she kept careful records of all of her financial transactions. On April 21, 1825, Lisette bought 48.5 acres of land in Pontiac, Michigan, from Stephen Mack, Pontiac's founder and head of the Pontiac Company. This single purchase earned her the title of first black property owner in the city and the country. She never lived in Pontiac; instead, she leased the property to her brother and in 1837, she sold it for \$930 dollars. Her property is now part of Oak Hill Cemetery, and a State of Michigan historical marker celebrates her former ownership of the property.

According to the records of St. Paul's Protestant Episcopal Church in Detroit, Lisette married Scipio Forth, the owner of a freight business, on September 25, 1827. The records are unclear as to exactly when, but it appears that Scipio Forth died around 1830.

In 1831, Lisette began working full time for the John Biddle family. John Biddle was the mayor of Detroit and founder of Wyandotte, Michigan, and she spent much of her time at Biddle's Wyandotte estate. She developed close ties with the Biddles, especially the mayor's wife, Eliza Biddle, and stayed in their employ for the next 30 years.

All of the time Lisette worked for the Biddle family, she continued to save and invest her money in things that appealed to her. She bought an interest in the steamboat *Michigan*, a popular cruise ship of the time and she acquired 20 shares in the Farmers and Mechanics Bank, a successful Detroit bank in the 1800s.

Grosse Ile historian, Isabella Swan wrote about Lisette's steamboat and bank investments. "Due to heavy passenger traffic during westward migration the Michigan earned enormous profits – as high as 80 percent in one year. The bank also prospered. Its stock soared to great heights in 1836 when a 30 percent dividend was paid."⁸⁵

In 1837, Lisette decided to buy another piece of land, only this time in Detroit instead of Pontiac. On May 25, 1837, she bought a lot in Detroit, paying the mortgage off in installments. The historical record doesn't reveal much about Lisette's whereabouts between 1849 and 1854. She may have moved to Philadelphia with the Biddle family, but there is no definitive proof of this.

⁸⁵ Isabella Swan, Lisette. Grosse Ile, Michigan, 1965

The record does show that in 1854, Lisette was living at 14 Macomb Street at the edge of the business section in old Detroit. She had not been there long when the Biddle family contacted her asking her to join them in Paris to attend Mrs. Biddle who was ill and needed constant care. By now, Lisette and Eliza Biddle were close friends, sharing their Episcopalian faith and vowing to build a chapel.

Arriving in Paris in the late fall of 1854, Lisette quickly became proficient in French and gained fame for her buckwheat cakes. Although she enjoyed her time in Paris exploring the city and savoring its glamour, she longed to move back home. Returning to Michigan in 1856, Lisette began working for John Biddle's son, William S. Biddle, at his Grosse Ile estate.

Over the years, Lisette devoted much time and thought to the fate of her assets, since she was a childless widow, and she updated her will several times. Her friends appreciated her kindness and generosity to them, but they noted that as Lisette grew older, she pinched pennies with miserly fingers and worried that she would outlive her money. Lisette Denison Forth died on August 7, 1866, shortly after Eliza Biddle and is buried in Elmwood Cemetery.

When her family and friends learned the contents of Lisette's will, many of them were surprised that she had so much instead of so little money and more surprised at what she did with most of it. Lisette willed part of her estate to her family, but the rest of it, about \$3,000, she earmarked to be used to build the Episcopalian chapel that she and Eliza Biddle had planned together.

Lisette had not specified where exactly the chapel would be built in her will, but William Biddle, her long-time employer decided that she would want it on Grosse Ile. Her money provided most of the funds for St. James Episcopal Church on Grosse Ile, but following his mother's wishes, William Biddle combined some of his own and his mother's money with Lisette's contribution. His brother James Biddle donated land for the chapel and the brother hired architect Gordon W. Lloyd to design the church. James also built an altar cross, a kneeling bench, and a reading stand for the minister. The construction began in 1867 and was completed in 1868, with the first service conducted by Reverend Moses Hunter in the spring of 1868. In 1958, another building was built with a hallway connecting it to the older chapel and the red doors leading into it are dedicated to Elizabeth Denison Forth.

Continuing in the St. James tradition, Isabella wrote, *The Ark of God*, published in 1968, for the church's 100th anniversary.

Next, came *The Deep Roots*, a study of the first 100 years of Grosse Ile history, which took Isabella 14 years to write. According to Isabella, she spent three days a week researching in the Burton Historical Collection at the Detroit Public Library and another three days a week transcribing her notes. She explored museums, libraries, and churches in Windsor and Amherstburg, Ontario and corresponded with researchers in the U.S. and Canadian national archives, the U.S. Library of Congress, and other public and private archives for more information.

The Deep Roots was published in 1976, in time for the bicentennial of the United States and counting from July 6, 1776 when William and Alexander Macomb bought Grosse Ile from the Pottawatomie Indians, the bicentennial of Grosse Ile as well.

In a 1989 interview, Isabella talked about *The Deep Roots*. “I’ll never regret writing it. I have no regrets for the time I spent on that book. My, I had fun writing that book. A lot of people said I’d never finish it. They were wrong. I guess the ultimate accolade that my book received is that seven copies were stolen from the Trenton Library.”⁸⁶

Isabella Swan died on Friday, November 19, 1993, at her home in her beloved Grosse Ile. In addition to her career as a historian, her accomplishments included founder and life member of the Grosse Ile Historical Society, life member of the Historical Society of Michigan, and member of the National Historical Society and the American Association for State and Local History.

And, documenting the lives of Grosse Ile slaves who would have otherwise been lost to Downriver history.

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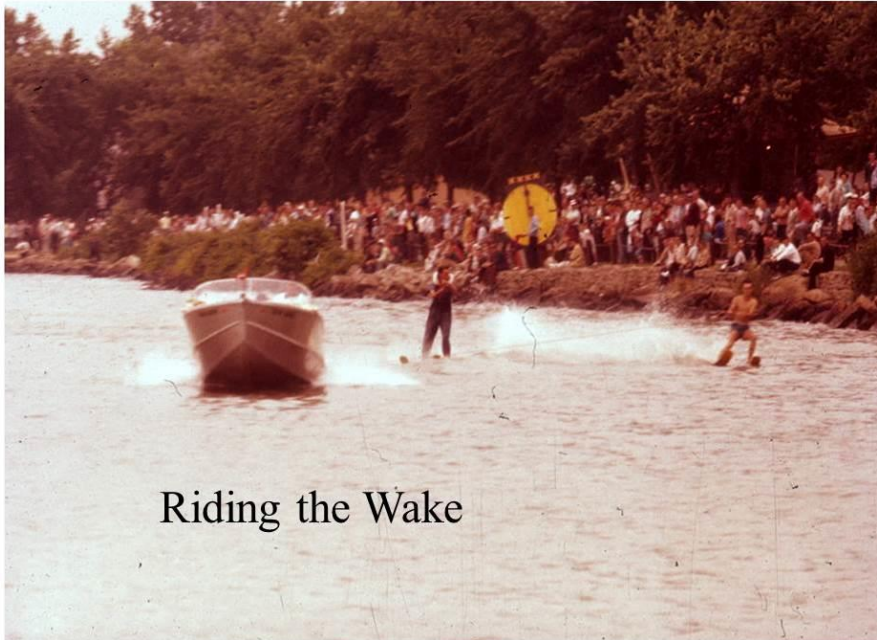
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⁸⁶ Paula Evans Neuman. “Grande Dame” Downriver Historian Isabella Swan is Dead at 93. Heritage Newspapers. News Herald. November 24, 1993. P. 14A



Ironwood Daily Globe

Ironwood Michigan

October 22, 1929

Blimp Storm Bound at Grosse Ile Port

Detroit, Oct. 22...Buffeted by winds, its crew blinded by driving wind and shifting fog, the Goodyear blimp Mayflower, which came here yesterday to participate in the Edison Day ceremony was held storm bound over the Grosse Ile airport for 15 hours last night.

The ship was brought to its hangar at 7:45 a.m today when the wind abated.

Ironwood Daily Globe

Ironwood, Michigan

March 13, 1930

Conservation with a Vengeance

Albert Stolle, Jr.

In 1926, the residents of Grosse Ile petitioned the State Conservation officials to set aside the island as a game and bird sanctuary. Hunters were decimating their quail, pheasants, rabbits, and wild fowl at an alarming rate, so it was claimed.

The state authorities agreed to the move and since September 1, 1926, Grosse Ile has been a game refuge under state protection. Under the order it will remain so until August 31, 1931.

Three and one-half years of wildlife protection has brought peace of mind to the island so far as the outside hunters are concerned. It also has been healthful for the rabbits and pheasants, so much so that permission was recently granted a few selected hunters under guidance of conservation officers to reduce the number of rabbits over running the island. They had become destructive to shrubbery, to garden plots, were constantly being run over by automobiles. They invaded homes, frightened school children on their way to school and what not.

They were the island's greatest pest, with the result that hundreds, possibly thousands, have been killed by a picked board of rabbit sharpshooters over the past month....

Detroit News

During Prohibition, Grosse Ile served as a crossing for bootleggers illegally bringing in alcohol from Canada. They usually arrived on the island in small speed boats, but during the winter some of the more daring bootleggers drove cars across the frozen Detroit River.

The Ironwood Daily Globe, Ironwood, Michigan, of January 30, 1926, recorded a Grosse Ile Prohibition incident.

267 Cases of Beer Are Confiscated by officers. Detroit, January 30 (AP) Deputy Sheriff and members of the United States Customs Border Patrol, confiscated 267 cases of beer which had been unloaded on the ice in the Livingston Channel off Grosse Isle by a train of bobsleds hauled by horses Friday.

Six automobiles which were waiting to take the beer away were driven off hurriedly by their owners as the officers approached while the bobsleds speed up on the frozen river to Canada. A shack at the point, said by the officers to have been used as a store house for liquor landed on the ice, was demolished. There was no liquor in the shack.

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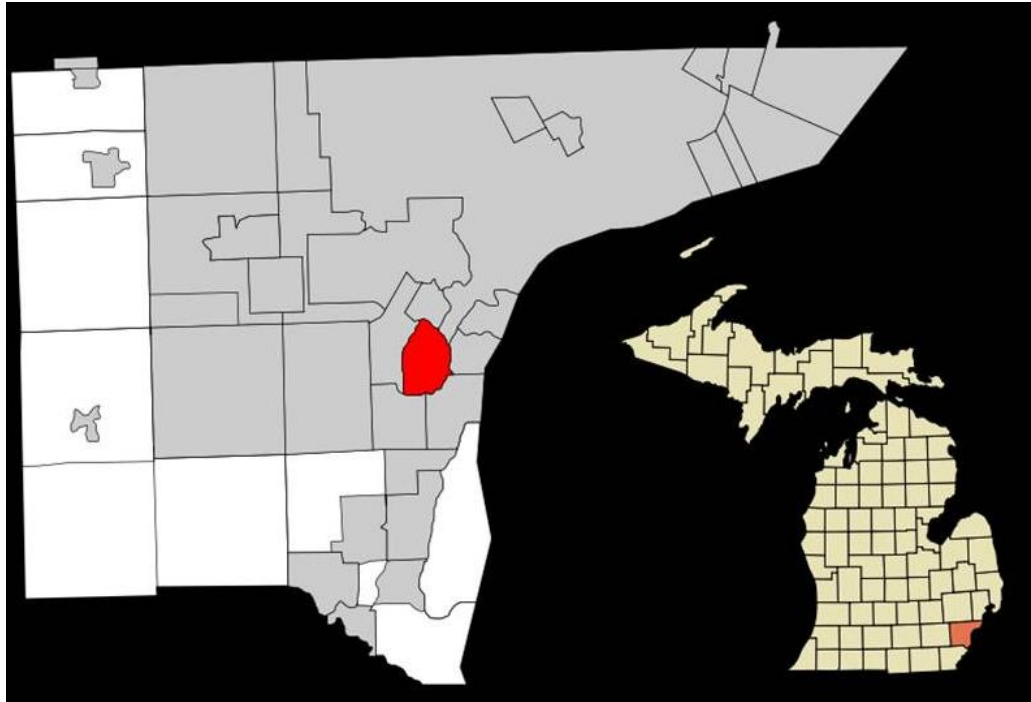
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Chapter 7 - Lincoln Park



[Lincoln Park, Michigan Official Website](#)

[Lincoln Park Historical Museum and Historical Society](#)

Native Americans and German and other immigrants helped shape Lincoln Park. Potawatomi Indians once lived on the banks of streams and rivers and clear lakes and hunted in virgin forests and abundant wildlife across what is now bustling, urban Lincoln Park.

In 1763, the Ottawa Chief Pontiac called warriors and chiefs from the tribes and nations of the Great Lakes together to plan how to drive the white man out of the region, and historians later called his plan Pontiac's Conspiracy. Although Pontiac's influence helped overcome many English Forts west of the Allegheny Mountains, he failed to take over Fort Detroit or achieve his long-range goal of driving the white man out of the Northwest Territories.⁸⁷

There is no historical document that pinpoints the exact location of the Native American council, but it is certain that the Indians did meet on the banks of the Ecorse River, and tradition has it that they met near the juncture of the north and south branches of the Ecorse River near Council or Pontiac Point. The Indian nations camped on land which is now called Lincoln Park, and more

⁸⁷ [Journal of Pontiac's Conspiracy](#)

than two centuries later, the Historical Society of Lincoln Park put a marker honoring Pontiac in Council Point Park.

Just thirteen years after Pontiac conducted his war council, and four days before the adoption of the American Declaration of Independence on July 4, 1776, prominent Potawatomi Nation chiefs deeded 4,000 acres of land to Pierre St. Cosme, a Detroit Frenchman “for love and affection.” Dated July 1, 1776, the grant gave St. Cosme and his sons the section of land that fronted the Detroit River approximately half a mile each side of the Ecorse River and extending approximately four miles back from the Detroit River. The northern boundary of the land followed what eventually became known as St. Cosme Line Road and the present Southfield Road, and its southern boundary a line close to present day Goddard Road.

After Pierre St. Cosme died in 1787, his wife and sons sold the Downriver land- still long narrow farms fronting on the Detroit, Ecorse, and Rouge Rivers - to French farmers living in Detroit and Windsor. The farms were only a few hundred yards wide on the riverfronts, but extended for several miles back into the woods. Early settlers on the “French ribbon farms” along the Detroit River near the mouth of the Ecorse River included Campaus, Salliottes, Labadies, LeBlancs, Goodells, Bondies, and Drouillards. The Montie family settled land along the street which later was named for them. The Bondies and Laffertys settled along the west banks of the Ecorse Creek-now River Drive. The Drouillards settled in the southern section near Goddard Road.

Despite the influx of early settlers, dense forest only punctuated by an occasional farm clearing covered the Lincoln Park region during most of the early 1800s. Then in 1827, the Michigan Territorial legislature incorporated the entire Downriver section into the Township of Ecorse, a substantial tract of territory including modern Wyandotte, Ecorse, Lincoln Park, Allen Park, Melvindale, River Rouge, Southwest Detroit, Taylor Township, and Southgate.⁸⁸

Axes swung in time to the rhythm of waves of pioneers clearing land and carving homes and farms out of Ecorse Township. A new generation of French farmers moved west from settled Detroit River lands and growing waves of Germans leaving their home country to escape oppression brought the Keppens, Quandts, Dashers, Schonscheks and many others to the Lincoln Park area.

The immigrant made their homes and farmland flourish, and after the Civil War a small business district appeared at Fort Street and the St. Cosme Line Road-St. Cosme later became State Street and then Southfield Road. Noah LeBlanc opened a store at Fort and Southfield in the 1870s and Herman Quandt opened a grocery market there about 1899. Other businessmen opened shops at the same intersection and by the time World War I began, the business section called Quandt’s Corners had grown into a community.

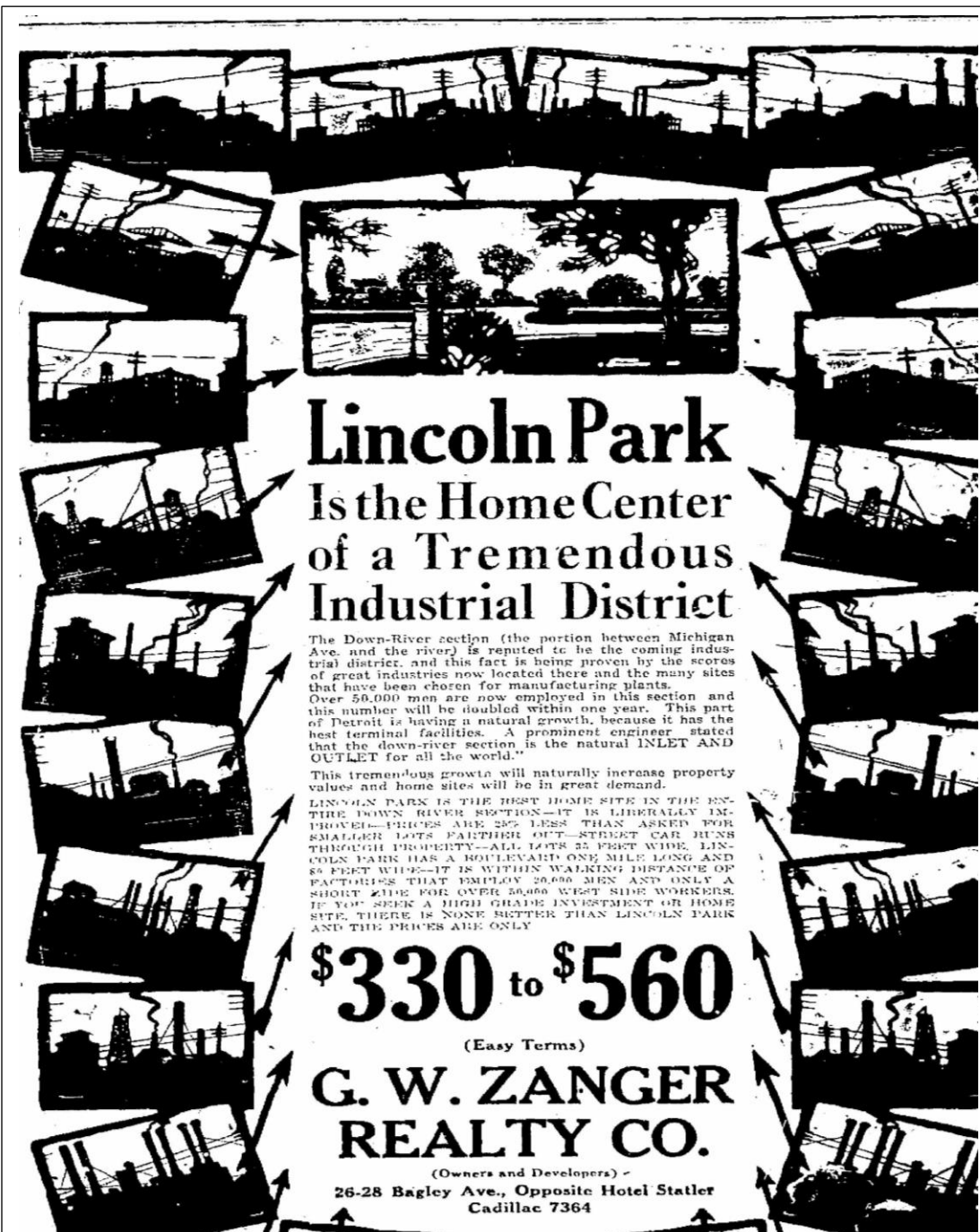
Even though he had built his Rouge works in Dearborn instead of Lincoln Park, Henry Ford played an important role in Lincoln Park growth. His policy of paying workers five dollars a day attracted throngs of workers to the Rouge factory and created a huge real estate boom of home

⁸⁸ About 1850, Taylor Township separated from Ecorse Township and the entire township became a city in 1969.

seekers in the surrounding communities, including Lincoln Park. After World War I, sales offices occupied half a dozen corners and tents and tarpaper shacks blended into muddy streets with workers continuing to demand homes.

In 1920, the Lincoln Park Improvement Association introduced plans to incorporate as a village and in 1921 a group of citizens met in the Strowig School to approve the plans. By 1925, the village of Lincoln Park had annexed more land and grown from a population of several hundred to more than 9,000 people. In a special election held on January 12, 1925, Lincoln Park citizens voted 467 to 380 to become a city and create a nine-member charter commission to produce a new City Charter

(Ad- Benton Harbor News-Palladium, September 7, 1927)



Lincoln Park Is the Home Center of a Tremendous Industrial District

The Down-River section (the portion between Michigan Ave. and the river) is reputed to be the coming industrial district, and this fact is being proven by the scores of great industries now located there and the many sites that have been chosen for manufacturing plants. Over 50,000 men are now employed in this section and this number will be doubled within one year. This part of Detroit is having a natural growth, because it has the best terminal facilities. A prominent engineer stated that the down-river section is the natural INLET AND OUTLET for all the world."

This tremendous growth will naturally increase property values and home sites will be in great demand.

LINCOLN PARK IS THE BEST HOME SITE IN THE ENTIRE DOWN RIVER SECTION—IT IS LIBERALLY IMPROVED—PRICES ARE 25% LESS THAN ASKED FOR SMALLER LOTS FARTHER OUT—STREET CAR RUNS THROUGH PROPERTY—ALL LOTS 25 FEET WIDE. LINCOLN PARK HAS A BOULEVARD ONE MILE LONG AND 80 FEET WIDE—IT IS WITHIN WALKING DISTANCE OF FACTORIES THAT EMPLOY 20,000 MEN AND ONLY A SHORT WALK FOR OVER 20,000 WEST SIDE WORKERS. IF YOU SEEK A HIGH GRADE INVESTMENT OR HOME SITE, THERE IS NONE BETTER THAN LINCOLN PARK AND THE PRICES ARE ONLY

\$330 to \$560

(Easy Terms)

G. W. ZANGER REALTY CO.

(Owners and Developers) -
26-28 Bagley Ave., Opposite Hotel Statler
Cadillac 7364

Census figures reflect the growth of Lincoln Park after World War I and its growth spurt after World War II. The 1930 federal census listed Lincoln Park as the 34th largest city in Michigan, the 1940 census raised the city to the 26th largest, and the 1950 census boosted Lincoln Park to the 20th largest city in Michigan. The 1960 census tallied Lincoln Park's population at 53,933, ranking her fourth in Wayne County behind Detroit, Dearborn, and Livonia, and in the top twelve most populous cities in Michigan.

In 1946, the Lincoln Park Junior Chamber of Commerce sponsored a silver anniversary Jubilee celebration. The celebration featured an old timer's dinner, street parade, sidewalk festivities, and an all-day community picnic as well as a Jubilee Queen.

Lincoln Park continued to grow into a modern, attractive residential community offering good streets, fine homes, and excellent schools. The city's strategic geographical location nine miles southwest of downtown Detroit on three superhighways – Fort Street, and Southfield and Dix Roads - contributed to its rapid growth. The city is just three miles from the Ford Rouge plant in Dearborn, two miles from the Ecorse Great Lakes Steel Corporation plant, three miles from the factories of Wyandotte and ten minutes drive from West Detroit factories.

Clarence Burton Called Lincoln Park the “Gateway to Detroit”

In his *History of Wayne County and Detroit, Michigan*, Clarence Burton described Lincoln Park as the “Gateway to Detroit,” because of its location nine miles southwest of the city's center, Major highways Dix Highway and Fort Street intersecting it, and its close proximity to Detroit River shipping. The Pennsylvania Railroad had a right of way through Lincoln Park and the Eastern Michigan Railway passed through the city as it traveled between Detroit and Toledo.⁸⁹

Primarily a residential community with an area of 6.34 square miles, Lincoln Park's location about three miles from the Ford River Rouge complex helped the city expand in seven years from a cross roads community to an estimated 1929 population of 13, 180 people. Long known as a city of good homes, by 1929 a home building boom in Lincoln Park had produced nearly 200 new homes and about 85 percent of its 4,000 homes were occupant owned.

Writing in the late 1920s, Clarence Burton summarized some of Lincoln Park's progress since its incorporation as a village in 1921 and its reincorporation as a city in 1925. He wrote that Lincoln Park featured over 40 miles of paved streets, and excellent lighting system, and about 80 percent of its originally planned sewer system had been installed. The city of Lincoln Park had two banks: Lincoln Park National Bank and the State Savings Bank as well as its own post office.

⁸⁹ *History of Wayne County and the city of Detroit, Michigan*. Clarence M. Burton, M. Agnes Burton, editors ; H.T.O. Blue and Gordon K. Miller, associate editors. Chicago: S.J. Clarke, 1930.

Community services in Lincoln Park included an efficient fire and police department, with the fire department equipped with a \$15,000 American-LaFrance fire engine. Eight churches helped Lincoln Parkers grow spiritually and a public library featuring 7,000 books offered intellectual growth. Six schools including one high school and two parochial schools provided education for 2,400 pupils and pupils for 92 teachers.

Lincoln Park featured a mayor and common council form of government, with its citizens diligently participating in elections and local politics. Its 1929 assessed valuation was \$26,747,670 and its bonded debt \$3,179,157.⁹⁰

In 2015, Lincoln Park turned 90 years old. City officials sponsored celebrations as well as the municipal Fire Department and the Lincoln Park Exchange Club, the oldest service club in the city.

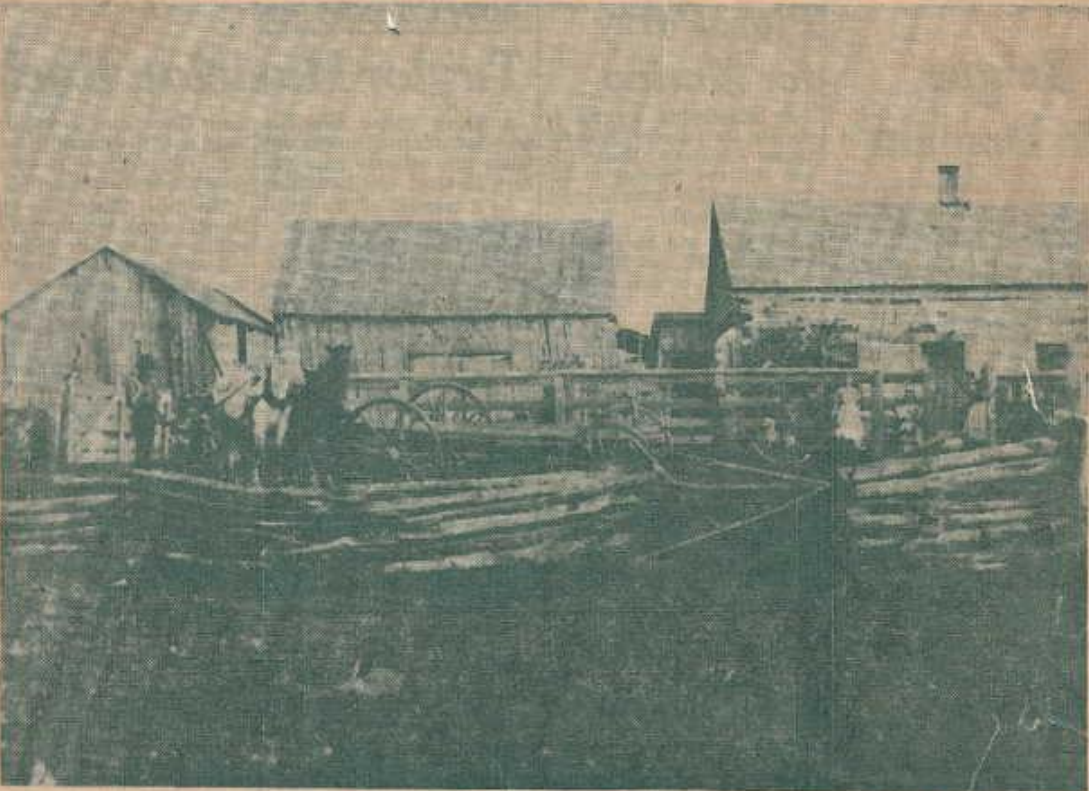
⁹⁰ History of Wayne County and the city of Detroit, Michigan. Clarence M. Burton, M. Agnes Burton, editors ; H.T.O. Blue and Gordon K. Miller, associate editors. Chicago: S.J. Clarke, 1930.

A Few Lincoln Park Veterans

Civil War

1959-Mellus Newspapers

Allen Parker, The Melvindale Messenger — THE MELLUS NEWSPAPERS — Ecorse Enterprise, Southwest Detroit, Township



CONTEST WINNER—This 81-year-old picture was declared the winner this week in a Mellus Newspapers' contest to uncover old pictures of Lincoln Park. Submitted by George Nacker, 81, of 1303 Chandler, Lincoln Park, it shows the old Raupp homestead on Pepper road (now Outer drive), about half-way between Fort and Dix. Shown in the picture are Matthias Raupp (at left with horses); his son, William Raupp, later to be Lincoln Park mayor; another son, Matthias Raupp, junior; two daughters, Ann and Rose Raupp, and Mrs. Minnie (Schonfield) Raupp. Nacker's mother, Rachel, was Mrs. Raupp's sister. The photograph will win Nacker a \$10 prize. Nacker is a life-long resident of Lincoln Park, born on Pepper road in 1878. His father, who operated a blacksmith shop at Fort and Outer drive for many years, fought in the Civil War and was a prisoner at the infamous Libby Prison.

Civil War Veteran Augustus Nacker

Augustus Nacker was born in 1843 in Prussia and he later immigrated to the United States. When the Civil War erupted, Augustus joined Company G of the 22nd Michigan Infantry as a private. He was captured on September 20, 1863, imprisoned in Andersonville, and eventually exchanged in Charleston, South Carolina on December 10, 1864.

Augustus Nacker married Rachel Schonfeld, (1848-1923) also born in Prussia. Their children were [Minnie J. Nacker Schaeffer \(1869 - 1943\)](#), [Alberta LaCroix \(1870 - 1945\)](#), [Carrie J Nacker Wiggle \(1871 - 1941\)](#), [William Nacker \(1874 - 1875\)](#), [Louise Nacker Selke \(1876 - 1959\)](#) and [George Francis Nacker \(1879 - 1965\)](#).

August died in 1927 and he is buried in Woodmere Cemetery, Detroit.

George Nacker

The 1880 United States Federal Census shows one-year-old George Francis Nacker, born November 1, 1879 in Livonia Township, Michigan. He lived with his parents Augustus and Rachel Nacker and his sisters Minnie, Tena, Carrie, and Louisa.

George lists his employment as airplane assembler in the Fisher Body Plant in Detroit on his World War I Draft Registration. His World War II Draft Registration shows that 64-year-old George and his family live at 1303 Chandler in Lincoln Park. He lists his employer as William E. Raupp and he works at Raupp School in Lincoln Park.

George died on July 12, 1965, and he is buried in Woodmere Cemetery, Detroit.

Lincoln Park Veteran Memorial



The Lincoln Park Veteran's Memorial, located in the center of Memorial Park on Merrill Avenue features a granite wall with four bronze plaques inscribed with the names of soldiers who died in World War I, World War II, Korea, and Vietnam. It was dedicated on May 22, 1949. An Army howitzer is displayed near the Memorial.

World War II

Sheldon Allen

Long time Lincoln Park resident and World War II veteran Sheldon Allen acted as grand marshal of the 2016 Memorial Day Parade, the fourth year of the event.

Born in Piney Fork, Ohio, Sheldon eventually moved to Lincoln Park. He enlisted in the Navy in February 1943 and served as Gunner's Mate 1st Class on the USS Jacob Jones during World War

II. After his discharge in 1946, he received his “ruptured duck” discharge pin, a sign of victory in the war.

He married his wife Flora and they had three children. In 2016, Sheldon turned 90, and he and Flora celebrated 64 years of marriage. They have six grandchildren and nine great grandchildren.

Sheldon Allen is a Ford Motor Company retiree and part of his employment history also included teaching small engine repair courses at Henry Ford Community College. He served on the Public Service Commission in Lincoln Park as well as numerous charity groups. He was active in the Dad’s Club of St. Henry’s Catholic Church and he is a long standing member of the American Legion Post 67.

Korean War

The Korean Veterans Memorial plaque reads: “In Honored memory of the men of Lincoln Park who gave their lives in the Korean Conflict-1950-1953.” The plaque was dedicated by the citizens of Lincoln Park May 23, 1954 and it lists these soldiers:

Cecil F. Jordan, was born in 1916, and his home county is listed as Macomb, Michigan. He was a First Lieutenant in the U.S. Army, and was killed in action in Korea on February 5, 1952. He is buried in White Chapel Memorial Cemetery, Birmingham, Michigan

Hubert A. Meriedeth. His named is spelled Meredieth on some official records. He was born in 1925 and his home county is listed as Wayne, Michigan. Hubert was a private in the U.S. Army and he was killed in action in Korea on March 28, 1951. He is buried in Michigan Memorial Park in Flat Rock, Michigan.

Thomas Karadeema, born August 10, 1933, listed his home city as Detroit, Michigan. He fought as a private in the U.S. Marine Corps in Korea. He was killed in action on October 1, 1952, and he is buried in Holy Sepulchre Cemetery, Birmingham, Michigan

Earnest R. Rouleau’s name is spelled as Ernest R. Rouleau in the official records. He was born in 1932 and his home county is listed as Wayne, Michigan. He served as a Private 1st Class in the U.S. Army and he was killed in action in Korea on November 30, 1950. He is buried in the Honolulu, Hawaii, National Memorial Cemetery of the Pacific (Punchbowl),

Donald C. McCowan, listed as Donald McGowan, Jr. in the official records, was born on February 3, 1928. His home city is listed as Lawrence, Van Buren County, Michigan. He served as a corporal in the U.S. Army in Korea, and he was captured in Korea on May 25, 1951. In June 1951, the Army declared him dead and no remains were found. He has a memorial in Hill Cemetery in Lawrence, Michigan.

Edgar L. Shadrick was born on November 25, 1929. He served as a private in Co. A 38th Infantry Division in Korea and was killed in action on November 16, 1952. He was awarded the Purple Heart. He is buried in Woodmere Cemetery in Detroit.

Edgar M. Liningar



Edgar M. Liningar was born in 1931 and his home county is listed as Wayne County, Michigan.

He served with Company I, 3rd Battalion, 9th Infantry Regiment, 2nd Infantry Division of the U.S. Army during the Korean War. On November 13, 1952, Corporal (listed as sergeant in other records) Liningar was reported missing in Action while fighting enemy forces in North Korea. On December 31, 1953, his status was changed to presumed Killed in Action, Remains Not Recovered. His name is inscribed on the Courts of the Missing in the Honolulu Memorial in the National Memorial Cemetery of the Pacific – “The Punchbowl” in Honolulu, Hawaii.

Stephen A. Albecz, Jr. was born in 1929. He died in 1953 and he is buried in Woodmere Cemetery, Detroit.

Vietnam Veterans

Ronald Lee Beckett



Corporal, C CO, 1ST BN, 4TH MARINES, 3RD MARDIV, III MAF, United States Marine Corps. Lincoln Park, Michigan. September 25, 1944 to April 27, 1967.

Rifleman Ronald Lee Beckett died on April 27, 1967 of hostile ground fire in Quang Tri Province, South Vietnam. He is buried in Michigan Memorial Park, Flat Rock, Michigan.

Thomas Wayne Bickford



Specialist Five, C TRP, 16TH CAVALRY, 1ST AVIATION BDE, USARV, Army of the United States. Lincoln Park, Michigan. November 2, 1950 to July 11, 1971.

A helicopter crewman, Thomas W. Bickford was killed in Ba Xugen Province, South Vietnam on July 11, 1971 when hostile enemy fire downed his helicopter over land. He is buried in Michigan Memorial Park, Flat Rock, Michigan

Thomas Johnson Bradford



Corporal. C CO, 3RD BN, 21ST INFANTRY, 196 INF BDE, Army of the United States. June 15, 1947 - May 2, 1968. Lincoln Park, Michigan.

On May 2, 1968 Corporal Bradford died of multiple fragmentation wounds in Quang Tri, South Vietnam. He is buried in Michigan Memorial Park, Flat Rock, Michigan.

William Victor Clarke

Specialist Four. HHC, 2ND BN, 2ND INFANTRY, 1ST INF DIV, USARV, Army of the United States. Lincoln Park, Michigan. September 16, 1947 to August 10, 1968.

Specialist Four Clark was killed in action by hostile ground fire on August 10, 1968 in Binh Duong Province, South Vietnam. He is buried in Michigan Memorial Park, Flat Rock, Michigan.

James Claude Durham, Jr.



Private First Class, E CO, 2ND BN, 26TH MARINES, 1ST MARDIV, United States Marine Corps. January 31, 1948-September 16, 1968. Lincoln Park, Michigan

Private First Class James Claude Durham, Jr. died on September 16, 1968 of hostile fire in Quang Tri, South Vietnam. He is buried in Michigan Memorial Park, Flat Rock, Michigan.

John Foldvary, Jr



Corporal, B Co., 1st BN/7TH MARINES, 1ST MARDIV, III, MAF, United States Marine Corps. Lincoln Park, Michigan. February 16, 1948-March 17, 1968.

Corporal Foldvary was killed in action on March 17, 1968, in Quang Nam Province, South Vietnam. He is buried in Woodmere Cemetery, Detroit.

Robert George Guinn



Specialist Four, 1ST PLT, B CO, 2ND BN, 35TH INFANTRY, 4TH INF DIV, USARV
Army of the United States. Lincoln Park, Michigan. September 26, 1949 to June 4, 1970.

Specialist Four Guinn was killed on June 4, 1970 by hostile ground fire in Binh Dinh Province, South Vietnam. He is buried in Ferndale Cemetery in Riverview, Michigan.

SP4 Theodore Louis Gyulveszi



Specialist Four, 42ND INF PLT (SCOUT DOG), 101 ABN DIV, 11F2D Infantry Operations
And Intelligence Specialist, United States Army. Lincoln Park, Michigan. January 22, 1945-
February 10, 1969.

SP4 Gyulveszi was killed in action on February 10, 1969 in Thua Thien, South Vietnam. He is
buried in Michigan Memorial Park, Flat Rock, Michigan.

John Francis Higgins

Lance Corporal, 3RD PLT, E CO, 2ND BN, 4TH MARINES, 3RD MARDIV, III MAF, United States Marine Corps. Lincoln Park, Michigan. November 10, 1949 to December 08, 1968

Lance Corporal Higgins was killed on December 8, 1968 from enemy small arms fire in Quang Tri Province, South Vietnam.

Richard Dennis Kaminski

Private First Class, A CO, 1ST BN, 8TH INF RGT, 4 INF DIV, Army of The United States. Lincoln Park, Michigan. July 17, 1945-March 22, 1967.

Private Kaminski died of burns while missing on March 22, 1967 in Pleiku, South Vietnam. He is buried in Our Lady of Hope Cemetery in Brownstown Twp., Michigan.

Gary Wayne Kline



Lance Corporal, F CO, 2ND BN, 5TH MARINES, 1ST MARDIV, III MAF, United States Marine Corps. Lincoln Park, Michigan. December 16, 1946 to June 3, 1967.

Lance Corporal Kline died from small arms fire on June 3, 1967 in Quang Tin Province, South Vietnam. He is buried in Glen Eden Memorial Park, Livonia, Michigan.

Gerald Anthony Kosakowski



Specialist Four, HHC, 2ND BN, 7TH CAV RGT, 1 CAV DIV, Army of the United States. Lincoln Park, Michigan. November 7, 1943-November 17, 1965.

Specialist Four Kosakowski died of wounds from hostile ground fire on November 17, 1965 while missing. He died in the Ia Drang Valley, South Vietnam. He is buried in Oakview Cemetery, Royal Oak, Michigan.

Merl Russell Meadows

Specialist Four, HHC, 3RD BN, 12TH INFANTRY, 4TH INF DIV, USARV, Army of the United States. Lincoln Park, Michigan. October 23, 1947 to May 25, 1968.

Special Four Meadows, a radio teletype operator, died outright of hostile enemy fire on May 25, 1968 in Kontum Province, South Vietnam.

Richard Allen Nelson

Hospitalman, MILPHAP TEAM 7, ADV TEAM 54, USMC ADV UNIT, NAVAL ADV GROUP, USNAVFORV, United States Navy. Lincoln Park, Michigan. December 3, 1947 to November 14, 1967.

Hospitalman Nelson died of multiple fragmentation wounds on November 14, 1967 in Kien Giang Province, South Vietnam. He is buried in Michigan Memorial Park in Flat Rock, Michigan

Eli Wayne Nichols



Private First Class, C CO, 1ST BN, 3RD MARINES, 3RD MARDIV, III MAF. United States Marine Corps. Lincoln Park, Michigan. December 19, 1946 to February 14, 1966.

Private First Class Nichols died from hostile ground fire on February 14, 1966, in Quang Nam Province, South Vietnam. He is buried in Michigan Memorial Park, Flat Rock, Michigan.

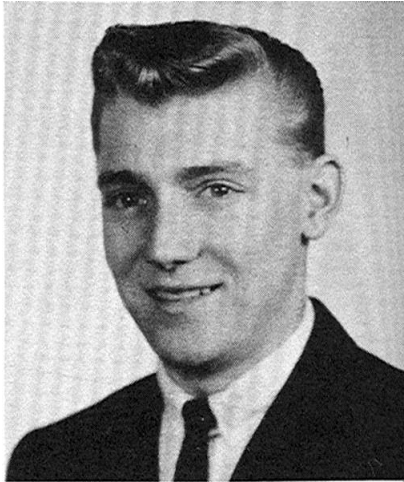
Vaughn Thomas O'Neil



Private First Class, I CO, 3RD BN, 7TH MARINES, 1ST MARDIV, III MAF, United States Marine Corps. Lincoln Park, Michigan. November 14, 1946 to November 21, 1967.

Private First Class O'Neil died on November 21, 1967, from hostile ground fire in Quang Nam Province, South Vietnam. He is buried in Michigan Memorial Park, Flat Rock, Michigan.

Paul Edward Petrolina



Lance Corporal, HMM-165, MAG-16, 1ST MAW, III MAF, United States Marine Corps. Lincoln Park, Michigan. May 2, 1947 to June 21, 1969.

Lance Corporal Petrolina, a helicopter crew member, was killed on June 21, 1969, in Quang Nam Province, South Vietnam when his helicopter crashed over land. He is buried in Our Lady of Hope Cemetery, Brownstown Township, Michigan

James William Powers

Private First Class, A CO, 502ND AVN BN, 12TH AVN GROUP, USARV, Army of the United States. Lincoln Park, Michigan. August 1, 1937 to February 6, 1966

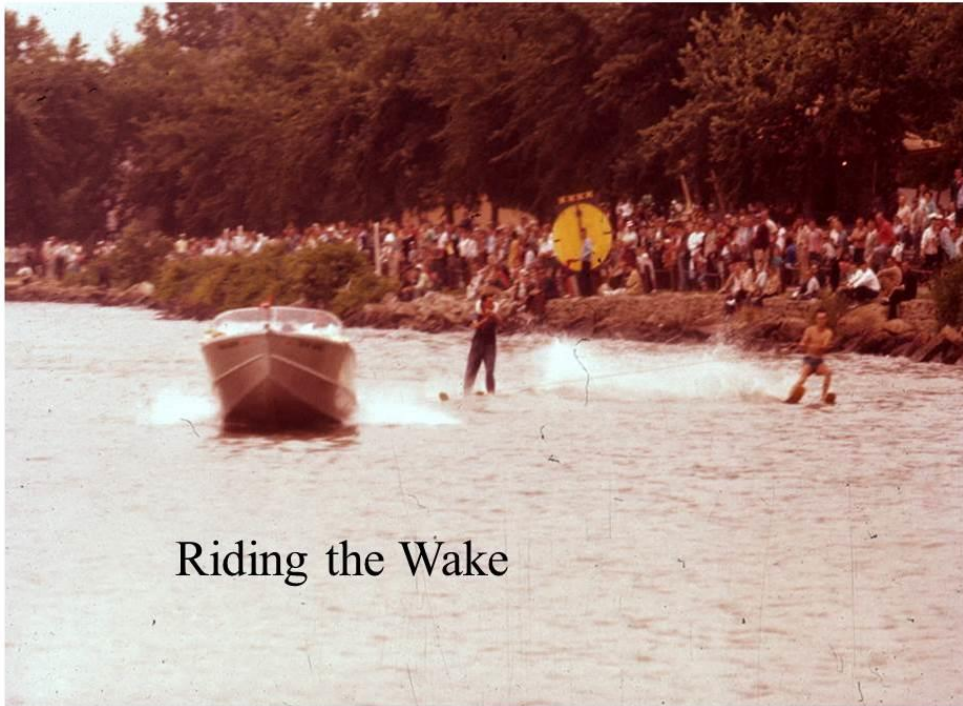
Private First Class Powers died of multiple fragmentation wounds on February 6, 1966 in South Vietnam. He is buried in Mountain View Memorial Park, Lakewood, Washington.

Richard Leonard Rushlow



Sergeant, A CO, 4TH BN, 503RD INFANTRY, 173RD ABN BDE, USARV, Army of the United States. Lincoln Park, Michigan. September 13, 1949 to January 11, 1971.

Sergeant Rushlow was killed in action in Binh Dinh Province, South Vietnam on January 11, 1971.



Frank Rathbun's Lincoln Park History

In 1954, Frank Rathbun worked as a reporter for the Mellus Newspapers and wrote many historical articles about Downriver. Later in his career, he served as an administrative aide for Michigan Congressman William Ford. He was born on October 3, 1924, and he died on Friday, September 17, 2010, in Fairfax, Virginia, where he had moved after he took his job with Congressman Ford.

In a series of 1950s and 1960s articles about Downriver, Frank Rathbun described and analyzed Lincoln Park's growth. He wrote that Lincoln Park's remarkable growth and development validated the vision of the original planners of Lincoln Park who facilitated future expansion by providing adequate sewer and water systems, paved streets, and a satisfactory number of well-placed schools.

Frank Rathbun cited the real estate boom of the mid 1920s and the Depression of the early 1930s as detriments to Lincoln Park's economic strength. He pointed out that during the unprecedented real estate inflation of the 1920s, inexperienced investors bought 30 foot lots at inflated prices of \$2,000 with \$150.00 down and a balance to be paid at \$15.00 a month, insuring that the investment would probably be lost.

Based on this inflated assessed valuation, the City of Lincoln Park instituted a large improvement program, building sidewalks in borderline subdivisions and providing unnecessary

sewerage. They built a school far away from school children and paved streets to the specifications of real estate promoters instead of homeowners.

.So many other growing Michigan communities found themselves in similar binds that the State of Michigan passed an enabling act permitting cities to refund their outstanding obligations if a percentage of their bond holders agreed to the plan. One of the first Michigan cities to agree to the plan, Lincoln Park began to dig itself out of its financial crisis. The city refinanced its debt, amounting to nearly four million dollars in city and school obligations, under the refunding plan at a time when it paid municipal employees in scrip because it had no cash funds.

The giant home building boom which boosted the city's assessed valuation helped reduce the city's debt to \$115,000 on the 1945 refunding bonds.

In the ten years from 1946 to 1955, the city of Lincoln Park's Building Department issued a total of 70,963 permits for new homes and the Building Department estimated total construction during that same period at more than \$90,000,000.

Home-building reached its peak in 1949 when 2,011 permits were recorded. A gradual decline was noted in succeeding years, with 1,688 in 1950; 790 in 1951; 642 in 1952; 405 in 1953; 566 in 1954 and 200 in 1955. The 1956 totals were less than 200, while the totals for 1957 were less than 150. During 1958, 371 homes were built. The total for 1959 was 154, and 1960 was 185. In the past three years, the annual total has been less than 100.

Commercial development has kept pace with the rash of home construction. The Lincoln Park Plaza Shopping Center, on Fort Street between New York and Riverbank, opened in 1955. The Sears, Roebuck & Company Shopping Center, at Southfield and Dix, opened in 1956.⁹¹

Lincoln Park and Downriver Pioneers

Many of the early settlers in Ecorse Township bought "strip farms" or French ribbon farms, along the Detroit River near the mouth of the Ecorse River. These French Ribbon farms were just a few hundred yards wide on the riverfront, but extended into the woods for several miles. Some of the early families settling along the Detroit River included Campaus, Salliottes, Labadies, LeBlancs, Goodells, Bondies, and Drouillards. The St. Cosme land grant farms began on the Detroit River, while other farms began on the Rouge River front and ended on the northern edge of the St. Come property which became known as the St. Cosme Line. During the early 1800s, the area that is modern day Lincoln Park was covered by dense forest, dotted with an occasional farm clearing, time moved along and more settlers came into the area. The Monties settled along their namesake street, the Bondies and Laffertys settled along the west banks of Ecorse Creek, now River Drive, and the Drouillards settled in the southern section near Goddard Road.

⁹¹ Frank Rathbun, [The Early History of Lincoln Park](#)

Time kept moving along, families created new generations, and these new generations built homes more distant from the rivers. By the mid-1800s, they had built some of these homes on land that later would become Lincoln Park, not near the modern city center, but along its southern edge near Goddard Road. Bela Hubbard made a map of the area in 1818 showing these southern edge homes. Today, the area is one of Lincoln Park's few vacant areas.

Frank Rathbun wrote about these Downriver pioneers in a series of articles published in the Mellus Newspapers.

In July, 1952, Frank Rathbun traced the history of the Montie family. Francis Xavier Montie, his wife Mary Goyette Montie and their six children came to Michigan from Montreal, Canada during a severe economic depression in the mid-1830s to find new economic opportunities in Michigan. They probably took the water route from Montreal along the St. Lawrence River to Lake Erie and up the Detroit River. When they reached Ecorse Landing or Grandport, they pushed up the Ecorse River (Ecorse Creek) through the thick forest and they came ashore near what is now the site of Austin and Montie Streets in Lincoln Park. Francis Xavier Montie staked a claim for a 60-acre tract of land in recently formed Ecorse Township which is now located in Lincoln Park near Montie Street.

Francis Xavier and his family cleared his property of the dense forest of maple trees that covered it and built a log home. They lived a frontier life style that freed them from economic dependence and the fear of depressions. His sons and daughters grew up and married sons and daughters of other Downriver pioneers and their descendants are still scattered throughout Downriver communities.⁹²

Pioneer Raupp Family

Many of the older houses in Ecorse, Wyandotte and the rest of the Downriver area feature huge timbers and intricate wood floors that would cost thousands of modern dollars to duplicate. The wood for these century-plus old houses came from Michigan's north woods where husky lumberjacks felled virgin white pine trees and floated the logs down streams and rivers to the Detroit River and up Ecorse Creek to the Salliotte& Raupp saw mill.

Ecorse historian Al DuHadway wrote a column about the Salliotte&Raupp mill for the Mellus Newspapers in the 1970s. He said that Oliver Raupp, one of Gustave's sons lived in Wyandotte and showed him four photographs that an obscure, talented photographer who called himself W.J. Watson had taken in the 1880s. Using the cumbersome camera and glass negatives of the time to make pictures of the mill operation, Watson produced clear images of a long forgotten Ecorse industry.

Alexis M. Salliotte and Gustave Raupp joined forces in the 1880s to run the Salliotte& Raupp mill at a profit. The mill was strategically located on the banks of Ecorse Creek. From after the Civil War until about the 1880s, Michigan enjoyed a timber boom, supplying almost all of the lumber used in the United States.

After lumberjacks cut down the trees, they were loaded on huge log rafts that were towed down

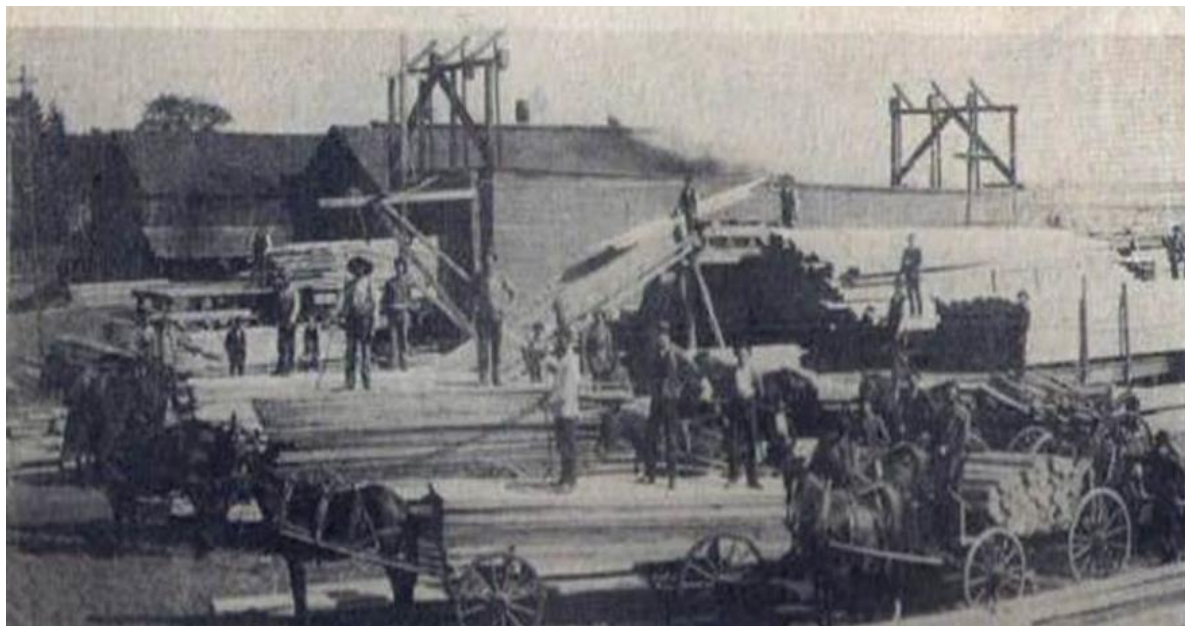
⁹² [Lincoln Park Historical Society](#)

Lake Huron from Alpena and Bay City into the Detroit River and up Ecorse Creek to Salliotte&Raupp's saw mill. Men worked the saws continuously to fashion the pine logs into finished lumber. This gigantic lumber production resulted in equally gigantic piles of sawdust and wood shavings along the banks of Ecorse Creek. DuHadway talked to veteran employees of the Evans Motor Sales Auto Dealership that occupied a sales room on Jefferson. They recalled that the Dealership had been built over mounds of sawdust from the mill.

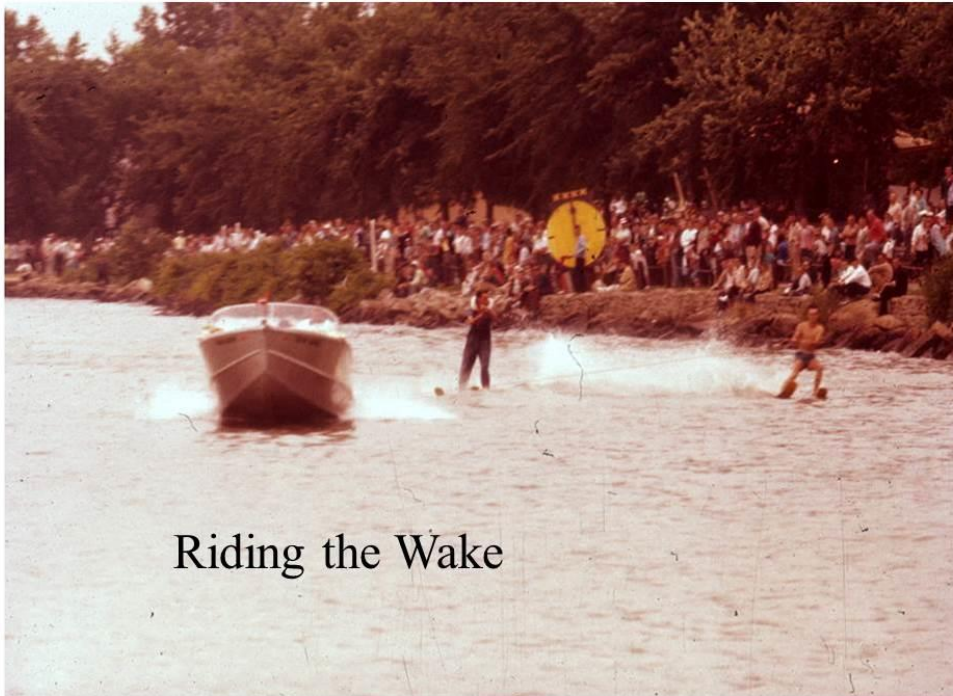
After the lumber was sawed and smoothed into logs, it was loaded onto boats and shipped to Detroit. In Detroit the lumber was loaded onto railroad freight cars and sent to communities all across the country. If the timber was consigned to local communities, it was loaded into wagons pulled by teams of horses and oxen and hauled out onto the Mill road into present day Lincoln Park, Southgate, Allen Park and Taylor to be used in constructing homes and businesses.

In his column DuHadway said that the old Mill Road came to be called Mill Street because of these lumber days and not because of the Michigan Steel Corporation which wasn't built on Mill Street until 1924.

Gustave Raupp was not a wealthy man when he emigrated to Ecorse from Germany, but he was far-sighted and ambitious enough to establish a sawmill on the banks of Ecorse Creek during the Michigan timber boom. He was also astute enough to enter a partnership with Alexis M. Salliotte. In today's dollars Alexis Salliotte would be a millionaire and by 1870's standards he was a wealthy man. He owned extensive timber stands near Ashley, Michigan and took full capitalistic advantage of the lumber boom. When the boom ended in the late 1880s, Salliotte and Raupp dissolved their partnership, but Gustave Raupp continued to operate the mill. After he died in 1923 his sons including Matthias Raupp ran the business for several years. Then in 1929, a spectacular fire that burned out of control for nearly 24 hours destroyed the mill.



Besides the houses that their timber built, street names in Ecorse and Lincoln Park are visible survivors of Salliotte and Raupp's legacy. For many years the home of Alexis Salliotte with its round-towered rooms, cupola, and Victorian gingerbread stood as an Ecorse landmark on the corner of Southfield and High Streets, but it was torn down in the 1970s and replaced with an apartment complex. Two Ecorse streets – Alexis and Salliotte-were named in memory of Alexis Salliotte, who also served as the first village president of Ecorse when it was incorporated in 1902. There is a Raupp Street in Lincoln Park and Gustave Raupp is also remembered as a founding member of the Ecorse Boat Club. Mill Street which runs through Ecorse, crosses River Drive and continues into Lincoln Park is a reminder of the days when horses pulling heavy wagon loads of wood for houses plodded down its length to new home and business sites.



1959- Lincoln Park

In 1959, an Honors English Class at St. Francis High School in Ecorse researched and wrote stories about each Downriver community. The student writing about Lincoln Park is anonymous, but he or she was a thorough reporter.

Possibly the most important and far-reaching Indian council ever assembled was held in what is now Lincoln Park in 1763, when the great Ottawa Chieftain Pontiac called the Indians of the midwest together to plot the destruction of the encroaching white man. History does not tell the exact location of the great assembly, which drew warriors and chiefs from every tribe and nation of Indians in the Great Lakes Region. We know only that it was held on the banks of the Ecorse River. Tradition relates, however, that the Indians met near the confluence of the north and south branches of the Ecorse River, near the neck of land which still bears the name "Council Point" or Pontiac Point. The tepees of the huge band of warriors were probably erected throughout what is now Lincoln Park.

The Germans, rushing eastward toward the river, and the French pushing inland on their long, narrow private claims, met in present day Lincoln Park, which became a melting-pot for the two nationalities. The area now comprising the city of Lincoln Park, which was originally included in the boundaries of Ecorse Township, was created by the Michigan Legislature in 1827. Lincoln Park, then known as Quandts Corners, became a village in 1921.

Forty years ago, the area which is now Lincoln Park was known as Quandt's Corners. It was called this, because the Quandts owned most of the business places on the main corner of the district. Ambitious job seekers rushed here when Henry Ford offered his "Five Dollar Day."

The Lincoln Park Improvement Association, noticing the increasing population, made plans for the incorporation of Lincoln Park as a village and called together a group of settlers who met in the Strowig School and approved these plans.

Therefore, in 1921, Lincoln Park formally became known as a village. Before the election of officials, eighty residents signed a petition asking that Otto Schonscheck be appointed police chief but he was not elected. The first governing body consisted of President Mark A. Goodell, Clerk Floyd W. Harrison, Treasurer Louis J. Keppen, Commissioners Joseph Green, George Shanley, Harry H. Sharpe, Fred J. White, Delbert Wilber, and Harry J. Timm. S.A. Monroe became Chief of Police. In this election the women had one of their first opportunities to use their recently given right to vote.

When Lincoln Park first became a village, there were only a few stores in town: a saloon, a barber shop, a grocery store, and a pool hall. Also, there were two schools, the Strowig School and the Goodell School. One paved road which was Fort Street, ran through the village. For the most part, the others were narrow mud trails.

During 1923 and 1924, the Ku Klux Klan was very active in Lincoln Park. Determined to keep out hated Catholics, Jews, and Negroes, members burned a cross in front of their homes or places of business. Faced with this difficulty, St. Henry's had a hard time getting started. Securing no protection from the city, Father O'Toole of St. Henry's took matters in his own hands and guarded his church with a gun.

On January 13, 1925, Lincoln Park advanced again, in adding several square miles, and voting to become a city. Eight hundred and seventy-four people voted, four hundred and sixty-seven were for the proposal and three hundred and eighty voted against it. The residents of the new city chose William Raupp as their first Mayor, Floyd W. Harrison, Clerk, Arthur C. Hieman, Treasurer, Floyd S. Flynn, Judge, and Anton Eisner, Constable.

The original city charter was written by Albert Babbitt, John Down, Frank Grace, Samuel McMillan, Justin Morrison, Reinhold Nass, Jacob Poppen, George Shanley, and William Thompson. Lincoln Park had one bank called the Lincoln Park Bank. Dr. Bennett and Dr. Poppen were among the first practicing physicians there.

In 1928, St. Henry's opened their school, with the Sisters of St. Joseph of Nazareth in charge. At the same time Lincoln Park showed a need for a superintendent of schools and Leo Huff was given the position. Also in 1928, Fort Street was widened and it later became a super highway.

The 1930 census listed Lincoln Park as the thirty-fourth city in Michigan with a population of 12,336. During this year, the Catholic population grew so much that it became necessary for St. Henry Parish to obtain an assistant priest. The first funeral home of its kind in the area, Okeley's, opened in the 1930s. In 1933, the Mellus newspaper came out with the first edition.

At this time, Lincoln Park had a public park, twelve churches, six public schools and two parochial schools. In 1936, the city proudly dedicated a new city hall, and in 1939 an imposing post office building.

By 1940, the census showed the population to be 15,236, boosting Lincoln Park to the twenty-sixth city in Michigan. Also during this year, a group of young men felt there should be an organization for the purpose of studying issues and arousing public opinion on community needs and civic problems. They therefore organized themselves into a Lincoln Park Junior Chamber of commerce. In 1944, Lincoln Park Bank was sold to the Ecorse Bank, which later became known as Security Bank. In 1946, the JayCee's sponsored the celebration of Silver Anniversary of Lincoln Park's becoming a village. They celebrated with a Jubilee Queen, an Old Timers' Dinner, a street parade, sidewalk festivities, and an all day picnic.

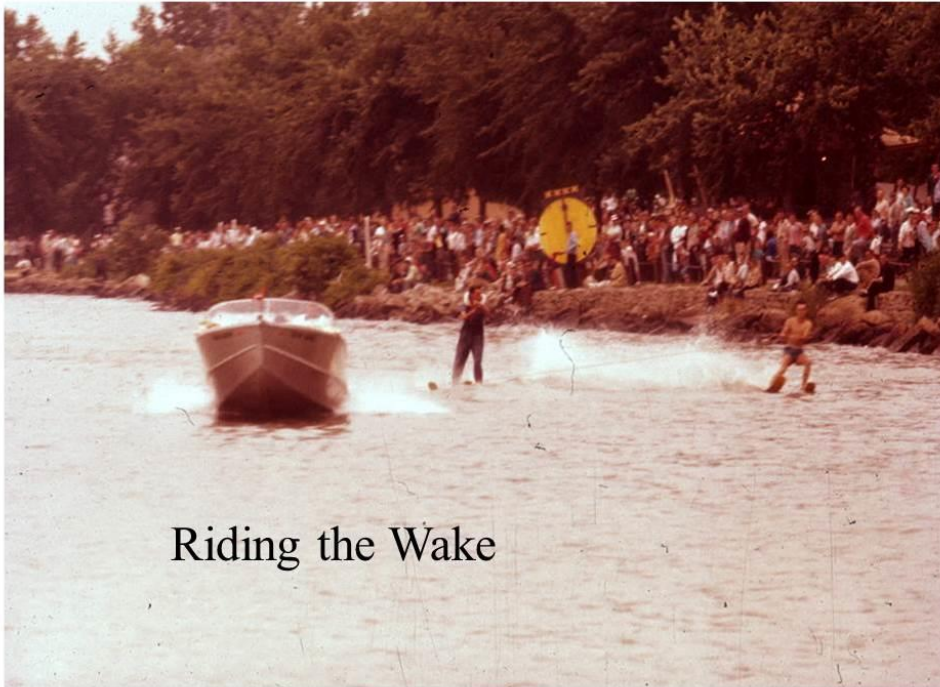
With the increasing need for homes for the growing population, Lincoln Park was caught in the whirlwind of a gigantic real estate boom. To satisfy hungry promoters, sidewalks were laid in outlandish subdivisions, sewers were provided where they were absolutely un-needed, a school was built far removed from the population, and many streets were paved. Finding themselves in great debt, the citizens finally realize their mistake. Although the debt they were faced with seemed insurmountable, they decided to try to pay it themselves.

From 1946 to 1955, a total of 7,963 permits for new homes were issued by the building department. This construction was estimated at more than \$90,000,000. Home building reached its peak in 1949 when 2,011 permits were recorded; by 1956, the total had dropped to 200, showing a rapid decline.

After many years of building, Lincoln Park suddenly had begun to fall, in part, for in the summer of 1956, the city was hit by a tornado. A church and several houses were blown down in the vicinity of Dix and Southfield. However, everyone cooperated, and in a short time all was back to normal. To serve the growing population, Lincoln Park sold the corner of Dix and Southfield for \$450,000 in 1954, to Sears, Roebuck, and Company. This store, in addition to the Lincoln Park Plaza, created more shopping facilities for the area.

Two hospitals serve Lincoln Park, the Lynn Hospital opened in 1955, and Peoples' Community Hospital, better known as Outer Drive Hospital, opened in December of 1957, as an emergency hospital for Down River. The working people of the area have access to Ford's and to Great Lakes Steel, without the smoke and soot of living in an industrial area. Nineteen schools educate the young of Lincoln Park, including one high school and three parochial schools.

Twenty-four churches take care of the souls of the Lincoln Parkers. Fifty-five policemen and twenty-eight firemen are here to protect us. There are 604 commercial buildings and 13,150 homes in this city. To entertain our citizens, Lincoln Park has a theatre, a roller-rink and many organizations. All this goes into making the estimated 48,750 people in this community today happy and prosperous.



Riding the Wake

The Mellus Newspapers-The Beginning of a Journalism Chain





The Mellus Newspapers – the Beginning of a Journalism Chain

The Heritage Newspapers that Heinz Prechter bought from a corporate chain link back to 1879 when the News-Herald was first established in Wyandotte. Journalist William Mellus added another link to the chain when he founded the Mellus Newspapers in Lincoln Park in the 1930s during the Great Depression. In 1985, the Mellus Newspapers merged with the News-Herald, operating under the name News-Herald. In 1986, the Mellus newspapers moved out of the building in Lincoln Park that had housed them for 40 years, and operated out of the News-Herald office in Wyandotte. Then in 1988, the News-Herald moved to One Heritage Place at I-75 and North Line Road in Southgate.

The circulation area of the Heritage Newspapers covers southeastern Michigan from Dearborn to Ohio and from Grosse Ile to Chelsea, including the communities of Allen Park, Ann Arbor, Belleville, Brownstown, Chelsea, Dearborn, Dearborn Heights, Dexter, Ecorse, Flat Rock, Gibraltar, Grosse Ile, Huron Township, Lincoln Park, Manchester, Melvindale, Milan, Monroe County, River Rouge, Riverview, Rockwood, Romulus, Saline, South Rockwood, Southgate, Taylor, Trenton, Warrendale, Woodhaven, Wyandotte, Ypsilanti. And Ypsilanti, Augusta, Superior and Pittsfield Townships.

It took journalist William Mellus to organize Downriver newspapers and readers into a focused

chain of newspapers. In 2010 when she lived in Northville, Michigan, Geraldine Mellus Collins wrote a memoir about her father and her own life looking back at the Detroit and Downriver of the early 20th Century. William Sylvester Mellus was born on June 4, 1903 to Henry F. and Marcella Mellus. Henry worked as a mailman in Delray, an ethnically diverse section of Detroit. He spoke several different languages including German and Hungarian, perhaps learning the German from his mother Amelia Schroeder, a native German. Family tradition said that Amelia possessed an acute business sense, and after being widowed at a young age, she rode horses in Montana and bought and rented property in the old Corktown area of Detroit.⁹³

Katherine “Kitty” Keenan, the maternal grandmother of William Mellus, and her husband, Fred Comerford, were second-generation Irish Americans from County Cork. Geraldine Mellus Collins wrote in her memoir that after Fred died at age 37, Kitty married a Norwegian sea captain named Iverson who commanded Ford Motor Company ships carrying ore from Norway across the ocean and up the Detroit River to the steel mills.

On November 15, 1921, 18-year-old William Sylvester “Bill” Mellus, and his childhood sweetheart 20-year-old Violet Cecelia Comerford boarded the streetcar to Toledo, Ohio to elope and be married by an Ohio justice of the peace. They boarded another streetcar and returned to each of their homes, keeping their marriage a secret until the birth of their daughter Geraldine on February 12, 1923. Geraldine was born in the home of her Grandma Marcella Mellus on Lisbon Street in Southwest Detroit. She wrote that as a young child she couldn’t pronounce her name, Geraldine Mellus. The best that she could do was “Genie Mouse” and eventually even her father Bill Mellus called her Genie.

The 1930 Federal Census shows William S. Mellus, 26, Violet Mellus, 28, and their children Jeroldine, 7, and Shirley 4, living on Lisbon Street in Detroit across the street from his parents. The Great Depression had gripped America in its talons, and Geraldine remembered hungry men coming to their house asking for food. Her mother gave them cans of beans and spoons and they would sit on the steps eating their suppers. “It was a very bad time,” she wrote.

According to Geraldine Mellus, her father Bill provided well for his family and in her memoir she states that his entrepreneurial spirit began to reveal itself when he sold newspapers at dawn each day on a street in front of the neighborhood police station at the age of seven. When he and his sisters Bernadine and Marcella were kids, each year they made Christmas wreaths that Bill sold door-to-door from his wagon. He dropped out of high school in the 10th or 11th grade, but his entrepreneurial spirit had been alive and well for years.

Newly wed, Bill Mellus followed his love of newspapers and went to work in the circulation department of the *Detroit News*. To relax he went to the Michigan State Fair and consulted a fortune teller operating out of a booth about his career. The gypsy fortune teller told him that she saw newspapers everywhere. The fortune teller’s prediction must have stuck in his mind, because soon after this, Bill took his wife Violet for a drive, passing the office of *The Wyandotte Tribune*. Bill told his wife that he intended to apply for a writing job there and the *Tribune* hired him.

⁹³ [Geraldine Mellus Collins. Northville, Michigan. 2010](#)

After a few months, Bill Mellus decided to publish his own newspaper, cobbling a \$750 stake from his savings and family loans. His fledgling newspaper went broke within nine months, so he went to work for Edward B. Gibbons, who owned four Downriver area newspapers. He worked for Gibbons for nine years. In 1933 in the middle of the Great Depression, Bill Mellus launched his first four Mellus newspapers with a 5,000 circulation, eight-page weekly newspaper. He grossed \$275 his first week.

Locating his first Mellus Newspapers office in an upstairs room of the family house on Lisbon Street, at first Bill Mellus produced the newspaper himself. Since her bedroom adjoined the office, Geraldine Mellus remembers her father typing in the office at all hours with a constantly ringing telephone accompanying the noise of the keys. Later he moved downstairs, converting the whole basement into his office. Finally, he started hiring reporters and a steady stream of people moved back and forth through the Mellus house.

Battling Bill Mellus

Many of his employees and friends nicknamed him “Wild Bill” and others called him “Battling Bill.” He earned the nickname of “Battling Bill” because his newspaper was published on Wednesday and he set aside Thursday mornings to deal with angry readers. Some of his angry readers included corrupt politicians he exposed who would storm up to his office, threatening to punch him in the nose. Geraldine wrote that at this point, her father weighed about 260 pounds and used his stomach as a battering ram. He usually won.

As a crusading newspaper man, Bill Mellus made many enemies. One night in 1930-1931, when Geraldine was seven or eight, her father came home stating that somebody was after him. He slammed the door, pulled down all the shades, and sat on the floor by the window with a gun at the ready. He wouldn’t let his two daughters go to the movies alone, always taking them and picking them up afterwards.

Battling Bill fought one of his most dangerous battles against the Black Legion, an organization modeled after the Ku Klux Klan, which in 1935 had approximately 100,000 Michigan members. He exposed the “hooded avengers and killers of the Black Legion” by publishing their names on the front page of his newspaper. The list of names included many prominent local businessmen and attorneys and appointed officials, even police officers. Battling Bill’s courage earned him the honor of being marked for death twice in 1935. The police chief thwarted the first plan to shoot him in typical gangland style. The second plan the hired killer cancelled himself. This plan required the hired killer to poison Bill, his wife Violet, and his daughters Geraldine and Shirley. The killer said that he wouldn’t mind poisoning that blanket blank Mellus, but murdering his family went too far!⁹⁴

Wild Bill Mellus

Because he had painstakingly taught himself grammar, Wild Bill imposed his strict and exacting grammar rules on his family, friends, and employees. Anne Carins Federlein who later became

⁹⁴ [Geraldine Mellus Collins. Northville, Michigan. 2010](#)

the President of Kentucky Wesleyan College, worked at the paper in the late 1950s and early 1960s. She recalled the unending grammar arguments Wild Bill had with Nick Raar, the managing editor of the paper. Wild Bill would smoke a cigar and Nick would smoke cigarettes and Wild Bill would rant while perched on the edge of the chair in Nick's office. "They would argue over a comma as though they were in charge of the English language," she recalled.

Anne also vividly remembered her stints working the switchboard. She said that the only time she remembered Wild Bill tame and gentle happened when his wife Violet called. Switch board operators had orders to put her through immediately. She never had to wait to talk to her husband and while they talked he remained calm and sweet. Then the minute Wild Bill hung up the telephone, he began barking orders again.

Another of Anne's vivid memories also involved working the Mellus switchboard. Process servers would regularly call Wild Bill, who kept his Cadillac in a garage in the alley. He left standing orders for anyone on the switchboard to call him and tell him someone wanted to see him when the process servers came through the front door. Anne or whoever was operating the switchboard would tell the process server that Bill would be right down. In the meantime, Wild Bill came right down the back stairs and out the back door!

A Family Business

Geraldine, her sister Shirley and her mother Violet used to go "calling" with Bill Mellus. Even if they had plans to go to dinner or visiting at someone's house, they often stopped at a business so Bill could sell an advertisement. Violet Mellus spent many hours waiting for him and according to Geraldine, they were late for any airplane they took to any destination, because he always had to stop to call the office which by then was located at 1661 Fort Street in Lincoln Park.

Geraldine wrote that her father loved his work, but everything revolved around him because he couldn't delegate responsibility. He had to edit every period, question mark, and apostrophe. He would often say, "I've got a tiger by the tail and I can't let go."

Bill Mellus enjoyed playing cards, his only recreation, and he'd play with politicians and the fire and police chiefs, which irritated his wife. She would call the police or fire station at two o'clock in the morning asking for Bill. His card buddies would say, "No, Bill's not here." He was there!⁹⁵

Over the years and under the direction of Bill Mellus, the Mellus Newspapers won countless local, state, and national awards for editorial excellence. He earned praise for his marketing skills. One of his techniques involved using green paper stock instead of the usual white color. In another marketing strategy, he required his newsboys to hang the papers on the doorknobs of every subscriber. After that, Bill took the advertisers around and showed them block upon block of houses with a Mellus Newspapers on every doorknob.

In 1969, when Bill Mellus sold his newspapers to the Panax Corporation, he grossed more than

⁹⁵ [Geraldine Mellus Collins. Northville, Michigan. 2010](#)

three million dollars a year from seven newspapers that enjoyed a total circulation of nearly 70,000 readers. Instead of retiring, he formed his own advertising and communications company, working out of the little stone house in his Grosse Ile back yard. He explored many new projects, including purchasing the S.S. South American, a decrepit Great Lakes luxury cruise ship for \$200,000 hoping to restore it and berth it at Mackinac Island to serve as a luxury floating hotel. His daughter Geraldine noted that “it never happened.”⁹⁶

Continuing to crusade while retired, Bill Mellus fought more battles against anyone he felt was abusing the public trust, including a local bank that he eventually sued. When the bank tried to serve him with a restraining order, Bill hid out in his Grosse Ile house for a week, and then got a pilot friend to fly him by helicopter to a card game in nearby Wyandotte. “I wasn’t going to let a little lawsuit stand in the way of my weekly gin rummy game with the boys,” Bill told the *Detroit News* in 1975. The *Detroit News* published a front page story about Bill and his restraining order, complete with a photo of Bill getting into the helicopter.⁹⁷

Violet and Bill Mellus were relatively young grandparents – Violet 42 and Bill 40, when their daughter Geraldine and her husband Cy Collins had their first baby, a daughter named Kay. Bill resolved to spoil his grandchildren and later on great grandchildren and he and Violet did, so taking them on several trips and providing a stream of grandmother and grandfather presents. Geraldine recalled in her memoir that a week or two before he died on March 30, 1979, Bill told her that he regretted not being a more involved father to her and her sister Shirley. “I was always too busy. I worked too much,” he said.

The Nagy Link in the Heritage Newspaper Chain

A story published Friday, February 13, 2015 issue of the News- Herald and a tribute appearing in the Trenton Tribune illustrate the contribution that publisher Ernie Nagy made as a link in the Heritage Newspaper chain.

In his story titled “Retired publisher Ernie Nagy remembered for community involvement; helped to bring together Downriver newspapers” writer Jim Kasuba detailed Ernie Nagy’s early Downriver years.

⁹⁶ [John McGoff. New York Times](#), Panax Corporation.

⁹⁷ [Geraldine Mellus Collins. Northville, Michigan. 2010.](#)



In this 2013 photograph, Ernie Nagy poses in front of his tribute wall featuring mementos of his 52-year newspaper career and some of the radios in his collection. Photo by Karin Beary, The Grand Traverse Insider.

Almost everyone who knew him called Ernest Nagy, Ernie, and for the last fifty years of the 20th century, Ernie symbolized Downriver newspaper publishing. When Ernie died on Wednesday, February 11, 2015, at age 85, Downriver mourned.

Ernie's Downriver story began when his parents, George and Bertha Nagy, immigrated to the United States from Hungary in 1921. Nine years later, Ernie was born on January 15, 1930, in Lincoln Park. When he turned 12, Ernie went to work as a paperboy for the Mellus Newspapers, and his route included the area along Fort Street stretching from North Line Road to Eureka Road. He earned a promotion as carrier supervisor while still in his teens. In 1944, he presented war bonds to carriers with one year of perfect service, and Marilyn Snedden was one of the carriers winning a bond. Later, Ernie hired her as his assistant in the circulation department and on January 24, 1953, they were married.

During his career at Mellus Newspapers, Ernie worked his way up from carrier, to carrier supervisor, circulation manager, advertising salesman, layout artist, production manager, sales manager, and director of advertising. William Mellus sold his Mellus newspapers to Panax Corporation in 1969, and by 1978. John P. McGoff, president of Panax Newspapers had promoted Ernie to publisher of the Mellus Newspapers. Ernie endured and helped his fellow workers endure the time when some of the newspaper employees went on strike in 1978. In a 1986 interview, Ernie said that he liked to joke that he enjoyed a quick 36- year rise to publisher.

Many newspaper people believe the highlight of Ernie's career came in the mid-1980s when John McGoff attempted to sell his chain of newspapers which included the Mellus, Wyandotte News- Herald, Flat Rock Guardian, Grosse Ile Camera, and Dearborn Press & Guide. Ernie feared that the Panax Corporation would sell his Mellus newspapers that he had shaped for so

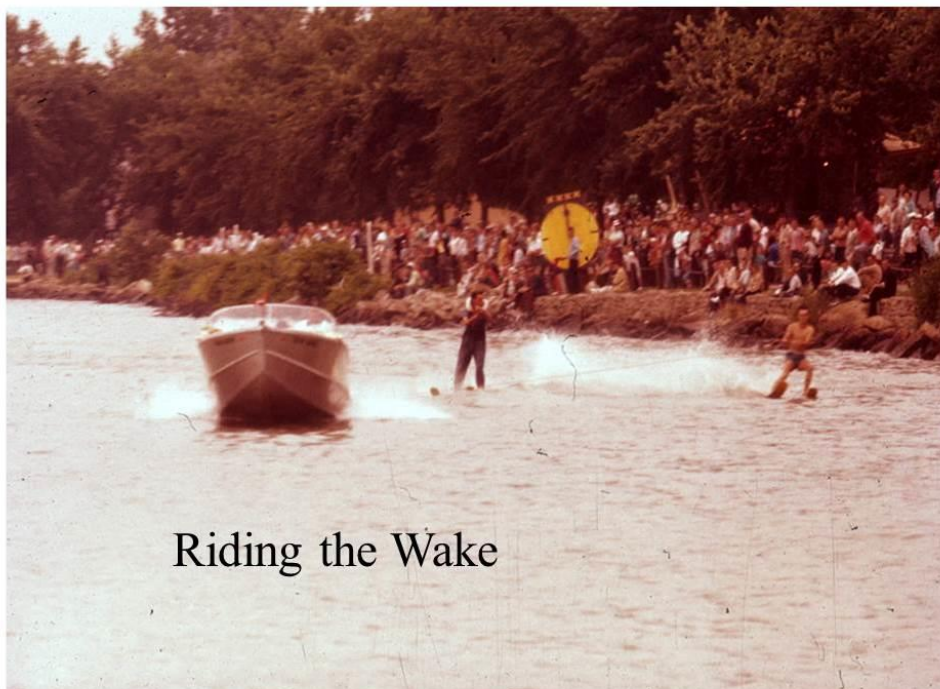
long to a national chain that would destroy their local identity. By now, the newspapers had grown locally to include the merged Mellus and News-Herald Newspapers, as well as the former Trenton Times. Ernie Nagy joined forces with the late Shirley Henry who published the Press & Guide and John Tarrant, then the News-Herald publisher, and they approached Heinz Prechter about buying the newspapers.⁹⁸

Reluctant at first, Heinz Prechter credited Ernie with convincing him to buy the newspapers. After the sale he said that Ernie was the one who approached him with the idea of buying the newspapers, “I never would have thought of it,” he said.

Until he retired in December 1994, Ernie Nagy served as executive publisher of the Heritage Newspapers chain. Frederick Manuel succeeded Ernie Nagy as executive publisher, felt that Ernie deserved to share Heinz Prechter’s honorary title of “Mr. Downriver,” because “he took pride in being from Downriver and helped us all see the possibilities for the entire region.” He said that Ernie understood that every person in the community had an interesting story to tell and the newspaper had the job and responsibility to tell their stories to the community.

The Nagy family lived in Trenton for 32 years, but when Ernie retired in December 1994, after a 52-year career with the same newspaper chain, he and Marilyn lived in Elk Rapids during the summer and Marco Island, Florida, during the winter. After he retired, Ernie resumed his childhood interest in radios, and built a collection of over 700 antique radios. He was a board member of the Michigan Antique Radio Club, and the Club gave him a lifetime achievement award in 2014.

⁹⁸ [Trenton Tribune](#)



Riding the Wake

Evening Chronicle (Marshall, Michigan)

February 26, 1923

Detroiters Arrested in Chicken Fight

Detroit, Feb. 26. Five men are being held by police today on a charge of staging a cock fight in a barn on Campion Road, Lincoln Park, early yesterday morning. About 300 were in the barn when the raid was made by deputies and Chief Deputy Sheriff McLeod.

The men held are Preden Versechele, Robert Rutledge and Albert McGregor of Chatham, Ontario. Albert Frederick and Herman Waysce of this city.

Evening Chronicle (Marshall, Michigan)

September 26, 1925

Small Cities May Merge With Detroit

September 26...Within the next two months, 18 municipalities near here will vote on a proposal to merge their individuality with the city of Detroit. Detroit votes on the same proposals.

In order to incorporate with the motor city, the citizens of each town and the electorate of Detroit must sanction the proposal. In individual cases, however, even though the city and Detroit both approve the merger, it cannot become effective if an intervening town throws out the proposal.

Of the eighteen cities and towns only one, Highland Park, site of the Ford Motor Company works, had ever considered the proposal before. Indications are that Highland Park will repeat the former defeat of the merger plan.

The other seventeen corporate bodies voting on the plan are: River Rouge, Lincoln Park, Wyandotte, Dearborn, Melvindale, Ecorse, Riverview, Sibley, Trenton, Hamtramck, Taylor, Ecorse Township, Monguagon, Grosse Isle, Redford, Redford Township, and Springwells.

If all accept the proposal, it is estimated the population of Detroit will be increased by about 400,000.

Bessemer Herald

Bessemer, Michigan

July 16, 1929

Radio Stations in State
Form Chain

Reserve Officers Are
Network for Emergency

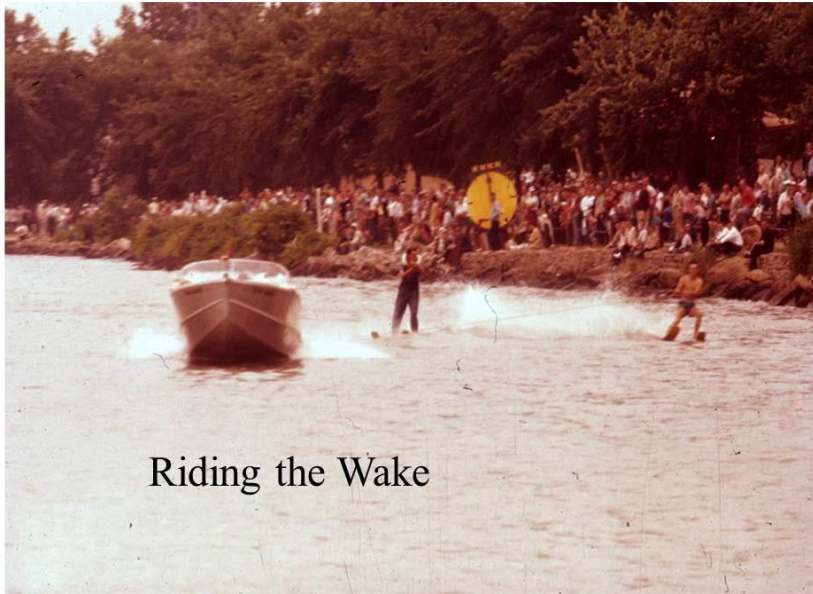
Two in U.P.

Detroit...Michigan for the first time in its history is included in a radio set up that is used by Cavalry Reserve officers throughout the country for the purpose of contact.

The 10th Cavalry Brigade of the 65th Cavalry Division organization of which are located throughout Michigan whose officers have established an army radio net for the purpose of maintaining contact with the various units and their personnel.

This radio net has been established through various station operators in every section of Michigan.

One of the participants was WSJD- Mr. Harold Campau of Lincoln Park.



Riding the Wake

A Lincoln Park Memory from Ray Knox

When I was a youngster, there was a metal rail that crossed Lincoln Street in Lincoln Park, parallel to where the high tension electric lines cut through the residential area. Starting at Shaffer road in Detroit there was a one-way street on both sides of the high tension cables, named Electric Ave. Electric Ave. cuts in and out at points and terminates after a bridge overpass at Eureka Road in Wyandotte. I must have ridden my bicycle over that rail a thousand times or more.

One day I was at my great grandparent's house, 1749 Coolidge Hwy., and mentioned it. My great grandmother (Ann Philomine (Goodell) Theeck, that we affectionally called Mim or Mimmi, said, "that was where the trolley went through at one time."

My grandfather (Charles Cleophus Eldridge Theeck) aka Grandpa, prompted Mim to tell me the story of the hand trolley. So here is the story as I recall it. Of course it was retold to me many more times and Mim and Gramps always chuckled as they told it.

When my great grandfather (Charles Frederick Theeck) aka Gramps, was courting Mim, he would take the trolley back and forth from the Joachim Theeck homestead-farm in what is today River Rouge to the Goodell homestead-farm in what is now Lincoln Park. They were married in 1906.

One time they missed the trolley and Gramps knew he would be in hot water if Mim was not

home before dark. They spotted a handcar and went to work using it to travel back to The Goodell homestead. They were doing real good and almost there when they spotted a trolley coming their way on the same track. They tried to stay ahead of it by pumping the thing faster, but they kept losing ground. They ended up jumping off the moving handcar and running away as fast as they could. They never looked back to see what happened and kept the escapade a secret until decades later. Mim did make it back in time and they eventually married.

On a side note. Mim was the youngest in the family and there was a barn that was remodeled into a house for her to live in once she married. However, she moved to the Theeck homestead-farm in River Rouge. The house she was expected to live in on the Goodell homestead-farm is located at 2027 Electric Ave. Lincoln Park. She never moved into it.

This Photo of wedding in 1906 was posted in the LP newspaper on their 50 wedding anniversary.



Old Picture Is Park 'Who's Who'

Some of Lincoln Park's most prominent early citizens are shown in the above photograph, taken in 1906 and recently lent to the Lincoln Park Historical Society by Mrs. Ethel Barko, the group's charter president.

The picture was taken at a reception following the wedding of Charles Theeck and Anna Goodell, then both residents of Lincoln Park and now living in River Rouge, who this year marked their fifty-sixth anniversary.

It was taken outside the home of the bride's father, Cleophus T. Goodell, on Fort Park boulevard (then Fort street), not far from the present intersection of Cleophus street, which bears his name. The house, enlarged and remodeled, still stands not far from its original site.

Cleophus T. Goodell (1830-1915), who moved to what is now Lincoln Park from Ecorse about 1852, was an early mem-

ber of an Ecorse Township school board which was the forerunner of the present Lincoln Park board of education. He is shown in the picture seated in the front row (elderly man, with a beard).

One of his sons was Mark Goodell, first Lincoln Park village president in 1921 and also a school-board member (standing, second from left in back row). He is now reportedly living in Florida.

The children seated in front are, from left:

Hubert Quandt, deceased; Loretta Demean, now Mrs. Loretta Warner; C. James Goodell, a grandson of Cleophus, and still a Lincoln Park resident; Elvira Raupp, now Mrs. Elvira Wilkie, of Wayne; Genevieve LeBlanc, who is still living; Frances Quandt, now Mrs. Norman James, a former Lincoln Park policeman whose husband was once a city judge,

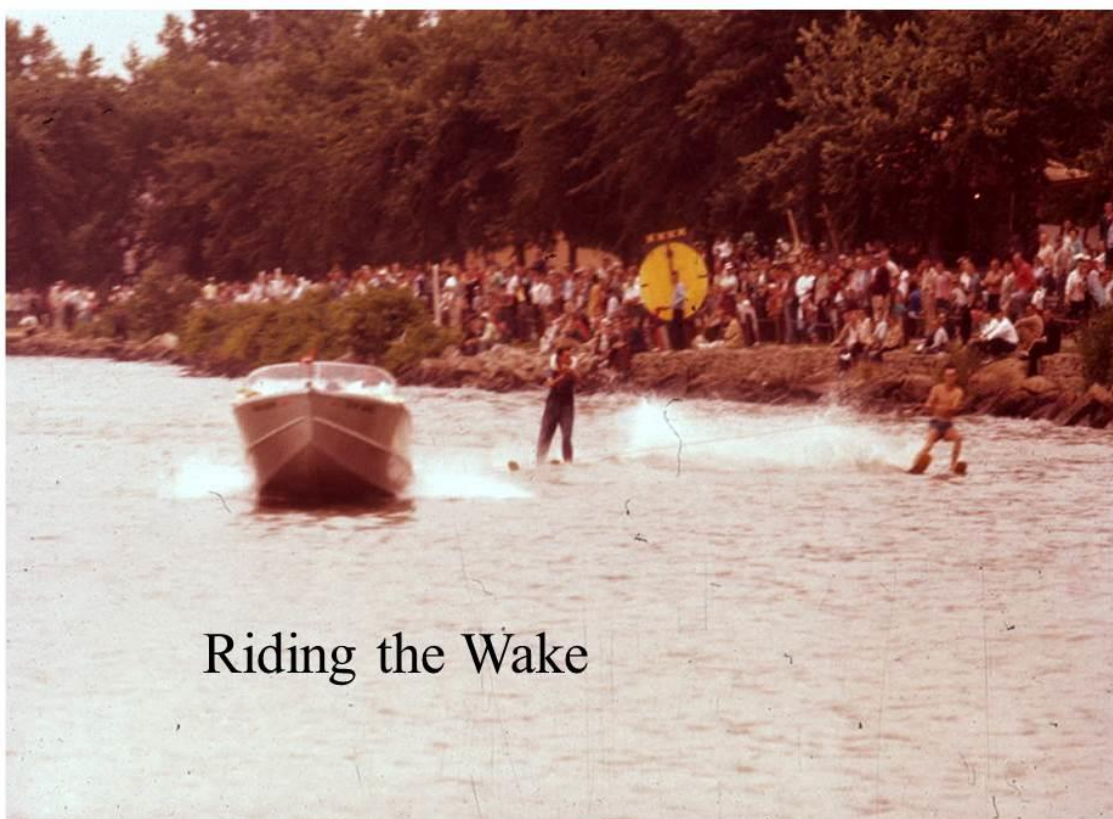
and Glenn Raupp, who now lives in Melvindale.

In the second row, seated from left, are Abraham Vigneau, deceased, a pioneer resident; Annie Raupp, deceased; Joachim Theeck, deceased, father of the bridegroom; Thomas Goodell, another of Cleophus' sons, now deceased; the bridegroom and his bride (she standing); Cleophus T. Goodell; Herbert Quandt, now a Lincoln Park tavern owner; Noah LeBlanc, deceased, another pioneer resident, and Emma LeBlanc, deceased.

In the third row, from left, are Vigneau's wife, Mathilda, deceased; Mrs. Joachim Theeck, deceased, the bridegroom's mother; Tillie Bondie, now Mrs. Charles Demean, living in River Rouge; Elmer Schwartz, deceased; Edna Quandt, now Mrs. Delbert Wilbur, of Lincoln Park; Helen Wolf, now Mrs. Joachim Theeck, junior, still living; Mrs. Ira Goodell, de-

ceased, holding her daughter, Viola, now Mrs. Viola Rushlow, of Trenton; the bride's mother, Mrs. Cleophus T. Goodell (the former Philomene Riopelle, for whom Philomene street was named), and Mrs. Noah LeBlanc, deceased.

In the fourth row are Lottie Schwartz, deceased; Mark Goodell, Lincoln Park charter village president; Lizzie Wolf, deceased; Louis Keppen, deceased, first village treasurer and later a councilman; Charles (Barney) Demean, deceased; Joachim Theeck, junior, the bridegroom's brother, now living in Monroe; Frank Riopelle, and Mrs. Riopelle, both deceased; Lena Lang, now Mrs. George Schonfeld, of Allen Park; Ira Goodell, deceased; Henry Lang, now living on a farm near Carleton; Theresa LeBlanc, now Mrs. Theresa Mouchet, who is still living, and Fanny Quandt, deceased.



Mary O. Quandt Funeral

Courtesy of Ray Knox

The Lincoln Park News

Thursday, April 17, 1941

The picture caption states, "Funeral services were held yesterday from St. Henry's church, in Lincoln Park, for Mary O. Quandt, pioneer resident of the city, who died at her home, 2119 Fort Park Boulevard, Saturday. Shown here is the funeral procession leaving the church, with six nephews of Mrs. Quant as pallbearers, Irvin, C James and Roy Goodell, Kenneth and Eldridge Theeck and Tom Peltola. Leading the march is Charles Nixon, funeral director.

Services Held for Lincoln Park Pioneer

Funeral Held for Pioneer

Hundreds Attend Last Rites for Old Resident of City

Lincoln Park buried one of its pioneers yesterday—one who not only saw the city grow up from farm land and swamp—but one who took an active part in the development of the city that, in the short space of 20 years, grew from a small village of 600 population to a city of more than 15,000.

Vital statistics will record this death of Mrs. Mary O. Quandt, 2119 Fort Park Avenue, 68 years old, but to old residents of Lincoln Park, the funeral was held for ol' lady Quandt, for these residents truly knew her as the mother of the city.

All the respects due one who helped build a city were accorded Mrs. Quandt since her death Saturday morning—the city's two flags have been at half staff, the mayor and council passed a resolution of respect, and, above all, the city's populace turned out to attend her funeral at St. Henry's church.

Mrs. Quandt was born on a farm cornered on what is now Fort Street and Southfield road, the Daughter of Cleophus and Philomine Goodell, early pioneers of the section that today is Lincoln Park. Her grandfather had bought this land from an Indian long before the French settlers of River Rouge divided the land into "quarters" and long before these same Frenchmen had made peace with the Indians by intermarriage.

Mrs. Quandt who died suddenly in the homestead which stands on the site of the original Goodell farm, will long be remembered as the pioneer of Lincoln Park because of her active part in the city's growth.

Long before Lincoln Park became the thriving city which it is today, the Quandt's operated a tavern hotel and community center at the head of Fort Street, at the present Southfield Road. It was known as "Quandt's Hotel" because no name appeared over the door of the establishment.

In 1917, before Fort Street became a thoroughfare, the Quandt's erected a garage next to the "hotel" said to be one of the first modern garages in Wayne County. A blacksmith shop had already been established in the block and later a grocery store was erected to complete the "cross roads" picture.

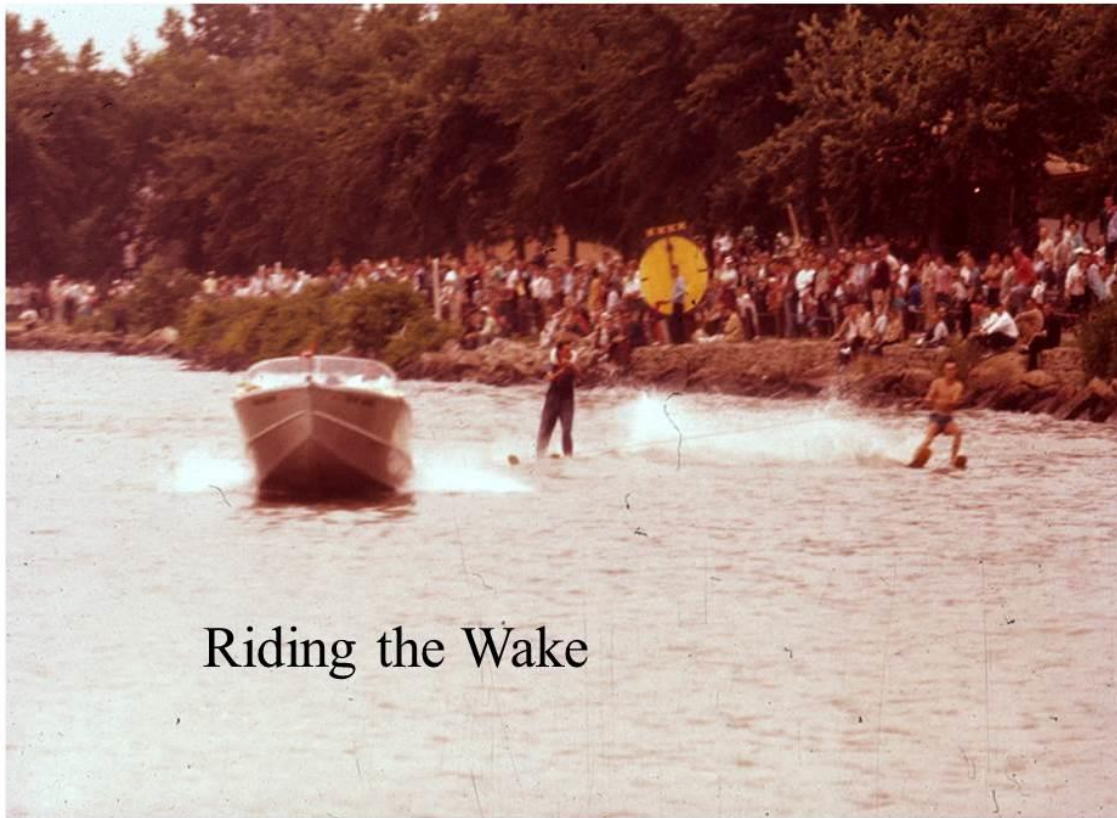
The foresight of Mrs. Quandt can best be recalled in the fact that she was one of the few who advocated incorporation of the village of Lincoln Park. She took an active part in the campaign which saw the establishment of the village in 1921, with a population of 600, and later advocated the incorporation of the city in 1925.

Several buildings in Lincoln Park still remain as monuments to Mrs. Quandt's pioneering. The city's library building is formerly the Quandt's hotel, with added coat of brick veneer. This building, once at the head of Fort Street, was later moved to a site now occupied by the Lincoln Rink, and now located on Fort Street just south of Southfield Road. The last building erected by

Mrs. Quandt is the Lincoln Bar and Restaurant, on Fort street at Southfield Road, the construction Quant's personal supervision.

Services were held yesterday morning with the Rev. Fr. William J. O'Rourke officiating at his last funeral service as pastor of St. Henry's church. Thursday morning Fr. O'Rourke took up his new duties as pastor of St. Bernard's church, in Detroit. Burial was in Woodmere Cemetery.

Surviving are four children, Mrs Edna Wilber, Mrs. Frances James, Mrs. Ethel Barko, and Herbert Quandt; a sister, Mrs. Anne Theeck, of River Rouge; three brothers, James I. Goodell, of Monroe; Mark, of Detroit, and Thomas of Lincoln Park, and five grandchildren.



Reading Eagle, Reading Pennsylvania

October 3, 1957

Sertomans to Meet at Lincoln Park

The newly organized Lincoln Park Sertoma Club will hold a meeting tonight at 8 o'clock in Lincoln Park Fire Hall. James W. Raab, publicity director for the Reading Club which is assisting with the formation of the new group has announced that all Lincoln Park residents 18 years of age and older are invited to attend the meeting

Ludington Daily News, Ludington, Michigan

November 2, 1984

Reagan in Michigan

Lincoln Park, Michigan (AP) A cold drizzle welcomed President Reagan to an election rally in this Detroit suburb. A volley of fireworks and Tiger's jacket sped him on his way.

Many of the shivering thousands who had come to see him had a perfect view of open umbrellas on Thursday, as the drizzle turned into a downpour and the temperature dropped seven degrees in an hour. "This is getting pretty nasty for you," Regan commented at one point, cutting short his prepared remarks because of the driving rain.

The parking lot of the Sears Lincoln Park Shopping center was Reagan's third stop on the first day of his final campaign swing before Election Day.

In his 15-minute speech the president hammered hard on the themes of his re-election campaign-the economy, national security, and individual opportunity.

"This is a special generation," Reagan said. "And I would say to you young people, my generation and the few generations between mine and yours, we lived in an America where we knew you could make a dream come true."

The Lewiston Journal, Lewiston, Maine

July 10, 1987

Cat's Trek Home Went 773 Miles

Detroit. Tom the cat left Harrison, Arkansas, on November 29 and it took him until the second week in July to get home to suburban Lincoln Park.

He came all the way, 773 miles, on his own with no road map.

"He got bitten on the foot a little bit, looked like a snake bite or something, and he has a few sores here and there, but other than that he's fine," said Glen Daniels, a son of Tom's owner. "He sure was happy to see us. He comes up and licks us in the face and everything."

His owner, Jeanne Brock, said she had always taught him not to go into the street and that he would look before he would go across the street. Tom had lived for nine years with the Brocks in Lincoln Park. In November Jeanne and her husband Clarence decided to winter in Arkansas and Tom went with them. She said that Tom made such a fuss when they arrived in Harrison that

against her better judgment, she let him outside. Tom decided to go back to his Lincoln Park home.

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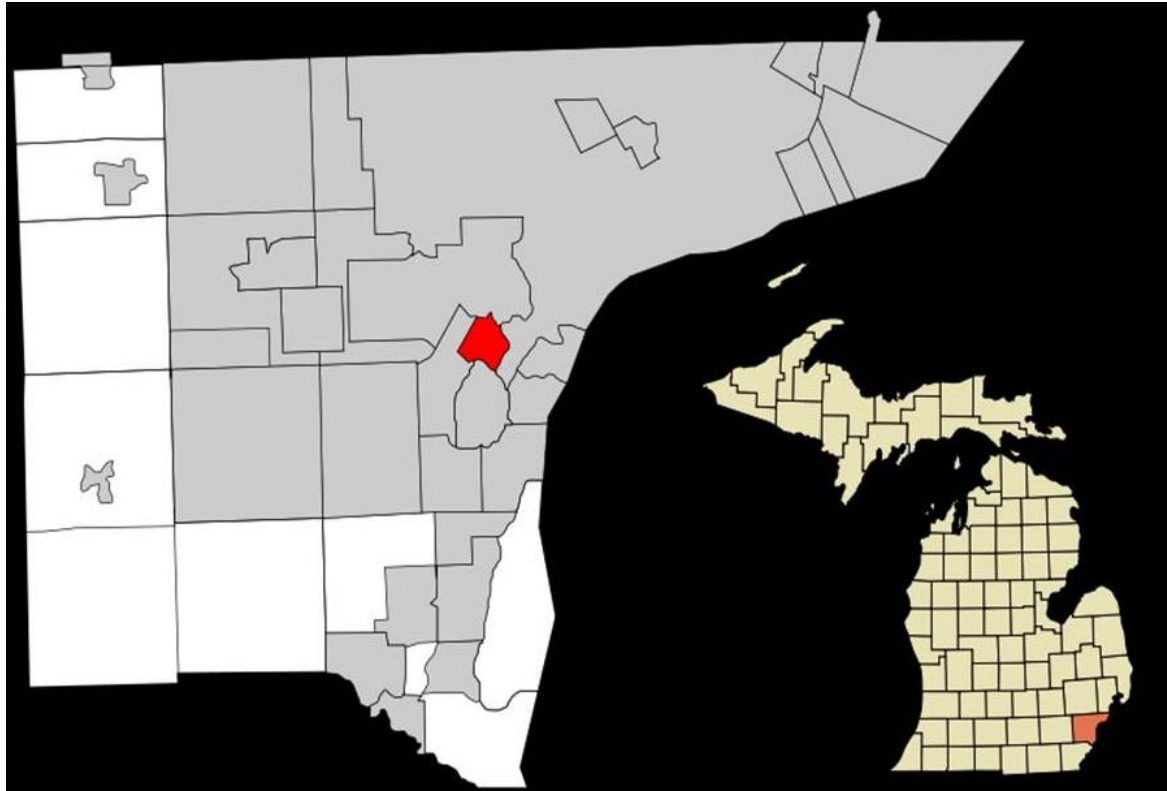
New York Times

Reading Eagle, Reading, Pennsylvania

The Lincoln Parker

Trenton Tribune

Chapter 8 - Melvindale



[City of Melvindale Web Site](#)

[Melvindale Historical Commission](#)

People settled in and farmed land in an unincorporated part of Ecorse Township in what is now Melvindale in the 1870s, and in the early 1920s, the northwest part of the area was developed into Oakwood Heights to provide homes for middle income workers for the Ford Rouge Plant. Melvindale's geographic location, Detroit's booming 1920s economy and expansion, and Henry Ford's vision and capabilities for transforming his dreams into the reality of the automobile industry are all responsible for changing Oakwood Heights into Melvindale. Melvin Wilkinson and other land developers platted the village of Oakwood Heights to locate homes for workers at the nearby Ford Rouge plant in Dearborn. Melvin Wilkinson died during the building boom and people called the village incorporated in 1924, Melvindale.⁹⁹

⁹⁹ Some sources say that Detroit annexed part of Oakwood Heights in 1922 and the remainder incorporated as the city of Melvindale in the same year. In 1933, the village incorporated as a city. Others say that Melvindale

Melvindale sits astride the crossroads of the Detroit-Chicago-Toledo industrial corridor and growth in the late 19th and 20th centuries propelled its land and people into the center of an industrial and commercial hub from the 1920s to the 1950s. The 2010 Census recorded the population of Melvindale as 10,715.

Any history of Melvindale and Downriver in general has to directly or indirectly include Henry Ford. He did not send an army of Model T cars to circle Melvindale, but he did attract an army of workers to build them in his River Rouge plant in nearby Dearborn and they needed homes. Developers, including Melvin Wilkinson established Melvindale to provide some of these homes while Henry Ford continued to develop his Ford River Rouge Complex to produce their automobiles.

Henry Ford began buying the land that would become the Ford River Rouge Complex in 1915, and he eventually acquired a 2,000-acre plot of bottomland along the River Rouge. Located a few miles south of Detroit where the Rouge and Detroit Rivers joined, the original Rouge complex measured a mile and a half wide and over a mile long. Consisting of 93 buildings, it totaled 15,767,708 square feet of floor area crisscrossed by 120 miles of conveyors. Facilities at the plant included docks, steel furnaces, coke ovens, rolling mills, glass furnaces and plate glass rollers. Tire making, stamping, engine casting, frame and assembly, transmission, radiator and tool and die plants were included among the buildings of the Ford River Rouge Complex as well as a huge power plant that could produce enough electricity to light Detroit.

The River Rouge Complex had its own railroad, a scheduled bus network and 15 miles of paved roads. A multi station fire department, a modern police force, and a fully staffed hospital kept everyone healthy and safe.

In 1917 American entered World War I, and Assistant Secretary of the Navy Franklin D. Roosevelt contracted Henry Ford to build Eagle Boats slated to capture German submarines. Ford built three story Building B, the first substantial Rouge building which later became part of the Dearborn Assembly Plant. In 1919, Ford added the first coke oven battery. He added blast furnaces in 1920 and 1922, and in 1926 steelmaking furnaces and rolling mills. Eventually, the Rouge plant produced nearly every Model A component, while Model T assembly remained at Highland Park. A city without residents, more than 100,000 people worked at the Rouge Plant by the 1930s and thousands of them lived in Melvindale.¹⁰⁰

By the 21st century, limited amounts of vacant, undeveloped land remained and industrial decline blighted Melvindale and its surrounding communities. Melvindale residents were still determined to redevelop and revitalize their community so they supported the approach to community redevelopment through the Brownfield Redevelopment Program under the umbrella of the Michigan Economic Development Corporation. The Michigan Economic Development Corporation guides local government officials, developers, and businesses through the

incorporated as a village in 1925 and as a city in 1932. The City of Melvindale's logo and charter gives a founded in 1924 date.

¹⁰⁰ [Henry Ford Museum](#) ; [Henry Ford](#); [Henry Ford Complex](#)

Brownfield program of economic revitalization. Brownfield sites are defined as contaminated, blighted, and functionally obsolete and can be historic sites. Brownfield properties are challenged by economic obstacles to reuse and redevelopment and Brownfield guides communities like Melvindale through its redevelopment process.¹⁰¹

The State of Michigan has listed Melvindale as a Core Community, which means it offers added benefits to developers and redevelopers.

Melvindale's city slogan is "The Little City with a BIG Heart," and residents emphasize that they think it is a good place to live, work, do business, and still enjoy a small town atmosphere.

Charles Melvin Wilkinson- Mr. Melvindale

Born in Oakland County on September 23, 1848, Charles Melvin Wilkinson was the son of James and Elizabeth Yerkes Wilkinson. He was educated in the public schools and earned a B.S. from the University of Michigan in 1871. He also married Charlotte S. Griswold of Northville in 1871, and in 1873 he was admitted to the Michigan Bar.



[Charlotte S. Griswold Wilkinson](#)

They Wilkinsons moved to Detroit and Charles joined the firm of Wilkinson, Post & Wilkinson to practice law with his brother Albert and Hoyt Post. The Detroit City Directory 1879 listed Albert H. Wilkinson, Hoyt Post, and Charles Melvin Wilkinson, as lawyers, located in Rooms 6 and 7, First Floor, Mechanics Hall. Charles Melvin Wilkinson served as an attorney for the Michigan Mutual Life Insurance Company, and the director of the Michigan Fire & Marine Insurance Company. Politically he began as a Republican, but he changed to the Progressive

¹⁰¹ Clarence Burton, History of Wayne County and the City of Detroit, Michigan.

Party. His biography in the Book of Detroiters stated that his favorite recreation was “Tramping.”¹⁰²

Charles and Charlotte had a son Charles D. in 1873, and on September 11, 1880, they had a daughter Gracie. Tragically, Charlotte died on September 29, 1880, and their daughter Gracie died the following spring on May 1, 1881. Charlotte and Gracie are buried at Yerkes Cemetery in Northville.

After the double tragedy in his life, Charles Melvin retired from his law firm in 1884 and he went “tramping”, spending some time in Minnesota and some in Montana. In 1897, Charles Melvin published this poem:

“Too long, too long on the mountain’s brow

You linger, O storm-cloud! Know you not

I, the suffering lowland, need you now

Where the scorching sun glares not?”

In 1900, Charles Melvin lived in Montana with his son Charles, eventually he returned to Detroit to resume practicing law with his brother. During one of these returns to Detroit, he helped plat the village of Oakwood Heights. He died during the time that land developers were platting the village and building home for the workers at the Ford Rouge plant in Dearborn and his friends and colleagues decided to call the village that they incorporation Melvindale in his honor.

The Detroit Free Press of Saturday May 21, 1921, printed both a short and long obituary notice for Charles Melvin Wilkinson. The brief notice said: Wilkinson-Charles M., died at San Francisco, formerly engaged in the practice of law at Detroit, Michigan. Burial from the home of his son, Charles D. Wilkinson, 951 Eddy Street, San Francisco.”¹⁰³

The longer obituary read: Charles M. Wilkinson, of the Law firm of Oxtoby & Wilkinson, Dime Bank building, has just died in San Francisco, at the age of 74. He was a graduate of the University of Michigan and of the law school. In his early days he was associated with his brother, Albert H. Wilkinson, the firm name being Wilkinson, Post & Wilkinson. Later he removed to Minneapolis, but some years afterward he returned to Detroit to practice here once more. He was on a visit to his son Charles D. Wilkinson, of San Francisco, at the time of his death.¹⁰⁴

¹⁰² [The Book of Detroiters, A.N. Marquis](#). Charles Melvin Wilkinson.

¹⁰³ [Detroit Free Press, Saturday, May 21, 1921, p. 17](#)

¹⁰⁴ Detroit Free Press, Saturday, May 21, 1921, p. 5

Melvindale-1959

In 1959, an Honors English Class at St. Francis High School in Ecorse researched and wrote stories about each downriver community. The student writing about Melvindale is anonymous, but he or she was a thorough reporter.

During the early years of Melvindale, conveniences were unknown. Citizens who wanted water would have to go down to the corner of Hanna and Oakwood to get their weekly supply.

One of the earliest establishments was the Pepper Road Fuel and Supply Company, owned and operated by J.A. Sullivan. Mike Sczmar owned and operated a gas station, the first in Melvindale. The station was located where a viaduct carries a railroad track over a busy street. Melvindale had one bank located in the heart of town, on the corner of Oakwood and Allen Road. Later it was moved beside the Mel Theater, and just recently was transferred to its present site in Allen Park.

One of the earliest pioneer families was the Dashers, who contributed much to the success of the community. Other prominent families were the McKittricks, Dubbies, Longs, Filharus, and the Bert and John Sullivans. These families still cherish early memories of this historical area.

On February 6, 1933, Melvindale voters approved a city charter to end the communities' six-year status as a village. At that time there was no mayor, instead a president governed the village. Frank Fennelson first held this office. Other officials at that time were Clerk, Sylvester Mable; Chief of Police and Chief of Fire Department Mr. Meisner.

The first twenty-five years have been the hardest for Melvindale which accumulated a municipal debt of more than two-million dollars during the depression years. This indebtedness was for street paving, sidewalks, lighting and sewers.

To retire this staggering debt, Melvindale property owners have been paying an extra ten dollars per one thousand dollars of assessed valuation in special taxes since 1936. The debt is scheduled to be paid off in 1959, and the city can look forward to a substantial tax cut at this time.

The 1950 census gave nine thousand, four hundred eight-three, as the population figure for Melvindale. By May 1, 1957, it was estimated to have sixteen thousand. The total number of streets is forty; thirty-two of them are paved.

Melvindale has six public parks, of which Coogan Park is one of the oldest.

Each Thursday Melvindale newsboys distribute a paper called "The Melvindale Messenger" put out by the Mellus newspapers.

The first library was located on Oakwood Boulevard. In later years a new one was built on the

corner of Allen Road and Gough. The new library has ten thousand, seven hundred and twenty-two volumes, plus new books coming in regularly.

Melvindale still has much to be desired as far as organized recreation is concerned. However, since it is a comparatively new city, it is to be expected that cultural and recreational developments will come with time. Meanwhile, the citizens of Melvindale can be proud of their progress thus far.



Melvindale People and Places



The Melvindale Freedom Memorial is dedicated to all of the men and women from the city of Melvindale who fought for the United States. The memorial also lists the names of Melvindale's fallen heroes of World War II, Korea and Vietnam.

Melvindale Vietnam Casualties

Douglas O'Neill Davis



Staff Sergeant

A CO, 2ND BN, 34TH ARMOR, 25TH INF DIV, USARV, Army of the United States.
Melvindale, Michigan. May 18, 1932 to February 22, 1968.

Armor Crewman Douglas O'Neill Davis was killed in action on February 22, 1968 in Gia Dinh Province, South Vietnam by hostile fire. He is buried in Michigan Memorial Park in Flat Rock, Michigan.

Jimmie Andrew Herrera



Corporal

A BTRY, 2ND BN (ARA), 20TH ARTILLERY, 1ST CAV DIV, USARV
Army of the United States. Melvindale, Michigan. March 11, 1941 to January 24, 1967.

Corporal Herrera was a member of a helicopter crew and he was killed outright when his helicopter crashed on January 24, 1967 in Binh Dinh Province, South Vietnam. He is buried in Holy Sepulchre Cemetery, Southfield, Michigan.

John Albert Kimzey



Staff Sergeant

Army of the United States, Co. A, 2nd Bn, 34th Armor, 25th Inf Div. Melvindale, Michigan.
December 25, 1949-March 30, 1970.

Staff Sergeant Kimzey was killed in action on March 30, 1970 in Long Khanh, South Vietnam.
He is buried in Woodmere Cemetery, Detroit.

Daniel Knarian



Lance Corporal

B CO, 3RD ENG BN, 3RD MARDIV, III MAF, United States Marine Corps. Melvindale, Michigan. May 22, 1947-May 20, 1966.

Lance Corporal Knarian died on May 20, 1966 in Thua Thien Province, South Vietnam from multiple fragmentation wounds. He is buried in Michigan Memorial Park, Flat Rock, Michigan.

Cecil Darrell Mc Cann



Specialist Four

A CO, 3RD BN, 12TH INFANTRY, 4TH INF DIV, USARV, Army of the United States. Melvindale, Michigan. September 20, 1945-March 7, 1967.

Specialist Four McCann was killed in action in Phu Yen Province, South Vietnam on March 7, 1967. He is buried in Michigan Memorial Park, Flat Rock, Michigan.

Jack Thomas Negus

Specialist Four

B CO, 169TH ENG BN, 159TH ENG GROUP, 20TH ENG BDE, USARV ENG CMD, USARV, Army of the United States. Melvindale, Michigan. September 15, 1951-May 19 1970.

Specialist Four Negus died on May 19, 1970 in Binh Thuy Province, South Vietnam. He is buried in Cadillac Memorial Gardens-West, Westland., Michigan.

Gary Bruce Nichols



Specialist Four

AIR CAV TRP, 11TH ARMORED CAVALRY, USARV, Army of the United States.

Melvindale, Michigan. August 11, 1947-May 7, 1969.

Specialist Four Nicholas was killed in action by ground fire in Binh Long Province, South Vietnam, on May 7, 1969. He is buried in Old Salem Cemetery, Mortons Gap, Hopkins County, Kentucky.

Richard Wells Sandifer



Petty Officer First Class

VAH-8, CVW-14, USS CONSTELLATION, TF 77, 7TH FLEET, United States Navy.

Melvindale, Michigan. April 2, 1941-November 3, 1967.

Petty Officer Sandifer, a fixed wing crew member died when his helicopter crashed offshore of North Vietnam on November 3, 1967. He is buried in Willamette National Cemetery, Portland, Oregon.

Baseball Players Al Cicotte and his Uncle Eddie

When Melvindale native Alva Warren Cicotte, nicknamed Al or “Bozo,” decided that his love of baseball would lead to a career, he followed in the footsteps of his uncle Detroit native Edward Victor Cicotte or “Knuckles.” Both uncle and nephew were major league baseball pitchers, although their careers played out quite differently.

Born in Melvindale, Michigan, on December 23, 1929, Alva Warren Cicotte played five seasons on six major league baseball teams. The son of Arthur Alva Cicotte and Eileen Moore Cicotte, he developed a love for baseball at an early age and eventually pitched for the New York Yankees in 1957; the Washington Senators in 1958; the Detroit Tigers in 1958; the Cleveland Indians in 1959; the St. Louis Cardinals in 1961; and the Houston Colts 45’s in 1962. He compiled a lifetime record of 10-13.

Ironwood Daily Globe, Ironwood

Tigers Seek Pitching Help

July 24, 1958

Detroit (AP) General Manager John McHale is trying to find pitching help for the Detroit Tigers and may dip soon into the minor leagues.

The most likely man to be promoted is Al Cicotte, the right hander from Melvindale, Michigan, who was purchased recently from Washington. Cicotte has a 5-0 record with the Tiger’s Charleston farm club.

McHale said he was “shell shocked” by the New York victory Tuesday night 13 to 3.

After Wednesday night’s 16-4 drubbing he sat in the Crow’s nest outside the Briggs Stadium press box for fully 15 minutes after the game. Sitting with him were business manager Jim Campbell and club president John E. Fetzer.

In 1982, when he was just 52, Al Cicotte died in Westland, Michigan. His father Warren and his Uncle Eddie Cicotte, one of the “Black Sox” that Judge Kennesaw Mountain Landis banned from baseball for life, survived him.¹⁰⁵

¹⁰⁵ [Al Cicotte Biography](#)

The Times News

Hendersonville, North Carolina

March 14, 1958

Sports Parade

Oscar Fraley

Cicotte Shows Court requires a great deal of class and courage to make the grade in the major leagues. Those blessed with extra talent find it the easiest. Others make up in heart which they lack in ability, giving it the extra try which pays large dividends.

But no one has needed more of both than a man named Al Cicotte.

His has been one of the greatest pitching talents in the game. Yet for ten years he rode the bus and the hamburger circuits in a personal crusade to reach the big time, a grim journey which carried him to Butler, Norfolk, Kansas City, Birmingham, Binghamington, Denver, and Richmond.

Last season, quietly, he made it with the Yankees. Just. Because Al Cicotte saw little action, appearing in only 20 games and compiling a scanty 2-2 record over 65 innings. Now again, as the Yankees train in Florida, he is battling to start.

"I struggled and fought for everything I ever got," he says quietly. "I'm not through yet."

He did have to struggle and fight, more than most, because the name of Cicotte for 38 years has been an anathema in baseball.

Back in 1919, there was another Cicotte. Al's Uncle, first name Ed and nickname "Knuckles", had acres of talent. Hurling a "shineball" he was one of the biggest pitching lights in the game. In 1919, he won 29 games and led the Chicago White Sox into the World Series against the Cincinnati Redlegs.

The White Sox, overwhelming favorites, lost.

It was a year later before investigation revealed that a number of them had "sold out" to gamblers. Cicotte, who lost two games, was banned from baseball for life along with eight others. Their record was wiped from the books and their disgrace was complete. Baseball has never forgotten their names, holding them in undiminished contempt, and while that was 38 years old Al Cicotte is the first relative of any of them to attempt to regain the old glory.

Certainly the stain should never have been transferred, but it had to be an added burden to the six foot three inch right-hander from Melvindale, Michigan.

"My Uncle Ed never mentioned anything about the scandal," he said, "but he always warned me to stay on the straight and narrow"

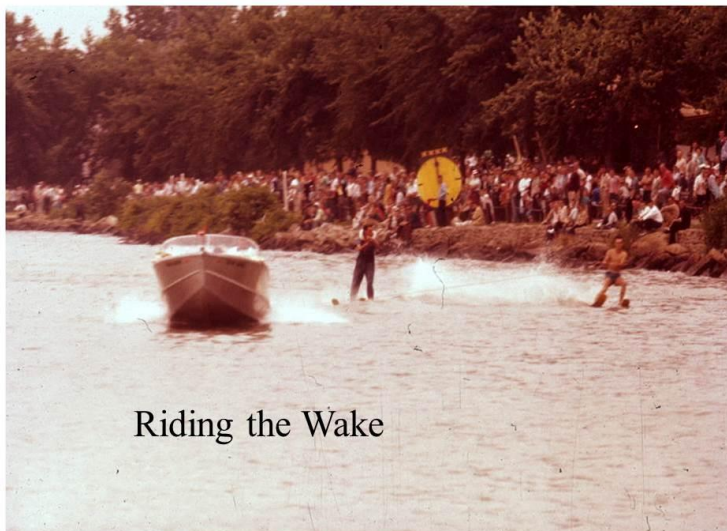
Al always has. But it wasn't until two years ago at Richmond that he became a potential major leaguer under the guiding eye of Eddie Lopat. Trying too hard, he pitched too well. He had to learn to stop making every pitch a good one.

The other day he went three scoreless innings against the muscular Redlegs, and now it's possible that the same team once involved in wiping the Cicotte name out of baseball unwittingly helped to keep it there another year.

Born in Detroit on June 19, 1884, Al Cicotte's Uncle Eddie- Edward Victor Cicotte- was the son of Ambrose Cicotte and Archange Mary Drouillard Cicotte. Family members said that his father's death at age 51 pushed Eddie Cicotte to excel and excel he did, especially at baseball. Nicknamed "Knuckles," as a starting pitcher and a knuckleball specialist he won 208 games and lost 149 over a 14-year career pitching for the Detroit Tigers, Boston Red Sox, and Chicago White Sox. One of eight players declared permanently ineligible in professional baseball for his part in the Black Sox scandal in the 1919 World Series, at the time of his conviction he was considered one of the premium pitchers in the American League and one of the most intelligent baseball players in the League.¹⁰⁶

¹⁰⁶ [Eddie Cicotte Biography](#)

[Eddie Cicotte and the Blacksox Scandal](#)



Melvindale People

1920s

Marshall Evening Chronicle

Melvindale Merchant Murdered by Gunman

Detroit. August 9, 1926. Sheriff's posse today sought on unidentified gun man for the slaying of George Runyan, 53 years old, hardware merchant of Melvindale. Motive for the shooting was unknown.

Runyan was shot down as he stood talking with his wife and a neighbor in front of his gasoline filling station in Melvindale last night.

According to Mrs. Runyan, a man who appeared to know her husband approached the group in front of the filling station, mortally wounded Runyan with his first shot, and then stood over his prostrated body firing several more shots. He then escaped through a nearby woods, she said.

Subsequent examination revealed Runyan had been wounded five times, once through the heart. He is survived by a widow and by two married daughters.

1930s

Brooklyn Daily Eagle

Friday November 6, 1931

Three Sets of Officials Claim Village Control

Detroit, November 6, 1931. The suburb of Melvindale today apparently had three village presidents and three sets of commissioners as a result of yesterday's impromptu special election, but which government will take charge of the village hall is yet to be determined.

Arthur F. Moore, first president recalled September 30 and then reinstated when a Circuit Judge ruled the recall invalid, claimed the office by virtue of the Court's order.

Earl B. Baker, selected yesterday, claimed he was the defacto head of the village.

Traverse City Record Eagle

Elected Mayor

Melvindale, Aug.30, 1932. (UPI) Arthur F. Moore, five times village president, was elected mayor, yesterday but the charter on which his election was based was voted down. Melvindale will remain a village until another charter is accepted and Moore will not hold office until the village becomes a city.

1940s

Benton Harbor News-Palladium

July 12, 1940

Loyalty Oath

Melvindale. The Melvindale city commission announced Friday that all city employees would be required to sign an affidavit saying they belong to no "fifth column," believe in the American form of government and will not speak disparagingly of it, will salute the American flag, and will be boosters of all things American.

Benton Harbor News-Palladium

Strike Mediated

August 25, 1944

Detroit. State mediators were seeking to settle a strike of 425 employees of the Melvindale Plant of the Timken-Detroit Axle Company, a UAW-CIO plant. The stoppage stemmed from a disciplinary layoff.

Benton Harbor News Palladium

Balloon Bomb

August 16, 1945

Detroit, August 16th. State Civilian Defense authorities today disclosed that the heavily industrialized Detroit area as almost hit by a balloon bomb last May. State police Captain Donald S. Leonard head of Michigan Civil Defense said the bomb was found ten miles northwest of the city while another explosive was discovered near Grand Rapids.

Benton Harbor News Palladium

March 26, 1947

Retirement

Melvindale. The retirement of school superintendent Albert A. Riddering after 19 years of service here was announced Tuesday by the Melvindale School Board. George R. Robinson who has held a similar post in Caro, Michigan, was made to replace him.

Traverse City Record Eagle

October 18, 1948

Loss is Million in Detroit Blast

Detroit, Oct. 18 (UPI) A gas making plant exploded early today killing one man and causing damage estimated at more than one million dollars.

The blast ripped the plant in suburban Detroit at 3 a.m. and killed one unidentified employee. Another worker was injured seriously.

Captain C.G. Brooker of the Melvindale Fire Department said the three story brick plant covering a half block was "all demolished."

He said a fire which followed the explosion was brought under control before firemen could reach nearby storage tanks. He said a check with plant officials accounted for all other workers.

The explosion burst windows in residential areas more than three miles from the scene. The plant is operated by the Michigan Consolidated Gas Company at Greenfield Road and Allen on Detroit's near west side. A gas leak was believed to have been the cause.

Benton Harbor News-Palladium

October 19, 1948

Gas Blast

Melvindale Scene Studied by Experts

Detroit, Oct. 19. State police and arson experts today examined the ruins of a Michigan Consolidated Gas Company plant in Melvindale where an explosion killed a workman yesterday.

A theory of sabotage was discounted. A gas leak was believed to have been the cause.

William A. Blasack, 27, a maintenance man, was killed. Four other workmen were injured and a dozen others periled as the blast shook a five-man area.

Investigators said there apparently were two simultaneous explosions in a building which converted liquid petroleum gas to artificial gas. The inquiry was in the hands of State Police Commissioner Donald S. Leonard, State Fire Marshal Fred Davids and Inspector Roderick Goeritz, who leads the Detroit police arson squad. Company officials assisted.

Henry Fink, president of Michigan Consolidate, said gas service to customers would not be curtailed as a result of the blast.

Traverse City Record Eagle

November 5, 1949

Worst in State Prep History

River Rouge's 7 to 0 victory over Melvindale was the talk of the state today as a riot broke out among the players and 3,500 fans after the roughly played fracas.

Three spectators were hospitalized and several more limped home with bruises and black eyes after one of the worst football melees in Michigan prep football history.

Mrs. Viola Higgins, 34, was "knifed pretty badly," a physician said. She was reported in serious condition.

Spectators said that tempers on both sides were short throughout the roughly played game at Melvindale which was to decide the Twin Valley Conference championship.

They said that as the teams started off the field, a River Rouge player jumped on the back of a rival team member.

Police said that most of the 3,500 fans swarmed out on the field.

Scattered fist fights were broken up by police and game officials, but about 40 youths appeared at the opposite end of the field and began swinging fists. It was 15 minutes before police could halt the melee.

Authorities said they would investigate the use of knives in the fight. Mrs. Higgins was stabbed by an unknown assailant, as was Gerald Biskner, 19. Jack Lowe, 23, was hospitalized for treatment of a back injury.

Ranking as two of the state's top class B teams, both clubs had been undefeated and produced several convincing triumphs over Class A foes.

A bullet pass from River Rouge's Leo Pope to George Peterson in the second quarter gave the Panthers their game clinching touch downs.

Melvindale came back in the final period, but couldn't get past the Rouge 11-yard line in its determined drives.

Melvindale

1950s

Johnson Burner Service

Plumbing- Heating Service, Contractors -23 Years' Experience

Multi-Therm Gas Conversion Burners

2400 Oakwood Blvd. Melvindale

Tels. DU-1-1945 WA 8-2588

Benton Harbor News Palladium

July 28, 1953

Woman and Baby Overcome

Detroit, July 28. A 46-year-old woman and a baby were overcome by sulphur fumes from a suburban River Rouge chemical plant today. The coking fumes spread over southwest Detroit, River Rouge, and nearby Melvindale, when a steam trailer at the plant broke down. The overcome recovered.

Mrs. Joseph Choka told police that her baby became unconscious. The mother was able to revive the infant.

Benton Harbor News Palladium

November 16, 1954

They Mean No Bingo for Bingo Players in Three Suburban Areas

Detroit, Nov. 16 (AP) Roseville Prosecutor Fred Nicholson warned Veterans of Foreign Wars Post that he would close the game operating for the past 8 years if it didn't stop voluntarily.

John Simon, acting chief of police in Melvindale, dispatched two officers to peek in on a bingo party at the St. Mary Magdalen Catholic Church. They let the players finish the game before announcing they would crack down on any future games in the church or elsewhere. Mayor James E. Anderson of East Detroit reversed an earlier ruling condoning "charity bingo" and ordered all games closed. A proposal to legalize bingo for "charitable purposes was voted down in the November election

Benton Harbor News Palladium

Love and a Liquor License

May 7, 1957

Lansing, May 7. (AP) The Senate turned a deaf ear Monday night to the argument that a liquor bill might hobble Dan Cupid. By a vote of 22 to 7, it passed and sent to the governor a measure disqualifying the spouse of any law enforcement officer from holding a liquor license.

Senator Harold M. Ryan (D-Detroit) said it would work an injustice in the case of a woman licensee who fell in love with the Melvindale police chief and married him. She lost her license.

Ruing that the bill be changed to apply only to future communities, Ryan said, "We can at least warn Dan Cupid not to flirt around."

Senator Charles S. Blondy (D-Detroit) said he thought the bill represented an “unfair tax on love.’

The senators agreed with the stand of Senator John T. Minnerva (R-Traverse City) that it was sound public policy to divorce liquor sales rights and law enforcement.

Ironwood Daily Globe June 23, 1958

Seeks Industries for Detroit Area

Detroit, June 23. (AP) a drive to bring new industries to the Detroit metropolitan area has started by the New York Central Railroad with a listing of the plant sites covering 3,000 acres.

The railroad has issued an illustrated brochure with maps and aerial photographs plus a fact sheet on each site.

The locations are Utica, Sterling Township, Warren, Center Line, Melvindale, Sheldon, Ypsilanti Township, Gibraltar, Rockwood, Newport, and Monroe.

Owosso Argus Press, May 16, 1959

Melvindale Mayor to visit Corunna

Corunna’s guests on Mayor Exchange Day next Monday will be William Burke, mayor, Thomas Yerger, treasurer, and their wives, of Melvindale.

The guests will be welcomed at 9:30 a.m. at the city hall by city officials, Chamber of Commerce President Ken Stewart, and other townspeople.

Escorted by the Corunna School Band the visitors and their hosts will tour the city.

Ironwood Daily Globe, October 4, 1960

Agent Hit by Woman

Detroit (AP) Convicted of hitting an Internal Revenue agent over the head with a stapler, Mrs. Bette Beutner was free on two years’ probation today.

But she was warned by U.S. District Judge Theodore Levin Monday, “If you don’t behave as a lady should, some judge of this court will put you in jail.”

The Judge had asked Mrs. Beutner if she had anything to say before being sentenced.

“Yes, I have,” she said. “When you sit on that judge’s bench, you think you represent God and you demanded that I be found guilty. I never knew who he (the agent) was and where he came from.”

“You apparently are confused,” the Judge replied calmly. “The evidence in the trial clearly showed you knew the man was an agent of the Internal Revenue Service.”

The agent, Charles R. Seitz, testified that Mrs. Beutner struck him with a stapler on his visit March 1 to a flower shop Mrs. Beutner and her husband operate in suburban Melvindale. He said he was trying to collect \$376 in taxes.

Benton Harbor News –Palladium

January 25, 1963

Strike Ends at Detroit

Detroit (AP) Members of Local 48 of the International Chemical Workers Union Thursday ratified a new contract to end a 24-day strike at International Salt Company’s Detroit mine. A company spokesman said production would resume Monday at the mine beneath northwest Detroit and Melvindale. Terms of the contract which covers 179 workers were not available. Benton Harbor, News-Palladium, January 25, 1963.

Holland Evening Sentinel - December 27, 1963

Melvindale Band to be in Parade

Detroit (UPI) Michigan State blew its bid for the Rose Bowl trip, but the Wolverine State will be represented in the Tournament of Roses Parade on New Year’s Day that precedes the classic.

A group of 181 persons including 117 members of the Melvindale High School Band are on their way to California to participate in the nationally televised event. The group left here Thursday in five buses bound for Chicago and the trip to Pasadena by train.

The youngsters raised \$36,000 to pay for the ten-day trip. The youngsters raised most of the money by selling candy and Drum Major Harvey De Witt will present a box of it to the Tournament of Roses Queen as a gift from the band.

Holland Evening Sentinel - June 24, 1964

Teenage Smoking

Milford (UPI) Whether to use the shock or the soft sell approach to half teen age smoking was one of the problems 40 teachers and health educators were dealing with here today. The group included instructors from some of the 100 Michigan schools which took part in the state first smoking prevention program on a pilot project basis this spring.

Richard Evans, superintendent of Melvindale schools, urged that the shock treatment be included in the programs as the educators began a two-day job of revising the smoking prevention program guides designed to put the anti-smoking campaign into all phases of school work. Evans said the shock treatment has been used by showing a highly dramatized movie in the Melvindale school system followed by display of two cancer ridden human lungs.

“The effects were good,” Evans said” particularly when we followed up with a personal appearance by a physician who answered questions from students.”

Holland Evening Sentinel - March 26, 1965

Melvindale Man Charged in Shrimp Hijacking

Detroit (UPI) The owner of a Melvindale Janitorial service was arrested and at least one other man was being sought today in the hijacking of a trailer truck loaded with 35,000 pounds of shrimp.

Federal agents arrested Michael Harowski, 50, Melvindale and recovered the truck and the shrimp. Harowski was released on \$2,500 bond by U.S. District Judge Thomas P. Thornton Wednesday following his appearance on a federal warrant charging conspiracy in the hijacking.

Being sought is Carl Dagen of Beecher City, Illinois, driver of the truck. FBI agents said Dagen picked up the tractor trailer truck at St. Simeons Island, Georgia and the load was consigned to Negaunee, Michigan.

Holland Evening Sentinel

Teacher's Strike Break is Reported

June 4, 1966

Detroit (UPI) The first major break in a teacher's strike which has closed nearly 100 schools in six Detroit suburbs and nearby Flint came Friday when two circuit judges arranged for truces at Taylor and Melvindale. Judge Victor J. Baun declared the Melvindale strike in recess and Judge Blair Moody Jr. did the same in the Taylor case. Both teachers' groups apparently planned to return to work Monday under the terms of the agreement which called for continued bargaining.

Meanwhile, there were no breaks in strikes in the Detroit suburbs of Ecorse, North Dearborn Heights, Crestwood and at Flint.

Traverse City Record Eagle

Plant Fire

Melvindale (UPI). November 16, 1966. A fire caused heavy damage Monday at the Continental Can Company. There was no immediate estimate of damage, authorities said the fire apparently started from sparks from burning trash at the back of the plant.

Traverse City Record Eagle

Truck Driver Saves Three Lives

October 24, 1977

Melvindale (UPI) The driver of a double tanker filled with non-flammable coke was credited Sunday with saving the lives of three persons in a car that collided with his truck.

Police said Robert Hafsted, 36, of Taylor was driving the truck on Interstate 75 Saturday when a car ran into the rear of the second tractor. The car was dragged 200 feet down the expressway before Hafsted could stop.

The uninjured Hafsted jumped from his cab, pulled the three injured or sleeping occupants from the car and then drove his truck out of the traffic lands.

Moments later the car exploded into flames.

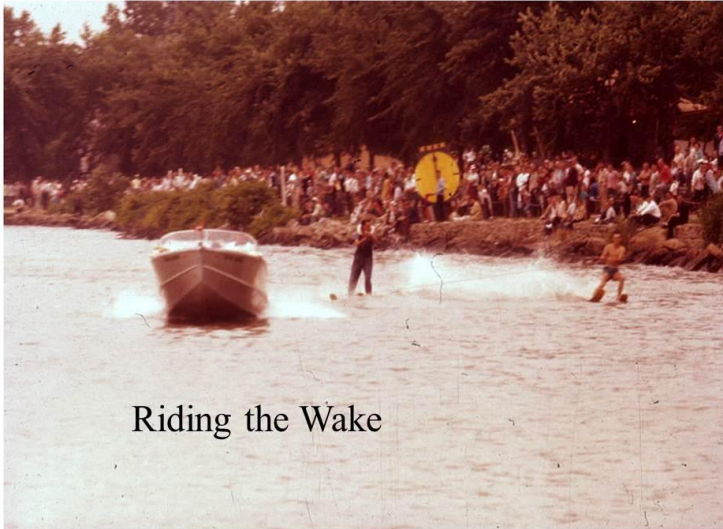
The Bryan (Ohio) Times

Residents Evacuated After Explosion

August 15, 2003

Tri State Summary. Residents, Evacuated After Explosion

Melvindale, Michigan (AP) an explosion rocked the Marathon Oil Refinery causing police to evacuate hundreds of people who lived nearby. Officials said the blast is linked to the nation's massive power outages. The Thursday evening explosion occurred in one of the plant's vessels – smoke stacks that can be seen burning off gas products by the plant, Melvindale fire Chief Sam Pedron, said. Pedron said the widespread power outage that spread to parts of Michigan affected a pump at the 183-acre complex, which produces gasoline as well as jet and other fuels. That caused a build-up of pressure which ultimately triggered the explosion, Pedron said. Unsure if another explosion was possible or if the gases were toxic, officials evacuated one square mile around the plant in this town, 47 miles northeast of Toledo, Ohio. Fires of the company's other stacks roared to clear the facility of excess gas and smoke.



Riding the Wake

Melvindale High School Band Leader Joseph Vandervest Spreads His Music Downriver and Statewide

Traverse City Record Eagle

February 19, 1973

By Marie Averill

Old timers who proudly recall events of 50 years back haven't a thing on Joseph Vandervest of Copenish. As Michigan's sole surviving Spanish American War veteran, his memories go back beyond the turn of the century. He'll be 95 on March 21.

That was the date Melvindale High School had originally planned a program in honor of his years as band instructor at Melvindale and Ecorse High Schools. Part of the program was to spotlight the presentation of a scholarship in his name to Dr. George Carender, band director at the University of Michigan School of Music.

But since Vandervest and his wife Edith have decided the trip be too difficult to handle, the check was taken to the UM Saturday by Joseph M. Brant, Melvindale High history teacher. A former pupil of Vandervest's, Brant was among the half dozen ninth graders who in 1928 formed the instrumental group which was forerunner of the high school band organized the following year.

Brant laughed when asked about his former teacher. "When it came to music, he was a ball of fire," he said. "Oh, he was jolly, willing to joke around after you got to know him, but he was all business when it came to work. He was a dedicated musician. The school band hired him because he was so good. He hadn't gone very far in school." Sometimes he'd get so angry, he's smash his baton," said Brant. "He had a short baton and a temper to watch."

Vandervest's birthday will be marked at home, livened with an unusually heavy delivery of birthday cards. Every member of the nine bands, their directors and his many friends are involved in the Vandervest card operation.

On May 4 when Melvindale High School holds its annual spring concert, it will be dedicated to its old band instructor and on May 25, the Vandervests will mark their 69th wedding anniversary which also falls on his birthday.

A musician practically all of his life, Vandervest was born in Ludington. He was one of 12 children. His father was a Civil War veteran who died when Joseph was four.



Joseph Vandervest, directed bands at Melvindale and Ecorse High Schools, served in the Spanish American War and in 1973 was Michigan's surviving Spanish American War veteran.

"From the time I was a small boy, I loved music. I made up my mind. I was going to be a musician and when I grew up I wanted to teach poor boys. We had no money so I started on my

own by studying books from the library. To pay for my first lessons I worked all day Saturdays



Vandervest shows his army belt—studded with buttons from the uniforms of army friends — while reaching into memories that go back and beyond the Spanish-American War.
(R-E Photos by Randy Baxter)

for 50 cents,” he said.

“Things were cheaper then. My mother could send me to the store with a quarter and I could bring home three pounds of round steak. But she didn’t always have a quarter.”

“I go way back,” he said with a twinkle, “to the horse and buggy era.”

Hesitant at first, he warms up as he goes along. Once started, his recall is excellent. A friend of his from Ludington got him to give up playing with the Cadillac Band and join the Army.”It was 1898. He wrote and told me that he had quit playing in Sousa’s band and had joined the Second Ohio Regiment and asked me to go along.”



A versatile musician, he could play all instruments.

“I wrote back and told him to send me the transportation and I’d go too. Army life was different in those days,” he went on.

“They gave us two blankets, but we had to sleep on the ground. Well, I didn’t like that. So I built a bunk and made a tick and filled it with straw. Had to steal the straw from the mule barn,” he admitted his eyes twinkling.

The food was awful. Our Christmas dinner was beans, sow belly, dry bread and coffee. We used to sing songs at chow time. Want to hear it? He asked impishly.

“Soupy, soupy, without a single bean,

Porky, porky, porky, without a streak of lean,

And coffee, coffee, the worst you’ve ever seen.

I still like fat,” he said. “And beans too. “

“He eats anything,” said his wife dotingly.

Peace was declared before the 19-year-old saw action. He was discharged 75 years ago. "On February 12, 1898," he brought out.

Following marriage in Mason City in 1904, the couple lived in Detroit where he opened a shoe repair shop. "I could even make shoes," he said.

Later when they moved to Manistee, he organized a band of juvenile musicians. They were there about five years.

"Joe was a musician and we moved around with the bands. We had no family. Where are some of the places we lived? Well, besides Ludington and Cadillac, there was Thompsonville, Pelliston, Petosky, Manistee, and Boyne City. From Detroit we moved to Ann Arbor. During over 30 years there we spent six weeks in Florida in Melbourne. We haven't been back since 1929," she said.

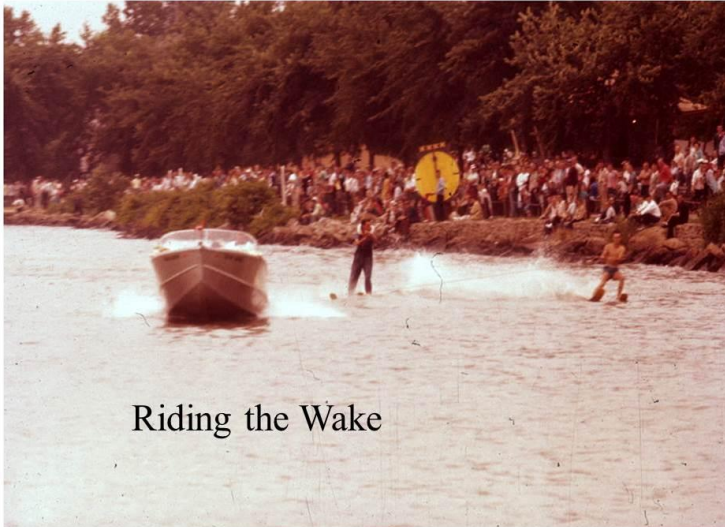
"Oh, and I almost forgot. During World War II, he worked in the bomber plant in Ypsilanti".

It was after they moved to Ann Arbor in 1917, that Vandervest began teaching in Melvindale and later added Ecorse High to his weekly teaching schedule. His retirement in 1942 was followed by two years of band teaching in Kaleva, ending 54 years of music and band instruction. He played all instruments but the slide trombone was his favorite.

Vandervest said his last performance took place during the 1958 Cherry Festival in Traverse City when he substituted for a band member who couldn't make it.

"After all that marching and playing I was bushed. I was 78 years old. Well, I put down my trumpet and said, "This is the last time I'll ever blow a horn."

"It was," his wife nodded.



Riding the Wake

Outer Drive: Detroit and Downriver's Emerald Horseshoe



[Outer Drive](#) resembles a jagged horseshoe, and its designers originally intended it to afford a scenic drive around Detroit, rather than move traffic.

In 1918, Outer Drive began as a gleam in the imaginations of its creators and became an emerald horse shoe shaped necklace around Detroit, Dearborn, Dearborn Heights, and the Downriver communities of Ecorse, Allen Park, Lincoln Park, and Melvindale.

A 1922 *Detroit News* story narrates the beginning of Outer Drive.

“With its end at the extreme east and west sides of Detroit, its route clustered with beautiful subdivisions, potential residence districts, school sites, park areas and parkways, an Outer Drive, still unnamed, is fast emerging from its state as the dream of a former Detroit mayor into a reality.

“The history of the Outer Drive is brief. A committee was appointed by Mayor Oscar B. Marx, in February, 1918, to study the advisability of such a highway. Members of the committee had no sooner investigated the project than they became interested. Interest led to something akin to enthusiasm when a comprehensive report was filed recommending ‘a boulevard 150 feet wide to encircle the city eight miles from its center on the east and north, connecting with Oakman Highway on the west.’”

A 1929 article in *Michigan Women* magazine predicts a “great pleasure boulevard” that will “lie like a necklace around Detroit ...”

After stating that the original planners laid out Outer Drive as a picturesque parkway instead of a traffic artery, Detroit based architect Tom Sherry explained in a 2004 *Metro Times* story that the idea of a scenic drive rather than a utilitarian road goes back to the 1892 World’s Columbian Exposition in Chicago. An urban planning model titled “City Beautiful made its debut at the fair. Planned as an alternative to the industrial age, the model gave city planners strategies for reclaiming urban areas from factories and skyscrapers by giving a human touch to the planning and developing a city for the working man. He said the best known example of the idea was Lakeshore Drive in Chicago. He believed that Outer Drive was a good example of City Beautiful thinking that mostly works.

For most of its length, Outer Drive is a boulevard winding through parks, subdivisions, and urban communities from its western starting point at Jefferson Avenue in Ecorse near the Detroit River to its eastern end. From its western starting point in Ecorse Outer Drive winds northwest to Michigan Avenue and then ends northeast along the River Rouge, continuing northeasterly with several 90-degree angle turns it ends at Livernois Avenue in Detroit. Resuming on Detroit’s east side, Outer Drive overtakes State Fair Avenue, Conner Avenue, Alter Road, Chandler Park Drive, and Whittier Avenue before ending at Mack Avenue on the northern edge of the City of Grosse Pointe Park.

Outer Drive comes in three individual sections. The largest and westernmost section begins at Jefferson Avenue in Ecorse and ends at Livernois Avenue in Detroit, totaling 23.6 miles. Lying entirely within Detroit, Outer Drive’s middle section averaging 4.9 miles stretches between Dequindre Road at East State Fair Avenue and at East McNichols Road between Mount Olivet

Cemetery and the Coleman A. Young International Airport. The easternmost section measuring 5.3 miles also lies entirely within Detroit, between Conner Avenue near Gratiot Avenue and Mack Avenue.

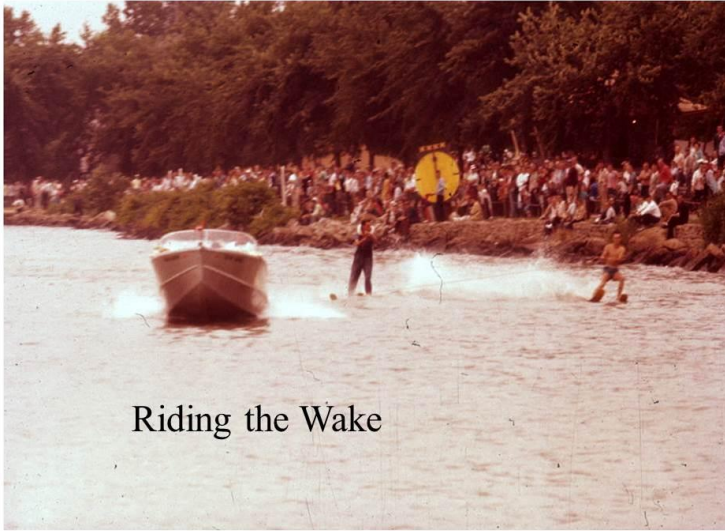
In 2004, Curt Guyette of the Metro Times walked the length of Outer Drive and he wrote a two – part story about his adventures.¹⁰⁷

¹⁰⁷ [Curt Guyette - Inside Outer, 2004, Parts 1](#)

[Curt Guyette – Inside Outer, 2004 Part 2](#)

[Detroit's Hidden Gems – Outer Drive East and Chandler Parkhis](#)

[History of the mystery – August 4, 2004](#)-outer drivermetro times



A Melvindale Mystery – Still Unsolved?

On the night of October 15, 1937, a man and two women met in the Hollywood Cafe in Melvindale, and they left together in a 1937 Oldsmobile. The car and its occupants vanished down darkness shrouded Oakland Boulevard, leaving a void in their families and a dark mystery spanning decades. Called the “Missing Trio,” the case attracted nationwide publicity and in time became the largest non-criminal manhunt in Michigan history. The people who disappeared were Thomas Lorimer, 24 years old, 17736 Flint, Melvindale; Mrs. Artie Mabie, 42 years old, 17295 Palmer, Melvindale; and Mrs. Margaret Reddon, 35 years old, 723 Lansing, Detroit.



Mrs. Margaret Reddon



Thomas Lorimer



Mrs. Artie Mabie

Mellus Newspaper photographs of the three missing people.

Three Ordinary People to Disappear

There is nothing unusual in the backgrounds of the three people who disappeared, no known deep, dark criminal secrets or espionage episodes. Margaret Boyd Reddon and her parents came to Detroit from Buffalo, New York, in 1915. Ten years later in 1925, Margaret married James Reddon and worked as a secretary at T.A. Bollinger Real Estate which adjoined the Hollywood Café in Melvindale. The couple didn't have any children, and they had separated by the time Margaret disappeared.

Originally from Clearwater, Idaho, Artie Carson met and married Sylvester Mabie in Butte, Montana in 1917 and they moved first to Detroit and then to Melvindale in 1925. The oldest of three children, Artie herself had no children. Artie Mabie and Margaret Reddon were well acquainted because Margaret worked for Sylvester Mabie as a secretary when he served as Melvindale city clerk from 1927-1934.

Born in Scotland on February 14, 1913, Thomas Lorimer immigrated to Quebec with his family in 1928. About 1934 he married Evelyn Fleming and they had one child, Shirley Ann, born January 1, 1935. Thomas and his family settled in Melvindale in 1936 and Thomas worked at the American Malting Company in Detroit with his father and brother. He earned a good enough salary to enable him to buy a new 1937 Oldsmobile a few months before he disappeared. Sources said that Thomas Lorimer knew Margaret Reddon because he paid his car payments where she worked, presumably the T.A. Bollinger Real Estate Company.

The Disappearance

News reports state that Margaret Reddon and Artie Mabie arrived at the Hollywood Café together and that Thomas Lorimer came in later. Since Margaret already knew Thomas Lorimer, the trio struck up a friendly conversation and about 1 a.m. on October 15, they all left in Thomas Lorimer's new 1937 Oldsmobile. Melvindale police officers Harry Bryngelson and Leonard Anderson noted the return of the 1937 Oldsmobile and its three occupants to the Hollywood Café around 3 a.m., and they pulled up to the car. After a brief conversation, the officers released the trio, because they knew all three of them and they didn't see anything wrong. Officers Bryngelson and Anderson watched the taillights of the 1937 Oldsmobile disappear into the darkness of Oakwood Boulevard stretching toward Dearborn. The officers described the car as a 1937 Olds with Michigan license plate 71-697.

When Margaret Reddon, Artie Mabie, and Thomas Lorimer didn't return home, Melvindale and then other local, county, and state police began a search and investigation into their disappearance which continued over the next half a century and into the 21st century.

Search and Investigation

Melvindale police investigators discovered the three missing people had predictable habits, and never stayed away from home for long. Between them they had just a small amount of money and no extra clothes or anything else of value. Police discovered that Mrs. Mabie had left her upper dental plate at her dentist's office for repair and they found her car parked outside the Hollywood Café with only five gallons of gas in it.

Melvindale Police Chief Ermil Pitt solicited the help of other local police departments, and eventually the Wayne County and state police. Police officers interviewed family and friends of the three who disappeared but couldn't find a motive for their disappearance or any trace of them. Policemen dragged the Rouge River with a grappling hook and pike pole and the Detroit River shore from Woodward Avenue to Wyandotte to see if the 1937 Oldsmobile had ended up in the water. When the river searches didn't produce his wife or her friends, Sylvester Mabie posted a \$500 reward for his wife's safe return. Melvindale police and 50 volunteers and hound dogs searched Ford Woods and an airplane flew over the Detroit River and area lakes searching for clues. No trace of Margaret Reddon, Artie Mabie, or Thomas Lorimer surfaced. Ordinary people and police officers theorized that the three could have been murdered and a skillful killer had disposed of their bodies, while some people thought they had disappeared on purpose and permanently.

Agent in China liator, Report

He's Looking
For Missing
Three



"CHIPS" LEASON COMING UP FROM THE BOTTOM OF A GROSSE ILE QUARRY
Naval reservists helping Diver Seagal Leason in his search of the floor of a water-filled quarry on Grosse Ile—suspected and thus eliminated by Melvindale police as a solution to the mystery of the man and two women who drove off in a new automobile October 15, have never been heard from.

Judging by the caption of this Detroit Times clipping in the Melvindale Public Library, the search for the three missing people also extended to Grosse Ile.

The search for Thomas Lorimer extended as far as the West Coast of the United States when someone reported an unconfirmed sighting of him crossing from California to Mexico. Based on its own investigation, The Associates Investment Company, financiers of Thomas Lorimer's new 1937 Oldsmobile, reported that he had not crossed the California state line unless he crossed in unpatrolled Arizona. More intensive searches in California and along the Mexican border revealed no trace of the three missing friends.

The mystery of the disappearing friends traveled to Duluth, Minnesota, in December 1937 when a private detective thought he saw Thomas Lorimer and Mrs. Mabie inside his 1937 Oldsmobile in the city. Duluth police searched, but they didn't find anything.

Christmas came two months after Thomas Lorimer disappeared and according to family members, his daughter Shirley Ann wanted his return more than Christmas presents. When she turned 3 years old on January 1, 1938, she still wanted her father to come back more than Christmas or birthday presents.



Shirley Ann Lorimer and her mother Evelyn in 1937 in a Detroit Times photograph. The Detroit Times went out of business in 1960.

In June 1938, a true crime magazine called *Official Detective* offered a \$500 prize for evidence establishing that the trio had been murdered, and at the same time the Wayne County Prosecutor's Office initiated a new investigation into their disappearance which attracted nationwide attention. Melvindale Police Chief Ermil Pitt opened his case records to Wayne County investigators and Detroit homicide detectives re-interviewed every person connected with the case to attempt to discredit the triple murder theory.¹⁰⁸

In September and November 1938, investigators from Michigan traveled to the Arkansas State Prison to interview Joseph B., "Smokey Joe" Anderson, ex-gambler and convicted killer of at least four men after he said that he had killed the Melvindale trio. A story in the *Marshall Michigan Evening Chronicle* dated March 10, 1939, reported that Smokey Joe had been electrocuted at dawn for the killing of Eldon Dooley, a Hot Springs grocery official, two men in Michigan, and a taxi driver at Gary, Indiana. He died without providing any information about the location of the Melvindale trio's bodies even though he said he had killed them.¹⁰⁹

In its April 1940 issue *True Detective Magazine* asked for new leads in the case, and in the decades since the 1940s several newspaper articles have retold the story of Thomas Lorimer, Artie Mabie, and Margaret Reddon. Other cars have been recovered from the Detroit and Rouge Rivers, but so far a 1937 Oldsmobile has not resurfaced.

¹⁰⁸ David Doss. [Melvindale Trio: 75 Year Old Mystery](#)

¹⁰⁹ Marshall Michigan Evening Chronicle, March 10, 1939

The Mystery Continues and the Case Is Still Active

The Owosso Argus Press

February 17, 1948

Old Mystery May Be Cleared Up

Trio Long Missing

Detroit (AP) Coroner Albert L. French said today that human bones dug up in suburban Dearborn may provide a clue to the disappearance 10 years ago of two women and a male companion.

The three, Mrs. Artie Mabie, 42, Mrs. Margaret Reddon, 35, and Thomas Lorimer, 24, vanished from Melvindale another Detroit suburb, without a trace.

Their disappearance provided Wayne County with one of its most baffling mysteries. A steam shovel uncovered three bones last Friday but Dr. French said the operator, Walter Seymour, carried them around for several days before reporting his find to authorities.

Dr. French said an additional bone was uncovered today in the same area, where an excavation is underway for a Ford Motor Research Building.

Dearborn and Melvindale police were sent to the scene to aid in a further search the coroner said one of the pieces was the upper part of a skull bearing a nose deformity. He described it as similar to a deformity possessed by Mrs. Reddon.

Dr. French said the first bones uncovered were a thigh bone, a section of pelvis, and the piece of skull. Uncovered Sunday was the other section of the pelvis. He said that a preliminary examination indicated that the bones may have belonged to more than one person.

The two women and Lorimer walked out of a Melvindale café about 3.a.m. on October 15, 1937, and apparently were never seen again.

July 31, 1972. Sault St. Marie. *The Eveing News*, Sault Ste. Marie, Michigan

Melvindale, Mich. (AP) Briefly Thursday, it appeared workmen digging in the Rouge River had solved a 35-year-old mystery – but then the enigma deepened. On Oct. 14, 1937 Mrs. Artie Mabie, 42, Mrs. Margaret Reddon, 35, and Thomas Lorimer, 24, left the Hollywood Café – a Melvindale bar a quarter mile from the Rouge River- in a new 1937 Oldsmobile. Lorimer was drunk, the women were not. All vanished.

George Dragos, now Melvindale police chief, was among those who thought the trio had driven off a Rouge River bridge near the bar. When Dragos learned the U.S. Army Corps of Engineers would be diverting that part of the river for a canal project, he asked they keep watch for an old Oldsmobile. Amazingly, workers digging in the riverbed Thursday found an old automobile under eight feet of mud. Inside were the bones of at least two people, a Wayne County medical

examiner said. However, when the Melvindale Fire Department finished washing down the vehicle it appeared to be a late 1930s-early 1940's vintage Dodge. "This is definitely not the car we're looking for," Dragos concluded. "This has no connection, as far as the car goes with the people that were missing-". Police said the investigation was continuing.

Those Left Behind

Paul Borman purchased the Hollywood Café in 1935 and sold it to Albert and Lottie Brock in 1940.

In 1942, Sylvester Mabie received a divorce from his wife Artie in Wayne County Circuit Court because no one had seen her or found traces of her. He never remarried and in 1955 he died after a long illness. Ironically, Artie Mabie's father had also vanished without a trace.¹¹⁰

In November 1937, the Detroit Police arrested James Reddon, suspecting him of playing a part in the disappearance of his wife Margaret and her friends, but they couldn't produce evidence that would definitively link him to the case. A year after his wife's appearance on October 15, 1938, Detroit Police picked him up again after he quarreled with a friend, but again they had to release him. He remarried in 1940. In 1945 a probate court declared his former wife Margaret legally dead and he inherited her estate which totaled \$500 in insurance policies. After that, he dropped out of sight.

In 1941, Thomas Lorimer's parents, James and Beatrice Lorimer, moved from Melvindale to California. James who died in 1959, and Beatrice who died in 1966, never lost hope that their son would return. Evelyn Lorimer, Thomas' wife, and their daughter Shirley Ann left Melvindale and she remarried in 1943 in Oregon, dying there in 1991. Shirley Lorimer, almost three when her father disappeared, married in 1956 and had two children. In 1967, she died in Oregon at age 32.

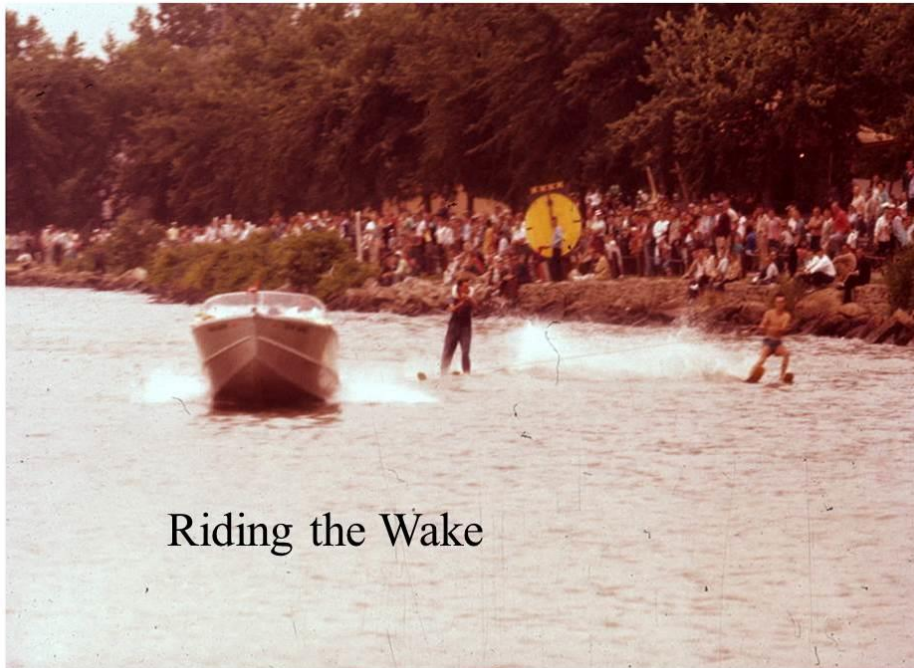
Harry Bryngelson and Leonard Anderson were the Melvindale police officers to last see the Melvindale trio before they disappeared. Harry Bryngelson had earned the rank of lieutenant by the time he retired in 1948. He died in 1968. Leonard Anderson had become a detective lieutenant and still worked in law enforcement when he died in 1961.

Ermil Pitt had only been Melvindale Police Chief for five months when the Melvindale trio disappeared in 1937. In 1991, 41 years after his 1950 retirement, he recorded his memories of the case. He died in 1996.

Today's cutting edge technology provides powerful tools to located the missing 1937 Oldsmobile and its occupants whether it rests in the Detroit or Rouge Rivers or other bodies of water. Modern forensic science provides sophisticated tools to identify human remains, and

¹¹⁰ [Mabie Family Genealogy](#)

modern investigators are still searching for logical and rational solutions to the mystery of the Melvindale trio which still remains unsolved.



Pepper Family Landmarks Cut Down

Progress Fells 2 Trees, 2 Aged Sisters Sorrow

The Detroit News, Friday, September 9, 1932

Eighty-four years ago Edward Pepper and his wife planted a garden and built a house on their newly-bought farm in Ecorse Township. Mrs. Pepper planted three poplar trees in the garden as shade for the house.

Thursday, their daughters, Mrs. Louella Long, 77, and Mrs. Clarissa Forsyth, 90, the last members of the Pepper family, sat in the front room of their home and saw the trees, their last tangible link with their parents, fall before modern progress. The trees were cut down to make way for the widening of Outer Drive, which runs close to their home, a house which they built eight years ago after the Pepper homestead was destroyed by fire.

The history of the Pepper family is the history of Ecorse Township, although the Pepper farm now is within the corporate limits of Melvindale. When Edward Pepper moved from Dearborn to Ecorse Creek, in 1827, he was 18 years old, and there were no other settlers in the district. Ecorse Township was incorporated in 1827 with a number of established residents in the area. Pepper, with his ox-cart, broke the first trail into Ecorse, and when a road was blazed from the Detroit River to Michigan Avenue, the Chicago-Detroit Trail, it was named the Pepper Road, in

honor of Edward Pepper, past whose house it ran. The first school in the district was named for Pepper, and he took a prominent part in the township affairs.

Never Left Farm

The Pepper sisters never left their father's farm, even when they married, making their homes in houses on the big farm. When their husbands died they moved back to the house in which they were born, and, when this house burned they built another on the same site.

One by one, the things that bound them to the past have gone. The old school bearing their family name, and in which they were educated, was torn down; hundreds of families with names sounding queer and harsh to the English ear and who never heard of the Peppers, moved into the neighborhood; and, finally, the Pepper Road was transformed to Outer Drive, paved and made into a wide boulevard over which automobiles raced where once the ox teams of the farmers logged through the mud.

To the Pepper sisters, nothing in recent years has been a greater tragedy than the loss of the trees. One died several seasons ago, but the others they have cherished with the same affection which their mother lavished on them so many years ago. Both sisters played under the trees and watched their growth and looked on them as a part of the homestead.

Both Invalids

And now neither can get away from this destruction of a part of their youth. They have few friends, for they have outlived the people they knew, and both are invalids. Mrs. Forsyth broke her hip eight years ago and has spent her life since in a reclining chair in the living room of the house. Mrs. Long had the same kind of an accident 18 months ago, and now she too is confined to a chair in the living room. All the windows in the living room look out on the road, with the trees in the center of the foreground.

So when Frank and Emil Dubke, employees of the Wayne County Road Commission, made their first cuts at the trees with a big crosscut saw they had nothing to do but watch. One of the trees crashed, and Mrs. Long's adopted daughter—turned the two women so they could not see out of the windows. Neither of the sisters commented on the loss of the trees, even when they heard the swishing fall of the last one, and when Mrs. Long has spoken of the things which have erased the Pepper name from the records of Ecorse Township it has been with appreciation of the movement of progress. But the necessity for the cutting of the trees, according to Mrs. Long's daughter, has so affected the sisters that they will not talk of them at all—and that, she said, is an indication of the depth of their sorrow.

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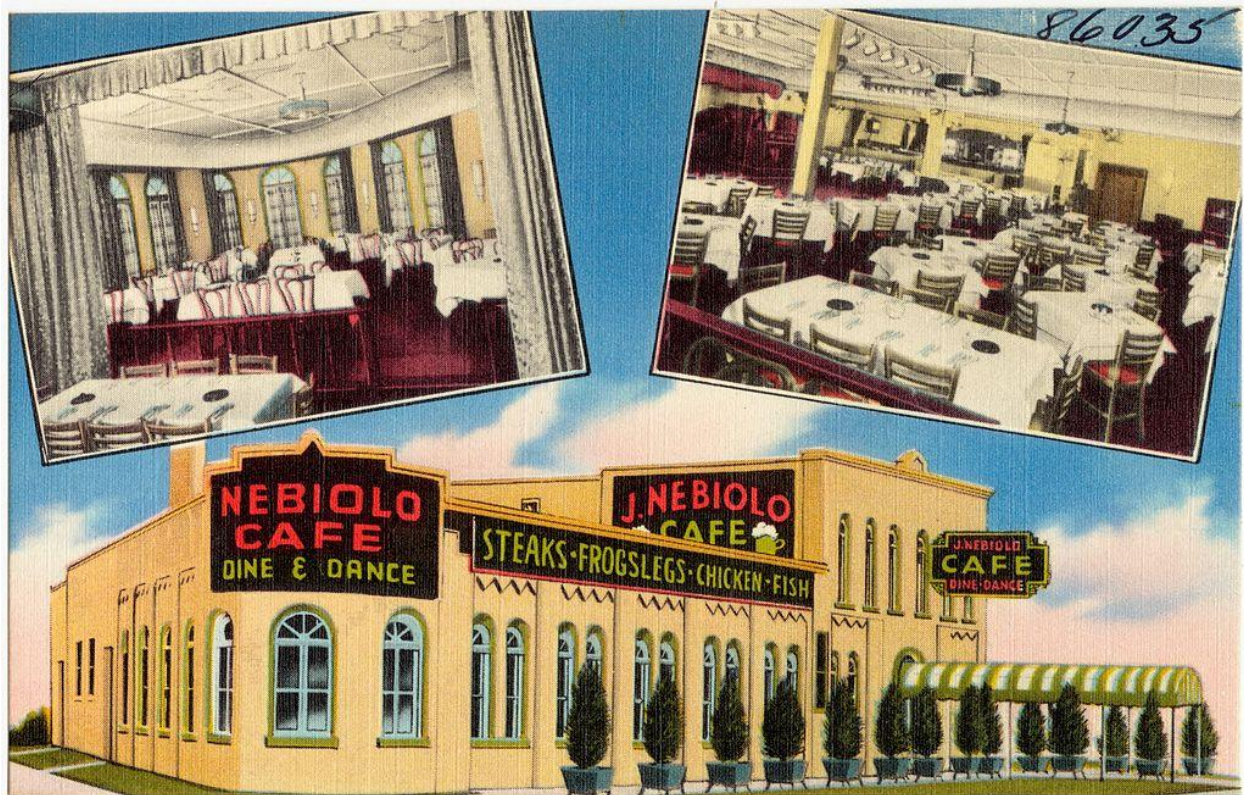
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Chapter 9 - New Boston, Waltz, Belden, Willow, and Belleville



Wikimedia Commons

[Huron Charter Township-](#)

[Huron Township Historical Society –](#)

Early Huron Township

Huron Charter Township is named after the Huron River which stretches from its northwest to southwest corners and flows through Lower Huron, Willow, and Oakwoods Metroparks. The 2010 Federal Census revealed that Huron Charter Township has a population of 15,879 people.

Organized in 1827, Huron Township originally included the land containing the cities of Romulus and Belleville and Van Buren and Sumpter Townships. On March 17, 1835, Wayne County organizers marked off the northeastern part of Huron Township and organized it as Romulus Township and a few weeks later on April 6, 1835, they sectioned off the northwestern part of the township as Van Buren Township. On April 6, 1840, the western half of the remaining part of Huron Township became Sumpter Township, establishing the current township

boundaries. Today Huron Charter Township includes the three unincorporated communities of New Boston, Willow, and Waltz.¹¹¹

In 1834, organizers platted a settlement on the banks of the Huron River and opened its first post office with the name of Huron. After a time, the Huron Post Office closed and reopened in 1860 with the new name of Catville. By 1868, Catville had changed its name to New Boston. In 1857, Frances J. Belden platted a settlement called Belden, and Joseph Waltz platted present day Waltz in 1872.

Early Huron Township settlers included Artemus Hosmer, Nathan Wilcox, Mathew Woods, William Nowland, Simeon Dreun, Amos Howe, Samuel Wing, Abner Johnson, Timothy F. Wallace, A. Rawson, George Hubbard, and Adolphus Dalrymple. Elected officials organized Huron Township on May 25, 1827. Prosper Lawrence, supervisor and justice of the peace; Dr. John F. Smith, clerk; Warner Corkins, Chancy Morgan and George Jewett, assessors; and Mason Clark and Henry Dutcher, highway commissioners, were the first elected officials.¹¹²

Farming in Huron Township

The Michigan Farmer Magazine noted in spring 1854 that during a short tour through the southeastern part of Washtenaw County and a portion of the south western part of Wayne, we notice many highly cultivated farms with now and then a good field of wheat, although the larger portion will produce on the average considerably less than a small crop. The insects are making in some fields so much destruction, that the farmers fear the loss of their entire crops. Oats generally look well, some pieces very stout. Corn promises to be abundant — it looks well and is making rapid growth A much larger quantity has been planted than formerly, to make up in part the loss of the wheat crop.

We think there will be a large crop of hay and the farmers have now fairly began haying to get it out of the way before the wheat is ready to cut. At Ann Arbor the wool appears to be coming in today much more free than usual and prices range from twenty-six to thirty cents. S.R.¹¹³

A Few Huron Township Farmers

August Reetz, born in Germany in 1839. Came to America in 1868. Married Caroline Pecon. He operated a brick business in Detroit for several years.

Henry Wager, born in New York State in 1822. Came to Wayne County in 1854. Married Susan Coons.

Henry Wagner, born in Germany in 1850. Came to America in 1883. Married Minnie Baumdrahier.

¹¹¹ [History of Wayne County and the City of Detroit, Clarence Burton](#)

¹¹² [Michigan Place Names, Walter Romig](#)

¹¹³ [The Michigan Farmer Magazine, 1854, Page 222.](#)

John Warden, born in Wayne County in 1858. Married Emma Hale.

James Broughton, born in Ohio in 1833. Came to Wayne County in 1840 and married Eliza J. Chase in 1852.

Orion Brown, born in Vermont in 1806. Came to Wayne County in 1832 and married Charlotte Sherman in 1834. In 1852 he went to California and mined gold. In 1862, he returned to Wayne County, and lived until his death in 1838.

George Burk, born in Wayne County in 1846, married Agnes Winne in 1868. In 1864, he enlisted in Company B of the 25th Ohio Volunteer Infantry and mustered out in March 1866. He farmed since 1866.

Ira W. Curtiss, born in New York State in 1844, came to Wayne County in 1857. He married Maggie Fisher in August 1864. He worked in the hardwood lumber and milling business for 15 years, and served as township clerk and treasurer

David Drigget, was born in Delaware in 1832. He married Hester Durham in 1855 and they came to Wayne County in 1868.

Israel Olmstead, born in New York in 1807. His first wife was Mary Ensign and his second Mary Loura. He had always been a farmer and drove the first team over the line of the Chicago Pike. He served in the Black Hawk War until Black Hawk was captured and he also participated in the Toledo War.

Perry I. Pearl, born in New York in 1824, came to Wayne County with his parents in 1836. He married Elizabeth J. Morey in 1847 and she died in 1857. In 1861, he married Elector Whipple. He served in the State Legislature in 1871 and 1872, and held several town offices.

Born in Huron Township in 1841, George Wilcox was one of the first Huron County men to enlist in the United States army. He served four years and eight months in the First Michigan Cavalry, and participated in many battles including the Second Bull Run, Cedar Creek, Winchester, and The Wilderness. He was at Appomattox when General Lee surrendered and he was discharged at Salt Lake City, March 10, 1865. He married Mary Martin in March 1887.¹¹⁴

New Boston

Silas Farmer wrote in *The History of Detroit and Early Michigan, Volume 2* that founding fathers laid out New Boston as early as 1827. Originally called Huron, the settlement's name was changed to Catville in 1860, after the initials of its organizer C.A. Trowbridge. The post office was still called Catville until March 20, 1868, when village officials renamed their settlement New Boston.¹¹⁵

¹¹⁴ [History of Detroit and Wayne County and Early Michigan, Silas Farmer., 1894](#)

¹¹⁵ [History of Detroit and Wayne County and Early Michigan By Silas Farmer 1894](#)

Moses.R. Nowland, one of the early settlers of the region told this version of the settling of New Boston. He said that in 1849, Marvin Wilcox opened a small grocery store in present day New Boston and he bought his groceries wholesale from C.A. Trowbridge of Detroit, a wholesale grocery merchant. The groceries and supplies arrived in New Boston in boxes with the initials of Mr. Trowbridge marked on them and when Marvin Wilcox put the boxes on his shelves, they initials C.A.T. were so noticeable that his customers constantly commented about them. Seizing the opportunity for a joke, Moses Nowland added the word “ville” to the C.A.T. initials, coining the name Catville.¹¹⁶

The story continued that about this time, Matthew Anderson the postmaster of Huron, had grown lax in his post office returns to Washington, and the post master general discontinued the Huron post office. Moses Nowland finally wrote to the postmaster general, asking him to reestablish the post office at Huron. The post master general wrote back that he would reestablish the post office and make Nowland post master if he would accept the position.

Moses Nowland accepted the position of post master, but asked the post master general to rename the Huron post office so it wouldn't be confused with Port Huron and Huron Station. The post master wrote back to Nowland telling him to send him a new name for the station that would distinguish it from the present post offices of Port Huron and Huron Station. Nowland answered back saying, “Our little village is called Catville, and we may as well have the post office bear the same name.”

Shortly after that, Moses Nowland received his commission as post master of Catville.¹¹⁷

Catville kept growing and about 1867, N.P. Thayer, David F. Norton, and Moses Nowland wanted a more dignified name, finally agreeing on the name New Boston. They petitioned the post office for the name change and in 1881, the village was incorporated as New Boston to the delight of its approximately 284 citizens.

Clarence Burton wrote in his *City of Detroit, Michigan: 1701-1922*, that New Boston was first settled about 1820, but didn't become a significant trading center until the Toledo & Saginaw Division of the Pere Marquette Railroad established a station there in the 1870s. It became a principal trading center and shipping point for the agricultural districts in Huron, Sumpter, and Romulus Townships.¹¹⁸

From the time of its founding as Huron and through the changes from Catville to New Boston, the township and village built several bridges over the Huron River. New Boston citizens voted for the most expensive 19th century bridge over the Huron River on June 18, 1888 by a vote of 70-4, authorizing the town board to bond the cost of \$3,000 to build a bridge at New Boston. They specified that the bridge be a single span of 100 feet, made of iron with stone abutments and featuring a 16 foot roadway. On July 25, 1888, the township awarded the contract to the

¹¹⁶ [Moses R. Nowland - Catville](#)

¹¹⁷ Ibid.

¹¹⁸ Clarence Burton, [City of Detroit, Michigan: 1701-1922](#)

Mount Vernon Bridge Company of Mount Vernon, Ohio for a price of \$3,450.00 and the bridge was completed and accepted on December 12, 1888.

New Boston Businesses-1873

The 1873 Bradstreet's Reports of the State of Michigan, Volume 33, lists and gives the credit rating of some of the New Boston businesses it listed in 1873.

- John F. Butler.....General Store.....CC.....Means sufficient for business; regarded safe for business requirements.
- Robert Carr.....General Store..... DE.....Not to be refused credit in all cases, but caution should be used in selling.
- Chase & Scott.....Saw Mill.....C.....Means sufficient for business. Regarded safe for business requirements.
- Thomas S. Crawford.....Hotel.....E.....Not recommended.
- Andrew J. Hosmer.....Blacksmith..... DE....Not to be refused credit in all cases, but caution should be used in selling.
- Abram Kittle.....Dry Goods & Groceries.....DD.....Regarded fair and good for small lines.
- M.R. Nowland.....General Store....C...Means sufficient for business; regarded safe for business requirements.....30....Rather slow pay.
- Samuel Rice.....Grocer.....CD..... In fair credit for moderate amounts.
- Jacob Schaller...Shoemaker.....D..... Regarded fair and good for small lines.
- James F. Wallace.....Physician.....D..... Regarded fair and good for small lines.¹¹⁹

New Boston, 1877

The Michigan State Gazetteer and Business Directory of 1877 described New Boston as a village of about 500 people located on the Huron River about 28 miles from Detroit and settled in 1842. The report said that the Huron River furnished power for a grist mill, the only manufacturing concern. The Flint & Pere Marquette Railway ran through the village.¹²⁰

New Boston People

¹¹⁹ Bradstreet's reports of the state of Michigan. Volume 33. New York: Bradstreet Press, 1873. New Boston

¹²⁰ [Michigan State Gazetteer and Business Directory 1877. Volume 3. R.L. Polk & Company, Tribune Building, Detroit.](#)

Benjamin F. Davis, New Boston harness manufacturer, was born in Gratiot County, Michigan on August 10, 1865. He came to Wayne County in 1870, and married Chloe J. Johnson on January 31, 1886. She was born in Wayne County on June 14, 1869.

Robert Outhwaite, New Boston blacksmith, was born in Plymouth, Michigan on June 4, 1833, and enlisted in Co. K, 24th Regiment of the Michigan Volunteer Infantry on August 5, 1862. After his mustering out in 1865, he came to Huron Township and married Emma Johnson on July 17, 1865.

Andrew Nowland, born in New York State on March 18, 1813, came to Wayne County in 1834. In 1836 he married Elizabeth Downs and they had two children – Mary A. and William. After Elizabeth died in 1850, Andrew married Sylvia Slinger in 1883.

Henry Nowland, born in New York State on May 22, 1822, came to Wayne County with his parents in 1834. He married Celinda Downs who was born April 19, 1827 in New York State in 1847.

William T. Nowland was born in Huron, Wayne County, on April 19, 1839, and he enlisted in Do. D, 24th R. M. Volunteer Infantry. He was wounded in the arm at the battle of Spottsylvania and mustered out on December 12, 1864. He married Mary H. Evans on May 28, 1865.

Born in Flatbush, New York, on April 12, 1849, John Parr married Rachel Hamilton of Rochester, New York in September 1877. He came to Wayne County in 1882, settling in New Boston and serving as health officer for three years.¹²¹

The Wayne County Historical and Pioneer Society lists a few other New Boston pioneers including S.D. Billings, Joseph Evens, S. Hale, Erastus Hale, David Kittle, Peter Lewis, Mary Lor. Amos Martin, A.W. Marshall, M.H. Nowland, H.R. Nowland, Thomas Outhwait, Fannie Outhwait, George H. Paller, James Stewart, and Stephen Simms.¹²²

An M.G. Vandecar of New Boston is listed and there is a Mary Vandecar buried in Huron Township Cemetery.¹²³

¹²¹ [History of Detroit and Wayne County and Early Michigan By Silas Farmer 1894](#)

¹²² [Chronography of Notable Events in the History of the Northwest Territory and Wayne County. Wayne County Historical and Pioneer Society](#)

¹²³ [Mary Vandecar](#)

Some Veterans Buried in New Boston Cemeteries



St. Stephen Catholic Cemetery – Mallett Cemetery. Huron River Drive, New Boston.



Kittle Cemetery, New Boston, Michigan

Picture, Sister Mary Louise



Huron Township Cemetery, New Boston

Civil War

Amos Abbott. Company D, 24th Michigan Infantry. Civil War. He is buried in Mallett Cemetery in New Boston.

Daniel Bugan. 1st Michigan Cavalry. Civil War. He is buried in Mallett Cemetery in New Boston.

David Cline. Pvt. Co. K. 121st Ohio Volunteer. Civil War. He is buried in Mallett Cemetery in New Boston.

Rev. Philip C. Cypers. Co. D. 11th New Jersey Infantry. Civil War. He is buried in Mallett Cemetery in New Boston.

Captain Myron Hawley Ellis. Captain, Co. I, 7th Michigan Cavalry. Civil War. He is buried in Mallett Cemetery in New Boston.

Joseph W. Ferstl, Sr. Civil War. He is buried in Mallett Cemetery in New Boston.

Thomas Hayes. Civil War. He is buried in Mallett Cemetery in New Boston.

John Hicks. Co. I. 13th Michigan Infantry. Civil War. He is buried in Mallett Cemetery in New Boston.

Lt. Charles S. Hosmer. Co. K. 24th Michigan. Died at Richmond, Va. On November 19, 1863. Civil War. He is buried in Mallett Cemetery in New Boston.

Lt. George Artemas Hosmer. Killed in battle in Tennessee on October 6, 1863. Civil War. He is buried in Mallett Cemetery in New Boston.

Henry Boyde Johnson. Co. K, 1st Michigan Infantry. Civil War. He is buried in Huron Township Cemetery.

James R. Lewis. Corporal Co. G, 24th Michigan Infantry. Civil War. He is buried in Mallett Cemetery in New Boston.

William L. Lewis. 24th Michigan Infantry, Co. G. and U.S. Veterans Reserve Corps, 19th Infantry, Co. H. Civil War. He is buried in Mallett Cemetery in New Boston.

Patrick McIntyre. Co. C. 27th Michigan Infantry. Civil War. He is buried in Mallett Cemetery in New Boston.

Sherman Rice. 24th Michigan Infantry. Civil War. He is buried in Huron Township Cemetery.

Davis M. Richards.



Davis M. Richards. 1st Company Sharpshooters, 16th Michigan Infantry. Killed in action at Bethesda Church, Virginia on June 1, 1864. Civil War. He is buried in Mallett Cemetery in New Boston.

Spanish American War

Robert Guthwaite. Company K. 34th Michigan. Spanish American War. He is buried in Mallett Cemetery in New Boston.

World War I

Ernest Stanley Dunn. PFC. U.S. Army, World War I. He is buried in Mallett Cemetery in New Boston.

Charles Daniel Fay. Michigan. Sgt. Air Service, World War I. He is buried in Mallett Cemetery in New Boston.

Robert Burns Ferry. Michigan. Pvt. Stu Army TNG Corps, World War I. He is buried in Mallett Cemetery in New Boston.

Frank Kittle. Michigan. Pvt. Co. D 57 AMMO TN CAC, World War I. He is buried in Kittle Cemetery in New Boston.

Percy R. Warwick. Pvt. U.S. Army, World War I. He is buried in Mallett Cemetery in New Boston.

Julius E. Washer. Michigan. Pvt. U.S. Army, World War I. He is buried in Mallett Cemetery in New Boston.

World War II

Louis J. Ahern. PFC. U.S. Army, World War II. He is buried in Mallett Cemetery in New Boston.

Ralph Charles Allen. Pvt. U.S. Army, World War II. He is buried in Mallett Cemetery in New Boston.

John Bell, U.S. Navy, World War II. He is buried in Mallett Cemetery in New Boston.

Milon W. Bills. Michigan. Sgt. 2014 Ord. Maint. Co., World War II. He is buried in Mallett Cemetery in New Boston.

Bruno Castillo. PFC. U.S. Army, World War II. He is buried in Mallett Cemetery in New Boston.

Robert P. Cunningham. Pvt. U.S. Army, World War II. He is buried in Mallett Cemetery in New Boston.

Venceslaus G. Czaplicki. Corporal, U.S. Army, World War II. He is buried in Mallett Cemetery in New Boston.

Francis X. Donovan. U.S. Army, World War II. He is buried in Mallett Cemetery in New Boston.

Kenneth H. Frasier, Sr. Pvt. U.S. Army, World War II. He is buried in Mallett Cemetery in New Boston.

Leroy Junior Hale. MM3, U.S. Navy, World War II. He is buried in Mallett Cemetery in New Boston.

Stephen P. Horvath. U.S. Army, World War II. He is buried in Mallett Cemetery In New Boston.

William B. Householder Sr., SS U.S. Air Force, World War II. He is buried in Mallett Cemetery in New Boston.

Anthony J. Jaskolski. Tech 4, U.S. Army, World War II. He is buried in Mallett Cemetery in New Boston.

Lawrence Jewell. Michigan. A5 USNR World War II. He is buried in Mallett Cemetery in New Boston.

Wayne W. Keller. Sgt. U.S. Army, World War II. He is buried in Mallett Cemetery in New Boston.

Charles H. Kittle. Michigan. Tech 5 3748 QM Truck Company, World War II. He is buried in Kittle Cemetery in New Boston.

Herman R. Mallory. West Virginia Co. C., 112th ENGR. Combat Battalion, World War II. He is buried in Mallett Cemetery in New Boston.

Norbert A. Myers. Tech. 5, U.S. Army, World War II. Bronze Star Medal, Purple Heart. He is buried in Mallett Cemetery in New Boston.

Ross C. Oldford. SSgt. U.S. Army, World War II. He is buried in Mallett Cemetery in New Boston.

Edward Rymut. PFC, U.S. Army, World War II. He is buried in Mallett Cemetery in New Boston.

Laurmie M. Shaw. PFC, U.S. Army, World War II. He is buried in Mallett Cemetery in New Boston.

Jonah Sowards. Kentucky. TEC5 3578 QM Truck Co., World War II. He is buried in Mallett Cemetery in New Boston.

Thomas E. Tackett. Kentucky. PFC 94 Bomber GP AF. World War II. He is buried in Mallett Cemetery in New Boston.

Stanley J. Wasilewski. Pvt. U.S. Army, World War II. He is buried in Mallett Cemetery in New Boston.

Korea

Adolph A. Czaplicki. PFC, U.S. Army, Korea. He is buried in Mallett Cemetery in New Boston.

Harold Leroy Downs. Michigan. Corporal U.S. Army, Korea. He is buried in Kittle Cemetery, New Boston.

Harold C. Eldred. Corp. U.S. Army, Korea. He is buried in Mallett Cemetery in New Boston.

Arnold Floyd Pierce, Sr. Cpl. U.S. Army, Korea. He is buried in Mallett Cemetery in New Boston.

Vietnam

Sgt. Charles Thomas Hensley. PFC. U.S. Army, Vietnam. He is buried in Mallett Cemetery in New Boston.

John Daniel McNabb. L CPT. U.S. Marine Corps, Vietnam. He is buried in Mallett Cemetery in New Boston.

David Joseph Morin. SP4 U.S. Army, Vietnam. He is buried in Mallett Cemetery in New Boston.

Kevin Girard O'Grady. U.S. Army, Vietnam. He is buried in Mallett Cemetery in New Boston.

New Boston Soldiers Killed in Action in Vietnam

Corporal Robert Dennis Lajko. HHC, 11th AVN BN, 1st CAV DIV, USARV, United States Army. His hometown of record is New Boston, Michigan. February 14, 1946-December 27, 1966. He was killed in action on December 27, 1966 in Binh Dinh Province, South Vietnam. He was awarded the Purple Heart Medal, Combat Infantry Badge, Jump Wings, Vietnam Service Medal with One Service Star, Vietnam Campaign Medal, and the National Defense Service Medal. He is buried in Michigan Memorial Park, Flat Rock.

SP4 Kenneth Edward Miller. C Co. 1ST BN, 52ND Infantry, 198 INF BDE, United States Army. New Boston is his home town of record. June 1, 1948-March 8 1969. He was killed in action on March 8, 1969 in Quang Tin, South Vietnam.

Veterans

David J. Boyer. 1937-1975. SN, U.S. Navy. He is buried in Mallett Cemetery in New Boston.
Daniel Charles Ensign. 1943-1999. U.S. Air Force. He is buried in Mallett Cemetery in New Boston.

Abraham Garcia. 1955-1977. Sergeant U.S. Army. He is buried in Mallett Cemetery in New Boston.

Stanislaw Korn. 1893-1925. U.S. Army. He is buried in Mallett Cemetery in New Boston.

Clayton L. Tomkiewicz. 1922-1988. Corporal, U.S. Army. He is buried in Mallett Cemetery in New Boston.

The Hosmers of Huron Township

Artemas and William S. Hosmer

The Hosmers of Huron Township, Michigan descended from a patriotic American family. At the beginning of the Revolutionary War, Abner Hosmer was one of the first to fall at the battle of Lexington and Concord, at the bridge near Lexington. His descendants Artemas and William Hosmer helped settle Huron Township.

Born in Concord, Massachusetts in 1788, Artemas Hosmer came to Michigan in July 1818, prospecting on the Huron River during the first land sales in October 1818. He claimed and improved a section, moving on to a farm in 1834, his family still occupying the farm in 1890. In 1819, Artemas Hosmer married Mary Dunn, the daughter of James Dunn who was born at Black Rock, New York in 1800. Their children were William S. along with four other boys and five girls.

Artemas Hosmer, lived in and kept a public house on the Army Trail that General William Hull had opened for the American Army. From 1819 to April 1834, Artemas Hosmer played an important role in opening the Limestone Quarry, the first quarry to ship stone and lime to Detroit, then the property of Mack & Sibley. Artemas Hosmer also furnished stone and lime for the Dearborn U.S. Arsenal in 1832 and a volunteer crew also took a boat load of lime to Detroit for the Sanitary Commission when cholera first appeared in Detroit in 1832. He worked as a contractor on the Maumee Turnpike in 1828, and on the Gratiot Road near Fort Gratiot in 1832. In 1827, he helped organize Monguagon Township and 1834 moved to Huron Township. In 1837 he participated in clearing the right of way for the Michigan Central Railroad

On April 5, 1832, Artemas Hosmer built and helped raise the first frame barn in Huron County, and forty of his pioneering friends along the Huron River from Flat Rock to Rawsonville helped in the barn raising.

Outside of farming, Artemas focused his considerable energies on opening up highways, building bridges, and establishing high quality district schools. He died in 1844, leaving a large family with his widow Mary, who counseled and advised them for the next 27 years until her death in 1871.¹²⁴

William S. Hosmer, one of the sons of Artemas and Mary, was born in Monguagon Township on October 1, 1822. He attended the district school, partly supported by the rent of the School Section 16. This rent was the first income of the primary school fund in Michigan Territory. In 1841, William taught his first district school and taught winter terms almost continuously until 1889. He actively promoted the social and educational development of Huron Township and helped to convince the Flint & Pere Marquette Railway to run its line through Wayne County.

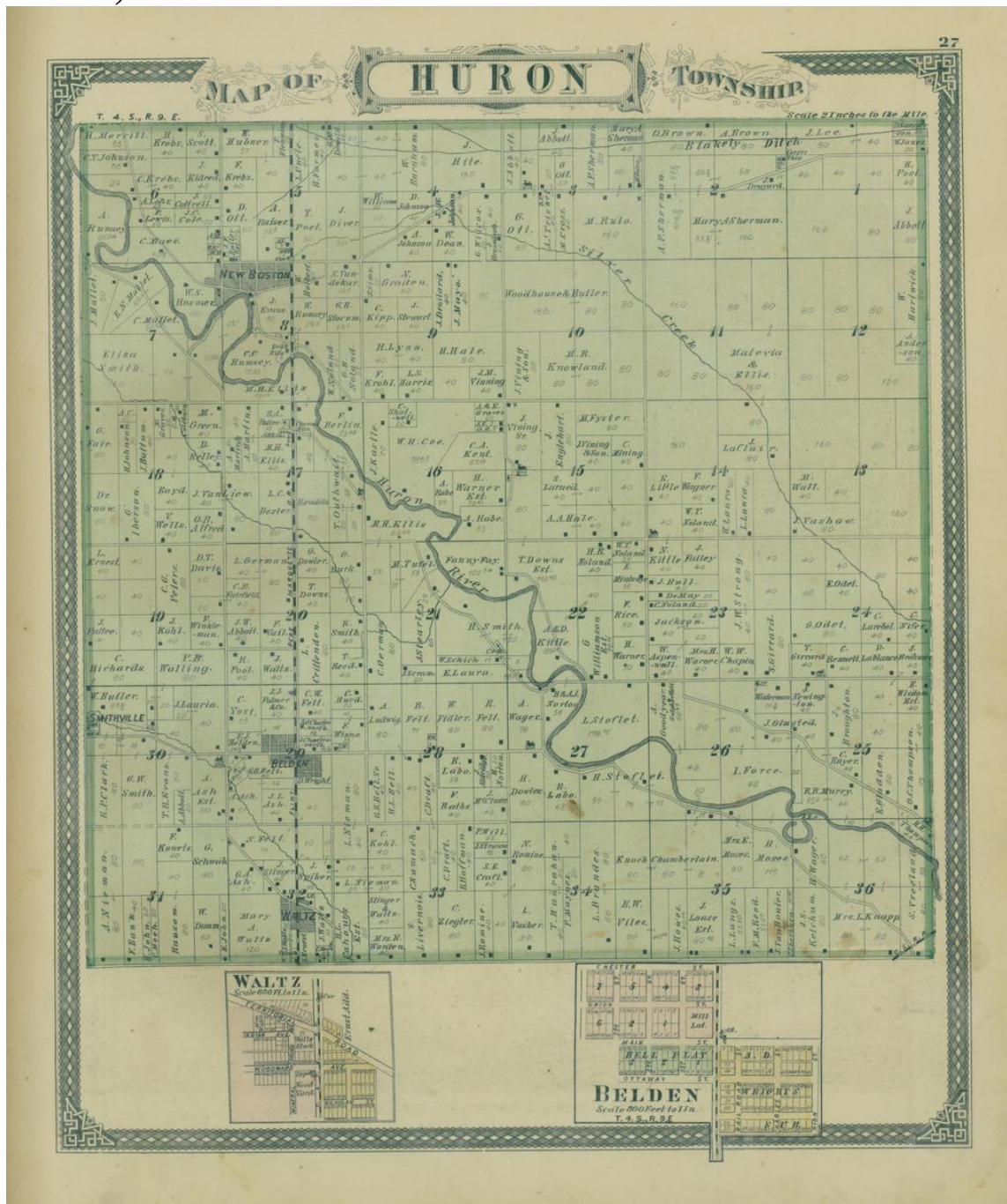
April 1844 brought important changes in William's life. He settled on his farm in Huron and in Romulus, Michigan he married Miss Helen Bloomer, the daughter of John Bloomer, who was

¹²⁴ [Artemas Hosmer](#)

born in Lyons, New York. The couple had six sons and two daughters. Their oldest son, Artemas Hosmer, enlisted in the 24th Michigan Infantry at age 17, and he died in 1868. ¹²⁵

¹²⁵ [Chronography of Notable Events in the History of the Northwest Territory and Wayne County. Wayne County Historical and Pioneer Society.](#)

Waltz, Willow- Belden



Illustrated Historical Atlas of the County of Wayne, Michigan. H. Belden & Co.; Charles Shober & Co. Chicago:Belden, 1876.

The Village of Waltz

Located on Swan Creek, the village of Waltz lies 13 miles southwest of Detroit and 14 miles north of Monroe. Joseph Waltz platted Waltz in 1872, and by 1876 the Flint & Pere Marquette Railway included it along its track route. *The Michigan State Gazetteer and Business Directory of 1877* listed businesses including a saw, stave, and cider mill, and a brick yard. Charcoal manufacturing and brick making were the chief industries and lumber, wood, and staves were shipped to outside markets. Lutheran and Methodist churches and English and German schools served the population of approximately 500 people. George B. Look was the postmaster in 1877.¹²⁷

Michigan State Gazetteer and Business Directory 1877

- F. Butler, Shoemaker
- J. Butler, Dealer in Furs
- W. Bunker, Justice of the Peace
- L. Cattail, Cabinet Maker
- Dean Hotel, G. Dean Proprietor
- J.D. Felt, Wagonmaker
- C.W. Gardner, Physician
- B. Look, Shoemaker and Notions
- J. Merrill, Blacksmith
- J. Siralist, General Store
- C. Sturke, Blacksmith
- B. Sutton, American Express Agent
- Tibbals & Wines, Stave Mill
- F. Vogler, Union Hotel
- J. Waltz, General Store
- J. Westervelt & Co., Sawmill¹²⁸

¹²⁷ [Michigan State Gazetteer and Business Directory 1877, Volume 3, R.L. Polk & Co. Tribune Building, Detroit.](#)

¹²⁸ [Michigan State Gazetteer and Business Directory 1877, Volume 3, R.L. Polk & Co. Tribune Building, Detroit.](#)

Waltz People

Proprietor of a hotel at Waltz, Ferdinand Vogler was born in Germany on June 19 1834. He came to America in 1852 and settled in Wayne County in 1866. On August 30, 1862, he enlisted in Company C, 9th Regiment of the Wisconsin Volunteer Infantry and mustered out at Little Rock, Arkansas on June 3, 1865. He was a member of Wallace Post, G.A.R. No. 95 at Flat Rock.

On December 1, 1868, Ferdinand married Sophia Wiedman and she died on March 13, 1887. Their children included Ferdinand, Emil, and Annie. He married his second wife Elizabeth Eckuf in 1887.

Other early settlers of Waltz included John Ash, Charles H. Baker, Charles Cook, M.V. Cook, John Smart, John Slinger, Jacob Slinger, Robert Sartman, Charles Shelden, Joseph Waltz, Martin Weaver, Rachel Warden, Adam Waltz, and Robert Zeigler.¹²⁹

Some Veterans in Waltz (Woodmere) Cemetery

Civil War

Sgt. John Nied. 1st Michigan Light Artillery. Civil War. He is buried in Waltz Cemetery.

Word War I

William H. Kamin. Michigan. PFC Camp Hospital 110. World War I. He is buried in Waltz Cemetery.

World War II

Donald E. Ankrum. Michigan. PFC 82nd Airborne Division, World War II. He is buried in Waltz Cemetery.

John Edward Bucholtz. U.S. Navy. World War II. He is buried in Waltz Cemetery.

Thomas James Curiston. T SGT U.S. Army, Air Corps, World War II. He is buried in Waltz Cemetery.

¹²⁹ [History of Detroit and Wayne County and Early Michigan By Silas Farmer 1894](#)

Herman Vernon Kamin. Michigan. PFC CO D, 825 Glider Infantry, World War II. BSM-PH. He is buried in Waltz Cemetery.

Darrel A. Miller. Ohio. PFC. U.S. Army, World War II. He is buried in Waltz Cemetery.

Lt. John H. Smith, World War II. He is buried in Waltz Cemetery.

Richard H. Yankey. S2, U.S. Navy, World War II. He is buried in Waltz Cemetery.

Urban Joseph Yankey. Corporal U.S. Marine Corps, World War II. He is buried in Waltz Cemetery.

Darrel A. Ziegler. PFC, U.S. Army, World War II. He is buried in Waltz Cemetery.

Vietnam

Dennis Urban Yankey. HM2, U.S. Navy. Vietnam. Silver Star and Purple Heart. He is buried in Waltz Cemetery.

Veterans

William W. Fellenberger. 1934-1977. PFC. U.S. Army. He is buried in Waltz Cemetery.

Lawrence B. Stoneburner. 1917-1986. He is buried in Waltz Cemetery.

The Village of Belden

The Michigan State Gazetteer of 1877 described Belden as a village in Huron Township thirty miles southwest of Detroit and a station on the Flint & Pere Marquette Railway with a population of 200 people. In his *History of Detroit and Wayne County and Early Michigan*, Silas Farmer wrote that in 1841, more than a decade before Belden became a village, Martin H. Ford, a local preacher organized a Sunday school class which grew into the Methodist-Episcopal Society. By 1868, parishioners had built and dedicated a church which they eventually relocated a mile and a half east of Belden.

Francis J. Belden platted the village of Belden in 1857 and soon the Flint & Pere Marquette Railway laid track through the village. In his book, *Michigan Place Names*, Walter Romig stated that Francis J. Belden platted and recorded the village of Belden in 1871 and it was assigned a post office on September 27, 1873.¹³⁰

Taking his information from post office records, Romig wrote in the Willow listing that it began as a station on the Pere Marquette Railroad, opened in 1872. Willow had a post office from July 13, 1892 to May 31, 1915.¹³¹

Bradstreet -Belden-1873

- George Ash.....Grocer.....E.....Not Recommended
- J.L. Ash.....General Store....DE....Not to be refused credit in all cases, but caution should be used in selling.
- Herman Brandes.....Grocer.....D.....Regarded fair and good for small lines.
- J.J. Huntley.....46.....Sold Out.
- Stevens & Whitaker....General Store and Stave Factory....CC.....Means sufficient for business; regarded safe for business requirements.
- Joseph Waltz.....Grocer.....DDD.....Regarded fair and good for small lines.¹³²

¹³⁰ [Walter Romig](#) *Michigan Place Names: The History of the Founding and the Naming of More Than Five Thousand Past and Present Michigan Communities* (Great Lakes Books Series) Wayne State University Press, 1986.

¹³¹ Walter Romig. [Michigan Place Names. The History of the Founding and the Naming of More Than Five Thousand Past and Present Michigan Communities](#) (Great Lakes Books Series) Wayne State University Press, 1986.

¹³² Bradstreet's reports of the state of Michigan. Volume 33. New York: Bradstreet Press, 1873

Michigan State Gazetteer and Business Directory - 1877

- Isaac Biddlecomb, Shoemaker
- J.J. Palmer, Sawmill
- Parkes & Belden, General Store
- Frederick Rote, Shoemaker
- Charles Sheldon, Sawmill
- John Smith, Hotel
- Stevens & Whitaker, General Store and Stave Manufacturer¹³³

Belden People

Thomas H. Parkes, a Belden merchant, was born in England on April 30, 1838 and came to America in 1859 and married Elizabeth J. Blackbourn in 1870. He operated as a photographer in his early business career, but then opened a mercantile business.

Other early settlers in Belden included Lyman Ash, William Bouker, George A. Curtiss, Henry Compo, Charles Compo, Chancy Hurd, Benjamin Lewis, A.J. Norton, James B. Palter, Ransom Richards, and George W. Smith.

¹³³ [Michigan State Gazetteer and Business Directory 1877. Volume 3, R.L. Polk & Company. Tribune Building, Detroit](#)

Willow Run Settlement

The Willow Run is a small tributary stream which empties into the Huron River near Bellville. In 1825, Samuel McMath bought a government land for a farm near there and with the help of his sons Archy and Fleming, built a log house for his wife and children. Born in January 1782 in Pennsylvania, Samuel served in the War of 1812, becoming a Colonel. He married Mary Fleming McMath and they had ten children.

John McMath, the youngest of the ten children, was born July 3, 1824, in Romulus, New York and his family moved to the farm near Bellville with his family. His father Samuel died of fever in 1826, before his family arrived in Michigan Territory in early 1827.

Noting that his memory of the southeast part of Washtenaw and the western portion of Wayne County, known formerly as the “Willow Run”, goes back to the year 1828, John McMath wrote, “I propose to give my personal recollections of that locality of its first settlers, and of some of the events which occurred there from that date on for about six years.” He recalled his early days on the farm near Bellville and he published his reminiscences about farming life on Willow Run in Volume 14, 1889 of *Michigan Pioneer and Historical Collections*.¹³⁴

Samuel and Archy and Fleming McMath had chosen the site for a large log house and barn and other small buildings on the east bank of the Willow Run. The log barn with sheds attached stood just across the old Territorial Road which ran east from the bank of Willow Run and led to Detroit. On the west a few yards from the log house and across another road running north and south lay the deep bank of the Willow Run. The village of Ypsilanti stood four and a half miles to the northwest and to the south lay the adjoining farm of Clement Loveder, who had arrived a year earlier with his wife from London, England.

An unbroken wilderness stretched to the west of the McMath log farmhouse and across the Willow Run and it remained unsettled and uninhabited for many years. This wilderness provided a home and hiding place for wolves, and wild hogs that roamed over the entire region in great numbers. After the completion of the Chicago Road, the old Territorial Road fell into disuse except by Indians who roamed over Huron Township when traveling to and from Detroit to

¹³⁴ [Michigan Pioneer and Historical Collections, Volume 14 Section: Annual Meeting](#)

collect their annuities from the government. In the fall, the Indians traveled down the old Territorial Road in bands numbering from 50-500 people, counting squaws, papposes and ponies, but not counting the dogs. They were usually quiet and orderly while they marching, stepping single file, each pony carrying an Indian woman, two or three Indian babies, and much camping gear.

John McMath recalled that the Indians often camped near their log house in the woods a little to the east, and when they had no liquor they were quiet and peaceful. "This seldom happened," he added, noting that the Indians had an easy time getting whiskey and it required a very small quantity of whiskey to create "a very large drunk among the noble red men." He said that when they were drinking whiskey, the Indians quarreled and fought and made the night hideous with their racket.

John especially remembered one time when the noise the Indians made signified a serious problem and his brother Samuel ran over to their camp to investigate. He discovered an Indian in one of the lodges pounding his old squaw over the head with the butt end of his musket. Samuel promptly tried to stop the Indian from beating his squaw and he pulled the Indian away from her rather roughly, thinking that he had come to her rescue.

The old squaw didn't agree. She quickly sprang up, grabbed a stout stick and began beating Samuel over his head and shoulders, ordering him in broken English accents to be gone and to mind his own business. John's brother Samuel left immediately, swearing to never again interfere with the domestic affairs of other people.¹³⁵

John McMath grew up to graduate from the University of Michigan in 1851. He served as Judge of Probate in Bay County from 1875-1879 and died on July 21, 1900 in Bay City, Michigan.

¹³⁵ [Michigan Pioneer and Historical Collections, Volume 14 Section: Annual Meeting](#)

PFC Joseph Daniel Jarrell, Willow. Vietnam War



Joseph Daniel Jarrell

Joseph Daniel Jarrell, Private First Class, H Co, 2nd BN, 4th Marines, 3rd MARDIV, United States Marine Corps. He was born on August 23, 1947 and his hometown of record is listed as Willow, Michigan. He was killed in action on February 14, 1966 in Quang Ngai, South Vietnam and he is buried in Jarrell Cemetery in Dunlow, West Virginia.

The City of Belleville

The Michigan State Gazetteer and Business Directory of 1877 described Belleville as a flourishing village in Van Buren Township in the western part of Wayne County with a population of 600 people. The village featured a daily stage line and a railroad point on the Michigan Central Railroad four miles north of the village.

Situated in fine farming country, the village also featured flour, lumber, staves, cider, and vinegar manufacturers. New buildings included a Baptist and Methodist Church, a school house and a new town hall. Samuel W. Campbell, postmaster presided over daily mail deliveries.

Belleville Businesses

Belleville.....Bradstreet - 1873

- Colonel G.H.D. Burroughs.....Goods & Groceries.....CCC.....Means sufficient for business; regarded safe for business requirements.
- S.W. and J.H. Campbell.....General Store.....CC.....Means sufficient for business; regarded safe for business requirements.
- Timothy M. Codey.....General Store & Stave Manufacturing.....BBCC.....Character, capacity, and standing good – good credit.
- Codey & Ainsely.....Stave Manufacturers.....BBCC....Character, capacity, and standing good – good credit.
- Colton, McMillian & Company.....Agricultural Implements.....DE.....Not to be refused credit in all cases, but caution should be used in selling.

- J.C. Demange.....Hotel....C.....Means sufficient for business; regarded safe for business requirements.
- Henry Fehlig.....Boots and Shoes.....CCDD.....In fair credit for moderate amounts.
- Fell & Sherman...Flour Mill.....B....Character, capacity, and standing good, very good credit.
- Daniel Forbes.....Physician.....AB.....Superior business character and ability and in excellent credit.
- Elias Forbes.....Physician.....CD..... 30.....In fair credit for moderate amounts. Rather slow pay.
- Charles M. Ford Ashery & Saw Mill.....DE.....Not to be refused credit in all cases, but caution should be used in selling.
- John Hope.....Boots & Shoes.....CCCDDD.....In fair credit for moderate amounts.
- John Hewett.....Hotel.....49.....Out of business.
- Charles Kline.....Harness.....DD.....Regarded fair and good for small lines.
- William H. Kuney.....Billiard Saloon.....DD.....Regarded fair and good for small lines.
- Henry Landon.....Hotel.....D.....Regarded fair and good for small lines.
- Miller & Smith.... Meat Market.....DE....Not to be refused in all cases, but caution should be used in selling..
- John Psler.....Blacksmith.....DE.....Not to be refused in all cases, but caution should be used in selling.
- Auren Royce.....Wagon Maker.....DDD.....Regarded fair and good for small lines.
- Erastus R. Royce.....Wagon Maker.....CD.....In fair credit for moderate amounts.
- Wallace W. Sands.....Hardware.....DE.....Not to be refused in all cases, but caution should be used in selling.
- D. Spencer.....Cigar Manufacturer.....DE.....Not to be refused in all cases, but caution should be used in selling.
- Spencer & Westfall.....Cigar Manufacturers.....58.....Dissolved.
- William Sterling.....Grocer.....CD.....In fair credit for moderate amounts.
- James Stewart.....Lumber.....CD..... 30.....In fair credit for moderate amounts....Rather slow pay.
- B. F. Thomas.....Furniture and Undertaker.....DE.....Not to be refused in all cases, but caution should be used in selling.
- E.R. Thornton.....Physician.....CD.....In fair credit for moderate amounts.
- C.M. Westfall.....Cigar Maker.....DE.....Not to be refused in all cases, but caution should be used in selling.
- John Whittaker.....Grocer and Saloon.....CD.....In fair credit for moderate amounts.
- H.H. Wright.....Meat.....46.....Sold Out.
- Mrs. H.H. Wright.....MillinerD.....Regarded fair and good for small lines.¹³⁶

¹³⁶ Bradstreet's reports of the state of Michigan. Volume 33. New York: Bradstreet Press, 1873. Belleville.

Michigan State Gazetteer and Business Directory -1877

- Robert Burris.....Potash Maker
- Samuel W. Burroughs....General Store
- James T. Campbell.....General Store
- Reverend William J. Clack. Methodist
- Timothy M. Codey....General Store
- Codey & Clark. T.M. Codey, John W. Clark, stave, lumber and barrel manufacturers
- A.W. Day....Dentist
- Joseph C. Deillockt.....Groceries, Provisions and Proprietor, Belleville House
- Henry Fehlig, Boots and Shoes
- Daniel Forbes..... Physician
- Elias Forbes.....Physician
- Charles Glein....Harness Maker
- William A. Haak.....Barber and Insurance Agent
- Haskins & Sherman – Lucius Haskins, Jerome Sherman – Flour Mill
- John Hope, Shoemaker
- Richard Hope...Drover
- Will H. Kline....Cider and Cigar Manufacturer. Boiled Cider, a Specialty.
- Joseph Leroy....Wagonmaker
- John P.P. Lyons, Painter
- William H. Martin, Physician
- Morgan & Russell. Charles Morgan, George Russell, meat market.
- John Osier, Blacksmith.
- John Percy, Blacksmith
- Jesse Randolph, Billiard Saloon
- Erastus R. Roys, Wagonmaker
- Reuben Savage, Blacksmith
- Oliver Sittleton, Carpenter
- Andrew J. Smith, Carpenter
- Reverend A. Snyder, Baptist Minister
- William Stevens, Hardware
- Ephraim R. Thornton, Physician
- William E. Warner, Justice of the Peace and Flour and Saw Mill
- Spencer D. Westfall, Cigar Manufacturer
- John Whitacre, Grocer
- Henry H. Wright, Meat Market
- Mrs. Henry H. Wright, Millinery¹³⁷

¹³⁷ Michigan State Gazetteer and Business Directory 1877, Volume 3. R.L. Polk & Co. Tribune Building, Detroit.
Michigan State Gazetteer and Business Directory 1877, Volume 3. R.L. Polk & Co. Tribune Building, Detroit.

1854. Stray Colt. Strayed from the subscriber in April last, a light bay mare colt, two years old – a few white hairs in the forehead, nearest the left eye; square trotter -, a liberal reward will be given for her return, or information where she may be found. John Spence, Bellville, Wayne County, Michigan, July 1, 1854.

[Michigan Farmer, 1854. Stray Colt](#)

Michigan State Gazetteer, 1897.

MARTINSVILLE. Population, 150. In Sumpter Township, Wayne County, 28 miles southwest of Detroit, and five from Belleville, on the Wabash R. R., its usual shipping point. It is on the daily mail route from Belleville, five miles north, to West Sumpter, 4 miles southwest Has two churches, Wesleyan and Free Methodist. Bank at Ypsilanti.

A. V. Jones, postmaster.

Reverend J.F. Danner, Wesleyan Methodist

Charles G. Gay, Justice of peace.

James B. Gould, blacksmith.

Arthur V.Jones, Grocer and Insurances

C. Squires Manzer, shoemaker.

George W. Manser, carpenter.

Oliver W. Miller, general store.

John R. Moon, constable

James S.Randall , carriages. 1867-1931. He is buried in Martinsville Cemetery, Belleville.

Saron B. Rounsifer, saw and sorghum mill

Reuben W. Sanford, carpenter.

Albert Spenee , news depot.

George F. Spenee, meat market.

Belleville People

Job Burnap. Farmer and postmaster. He is buried in Martinsville Cemetery, Belleville.

Claude Edwin Coleman. Blacksmith. He is buried in Hillside Cemetery, Belleville.

George Coleman. Livery stable, insurance. He is buried in Hillside Cemetery, Belleville.

Charles Edward Collins. Ford Worker. He is buried in Otisville Cemetery, Belleville.

George Day. 19th Century Picture. He is buried in Martinsville Cemetery, Belleville.

Anthony Brady Delahant, Jr. Owner and operator of Delahant's in Ann Arbor and Mannings in Belleville. He is buried in Hillside Cemetery, Belleville.

Robert Webb Doane. Official Belleville Historian. He is buried in Hillside Cemetery, Belleville.

Jere E. Dolph. Board of Education for Van Buren Township Public Schools, Van Buren Township Board of Directors. He is buried in Hillside Cemetery, Belleville.

Lavina Doph. 13-year-old Lavina died of what was described as "Brain Fever," a 19th century term which could have been several diseases, including scarlet fever, meningitis, and typhus. She is buried in Martinsville Cemetery, Belleville.

Mary Faye Gilbert DuBois. A well -dressed woman of the early 20th Century. She is buried in Martinsville Cemetery, Belleville.

Paulina Wiggins Wilcox Durrell. Mayflower Descendant. She is buried in Otisville Cemetery, Belleville.

Lester Roy Farr and Florence I. Farr. Vintage Wedding photo. They are buried in Martinsville Cemetery, Belleville.

John and Jennie Fish. The Saline Michigan Observer dated Thursday, August 28, 1890 reported that John and Jennie Fish lost three of their sons in a diphtheria epidemic. Charlie B., 6, died on August 12, 1890; Frank L. age 8, died on August 17, 1890; and Harold E., 13, died on August 18, 1890, , They are buried in Martinsville Cemetery, Belleville.

Charlie William Gage, Jr. Lt. Van Buren County Fire Department. Fire Inspector, Coach. He is buried in Hillside Cemetery, Belleville.

Reverend John Goff and Annis Goff. Pioneer minister and his wife. They are buried in Otisville Cemetery, Belleville. Mary Goff was his second wife.

Duane Isaac "Pat" Greathouse. Union Organizer – UAW. Interim Van Buren County Supervisor. He is buried in Hillside Cemetery, Belleville.

Lillie Hennels, (Zoa Lillie King Hennels) and three infant children. Lillie Hennels lived in Sumpter, Michigan, from July, 1880-December, 1902. The 1900 United States Federal Census recorded that Lillie, 19, had been married to William Hennels, 29, for three years. She had given birth to two children, with their daughter, two month old Mary, surviving. William's 58-year-old father John lived with them as well. John and William had immigrated from England. Lillie died in childbirth on December 2, 1902 of a weak heart and ruptured blood vessel. It appears her three infant children died as well. Lillie, William, and their three daughters are buried in Martinsville Cemetery, Belleville.

Arthur W. Hill. Van Buren Township School Board, Kiwanis Club. He is buried in Hillside Cemetery, Belleville.

Rick Alan Lapensee. Paramedic, ambulance driver, fire fighter. He is buried in Hillside Cemetery, Belleville.

Norman Miller. Radio Pioneer. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Jerry Foster Philpot II. Detroit Police officer killed in the line of duty. He is buried in Hillside Cemetery, Belleville.

Samuel Henry Robbe. Belleville Pioneer. He is buried in Hillside Cemetery, Belleville.

Reverend William Roberts. Pioneer Minister. He is buried in Hillside Cemetery, Belleville.

William Obed Savage. Pioneer Farmer. He is buried in Otisville Cemetery, Belleville.

Robert Louis Sherley. Citizen, Worker, Soldier. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Oscar Francis Westfall. Proprietor of Belleville Hotel, 1880s. He is buried in Hillside Cemetery, Belleville.

Some Veterans in Belleville Cemeteries



Hillside Cemetery, Belleville, Michigan.



Otisville Cemetery, Belleville, Michigan



Martinsville Cemetery, Belleville, Michigan



Metropolitan Memorial Park Cemetery, Belleville, Michigan

War of 1812

Diamond Perry Pearl. War of 1812. On August 8, 1812 he enlisted in Captain H. Hale's Company and Ryerson's Regiment, Massachusetts. He is buried in Martinsville Cemetery, Belleville.

Peter Riggs. War of 1812. Battle of Lundy's Lane. He is buried in Hillside Cemetery, Belleville, Michigan.

Civil War

Maynard Daniel Babcock. Co. K. 65 New York Infantry. Civil War. He is buried in Martinsville Cemetery, Belleville, Michigan.

Henry W. Brown. Co. C 70th New York Infantry. Civil War. He is buried in Hillside Cemetery, Belleville, Michigan.

Jasper Burt. Co. F. 24th Michigan Infantry. Civil War. He is buried in Otisville Cemetery, Belleville.

Norman F. Colburn. Co. C. 27th Michigan Infantry, Civil War. He is buried in Martinsville Cemetery, Belleville.

Salem K. Cole. Ohio. Company Battery C, 1st Light Artillery Regiment. Promoted to Full Corporal on May 1, 1865. Civil War. He is buried in Hillside Cemetery, Belleville, Michigan.

James M. Crouch. Civil War. He is buried in Hillside Cemetery, Belleville.

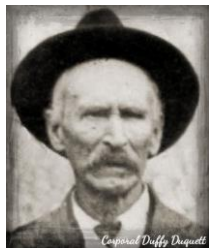
Cornall W. Crysler. Company B, Michigan 20th Infantry Regiment. Civil War. Killed December 2, 1862 at Falmouth, Virginia. He is buried at Falmouth, Virginia and he has a memorial in Hillside Cemetery, Belleville, Michigan.

James L. Crysler. Corporal Company F., 3rd New York Artillery. Civil War. Buried at Newbern, North Carolina and he has a memorial in Hillside Cemetery, Belleville, Michigan.

Marcus W. Crysler. Michigan. Company B, 20th Infantry Regiment. Civil War. Survived the war. Mustered out on March 10, 1865 in Detroit. He is buried in Hillside Cemetery, Belleville.

Charles Daugherty. Civil War. GAR marker. He is buried in Otisville Cemetery.

Corporal Theophile A. "Duffy" Duquette.



Corporal Theophile A. "Duffy" Duquette. Company E., 15th Infantry Regiment. Michigan. Civil War. He is buried in Hillside Cemetery, Belleville.

David Farr. Co. E. 10th New York Heavy Artillery Regiment. Civil War. He is buried in Martinsville Cemetery, Belleville.

Moses Green. Co. B. 14th Infantry Regiment. Michigan. Civil War. He is buried in Hillside Cemetery, Belleville.

William W. Guest. Co. C. 75th New York Infantry. Civil War. He is buried in Hillside Cemetery, Belleville.

Howard B. Hayner. Co. B. 1st Michigan Cavalry. Civil War. He is buried in Hillside Cemetery, Belleville.

Merritt Bartholomew Heath. Co. D. 24th Michigan Infantry Regiment. Prisoner at Gettysburg. Wounded at Laurel Hill. He is buried in Otisville Cemetery, Belleville.

Philander W. Hodgeman. Co. G. 20th Regiment Michigan Infantry. Civil War. He is buried in Martinsville Cemetery, Belleville.

James Johnson. Co. F. Michigan 1st Infantry Regiment, Civil War. He is buried in Martinsville Cemetery, Belleville.

Vincent King. Born in Quebec, Canada in 1825. Enlisted in Company E, Michigan 7th Cavalry Regiment on Jan 23, 1863. Mustered out on February 27, 1864 at Grand Rapids, MI, dying in a military hospital there. Civil War. He is buried in Martinsville Cemetery, Belleville.

Nicholas Dow Kittle. Company F, Michigan 6th Infantry Regiment. Civil War. He is buried in Hillside Cemetery, Belleville.

Steven Lewis. 7th Michigan Cavalry, Co. C. Civil War. He is buried in Hillside Cemetery, Belleville.

Charles Martin. Company G. 24th Michigan Infantry. He is buried in Martinsville Cemetery, Belleville.

Fernando W. Moon. 24th Michigan Infantry, Co. D. Civil War. He is buried in Hillside Cemetery, Belleville.

George H. Person. Co. F. 1st Michigan Infantry. Civil War. He is buried in Hillside Cemetery, Belleville.

Nelson Porritt. 2nd Michigan Infantry Regiment. Civil War. He is buried in Martinsville Cemetery, Belleville.

Corporal John Post. Co. H. 6th Michigan Cavalry. Civil War. He is buried in Hillside Cemetery, Belleville.

Willard Ranney. Co. C. 23rd Michigan Infantry. Civil War. He is buried in Otisville Cemetery, Belleville.

William E. Ranney. Co. C. 23rd Michigan Infantry. Civil War. He is buried in Otisville Cemetery, Belleville.

Pvt. John Renton. Co. D. 24th Michigan Infantry. Civil War. Wounded at Gettysburg. He is buried in Hillside Cemetery, Belleville.

Sgt. Polydore Milton Reynolds. Company M, Michigan 5th Cavalry Regiment. Civil War. He is buried in Hillside Cemetery, Belleville.

Seth G. Runyan. Co. I, 11th Michigan Infantry. Civil War. He is buried in Otisville Cemetery, Belleville.

William Wallace Sands. Pvt. Co. D., 24th Michigan Infantry. Civil War. He is buried in Hillside Cemetery, Belleville.

John L. Secord. Co. H, 5th Michigan Cavalry. Civil War. He is buried in Martinsville Cemetery, Belleville.

Willis Sheldon. Private, 10th Michigan Infantry Regiment. Civil War. He is buried in Martinsville Cemetery, Belleville.

Joseph L. Sherman. Co. F. 6th Michigan Heavy Artillery Regiment. Civil War. He is buried in Martinsville Cemetery, Belleville.

Thomas M. Sherman. Co. F. 6th Michigan Heavy Artillery Regiment. Civil War. He is buried in Martinsville Cemetery, Belleville.

Benjamin H. Smith, 64th New York Infantry. Civil War. He is buried in Otisville Cemetery, Belleville.

George Finley Spence. Co. K, 30th Michigan Infantry. Civil War. He is buried in Martinsville Cemetery, Belleville.

Solomon Spink. Co. E. Michigan 1st Light Artillery Battery. Civil War. He is buried in Martinsville Cemetery, Belleville.

John Steele, Sr. Company H. 24th Michigan Infantry. Civil War. He is buried in Hillside Cemetery, Belleville.

Alfred Stevenson. Co. A. Michigan 9th Infantry Regiment. He is buried in Hillside Cemetery, Belleville.

John Sutter. Co. K. 1st Michigan Cavalry. He is buried in Hillside Cemetery, Belleville.

John Henry Terry. Co. G, 24th Michigan Infantry. He was wounded at Petersburg, Virginia on June 29, 1864, and discharged at Alexandria, Virginia on November 15, 1864. He is buried at Martinsville Cemetery, Belleville.

Franklin Van Schoick. Company F, 24th Michigan Infantry Regiment. Civil War. He is buried in Hillside Cemetery, Belleville.

John H. Waltz. Co. B., 3rd Michigan Cavalry. Civil War. He is buried in Martinsville Cemetery, Belleville.

Joel Williams. Co. K 105th Ohio Infantry.
He is buried in Martinsville Cemetery,
Belleville.

James H. Woodruff. Company B, 3
Michigan Cavalry Regiment. He is buried in
Martinsville Cemetery, Belleville.

Spanish American War

George William Brown. 33rd Michigan Volunteers, Co. G. He is buried in Hillside Cemetery,
Belleville, Michigan.

World War I

Daniel Alecuk. Michigan. Pfc. 310. AUX
RMC DEP QMC, World War I. He is
buried in Hillside Cemetery, Belleville.

Edgar Samuel Busch. Commander, U.S.
Coast Guard, World War I. He is buried in
Hillside Cemetery, Belleville.

Fred Ashby. Michigan. PFC. Co. C, 310
Engineers. World War I. He is buried in
Hillside Cemetery, Belleville.

Clarence Dudley Carnahan. Corporal U.S.
Marine Corps, World War I. He is buried in
Hillside Cemetery, Belleville.

Walter Aucustiniac. Wisconsin. Pvt. 2
Development BN, World War I. He is
buried in Martinsville Cemetery, Belleville.

Robert George Clark. Pennsylvania. PPO
Co. F 53 Pioneer Infantry, World War I. He
is buried in Otisville Cemetery, Belleville.

Jesse Barner. Alabama. Corporal Co. C. 421
RES LABOR BN, World War I. He is
buried in Martinsville Cemetery, Belleville.

Harold C. Cullin. Pvt. U.S. Army, World
War I. He is buried in Hillside Cemetery,
Belleville.

Earl Berry. Kentucky. Pvt. U.S. Army,
World War I. He is buried in Hillside
Cemetery, Belleville.

John Demski. Michigan. Pvt. Battery E, 79th
Field Artillery, World War I. He is buried
in Hillside Cemetery, Belleville.

Paul B. Blomgren. Michigan. USNRF.
World War I. He is buried in Hillside
Cemetery, Belleville.

Walter Clark Folley. Michigan. SFC 425
Telegraph BN, World War I. He is buried in
Hillside Cemetery, Belleville.

Walter Randolph Bradshaw. Pvt. U.S.
Army, World War I. He is buried in Hillside
Cemetery, Belleville.

Jay Bowen Foutch. Michigan. ENG2, U.S.
Navy, World War I. He is buried in Hillside
Cemetery, Belleville.

Paul Gimson. Iowa. Pvt. Co. A. 384 Infantry, World War I. He is buried in Hillside Cemetery, Belleville.

Joseph B. Goldsmith. Corporal U.S. Army, World War I. He is buried in Hillside Cemetery, Belleville.

Earl L. Haefner. Michigan. Pvt. 310 Supply TN 85th Division, World War I. He is buried in Hillside Cemetery, Belleville.

John B. Halcomb. Pvt. U.S. Army, World War I. He is buried in Hillside Cemetery, Belleville.

Thomas S. Hendershot. Michigan. Pvt. Co.A., 16th Infantry. World War I. He is buried in Hillside Cemetery, Belleville.

John Hentik. Michigan. Pvt. 305th Machine Gun Battalion, 77th Division, World War I. He is buried in Hillside Cemetery, Belleville.

Sylvester J. Kick. New York. Sergeant. 153 Depot Brigade, World War I. He is buried in Hillside Cemetery, Belleville.

Jacob Edwin Lincoln. World War I. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Vernon W. Lough. Pvt. U.S. Army, World War I. He is buried in Hillside Cemetery, Belleville.

Devere Leon McNinch. Sgt. U.S. Army, World War I. He is buried in Hillside Cemetery, Belleville.

Governor Pearson. PFC. U.S. Army, World War I. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Jacob Hugh Phillips. Michigan. PTR2. USNRF, World War I. He is buried in Hillside Cemetery, Belleville.

William Jennings Phillips. Michigan. A5, U.S. Navy, World War I. He is buried in Hillside Cemetery, Belleville.

John C. Price. Michigan. Corporal, 102 BN MP, CO. World War I. He is buried in Hillside, Cemetery. Belleville.

Darryl Henry Raymond, Sr. Sergeant Major, U.S. Army, World War I. He is buried in Hillside, Cemetery, Belleville.

Elmer George Reyle. Ohio. Corp. Co. C HQ BN GHQ ASC World War I. He is buried in Hillside Cemetery, Belleville.

Eugene Edward Riscic. Michigan. Seaman 2nd Class, U.S. Navy. World War I. He is buried in Hillside Cemetery, Belleville.

Jerry A. Ryzner. Corporal U.S. Army, World War I. He is buried in Hillside Cemetery, Belleville.

Henry Clay Sager, Indiana. CY, U.S. Navy, World War I. He is buried in Hillside Cemetery, Belleville.

George C. Savage. Michigan. Sea. U.S. Navy, World War I. He is buried in Hillside Cemetery, Belleville.

George J. Schultz. Michigan. Corporal, Co. A, 125th Infantry, World War I. He is buried in Hillside Cemetery, Belleville.

James W. Small. Michigan. Ensign, USNRF, World War I. He is buried in Hillside Cemetery, Belleville.

Guy L. Smith, Michigan. Co. B. 310 Field & G BN, World War I. He is buried in Hillside Cemetery, Belleville.

Alex M. Smrcka. Michigan. Chauffeur Air Service, World War I. He is buried in Hillside Cemetery, Belleville.

John Tober. U.S. Army, World War I. He is buried in Hillside Cemetery, Belleville.

John Turtle. Highland Light Infantry, 1914-1918. He is buried in Hillside Cemetery, Belleville.

Dayton Charles Vealey. SFC U.S. Army, World War I. He is buried in Hillside Cemetery, Belleville.

Earl Morris Ward. Michigan. Pvt. 38th Infantry, 3rd Div. He is buried in Hillside Cemetery Belleville.

William F. Warncke. Michigan. 4 Co. Coast Artillery, World War I. He is buried in Hillside Cemetery, Belleville.

Frank Charles Webber. WAGR U.S. Army. World War I. He is buried in Hillside Cemetery, Belleville.

Joseph L. Woloszynski. CPL. Co. I 3rd ENG TNG Infantry, World War I. He is buried in Hillside Cemetery, Belleville.

World War II

George Aimone. MM2, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Cosmio John Angelo. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Robert Keith Archer. 1st Lieutenant U.S. Army Air Forces, World War II. He is buried in Hillside Cemetery, Belleville.

Harold A. Arndt. S1, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Joe T. Baker. Tech 5, U.S. Army, World War II. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Manley J. Baldwin. GM3, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Joseph Jesse Ball, Sr. Pvt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Louis W. Barnes, Sr. SN U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Thomas Dee Barnes. Pvt. U.S. Army, World War I and World War II. He is buried in Hillside Cemetery, Belleville.

John Charles Bevard. Pvt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Joseph Clarence Bevard. Pvt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Stonewall Bland. Staff Sergeant, U.S. Army World War II. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Dewey Joseph Bolay. Sgt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Francis L. Boze. Tech 4 U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Robert J. Breazeale. S1 U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Delbert W. Breedlove. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Clinton E. Brown, Sr. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Louis Brown. PFC. U.S. Army, World War II. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Jack L. Burcroff. PFC, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Ernest H. Burns, PFC. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Thomas C. Carpenter, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Floyd Ray Chamberlin. Signalman 3rd Class, United States Navy. He was lost at sea in the

North Atlantic area on October 13, 1942. He has a monument in Hillside Cemetery, Belleville.

James Ciresi, Jr. Ohio. Pvt. 301 Bomb CP AC. World War II. He is buried in Hillside Cemetery, Belleville.

Harwin O. Clayton, PFC. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Henry Homer Clayton. Sergeant, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

William R. Clevenger, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Albert B. Cole. Staff Sergeant, U.S. Army Air Corps, World War II. He is buried in Hillside Cemetery, Belleville.

Charles R. Cook. S1, U.S. Navy, World War II. Purple Heart. He is buried in Hillside Cemetery, Belleville.

Raymond P. Coron. PFC. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

John Edward Crampton. S1 U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Frederick D. Crysler. SM2, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Charles A. Curtis. Michigan. MOMM3 U.S. N.R. World War II. He is buried in Hillside Cemetery, Belleville.

R.C. Dalton, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Thomas W. Dalton. PFC. U.S Army, World War II. He is buried in Hillside Cemetery, Belleville.

Deryl F. DeBilzan. Tech. 5, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Anthony Brady Delahant, Jr. U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Irving S. Dobis. Y2, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Hazen A. Dodd. Tech 5, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

William Frank Dolentz. Tech 3, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Charles Gordon Dorin. U.S. Army Air Forces, World War II. He is buried in Hillside Cemetery, Belleville.

Monroe A. Duffie. Staff Sergeant, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Edward J. Ellward. Corporal, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Fred A. Estermyer. Sgt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Charlie Ewing. Private, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

John Henry Faunce. 1st Lt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Ernest H. Fensch. Pvt., U.S Army, World War II. He is buried in Hillside Cemetery, Belleville.

Samuel C. Ferrara. Pvt. U.S. Army Air Forces, World War II. He is buried in Hillside Cemetery, Belleville.

Howard K. Florian. PFC U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

George G. Gallop, Sr. U.S. Coast Guard, World War II. He is buried in Hillside Cemetery, Belleville.

Henry Harry Gasidlo. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

James R. Gearns, PFC. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Peter Frank Frisch. Corporal, U.S. Marine Corps, World War II. He is buried in Hillside Cemetery, Belleville.

William A. Gilbert. Michigan. Pvt. 1609 Service Unit, World War II. He is buried in Hillside Cemetery, Belleville.

John N. Gilliam, Jr. Michigan. Tech 4, U.S Army. World War II, PH. He is buried in Hillside Cemetery, Belleville.

Robert P. Gonczy, Sr. U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Ervin E. Gonyaw. U.S. Army Air Corps, World War II. He is buried in Hillside Cemetery, Belleville.

George W. Green, Sr. S3, U.S. Navy, World War II. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Philip Grodi. CM1 U.S. Navy, Pennsylvania. World War II. He is buried in Hillside Cemetery, Belleville.

Clyde M. Guthrie. 331st Infantry Regiment, 83rd Infantry Division, U.S. Army, World War II. Purple Heart. He died on April 4, 1945 in Deville, France and he is buried in Ardennes American Cemetery. He has a memorial in Hillside Cemetery, Belleville.

Marvin Halcomb. Pvt. U.S. Army Air Corps World War II. He is buried in Hillside Cemetery, Belleville.

Lester Hall. S1, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Kenneth F. Harden. Corporal, U.S. Marine Corps, World War II. He is buried in Hillside Cemetery, Belleville.

Lloyd E. Harden. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Albert Edward Harp. EM2, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Albert R. Harris. SF1 U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Eber P. Heath, Jr. Pvt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

William R. Heikes, Jr. SM 1, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Melvin W. Hengen. Sgt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Henry H. Herkimer. Pvt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Arthur W. Hill. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Frank Hillman. Michigan. PFC Mtr. Machine. Gun Co. TIS, World War I and World War II. He is buried in Hillside Cemetery, Belleville.

Cecil L. Hovis. Pvt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Norman J. Hynes. Corporal, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Frank Johns. PFC U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Amos Johnson, Sr. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Herbert Keith Johnson, Pvt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Thomas Johnson. PFC. U.S. Army, World War II. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Verlie Eugene Johnson. Sea. U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Wayne J. Keelan. Sgt. U.S. Army, World War II. He is buried in Hillside Cemetery Belleville.

Joseph Blair Kerns. F1, U.S. Navy. World War II. He is buried in Otisville Cemetery, Belleville.

Norman C. Kiefer. 1st Lieutenant, U.S. Army Air Forces, World War II. DFC & OLC. Air Medal and 3 OLC. He is buried in Hillside Cemetery, Belleville.

Stephen W. Klepatz. Connecticut. TECH4 QM RES, World War II. He is buried in Hillside Cemetery, Belleville.

Walter J. Koss. S1 U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Peter Michael Kress. U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Arthur W. Krohn, Pfc. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Edward LaBurda. PFC. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Frederick LaBurda. Michigan. Pvt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Frank Wesley Landstrom. PFC. U.S. Army, World War II. He is buried in Otisville Cemetery, Belleville.

John R. Laurie. Tech 4 U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

James Walter Lawson. Pvt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Richard Dean Leach. U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Elmer D. Leonard. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Frank Lewandowski, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Carl J. Loshinskie, U.S. Army, World War II. He is buried in Martinsville Cemetery, Belleville.

James G. Lucas. PFC U.S. Army, Word War II. He is buried in Hillside Cemetery, Belleville.

Warren I. Lucas. West Virginia. Pvt. Co. B 28th Inf. Tng BN, World War II. He is buried in Hillside Cemetery, Belleville.

Lt. Donald G. MacDonald. U.S. Army Air Force, World War II. He is buried in Hillside Cemetery, Belleville.

Merrit J. Markley Jr. Michigan. Tech5 414 Infantry Regiment, World War II. BSM.

Clark E. Mason. Tech 5, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Frank D. Maton. M Sergeant U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Walter E. McClarren. Pvt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Indenmon Benjamin McWhirter. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Gerald C. Merritt. Tech 5, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Donald Joseph Meyer. U.S. Army Air Corps, World War II. He is buried in Hillside Cemetery, Belleville.

Casmer Micheniewicz. PFC. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Harold John Miller. Michigan. Captain. U.S. Army Air Forces, World War I and World War II. He is buried in Hillside Cemetery, Belleville.

Lewis A. Mills. ABM3, U.S. Navy., World War II. He is buried in Hillside Cemetery, Belleville.

Arthur C. Monks. Staff Sergeant U.S. Army Air Forces, World War II. He is buried in Hillside Cemetery, Belleville.

Astor Elvin Mull. Pvt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Ira Mullins. S1, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Frederick C. Mumford. Michigan. Pvt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Walter K. Murphy, SK3, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Grant B. Oelke. Staff Sergeant U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Arthur Carl Parker. PFC. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Pasquale Michael "Mike" Pellecchia. U.S. Army. World War II. He is buried in Hillside Cemetery, Belleville.

Matt W. Peterson. Tech 5, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Leonard L. Pichan. Tech 5, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Richard C. Pinette. PFC. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Charles A. Pitcher. Pvt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Roger Ira Plonte. Tech 4, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Julius T. Potts. Michigan. Pvt. 4 Service Command, World War II. He is buried in Hillside Cemetery, Belleville.

James A. Price. S1, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Lt. Colonel Emerson W. Riggs. U.S. Army, U.S. Air Force and U.S. Air Force Reserve.

World War II. He is buried in Hillside Cemetery, Belleville.

Carl S. Roberts. Tech 5. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Chester A. Roberts. Georgia. Pvt. Co. E. 143 U.S. Infantry, World War II. BSM. He is buried in Hillside Cemetery, Belleville.

George W. Robinson Virginia. Pvt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Thomas L. Roderick. S1 U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Albert E. Rothwell, Michigan. S Sgt. U.S. Air Force, World War II He is buried in Hillside Cemetery, Belleville

George H. Rupnow. Corporal, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

2nd Lt. Sanford Oscar Schulert. Army Air Corps, World War II. He is buried in Hillside Cemetery, Belleville.

Erwin Schwartz, PFC. U.S. Marine Corps, World War II. He is buried in Hillside Cemetery, Belleville.

Joseph E. Selby. F2, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Raleigh Marvin Sexton. PFC. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Robert Louis Sherley. Corporal U.S. Army, World War II. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Charles L. Shoemaker. Tech 5, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Stanley M. Silvenis. Corporal, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Henry Sipracki. Sgt. U.S. Army, World War II. Purple Heart. He is buried in Hillside Cemetery, Belleville.

Hubert Sizemore. PFC. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

John L. Smith, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Stanley J. Soja. Corporal, U.S. Army Air Forces, World War II. He is buried in Hillside Cemetery, Belleville.

Russell Wilmer Squelch. AVN Cadet, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Homer Charles Squires. Tech. 5, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Roy E. Stabnau. Air Force Pilot. World War II. He is buried in Hillside Cemetery, Belleville.

Weldon Stewart. U.S. Army, World War II. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

George B. Stowe. PFC U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Stephen J. Strimpel. PFC U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Louis Szabo. S1, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Joseph Steve Szuch. Pvt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Doyle Elmer Tarwater. Michigan. Corporal. 21 Fighter GP AAF. World War II. He is buried in Hillside Cemetery, Belleville.

Earl J. Taylor. F2, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Wayne Harold Taylor. S2, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Thierry K. Tedford. Michigan. Tech 4, 306th Infantry, World War II. BSM & OLC PH. He is buried in Hillside Cemetery, Belleville.

Stewart Blair Temple. ME1 U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Robert W. Thomas. Sergeant, U.S. Army, World War II. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Robert J. Thompson. Illinois. Major U. S. Marine Corps Reserve, World War II. He is buried in Hillside Cemetery, Belleville.

Donald L. Thurston. 1st Lieutenant, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Peter O. Tkachuk. PL Sergeant, U.S. Marine Corps, World War II. He is buried in Hillside Cemetery, Belleville.

Willie J. Todd. Pvt. U.S. Army, World War II. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Leo Turney. Sgt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Richard L. Underwood. Michigan. SP3, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Gerald W. Vandecar. Michigan. Staff Sergeant, 583 ENGR CONSTR GP AAF, World War II. He is buried in Hillside Cemetery, Belleville.

Louis S. Varga. Tech. 4 U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Paul D. Volgyes. F1, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Donald E. Wall. Michigan. Tech 5, 246 ENGR. Combat BN, World War II. He is buried in Hillside Cemetery, Belleville.

John S. Ware. SSM3 U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Kenneth Watson. S1, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

George H. Weisenbaugh. Michigan. Pvt. Co. C 16BN ARTC, World War II. He is buried in Hillside Cemetery, Belleville.

Edward J. Wellday. Pvt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Arthur T. Wenzel, Sr. Pvt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Marvin L. Wenzel, Corporal U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Grant E. Wilkinson. S2. U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

George C. Wilson. Tech Sergeant U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

James Edward Wilson. U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

John Russell Wilson. M Sergeant, U.S. Army Air Forces, World War II. He is buried in Hillside Cemetery, Belleville.

John W. Wilson Pvt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Robert C. Wilson, PHARM Mate 3, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Charles H. Winisky. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Korea

Ival Adams. U.S. Army, Korea. He is buried in Hillside Cemetery in Belleville.

George E. Wirts. Private, U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

James Fletcher Woods. PFC. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Clarence L. Wylie. Corporal, U.S. Army, U.S. Air Force, World War II. He is buried in Hillside Cemetery, Belleville.

Eugene W. Zecman. Sgt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Valentine Paul Zehel. S2, U.S. Navy, World War II. He is buried in Hillside Cemetery, Belleville.

Lionel C. Zimmerman, Sgt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Earl E. Zumbro, Pvt. U.S. Army, World War II. He is buried in Hillside Cemetery, Belleville.

Elvis Smith Alford. Colonel, U.S. Air Force, Korea. He is buried in Hillside Cemetery, Belleville.

Nolen Anderson. SP4, U.S. Army, Korea. He is buried in Hillside Cemetery, Belleville.

Robert H. Anderson. Corporal, U.S. Army, Korea. He is buried in Hillside Cemetery, Belleville.

Albert P. Bankert. Corporal, U.S. Army, Korea. He is buried in Otisville Cemetery, Belleville.

James F. Bennett, U.S. Army, Korea. He is buried in Hillside Cemetery, Belleville.

Everett D. Brooks. Sgt. U.S. Air Force, Korea. He is buried in Hillside Cemetery, Belleville.

Leonard William Butzin. U.S. Army, Korea. He is buried in Hillside Cemetery, Belleville.

John A. Callison. PFC. U.S. Marine Corps, Korea. He is buried in Hillside Cemetery, Belleville.

PFC. Malcolm J. Clark. Korea. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Clarence Allen Conley. A1C U.S. Air Force, Korea. He is buried in Hillside Cemetery, Belleville.

John Franklin Copeland, Sr. PFC. U.S. Army, Korea. He is buried in Hillside Cemetery, Belleville.

James W. Curry, Corporal, U.S. Army, Korea. He is buried in Hillside Cemetery, Belleville.

Kenneth W. Dahl. Corporal, U.S. Marine Corps, Korea. He is buried in Hillside Cemetery, Belleville.

Corporal Robert Webb Doane. Corporal U.S. Marine Corps, Korea. He is buried in Hillside Cemetery, Belleville.

Orville Blane Dyer. BMSN, U.S. Navy, Korea. He is buried in Hillside Cemetery, Belleville.

Raymond J. Florian, Sr. SP13 U.S. Navy, Major, U.S. Army. World War II and Korea. He is buried in Hillside Cemetery, Belleville.

Manford Franklin Goldsmith. Michigan. A2C U.S. Air Force, Korea. He is buried in Hillside Cemetery, Belleville.

David M. Gourley, Sr. U.S. Army, Korea. He is buried in Hillside Cemetery, Belleville.

Milford George Heininger. Captain U.S. Air Force, Korea. He is buried in Hillside Cemetery, Belleville.

Donald Orrin Helgeson. Corporal U.S. Army, Korea. He is buried in Hillside Cemetery, Belleville.

Herbert Hoerig, Jr. Sgt. U.S. Army, Korea. He is buried in Hillside Cemetery, Belleville.

James Robert Huston. PFC U.S. Army, Korea. He is buried in Hillside Cemetery, Belleville.

Thomas Dale Kennedy. HM U.S. Navy, Korea. He is buried in Hillside Cemetery, Belleville.

Stephen J. Kuchta, Jr. Colonel, U.S. Air Force, Korea. He is buried in Hillside Cemetery, Belleville.

Edward C. Kuehn III. A3C U.S. Air Force, Korea. He is buried in Hillside Cemetery, Belleville.

Richard E. Lyman. A1C, U.S. Air Force, Korea. He is buried in Hillside Cemetery, Belleville.

Orvia W. Miller. Sergeant, U.S. Army. World War II and Korea. He is buried in Hillside Cemetery, Belleville.

Emmett Mills, Jr. Sergeant, U.S. Army, Korea. He is buried in Hillside Cemetery, Belleville.

Homer R. Morris, Jr. RC3, U.S. Navy, Korea. He is buried in Hillside Cemetery, Belleville.

John W. Rounsifer. PFC. U.S. Army, Korea. He is buried in Martinsville Cemetery, Belleville.

Harold W. Sherman. Lt. Commander U.S. Navy, World War II and Korea. He is buried in Hillside Cemetery, Belleville.

Conrad Edwin Shevrovich, U.S. Marine Corps, Korea. He is buried in Hillside Cemetery, Belleville.

Mathew Shevrovich, Jr. Michigan. Pvt. 224th Infantry Regiment, PH Killed in Action on June 3, 1953. Korea. He is buried in Hillside Cemetery, Belleville.

Frank B. Shorter, Jr. Sgt. U.S. Marine Corps, Korea. He is buried in Hillside Cemetery, Belleville.

Leroy John Stenman. Sergeant U.S. Marine Corps, Korea. He is buried in Hillside Cemetery, Belleville.

Judson L. Thomas. Corporal, U.S. Army, Korea. He is buried in Hillside Cemetery, Belleville.

John T. Thompson, III. Corporal U.S. Marine Corps, Korea. He is buried in Hillside Cemetery, Belleville.

Jack O. Vipperman. U.S. Marine Corps, Korea. He is buried in Hillside Cemetery, Belleville.

James H. White, Jr. U.S. Army, Korea. He is buried in Hillside Cemetery, Belleville.

Vietnam

Tilden Gene Adkins. Corporal, U.S. Marine Corps, Vietnam. He is buried in Hillside Cemetery in Belleville.

David R. Alexander. U.S. Marine Corps. Vietnam. He is buried in Hillside Cemetery in Belleville.

William Ray Ballard, Jr. AMS3 U.S. Navy, Vietnam. He is buried in Hillside Cemetery, Belleville.

James D. Blanden. SP5, U.S. Army, Vietnam. He is buried in Metropolitan Memorial Cemetery, Belleville.

Tommie Brandon. PFC. U.S. Army, Vietnam. He was a member of C Co. 1st BN,

14th Infantry, United States Army, with his hometown of record listed as Detroit, Michigan. He was killed on February 18, 1968 in Quang Nam Province, South Vietnam. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Douglas McArthur Burnett. Sgt. 1st BN, 28th Infantry, United States Army. June 6, 1945-June 2, 1966. His home town of record is Detroit, Michigan. He was killed on June 2, 1966, in South Vietnam and he is buried in Metropolitan Memorial Park Cemetery, Belleville.

Harry B. Casterline. Sgt. U.S. Air Force, Korea, Vietnam. He is buried in Hillside Cemetery, Belleville.

Walter Levon Clark.



Walter Levon Clark. C CO, 1st Bn, 8th Infantry, 4 Inf. Div. United States Army. April 21, 1947-October 29, 1967. His hometown of record is listed as Roseville, Michigan. He died on October 29, 1967 in Darlac, South Vietnam. He is buried in Hillside Cemetery, Belleville, Michigan.

Robert Lynn Cox. Vietnam. He is buried in Hillside Cemetery, Belleville, Michigan.

David Raye Dalrymple. Pvt. U.S. Army,

Vietnam. He is buried in Hillside Cemetery, Belleville.

Gary Lawrence Dargo. U.S. Army, Vietnam. He is buried in Hillside Cemetery, Belleville.

Paul J. Domen. Sgt. U.S. Army, Vietnam. He is buried in Hillside Cemetery, Belleville.

George Leroy Eves. LCPL U.S. Marine Corps, Vietnam. He is buried in Hillside Cemetery, Belleville.

Robert Dwain Foster. P2, U.S. Army, Vietnam. He is buried in Hillside Cemetery, Belleville.

Manuel Freitas, Jr. A2 Class. U.S. Air Force, Vietnam. He is buried in Hillside Cemetery, Belleville.

Hermon Eugene Fuller, Jr.



Hermon Eugene Fuller, Jr. Lance Corporal. March 9, 1947-September 25, 1966. Lance Corporal, G Co., 2nd BN, 7th Marines, United States Marine Corps. His hometown of record is Ypsilanti, Michigan. He was killed in action on September 25, 1966 in Quang Tri Province, South Vietnam. He is buried in Metropolitan Memorial Park Cemetery in Belleville. He is memorialized on the Vietnam Virtual Wall at Panel 11E, Line 14.

SP5 Kenneth Lige Fulton



Kenneth Lige Fulton. Specialist Five Kenneth Lige Fulton served as a combat medic in Vietnam, who served with Co. B., 588th Engineer Battalion, 79th Engineer Group, 20th Engineer Bridge, U.S. Army, Vietnam Engineer Command. He was killed in action on February 15, 1968 in Tay Ninh Province, South Vietnam. He is buried in Metropolitan Memorial Park Cemetery, Belleville, Michigan. He was awarded the Combat Medic Badge, the Bronze Star Medal with Combat Valor Device, the Purple Heart, the Army Commendation Medal, the National Defense Service Medal, and the Vietnam Service Medal.

Dennis Earl Gadde. S.A. U.S. Navy, Vietnam. He is buried in Hillside Cemetery, Belleville.

Phillip L. Gibson. U.S. Army, Vietnam. He is buried in Hillside Cemetery, Belleville.

Richard T. Gilbert, SP4, U.S. Army, Vietnam. He is buried in Hillside Cemetery, Belleville.

Raymond G. Gorman, U.S. Air Force, Vietnam. He is buried in Hillside Cemetery, Belleville.

Daniel A. Greathouse. SP4, U.S. Army, Vietnam. He is buried in Hillside Cemetery, Belleville.

Gary L. Hackett. CN U.S. Navy, Vietnam. He was a Navy Seebee. He is buried in Hillside Cemetery, Belleville.

John A. Hamby. U.S. Navy, Vietnam. He is buried in Hillside Cemetery, Belleville.

Larry B. Hankins. PFC. U.S. Army, Vietnam. He is buried in Hillside Cemetery, Belleville.

Lavelle Tyrone Harris. U.S. Army, Vietnam. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

George A. Heifner. Sgt. Major. U.S. Marine Corps, WWII, Korea, and Vietnam. He is buried in Hillside Cemetery, Belleville.

John A. Hemby. AN U.S. Navy, Vietnam. He is buried in Hillside Cemetery, Belleville.

Charles R. Hill. U.S. Navy, World War II. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Randall Lee Hughes. U.S. Army, Vietnam. He is buried in Hillside Cemetery, Belleville.

Larry Rufus Jenkins. Private First Class. Troop A, 1st Squadron, 4th Cavalry Regiment, 1st Infantry Division. His home town of record is listed as Detroit. He was killed in action on June 9, 1969 in Binh Duong, Vietnam. He is buried in Metropolitan Memorial Park Cemetery in Belleville. He was awarded the Bronze Star Medal, the Purple Heart Medal, the Vietnam Service medal with One Service Star, the Vietnam Campaign Medal, and the National Defense Service Medal.

Paul Davis Jones. PFC, Golf Company, 2nd Battalion, 3rd Marine Regiment, 3rd Marine

Division, U.S. Marines, Vietnam. On June 15, 1969, Paul suffered a gunshot wound while on patrol northwest of Cam Lo Village, Quang Tri Province, Vietnam. He died of his wounds on June 23, 1969, at the 22nd Casualty Staging Facility in Danang. He is buried in Metropolitan Memorial Park Cemetery in Belleville.

Gary Allen Kirchner. Michigan. PFC. Co. B. 503 Infantry, U.S. Army. Killed in action in Vietnam on May 8, 1971. He is buried in Hillside Cemetery, Belleville.

Jerold E. LaBurda. Michigan. ATNAA U.S. Navy, Vietnam. Died 1970.

Dennis M. Lesinski. SP4, U.S. Army, Vietnam. He is buried in Hillside Cemetery, Belleville.

Curtis Carl Moe. SP4, U.S. Army, Vietnam. He is buried in Hillside Cemetery, Belleville.

Samuel Leon Montgomery, Jr. Pvt. U.S. Army, Vietnam. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Ronald Leo Montroy. SP4, U.S. Army, Vietnam. He is buried in Hillside Cemetery in Belleville.

Alan B. Moore. Pvt. U.S. Marine Corps, Vietnam. He is buried in Hillside Cemetery in Belleville.

Donald Edward O'Connor. Signalman U.S. Navy. Vietnam. He is buried in Hillside Cemetery in Belleville.

James Edward Parker. SP4, U.S. Army, Vietnam. He is buried in Hillside Cemetery in Belleville.

Robert G. Petrimoulx. Michigan. PFC. Co. A, 8th Cavalry, 1st Cavalry Division, Vietnam. BSM-PH. He was killed in action on December 29, 1966 in Binh Dinh, South Vietnam. He is buried in Hillside Cemetery, Belleville.

Norman W. Pitre. GM3, U.S. Navy, Vietnam. He is buried in Hillside Cemetery, Belleville.

George William Rupnow, U.S. Army, Vietnam. He is buried in Hillside Cemetery, Belleville.

James Shelton Stacey. West Virginia. SP4 Co. C 159 Assault Helicopter Vietnam. 85 M AM ARCOM. He was killed in action on August 2, 1969 in Quang Nam Province, South Vietnam. He is buried in Hillside Cemetery, Belleville.

Roland Austin Steffy. SP5, U.S. Army, Vietnam. He is buried in Hillside Cemetery, Belleville.

Frederick William Stoll. SP4, U.S. Army, Vietnam. He is buried in Hillside Cemetery, Belleville.

Robert G. Thompson. Michigan. MM2. U.S. Navy, Vietnam. He is buried in Hillside Cemetery, Belleville.

Richard R. Wade. Staff Sergeant, U.S. Air Force, Vietnam. He is buried in Hillside Cemetery, Belleville.

Donald K. Walker. Staff Sergeant, U.S. Army, Vietnam. He is buried in Hillside Cemetery, Belleville.

Daniel Charles Webber. SH3, U.S. Navy, Vietnam. He is buried in Hillside Cemetery, Belleville.

Arthur Theodore Wenzel, Jr. Pvt. U.S. Army, Vietnam. He is buried in Hillside Cemetery, Belleville.

Richard C. Wilsey. Lance Corporal, U.S. Marine Corps, Vietnam. He is buried in Hillside Cemetery, Belleville.

William J. Wurm, Jr. Private U.S. Army, Vietnam. He is buried in Hillside Cemetery, Belleville.

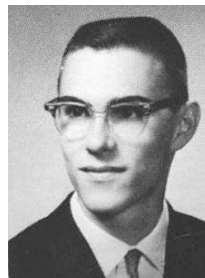
Soldiers killed in Vietnam with Belleville, Michigan as a Hometown of Record

PFC. Greg Allen Barker.



Greg Allen Barker. May 11, 1951-August 12, 1969. Private First Class A BTRY, 1st Bn, 30th Artillery, 1st Cavalry Division, USARV, United States Army. Belleville, Michigan is listed as his hometown. He was killed on August 12, 1969 in Tay Ninh Province, South Vietnam. He is buried in Barker Cemetery, Ashford, West Virginia.

Pfc. Edward Alan Bies.



Pfc. Edward Alan Bies, July 27, 1947-May 19, 1968. Private First Class, A CO, 2nd BN, 327th Infantry, 101st ABN Div, USARV, United States Army. He was killed on May 19, 1968 in Thua Thien Province, South Vietnam, and he is buried in Michigan Memorial Park in Flat Rock, Michigan.

PFC. Roger Dean Bulifant.



Roger Dean Bulifant. April 6, 1947-February 28, 1966. Private First Class, Co. F, 2nd BN, 1st Marines, 3rd MARDIV, III MAF, United States Marine Corps. He was killed on February 28, 1966 in Thua Thien Province, South Vietnam. He is buried in Highland Cemetery in Ypsilanti, Michigan.

SP5 Kenneth Lige Fulton



Sp5 Kenneth Lige Fulton. September 7, 1946-February 15, 1968. Specialist Five, Co. B, 588th ENG BN, 79th Eng GRP, 20th Eng. BDE, USARV ENG, CMD, United States Army. He was killed in action on February 15, 1968 in Tay Ninh Province, South Vietnam. He is buried in Metropolitan Memorial Park Cemetery, Belleville, Michigan. He was awarded the Combat Medic Badge, the Bronze Star Medal with Combat Valor Device, the Purple Heart, the Army Commendation Medal, the National Defense Service Medal, and the Vietnam Service Medal.

PFC. Gary Allen Kirchner

PFC Gary Allen Kirchner. December 8, 1950- May 8, 1971. Private First Class, Co. B, 2nd BN, 503rd Infantry, 173 ABN BDE,

USARV, United States Army. He was killed in action in Binh Dinh Province, South Vietnam on May 8, 1971. He is buried in Hillside Cemetery, Belleville

PFC Robert G. Petrimoulx. October 6, 1945-December 29, 1966. Private First Class, Co. A, 8th Cavalry, 1st Cavalry Division, Vietnam. BSM-PH. He was killed in action on December 29, 1966 in Binh Dinh, South Vietnam. He is buried in Hillside Cemetery, Belleville.

SP4 James Shelton Stacey

SP4 James Shelton Stacey. November 9, 1947-August 2, 1969. SP4 Co. C 159 Assault Helicopter Vietnam. 85 M AM ARCOM. He was killed in action on August 2, 1969 in Quang Nam Province, South Vietnam. He is buried in Hillside Cemetery, Belleville.

Veterans

Oliver Joe Avery. 1937-2004. He is buried in Otisville Cemetery, Belleville.

Robert E. Barr, Sr. 1941-1984. SP4, U.S. Army. He is buried in Otisville Cemetery, Belleville.

Frank V. Bartosh. 1927-2009. U.S. Army. He is buried in Hillside Cemetery in Belleville.

Bruce W. Bearance. 1936-1974. Michigan. A1C Army Air Forces. He is buried in Hillside Cemetery in Belleville.

Mark E. Blomquist. 1961-1983. A1C U.S. Air Force. He is buried in Hillside Cemetery in Belleville.

James Thomas Bogle. 1934-1984. PFC. U.S. Army. He is buried in Hillside Cemetery in Belleville.

Clarence Paul Brown. 1939-1998. U.S. Marine Corps. He is buried in Hillside Cemetery in Belleville.

Frazier James Brown. Served in the United States Army from 1963-1966. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Charles Henry Bunyea. 1940-1996. Pvt. U.S. Army. He is buried in Hillside Cemetery in Belleville.

Marvin H. Camak. 1937-1981. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Adam John Canedo. 1972-2008. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Daniel D. Ciocan. 1930-2013. Corporal U.S. Air Force. He is buried in Hillside Cemetery in Belleville.

Morris G. Clark. 1918-1987. Machine Gunner, U.S. Air Force. He is buried in Hillside Cemetery in Belleville.

William A. Clark, Jr. 1972-2011. SPC U. S. Army, B Co. 82nd Engr. Battalion. He is buried in Hillside Cemetery in Belleville.

Herbert C. Copeland. 1938-1994. A1C U.S. Air Force. He is buried in Hillside Cemetery in Belleville.

Joseph Charles Costanzo. 1921-2015. He is buried in Hillside Cemetery, Belleville.

John F. Czubowicz. 1908-1974. SSgt. U.S. Air Force. He is buried in Hillside Cemetery, Belleville.

George Deport. 1906-1975. PFC. U.S. Army. He is buried in Martinsville Cemetery, Belleville.

Willard E. Dockter. 1936-2003. SP4, U.S. Army. He is buried in Hillside Cemetery, Belleville.

Jere E. Dolph. 1934-2016. U.S. Army. He is buried in Hillside Cemetery, Belleville.

Charles A. Duncan. 1928-1998. Corporal U.S. Army. He is buried in Hillside Cemetery, Belleville.

Albert Thomas Enzenauer. 1945-2005. U.S. Army. He is buried in Hillside Cemetery, Belleville.

Ernest A. Fensch. 1941-1989. U.S. Marine Corps. He is buried in Hillside Cemetery, Belleville.

Alvin Flannigan. 1936-2003. SP4, U.S. Army. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Robert L. Fryman. 1933-2010. U.S. Army. He is buried in Hillside Cemetery, Belleville.

Charles Wesley Gibson. 1940-1971. U.S. Army. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Leo G. Griffin. 1915-1979. U.S. Army. He is buried in Hillside Cemetery, Belleville.

Jerry Ray Hall. 1937-2003. U.S. Navy. He is buried in Hillside Cemetery, Belleville.

Corporal Freddie Harris. 1953-2008. Corporal U.S. Marine Corps. He is buried in Hillside Cemetery, Belleville.

James Denton Howard. 1939-2009. Sergeant U.S. Army. He is buried in Hillside Cemetery, Belleville.

Edward J. Hungerford, Jr. 1939-2002. SP4, U.S. Army. He is buried in Hillside Cemetery, Belleville.

Raymond David Hunt. 1934-1978. A3C U.S. Air Force. He is buried in Hillside Cemetery, Belleville.

Alfred William Hurd. 1896-1977. U.S. Army. He is buried in Martinsville Cemetery, Belleville.

Kenneth Hurd, Sr. 1927-1973. Corporal, U.S. Army. He is buried in Martinsville Cemetery, Belleville.

Larry R. Hutchinson. 1945-2006. FN U.S. Navy.. He is buried in Hillside Cemetery, Belleville.

Clarence N. Inman. 1906-1976. U.S. Marine Corps. He is buried in Hillside Cemetery, Belleville.

Chandious Johnson, Sr. 1929-1999. Corporal, U.S. Army. He is buried in Hillside Cemetery, Belleville.

Kevin Jones. 1970-2015. U.S. Army. He is buried in Hillside Cemetery, Belleville.

Carl Washington Lang. 1900-1994. Corporal, U.S. Army. He is buried in Hillside Cemetery, Belleville.

Mark Allen Livingston. 1956-1994. Pvt. U.S. Marine Corps. He is buried in Hillside Cemetery, Belleville.

Robert E. Loucks. 1935-2009. SP4, U.S. Army. He is buried in Hillside Cemetery, Belleville.

Nathan Love. He served in the U.S. Army from 1950-1952. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Steven Riley Lynch. 1955-1978. SP4, U.S. Army. Occupation Military Policeman. Intentional Homicide. Died of Wounds September 30, 1978. He is buried in Hillside Cemetery, Belleville.

George F. Manley. 1902-1974. Pvt U.S. Army. He is buried in Hillside Cemetery, Belleville.

Captain Lewis Charles Mantel. 1882-1962. He is buried in Hillside Cemetery, Belleville.

Kenneth D. McClay. 1935-2004. 1st Lieutenant, U.S. Army. He is buried in Hillside Cemetery, Belleville.

Wayne T. McDermott. 1938-1994. U.S. Navy. He is buried in Hillside Cemetery, Belleville.

John Allen McLeod. 1946-2007. U.S. Navy. He is buried in Hillside Cemetery, Belleville.

Edwin John Miller. 1931-1959. Michigan. AN, U.S. Navy. He is buried in Hillside Cemetery, Belleville.

Frederick Irving Miller. 1935-2012. U.S. Air Force. He is buried in Hillside Cemetery, Belleville.

Norman Miller. 1930-2003. United States Army Air Corps. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Roy C. Mitchell. 1897-1974. Pvt. U.S. Army. He is buried in Hillside Cemetery, Belleville.

William D. Montroy. 1934-2013. Pvt. U.S. Army. He is buried in Hillside Cemetery, Belleville.

Bing E. Morrison, Jr. 1958-2014. Sgt. U.S. Army. He is buried in Hillside Cemetery, Belleville.

Robert Ira Mullins. 1962-1986. Staff Sergeant, U.S. Air Force. He is buried in Hillside Cemetery, Belleville.

Charles James Myers. 1934.1963. Michigan. AC3 U.S. Air Force. He is buried in Hillside Cemetery, Belleville.

Cecil G. Naval. 1942-2011. United States Marines. He is buried in Hillside Cemetery, Belleville.

Gerald Nesteruk. 1947-1998. Sgt. U.S. Army. He is buried in Hillside Cemetery, Belleville.

John E. Pearson. 1896-1968. U.S Army. He is buried in Hillside Cemetery, Belleville.

Monroe Peggs, Sr. 1926-2011. U.S. Navy. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Sammie D. Pruitt, II. 1952-2005. Sergeant, U.S. Army. He is buried in Metropolitan Memorial Park Cemetery, Belleville.

Stephen W. Ray. 1959-1987. Sergeant, U.S. Army. He is buried in Hillside Cemetery, Belleville.

William D. Richards. 1930-1983. Private, U. S. Army. He is buried in Martinsville Cemetery, Belleville.

George Lee Roden. 1938-2009. U.S. Air Force. He is buried in Hillside Cemetery, Belleville.

Marie. A. Crickon Shorter, 1938-2008. PFC U.S. Marine Corps. She is buried in Hillside Cemetery, Belleville.

James Sykes. 1922-2009. He is buried in Hillside Cemetery, Belleville.

Arthur S. Templeman. 1929-1995. U. S. Air Force. He is buried in Hillside Cemetery, Belleville.

Carl D. Thomas. Served in the United States Army from 1955-1957. He is buried in Hillside Cemetery, Belleville.

Jessie Leroy Thurston. 1917-2016. U.S. Army. He is buried in Hillside Cemetery, Belleville.

Felix R. Timosczyk. 1924-2012 U.S. Army. He is buried in Hillside Cemetery, Belleville.

Grover J. Todd. 1893-1977. U.S. Army. He is buried in Hillside Cemetery, Belleville.

Jay E. Underwood. 1937-1969. Michigan. RD2, U.S. Navy. He is buried in Hillside Cemetery, Belleville.

William W. Valley. 1944-1967. Michigan. Corporal U.S. Marine Corps. He is buried in Hillside Cemetery, Belleville.

John R. Vance. 1930-1966. Michigan. PFC. U.S. Marine Corps. He is buried in Hillside Cemetery, Belleville.

Billy Glen Webber. 1930-2013. AEI U.S. Navy. He is buried in Hillside Cemetery, Belleville.

Herman L. Wilkins. 1947-1965. Pvt. U.S. Marine Corps. He is buried in Hillside Cemetery, Belleville.

Robert A. Winecoff. 1919-1989. U.S. Army. He is buried in Hillside Cemetery, Belleville.

Clarence G. Wint, III. 1947-2000. SP5, U.S. Army. He is buried in Hillside Cemetery, Belleville.

Gary George Wirts. Served in the U.S. Navy from 1966-1972. He is buried in Hillside Cemetery, Belleville.

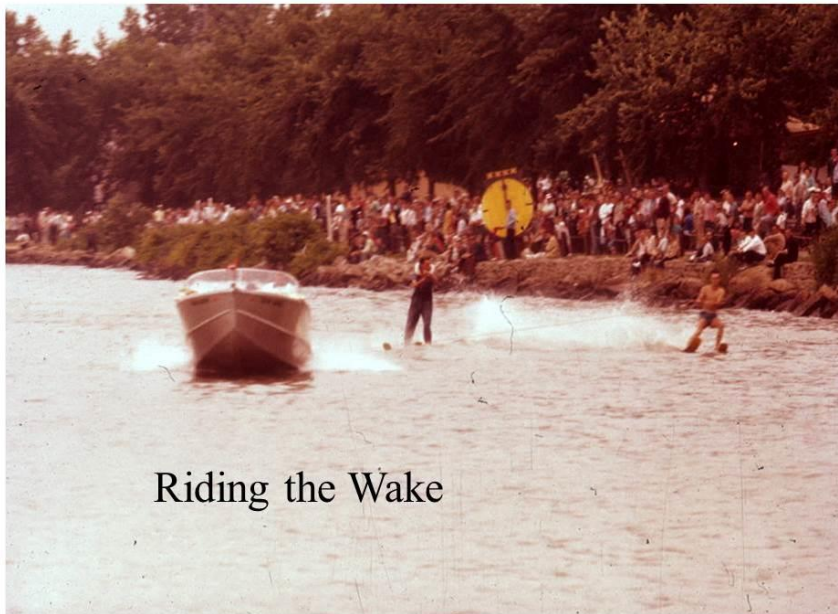
William M. Wright. Served in the U.S. Army from 1956-1958. He is buried in Hillside Cemetery, Belleville.

Henry L. Zecman. 1911-1992. U.S. Army. He is buried in Hillside Cemetery, Belleville.

Dennis O. Zynda. 1942-2004. FTM2 U.S. Navy. He is buried in Hillside Cemetery, Belleville.

Persian Gulf

Herbert N. Johnson, II. Sergeant U.S.
Army, Persian Gulf. He is buried in Hillside
Cemetery, Belleville.



Riding the Wake

The Felt Family, Waltz – New Boston-Grass Lake

Hartman Sharp Felt



Company B, 7th Michigan Infantry

The son of Dorman Felt and Eliza Dewey Felt, Hartman Sharp Felt was born on May 10, 1836, in Oswego County, New York. His siblings were Hartman Sharp Felt, Gilbert DeLafayette Felt, Clinton Herbert Felt and Summer Dorman Felt.

According to a biography by Dave Berry, when Hartman was 25 and living in Bunker Hill, Michigan, he enlisted as a corporal in Company B, 7th Michigan Volunteer Infantry on August 17, 1861. In late May, early June, 1862, he was wounded at Fair Oaks, Virginia, one time in the head and the other in the leg, and taken to the United States General Hospital in Philadelphia to recuperate. By August 1, 1862, the Hospital officially listed him as deserted, so it is likely that he left without permission to return to his unit.

On September 1, 1862, Hartman received a promotion to sergeant and his commander sent him to Grass Lake, Michigan as a recruiter. In a letter he wrote on September 17, 1862, the same day his company fought at Antietam, he noted that “recruiting appears to be dead here at present,” and requested to be allowed to rejoin his unit. Returning to the 7th Infantry on October 20, 1862, he fought at the battle of Fredericksburg on December 11, 1862, the battle of Chancellorsville on May 2, 1863, and Gettysburg on July 2-3, 1863.

On September 1, 1863, Hartman learned he had been promoted to first sergeant. Disease in the form of scarlet fever slowed his soldiering in November of that year, but by December 17, 1863, he had reenlisted as a veteran volunteer. During January and February of 1864, Hartman returned to Michigan to recruit soldiers and from March through June performed “detached service.”

On July 22, 1864, Hartman received another promotion, this time to 2nd lieutenant, and his commander attached him to Company C of the 7th Michigan Infantry. During the second week of August, he suffered a mortal gunshot wounds to the left arm and left side of the chest in battle at Deep Bottom, Virginia. Transported on the steamer *State of Maine* to Ward K., Armory Square Hospital in Washington, D.C., he died on August 24, 1864.

Originally, Hartman’s parents buried him in the burial ground which later became Arlington National Cemetery, but they later brought him home to Michigan to be buried in the small cemetery at Grass Lake, Michigan.¹³⁸

¹³⁸ [Hartman Sharp Felt](#)

Charles Felt

Born in New York State on September 11, 1835, Charles H. Felt, came to Wayne County in 1838 and married Martha Sutliff who was born in Wayne County on November 5, 1837 on January 13, 1856. Their children were Etna A. and Porter W. They lived in Waltz.

He farmed until 1880, and then entered the mercantile business. He also served as station agent and postmaster.

Dr. Seth Clark Felt

Born in Taylor, Michigan, on February 7, 1840, Seth Clark Felt married Mary Sutliff, also born in Taylor on January 6, 1840, sister of the wife of his brother Charles, in Trenton on September 8, 1861. Their children were Emma Amelia, born in Wyandotte February 12, 1866, H. Frank Ray, born in Wyandotte, June 24, 1869 and Jessie May, born in Detroit on September 24, 1873..

In his younger years, Seth Felt learned the blacksmith's trade and he worked as a blacksmith and farmed in several places in Michigan and Ohio. He practiced his trade in Marquette on Lake Superior and once traveled on snowshoes from Marquette through the wilderness to Green Bay, a distance of 219 miles and a six day journey.

On August 8, 1861, he enlisted and served as a private in Company E, 7th Michigan Infantry detailed for service in a field hospital, until his discharge for disability on May 26, 1862. He reenlisted on September 5, 1861, serving as a mechanic until his discharge on June 25, 1865.

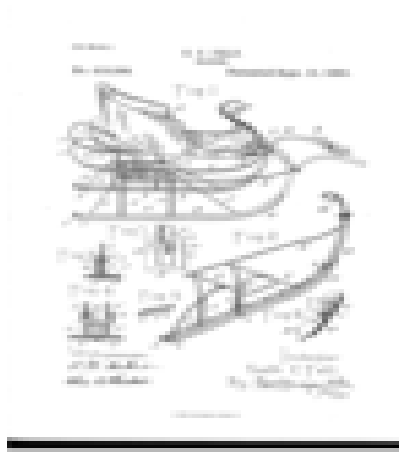
After his return to civilian life he worked as a blacksmith in Wyandotte until 1871, when he began to study medicine. In 1876, he graduated from Detroit Medical College and located in New Boston where he conducted an extensive medical practice.

Dr. Felt invented and patented a road cart and cutter, the cutter constructed to eliminate jolting. He fashioned the gear in two separate halves, connected by an axle. The runners were independent of each other and kept the box level so the cutter could be turned around in deep snow as easily and safely as a cart.

A member of the Methodist Church for many years, Dr. Felt served his community in several public capacities, including four years as health officer.¹³⁹

¹³⁹ [From the Felt Genealogy, a record of the descendants of George Felt of Casco Bay](#)

Dr. Seth Felt, Sleigh



S. C. FELT. SLEIGH.

Patented Sept. 10, 1889.

UNITED STATES PATENT OFFICE.

SETH C. FELT, OF NEW BOSTON, MICHIGAN.

SLEIGH.

SPECIFICATION forming part of Letters Patent No. 410,584, dated September 10, 1889.

Application filed June 12, 1889. Serial No. 314,053. (No model.)

To all whom it may concern.-

Be it known that I, SETH C. FELT, a citizen of the United States, residing at New Boston, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Sleighs, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to new and useful improvements in sleighs; and the invention consists in the peculiar construction of the runners and runner-frame and of the connection between the two parts; further, in the peculiar construction of a shoe adapted to be attached to the runners, and, further, in the peculiar construction, arrangement, and combination of the various parts, all as more fully hereinafter described.

In the drawings, Figure 1 is a perspective view of my improved sleigh. Fig. 2 is a perspective view of one of the runner-frames with the shoe attached. Fig. 3 is a vertical section on line; in Fig. 2. Figs. 4 and 5 are details showing the manner of attaching the wooden shoe to the runner. Fig. 6 is a detail section through the forward connection of the runner, and Fig. 7 is a plan view of the same.

AA are the runner-frames, consisting of the runners B, preferably made of angle iron, and the knees C, secured to the upturned angle of the angle iron. There are two sets of the knees, or the knees are bifurcated, one set or bifurcation of the knees extending outward to support the rails D, and the other set or bifurcation extending inward. A frame E, preferably of iron, is supported and secured on top of the knees, and suitable braces F connect this frame with the runners to give the necessary rigidity.

G is an axle supported upon the frame E and securing the two runner-frames together, allowing each to have a pivotal motion independent of the other. In the following manner: A are blocks secured at their ends upon the axle-frame E, near the rail D, and I are blocks secured upon the axle-frame E, upon the inside thereof, and suitable apertures are made through these blocks in line with each other, and the axle is secured therein in any suitable manner, such as by the washers and pins D.

I J are springs secured to the axle by clips J, with bearing-blocks J E, clamped between the spring and axle. These springs project rearwardly from the axle and form C-shaped extensions, which terminate, preferably, in shackles J 3, for receiving the ends of a connecting-bar J4, and at the same time serving as means for holding one end of the strap I, which suspends the rear end of the body K from the rear end of the springs.

To the underside of the body are secured the rearwardly-projecting bars K, which are provided at their ends with guide-loops K2, for holding the straps in engagement with the underside of said bars, while the inner ends of the straps are engaged into loops K3, secured some distance from the rear ends of the bars K.

K4 are buckles for adjusting the length of the straps, and K5 is a cross-bar secured at the ends to the bars K and between said ends to the underside of the body.

At their forward ends the springs are connected to a cross-bar L, which is secured at or near its middle to the crossbar M, connecting the front ends of the runners A.

The forward end of the body K is suspended by straps O from the cross-bar L in a similar manner to the rear end. Suitable bars N are secured to the underside of the body, and, projecting forwardly, form bearings for the straps, which have suitable adjusting buckles.

It is a detachable shoe secured to the underside of the runners A, preferably in the following manner: Its rear end E. is bifurcated and turned up so as to form a suitable socket F, into which the angle-iron may be detachably engaged. At the forward end this shoe is provided with a stud G, adapted to enter a corresponding aperture 71, in the runner, and provided with a bolt-hole F1, in which the spring-bolt J is adapted to enter, being held in position by the spring K, secured on

the upright portion of the angle-iron, and a turn button I, preferably having two arms, one of which is adapted to pass under the spring, holds the bolt in engagement, while the other arm is adapted, when desired, to be turned upon the spring and hold the bolt in its retracted position.

At one or more of the knees, for additional security, I preferably attach the shoe by means of standards M and N, the standard m being rigidly secured to the shoe and provided with a shoulder O, adapted to pass over the upper end of the vertical flange of the angle-iron. The standard N has a foot R, which fits over the horizontal portion of the angle-iron, and an upright portion, which closely fits against the upright portion of the knee. It is secured in position by engaging with the slot P in its foot on a headed rivet or pin on the angle iron and by a collar or sleeve s on the knee, which slips over the top of the standard, all so arranged that by slipping the collar up the standard N may be turned out of the way sufficiently to permit of taking off the shoe.

To prevent the sluing of the sleigh, as would naturally occur with a very wide shoe in turning, I secure a small bar P to the underside of the shoe. This bar may extend the entire length of the shoe, or only a small portion thereof. In Fig. 4 I show a modification of this attachment, showing the method of securing my shoe to a sleigh of ordinary construction having a wooden runner T. This shoe is provided with the uprights T, adapted to closely fit against the sides of the runner. The uprights are provided with a suitable aperture to receive a wedge-shaped pin U, which passes through the apertures in the standard, and a collar U, adapted to fit over the standard and provided with a shoulder which will cover either both ends of the pin or the larger end thereof, thereby holding it securely in position against accidental displacement.

I preferably arrange a block, having a series of notches of varying depth, between the pin and the runner, so that it may be tightly wedged in position, and may be used on runners of different thicknesses.

The parts being thus constructed and arranged, they are intended to operate as follows: My sleigh may be used with or without the shoes, the object of which is to present a broad bearing-surface or runner in case of very light snows, or in very deep and heavy snows, so that the sleigh will not sink in. It has been found in practice that shoes of this kind will enable the sleigh to run with comparative ease and smoothness when the snow but barely covers the ground, and in deep snows that the sleigh will ride over the top of the snow, sinking but a small distance in, where an ordinary runner could not be used at all. The horses, having so much lighter draft in deep snow with the use of my shoe, can draw the load where with a runner which would cut into the snow they could not make any progress at all.

By connecting the two runner-frames together in the pivotal relation, and supporting the body upon springs with flexible connections, in riding over rough roads the sleigh is not strained in any part, and the rider feels to the least possible extent the jarring motion due to the roughness of the roadway. One runner can assume an angular position to the body without disturbing the position of the other runner in any particular, whereby effecting the beneficial result in use of the above motion. The shaft Q may be attached in any suitable manner to give a draw or a side draft, as desired.

What I claim as my invention is:

1. In a sleigh, a runner-frame consisting of the following elements: an angle-iron runner B, knees C, knees D, and axle frames E, substantially as described.
2. In a sleigh, the combination, with the runner thereof, of a detachable shoe having a hook E and studs G, substantially as described.
3. In a sleigh, the combination, with the runner thereof, of a detachable shoe secured at its rear end by a hook and at the forward end by a stud and bolt passing through an aperture in the runner, and at or near the middle by standards, substantially as described,
4. In a sleigh, the combination, with an angle-iron runner, of a detachable shoe having the hook E, studs G, and standards M and N, adapted to embrace said angle-iron, and the sleeves s, substantially as described.
5. In combination with a sleigh, a shoe -having a wide bearing adapted to be detachably secured to the runner, substantially as described.
6. In a sleigh, the springs, the body flexibly connected there to the axle, the frames supporting said axle, the braces for said frames, the knees for supporting the frames, the angle-runners from which the knees rise, and the shoes connected to the runners and having supplemental bars, substantially as described.
7. In a sleigh, the runners, the shoes, the bifurcated knees rising from the runners, and the frames supported on the knees, substantially as described.
8. In a sleigh, the shoe having the socket and stud, the runner having one end fitting in the socket, and having an opening to receive the stud, and the catch on the runner engaging the said stud, for securing the shoe and runner together, substantially as described.
9. In a sleigh, the angle-runners, the shoes connected to said runners, the standards connecting the runners and shoes, the knees rising from the runners, the frame supported on the knees, the axle bearing on the frames, the springs supported on the axle, and the body supported on the springs, substantially as described.

In testimony whereof I affix my signature, in presence of two witnesses, this 27th day of February, 1889.

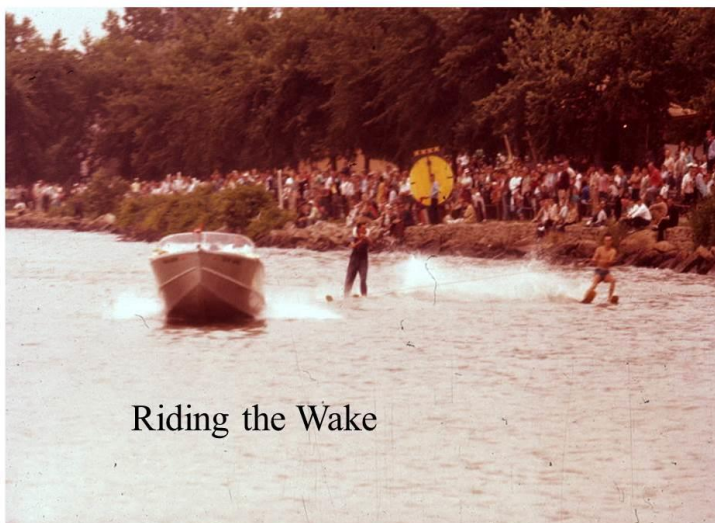
SETH C. FELT.

Witnesses:

J. PAUL MAYER,

W. A. Ross.¹⁴⁰

¹⁴⁰ [Dr. Seth Felt, Sleigh](#)



Riding the Wake

Flint & Pere Marquette Railway

THE BEST EQUIPPED RAILROAD IN MICHIGAN. Toledo, Detroit, Saginaw, Bay City, and Ludington Short Line. LUDINGTON TO TOLEDO AND DETROIT WITHOUT CHANGE OF CARS. The Only Line between Cincinnati and the Saginaw Valley with but one Change of Cars (at Toledo.) The Favorite Route between the Saginaw Valley and the East via Detroit and Toledo. Two Express Daily, between Toledo and Bay City. Four Express Daily, between Detroit and Bay City. Two through Expresses to Ludington, Daily.

Flint & Pere Marquette Railway The Entire Land Grant of this Company unsold, consisting of about 250,000 ACRES, is offered for sale. TIMBER LANDS. Over 900,000,000 Feet well located mainly on the Rivers leading into Lake Michigan. The numerous streams and small Lakes surrounded with Pine timber along the line west of Reed City offer the best of locations for mills, where logs can be held safely, free of expense and free from the annoyance of Boom Companies. The Railroad direct to East Saginaw and Toledo offers the best source of supplies, and a never failing market for Lumber, Shingles, etc. which may be delivered anywhere on the line.

FARMING LANDS, As good as any in the world, are to be found in abundance, and will be sold on the most favorable terms to actual settlers. Some level and heavily timbered with Oak, Beech, Maple, &c. Some rolling, with Beech, Maple, Rock Elm, &c. In fact, every variety of timber, soil and surface can be found. The Railroad is complete to Ludington on Lake Michigan. Cheap Land and Railroad Facilities are seldom offered together. And those who wish to secure homes will do well to apply early and take choice selections. TERMS OF SALE. — One-Fourth down, in all cases — and balance may be paid in three equal annual payments.— Timber Lands must be

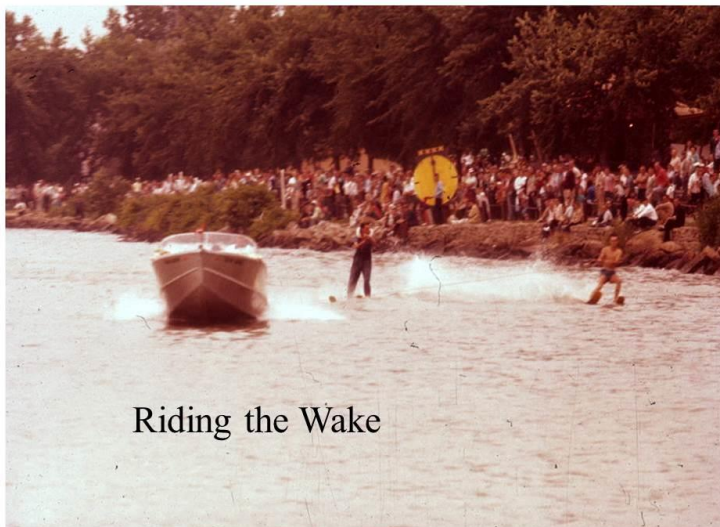
paid for, before being cut. FARMING LANDS for Actual Settlement will be sold on payment of one-fourth in cash and the balance in five equal annual payments. 1877 ¹⁴¹



Formed on January 22, 1857, the Flint and Pere Marquette Railway Company operated in Michigan between 1857 and 1899. The Flint and Pere Marquette Railway was one of the first Michigan companies, featuring track from East Saginaw to Mt. Morris and by 1874, the track extended from Monroe on Lake Erie to Ludington on Lake Michigan. Continued expansion extended the Railway system to Port Huron and Bay City and added many spur lines in the Saginaw Valley and built a line south to Toledo as well. The railway originally carried lumber and salt.

In 1880, the company reorganized and changed its name from Railway to Railroad. On January 1, 1900, the Flint & Pere Marquette, the Chicago & West Michigan, and the Detroit, Grand Rapids & Western merged into the Pere Marquette Railroad. The CSXT Saginaw Subdivision are modern remnants of this system.

¹⁴¹ [Michigan State Gazetteer and Business Directory 1877. Volume 3. R. L. Polk & Co., Tribune Building, Detroit. Ralph L. Polk. Jacob W. Weeks](#)



Ironwood Daily Globe
May 21, 1920

Wolverines

A man on the Wabash train who wanted to get off at Belleville was carried past to Willis and the company was entirely to blame. The railroad had broken all rules and customs and caught him unawares by making up two of the 50 minutes it had lost.

Ironwood Daily Globe
August 22, 1934
Wolverines

A Belleville boy convicted of chicken stealing has been ordered by the judge to attend a church every Sunday for two years. It is hoped that under the good influence of the chicken suppers served there his wayward tendencies may entirely disappear.

Ironwood Daily Globe
October 19, 1926.
Wolverines

Although only 11 men are available, a football team is being organized at the Belleville High School. Naturally of course the team can never expect to win as it will have no misunderstood substitute to go in and run 75 yards for a touchdown in the last five minutes.

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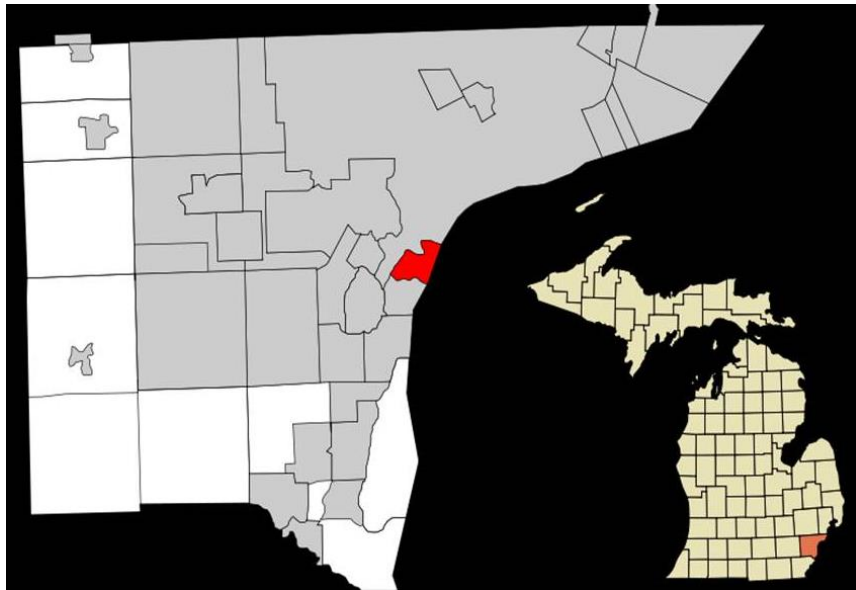
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[From the Felt Genealogy, a record of the descendants of George Felt of Casco Bay](#)

[Moses R. Nowland – Catville](#)

[Artemas Hosmer](#)

Chapter 10 - River Rouge



[City of River Rouge Website](#)

[River Rouge Historical Museum](#)

French explorer Robert Cavalier Sieur de la Salle first discovered the River Rouge around 1670, naming the river after St. Agnes, the Saint of the Day. After 1701, maps show the river as Rivierre aux Rouge, which means vermillion or red river after the reddish appearance of the waters reflecting the red berry bushes along its banks.

Settled in the early nineteenth century, River Rouge was first called Anchorville after the Anchor Works which manufactured sugar barrels. Anchor Works, located on Anchor Street, employed 50-75 people who made 80 cents to one dollar a day for ten hours of work.

Geography dictated that travelers to and from Detroit needed a bridge to cross the River Rouge and in 1882, lumber mill interests along its banks built a wooden bridge across the River Road, later known as Jefferson Avenue. Volunteers from the lumber mills or the nearby saloons turned the gears that opened the bridge to allow ship traffic to pass through to the Detroit River. It took eight men operating from each side of the bridge to turn the gears that lifted it. The city of River Rouge replaced the old wooden bridge with a steel bascule model in 1922.

Originally part of Ecorse Township, in 1903 River Rouge broke away to become a village, claiming 2.42 square miles for its geographic boundaries and expansion. By the time River Rouge village became a city in 1922, iron and steel manufacturing on Zug Island and other

industrial growth had expanded the city to 3.4 square miles with Zug Island accounting for .93 of its entire territory.

Industries developing along the busy Detroit and River Rouge waterfronts included the Nicholson Terminal and Dock Company, built on 30 acres to repair Great Lakes vessels and the Great Lakes Engineering Works, established in 1902 to build them. The General Chemical Works, Fabiricon, United States Gypsum and Whitehead and Kales and the steel blast furnaces on Zug Island were other important River Rouge industries.

History of River Rouge-1959

In 1959, an Honors English Class at St. Francis High School in Ecorse researched and wrote stories about each Downriver community. The student writing about River Rouge is anonymous, but he or she was a thorough reporter.

With the population of almost 10,000 in 1921, the voters approved the proposal to incorporate River Rouge as a city. The development of River Rouge into one of the most modern communities in the downriver area was aided by some of these factors: (1) the careful planning of the city officials, and (2) the large tax income from its waterfront industry. While neighboring communities still had the discomfort of traveling on dirt roads, River Rouge citizens were enjoying the paved roads of their city.

Residential and commercial progress has not overshadowed the cultural growth of the city.

Nearly 4,000 pupils are caught in the five public schools in River Rouge by more than 150 teachers. One parochial school, Our Lady of Lourdes, is taught by the Immaculate Heart of Mary Sisters from Monroe. The city has advanced greatly from the early pioneer days when the settlers traveled to St. Anne's in Detroit for their religious duties. At the present day there are at least eighteen churches of twelve denominations.

Because of careful planning, both the city and school system are almost debt-free, and the residents of River Rouge pay the lowest tax rate in the area. A new \$225,000 library is supplied with books for the enjoyment of people of all ages.

Recreational facilities provided for both adults and children include playgrounds, gyms, ball diamonds, tennis courts and pools.

River Rouge residents are never left "in the dark" due to the recently complete lighting system on Jefferson Avenue. These lights keep the heavily traveled road as bright as day at night.

The industry of River Rouge consists of twelve manufacturing plants, the most important products of which follow: plaster, steel, waxed paper, truck bodies, boats and structural steel. Between 250 and 300 ships, of all sizes and kinds, have been built in the great shipyards of River Rouge. Two of the largest freighters on our lakes have been credited to these shipyards.

The tremendous prosperity and growth of River Rouge and the Great Lakes shipping go hand and hand. With all of this to the credit of River Rouge, the citizens indeed have a right to be proud of their city.

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The city has advanced greatly from the early pioneer days when the settlers



—Photo by Duguay
HONOR GUESTS—Ecorse Mayor Eli Ciungan greets two friends, Jerry Reichow, left and Darris McCord, members of the Detroit Lions football team, who were speakers at the banquet last week honoring the School Three team which captured the Ecorse elementary school football championship this fall.

traveled to St. Anne's in Detroit for their religious duties. At the present day there are at least eighteen churches of twelve denominations.

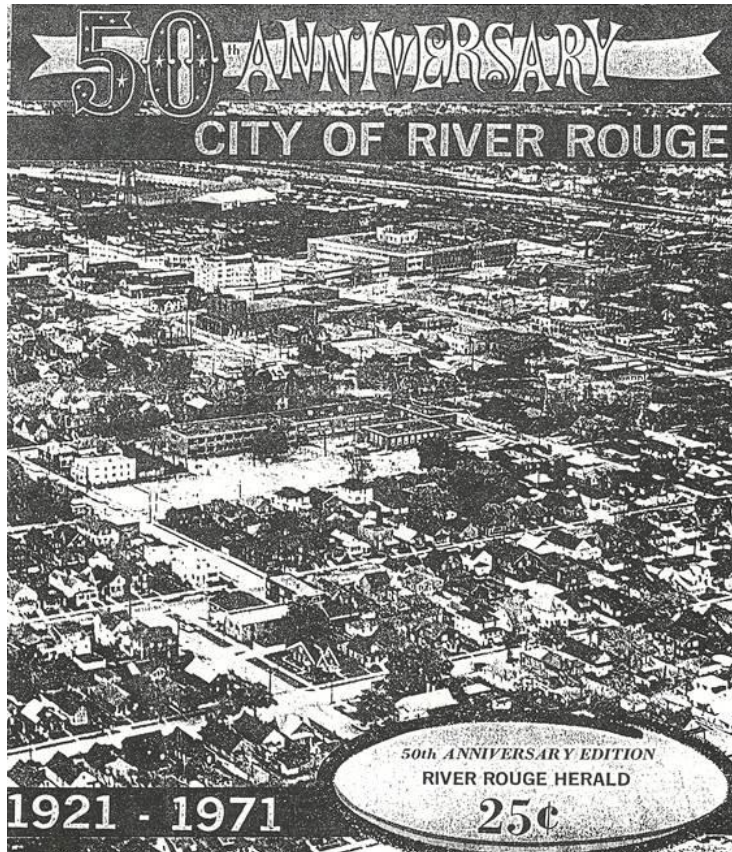
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A History of River Rouge



The River Rouge Herald, Wednesday, September 1, 1971

The following history of River Rouge appeared in the official souvenir program of the Silver Anniversary and Homecoming of the City of River Rouge in 1947.

The early history of River Rouge is so closely interwoven with that of Detroit and the entire Downriver area that it is difficult to stay within the boundaries of River Rouge until the present century. The first important exploration was made by Champlain in 1615. The group consisted of a servant, an interpreter and 10 Indians. Because of ill feelings between the French and Iroquois Indians, the party traveled from Lake Ontario to the Georgian Bay via the Ottawa, Mattawan and French Rivers and Lake Nipissing to the Upper Great Lakes region.

In 1694 Cadillac arrived at Mackinac via the Georgian Bay route. He was an enemy of the priests of the Society of Jesus and very much in favor of giving the Indians whiskey in their trading. He went to the extent of advising France that if the Indians were not provided with liquor they would come to France after it. He won his point but as an outcome of his trouble with the priests, he persuaded the Huron and Ottawa Indians to follow him to the head of the Detroit River.

Cadillac informed France that while Mihilmackinaw was an important post, the climate would ever be against it and that the place would never become a great settlement. Detroit was the real center of the lake country, the gateway to the west. It is from here that the English could be held in check. He also wrote that Gallinee and Dollier – early explorers- found that the Detroit River was richly set with islands.

In later years sawmills were the nucleus of River Rouge. In 1894, there were barely 1,000 inhabitants. There were no improvements as to health and conveniences. At this time the Rouge River was spanned by a wooden bridged which was opened by manpower. It took eight men on each side to do the job. These men were sent out by the sawmills to open the bridge when the occasion arrived.

In the spring of each year a minor flood occurred due to ice jams a few rods south of the bridge. At this point, the stream took an eastern course going upstream passing the paper mills and the Solvay Process Company. To remedy this condition, the government dredged a 30 foot cut straight down to the Detroit River which in 1912 was made into a 3,000 foot river by Henry Ford with the aid of the government, making it possible for the largest freighters to go through it to the Ford Plant on their own power.

In 1892, an electric line was run from the Rouge River to Trenton alongside of a ditch on the south side of the road. The power plant was in Trenton. In 1895, the wooden bridge across the Rouge River was torn down and replaced by an iron swing bridge which was also opened by manpower. Then the electric cars ran over the bridge.

When River Rouge had a population of 1,700 in 1898, a committee of 10 was formed to petition the board of supervisors to give the area the right to incorporate as a village which was granted. In 1899, River Rouge was incorporated as a village after a controversy as to what name should be chosen. Some preferred the name of Anchorville.

The first southern boundary was Cora Avenue, but it was extended to Florence Avenue in 1901 when Ecorse incorporated. To make this possible, the River Rouge Council conceded to Ecorse the now valuable marsh land where Nicholson's Docks, Dana, and Great Lakes Steel Corporation are located. It was not long after the incorporation that River Rouge obtained Detroit City water and a good system of sewers in 1901 and 1902.

Then came the trouble to convince and force the people to install inside toilets and bathrooms. In the meantime, concrete sidewalk and street paving was going on. In 1921 when the town became a city, every street was paved. The electric plant was sold and many changes were made in the political light and economic picture of the old village.

Between 1894 and 1947, the schools of River Rouge kept pace in all particulars in common with the progress of the nation. In 1894 the only school was the Furgason School. Other schools followed – the Dunn, the Ann Visger, the High School, Our Lady of Lourdes and the Northrup. Besides the public schools the city may well be proud of the parochial school including its high school and Sister's Home which are monuments to their beloved pastor for many years, Father Glemet.

Back in 1902, River Rouge received an awakening jolt by the announcement that deals had been completed, ground broken and erection commenced on a great and complete ship building plant at the foot of Great Lakes Avenue.

Meantime, River Rouge experienced a building boom. New homes were springing up by the dozens and land values skyrocketed. People flocked here from the four points of the compass. First came the men, the workers, who soon occupied all the spare rooms in town, so that some had to live in Detroit, and nearby towns while working in River Rouge. They were followed by their families as soon as newly built homes were available. Several present-day fortunes were made during those prosperous times. Newly occupied homes called for increased school and shopping facilities and work on all sides.

Transportation also became a problem which was solved only after a long and tedious period of negotiations, as at first, it was continually increasing and changing.

The Great Lakes Engineering Works, which was the official name of the shipyards, for many years was a steadying influence on the community. At times, employing thousands of men, they have built, completed, engine and sent out under their power, about 250 ships of all kinds sizes, types and descriptions.

They included lake freighters, excursion boats, lake passenger steamers, sand suckers, tugs and even car ferries. The largest ever built at the Great Lakes were the freighters, Schneider Junior and Schoonmaker. These were 615 feet long, 64 feet beat and 33 feet deep. Each could carry a 8,600 ton load.

Facilities of the yards included three launching slips and four launching ways. Fitting was done in all the slips as well as at the river front as all slips were equipped with traveling cranes. The plant had a ground area of about 95 acres, and a waterfront on the river of 1,800 feet, besides docking facilities in the slips. There was also a huge floating dry dock, capable of lifting the largest ships plying the lakes when in need of painting or repairs.

The power plants for the ships built at River Rouge were built at the Detroit branch of the plant at the foot of Rivard Street. Sometimes the hulls were taken to Detroit to be fitted with machinery and boilers. At other times, they were shipped to River rouge and fitted into the hulls.

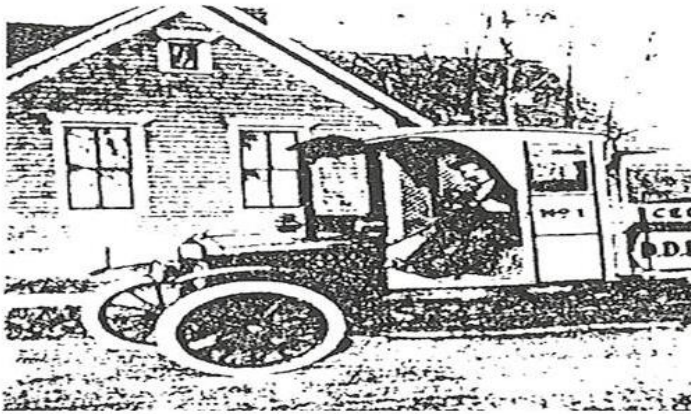
- Page Plumbing and Heating Company, 100 West Pleasant, has been a contractor in River Rouge since 1920.
- Fabricon Products, a division of Eagle-Picher Industries, In., is located at 1721 West Pleasant. In November 1969, the company observed its 50th Anniversary. The company originally opened in 1919 as the Detroit Wax Paper Company in Detroit, where it produced wax bread wrappers. The company moved to River Rouge in the 1920s. Fabricon today, is a substantial division Of Eagle-Picher, which also has plants in three other states. Eagle-Picher is a diversified producer of materials, components and equipment for both commercial and industrial use. Fabricon is a designer and manufacturer of customer plastic and paper products, serving the automotive, aerospace, construction, and food industries.
- Whitehead and Kales Company was founded by James T. Whitehead in 1897. The factory was then located on the corner of Randolph and Franklin in Detroit. On Sept. 12, 1899, the Whitehead and kales Company succeeded the parent company, the James Whitehead

Company as on this date William R. Kales became a full partner. All operations were moved in 1902 to the company's newly built factory at Beecher Avenue and Michigan Central Railroad in Detroit. In 1916, the company purchased the property and equipment of the dormant Detroit Bridge and Steel Company in River Rouge, the present site of the operations and operated both the Beecher Plant and the River Rouge plant until 1930. Early that year the Beecher plant was abandoned. Whitehead and Kales is a structural steel fabricating concern, and has erected many of the large buildings in Detroit and elsewhere.

- Marblehead Lime Company, a subsidiary of General Dynamics, located at 25 Marion, is a large producer of building brick and is the largest lime producer in the country. Its principal product is lime for the steel industry, for road stabilization, masonry construction and water and sewage treatment.

Anniversary Issue is "Something Special"

The staff of The River Rouge Herald is proud to present this special souvenir issue, commemorating the 50th anniversary of the City of River Rouge. Inside, you will find many interesting articles about the city and photographs loaned to The River Rouge herald by residents for this anniversary edition. There are also special congratulatory messages from many business and civic leaders. The River Rouge Herald thanks all the people who helped in any way to make this issue "something special."



The man behind the wheel is Daniel D. Barron, who was River Rouge village president in 1902 and again in 1905 and 1912.

Anniversary Message from Mayor McEwan

As we celebrate our 50th year as a City, it is fitting that we pause to remember and to honor all of the wonderful people who have invested their lives to make River Rouge a good City.

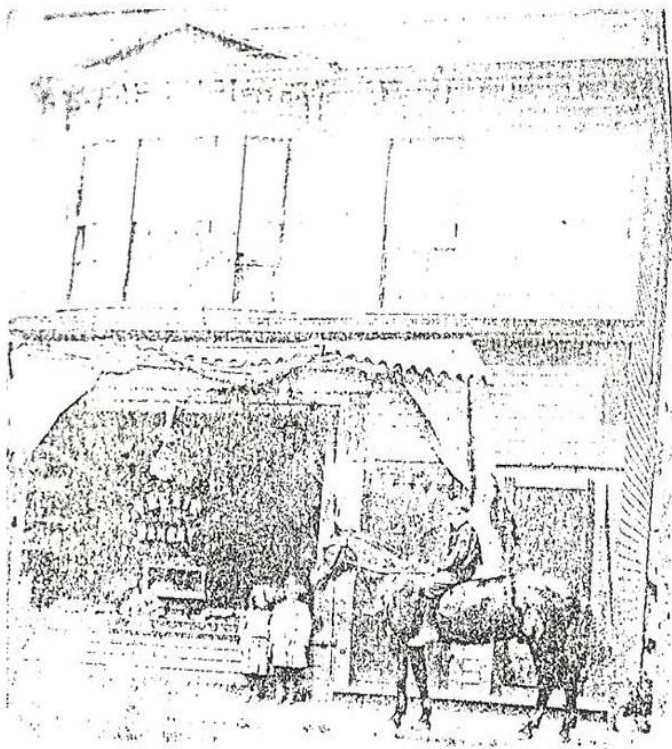
Each and every one of us has in some way contributed to make our “home town” a place in which we can take justifiable pride. Nowhere else can we find such a spirit of cooperation and community involvement.

Together we have been through the good times and the bad; war and peace; depression and prosperity, days of tension and sorrow, and days of tranquility and joy.

Today, we are a strong and vibrant people working together in a spirit of unity and cooperation to make our City an even better place in which to live.

With faith in God and in ourselves, we begin the second half century with confidence that our hopes and dreams will be achieved.

Mayor John F. McEwan



This bakery was located at Linden and West Jefferson, on the present site of the River Rouge Savings Bank. Photographed about 1913, were three River Rougeites – (from left) Alvina Blair, now Mrs Schultz, of Pinconning; Adeline Myers, who is now Mrs. Schultz of 67 East Henry; and on the horse, Edgar Blair, Sr., who now lives on Goodell. The bakery was owned by Vital and Elizabeth (Cheff) Blair. The building was later moved to East Henry Street where the present Union Hall now stands.

Six Mile House, A Rouge Attraction in 1830

Even 140 years ago, West Jefferson and Coolidge was a busy intersection – not quite of the magnitude that it is today, however. But, for weary travelers, West Jefferson and Coolidge was a welcomed stopping off place.

Located on a plot of ground where the Civic Center now stands, was a small two story white house known as the Six Mile House. It was a famous Downriver hotel built about 1830. For several decades residents from Trenton and Wyandotte and other points around used the Six Mile House as a convenient stopover enroute to and from Detroit. It was probably named Six Mile House because of its location halfway between Wyandotte and Detroit.

The building was typical of the country hotel of the day with a stable building at the rear for the accommodation of travelers' horses.

Six Mile House was built by Joseph DeLisle. In addition to the hotel, Joseph and his wife Emily, also owned a small farm farther north on West Jefferson. DeLisle Street is named for the family. The street passed through what was once a portion of their farm.

Their son, Welcome Columbus DeLisle, was born in Six Mile House on July 4, 1868. When he was 21 years old, he was elected a constable of Ecorse Township, of which River Rouge was then a part of.

He soon turned his attention to the restaurant business in Detroit. At the corner of Howard and Cass in downtown Detroit, he operated Lum's place for a quarter of a century until 1917. It was a gathering place for Detroit newspaper men and city officials. Several years later DeLisle operated a confectionary store on West Jefferson for several years. He was also in the real estate business.

Mr. DeLisle died in 1938 in the Reno Building Apartments where he made his home – ironically just across the street from where the Six Mile House once stood.

Tornado Hit Rouge in 1946

Two minutes of horror on June 17, 1946 took its toll on River Rouge, and is often still remembered. It was the day the tornado hit River Rouge exactly at 5:55 p.m. when the smoke-like funnel shaped cloud swooped out of the west into River Rouge, down Coolidge, and across the Detroit River into Canada.

Left behind were tangled buildings, hurt people and thousands of dollars worth of damage.

Houses in the John R. Fisher Homes War Industrial Housing Project in Southward Detroit seemed to “explode” when the tornado struck, and the walls sailed skyward, according to the account in The River Rouge Herald that year.

Wall sections of pre-fabricated homes were found in many parts of the Rouge and even in Canada. Most of the damage was confined in five or six buildings on Bassett near Coolidge. Fourteen families were homeless.

Grace Baptist Church, located on Coolidge, just west of West Jefferson, was destroyed, and the church had to rebuild. The roof was blown into the nearby Downriver Taxi Gas Station at Coolidge and West Jefferson, damaging several cabs.

The block of buildings on the west side of West Jefferson between Coolidge and Henry were also severely damaged.

The Lancaster Theater, located on the east side of West Jefferson, in the middle of the block, between Coolidge and Henry, was also damaged. A large portion of the people were inside the theater when the tornado hit. Trees were blown down on the first block of Batavia.

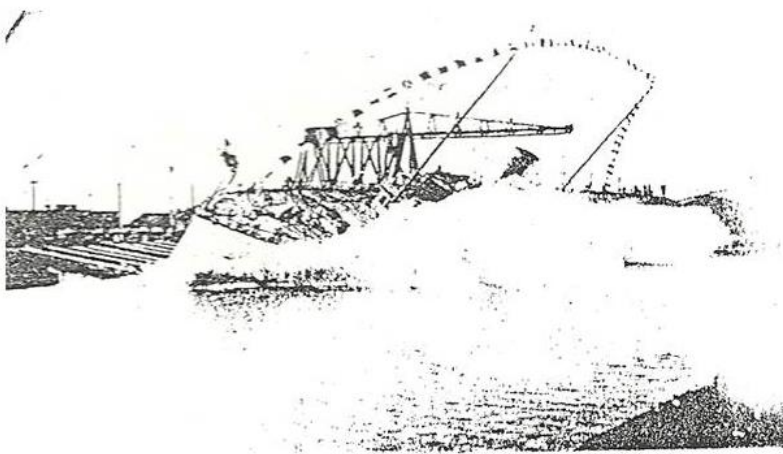
The roof of Old City Hall was damaged and the Council Chambers were flooded by a rain which followed.

Our Lady of Lourdes Church was damaged by loss of slate from the roof and broken windows. The bell tower was moved slightly out of line. Damage to the school and convent was also extensive, and ran into the thousands of dollars.

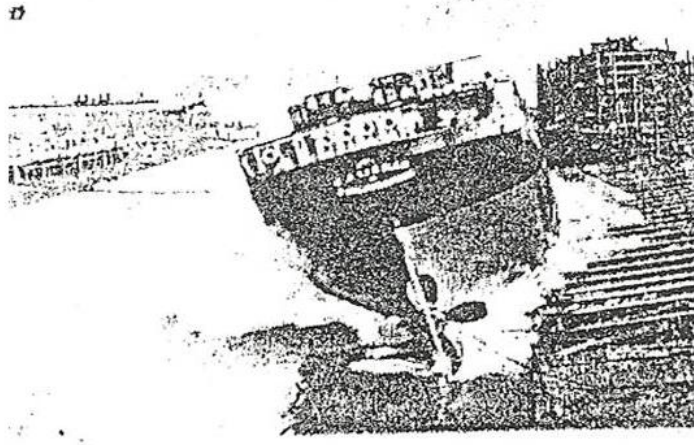
Damage on Campbell and Frazier was light. A home on Beachwood lost its entire roof. Virtually all buildings on Beechwood near Coolidge were damaged. A big overhead crane at Whitehead and Kales was blown from its track, and fell 40 feet to the ground.

River Rouge following the tornado was a beehive of activity with the Red Cross, the National Guard, the police and fire departments, and city crews busy cleaning up...and, River rouge survived...

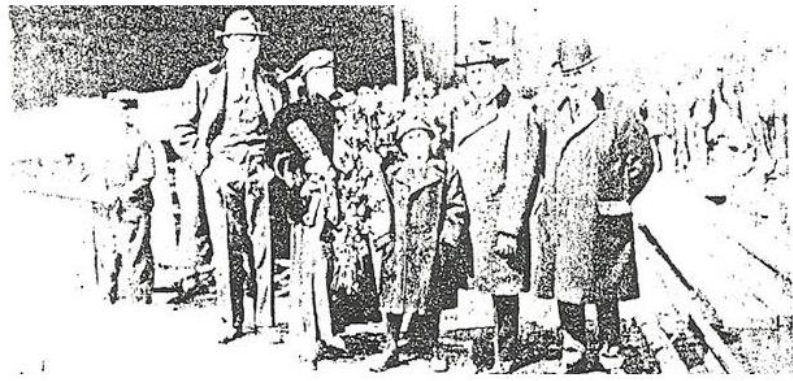
- Great Lakes Field, which lies between Genessee and Richter, along Great Lakes Avenue, was known at one time as the “brick pond.”
- The 610-foot-long freighter John Hulst, was launched from the Great Lakes Engineering Works in January 1938. The ship was the last of four new vessels constructed for the Pittsburgh Steamship Company.



The Crawl Keys, built in 26 days at the Great Lakes Ship Yard, River Rouge – was launched in August, 1918.



As dramatic in those days as one of our astronauts taking off for the moon was the launching of a newly built ship. And River Rouge was the place where any ships were built and launched. This photograph, loaned to The Herald Advertiser Newspapers by Arthur Barnard of Taylor, shows a River Rouge built ship hitting the water for the first time from the foot of Great Lakes Avenue, where it was built. The date is unknown. Barnard, a former River Rouge resident, worked at the shipyards from 1916 until it closed in 1960.



The date is unknown, but the occasion was the christening of a ship in River Rouge. These four men gathered with the young lady, who christened the ship with a bottle of champagne at the foot of Great Lakes Avenue for this photograph. The photo was loaned to The Herald Advertiser by Arthur Barnard, who worked in the shipyards from 1916 to 1960.

Indians Once Owned Rouge

The area of land located on the Detroit River between the Rouge River and the Ecorse Creek today is almost equally divided between the cities of River Rouge and Ecorse. Old maps show that nearly all this land between the two streams was originally laid out in the old French manner, in narrow tracts extending back from the Detroit River and a few farms extending back from the Rouge River so as to give the maximum number of owners river frontage.

Some years ago, an original Indian deed signed by 12 tribal chiefs with the marks supported by two branches of wampum which gave over "forever" a piece of land along the Detroit River was discovered in Lansing in connection with a land title search. The deed, written sometime before 1772, said, "We the chiefs of the tribes of the Pottawatomie Nation, at Detroit, have deliberated and given, of our free will, a piece of land of four arpents (and old French unit of measure) in width by the old depth . situated at one ancient village, to Robiche, son of the scrivener (writer of the deed) and for surety of our minds we have made our marks, supported by two branches of wampum.

The deed was offered as part of a claim to ownership of the land. Records show that the land was first surveyed in July, 1772.

Happy, Happy 50th Birthday To My Home Town RIVER ROUGE

CLYDE COX AGENCY

"Complete Insurance Service"

1167 Eureka Rd., Wyandotte 515 Main St., Belleville

My Agency Was Founded In 1951
At 94 Abbott, River Rouge Where I Still Live.

*Words cannot express how proud we
are to wish our city of River Rouge ,*

*Congratulations
on your Golden Anniversary*

DAVE and SHIRLEY RICHARDSON

Epworth Methodist, First Protestant Church in Area

Epworth United Methodist Church, of River Rouge, is the first protestant church in the Detroit area. Although not know by the name of Epworth, research shows that the church goes back to 1809, when church meetings were held in homes.

In 1818, a Methodist church was built on the banks of the Rouge River, on present Ford Motor Company property. The church continued for many years, but was finally discontinued and the activities transferred to River Rouge to become Epworth Methodist Church.

For many years after opening in River Rouge, the church used the building, starting in 1906, which is now the Knights Pythias Hall on Furgason Street. The congregation began making plans years ago for a new church building. The present site on West Jefferson and Elm Street was selected and the present building was constructed. A small building on the site was used for a time. The present building dates back to 1924 when the cornerstone was laid. The church was formally dedicated on Dec. 14, 1925.

Methodism began in River Rouge in 1905 when Dr. A.R. John, pastor at Wyandotte, became interested in River Rouge. Si or seven families residing in River Rouge were attending church in Wyandotte.

In 1912 the church asked that a pastor serve the River Rouge church only and G.H. Gibson was appointed. He was followed by E. Merrill Brown who served three years. In 1915, L.M. Blakely succeeded him. During his pastorate in 1920, the Elm-Jefferson property was purchased and a temporary tabernacle was erected.

After four years in the temporary building, plans were made to erect a new building. The cornerstone was laid on July 27, 1924 by Bishop Thomas Nicholson. The Rev. Marshall Hoyt was pastor at the time.

After many successful years of raising funds and increasing the membership, the burning of the mortgages on both the church and the parsonage occurred June 4, 1944.

Epworth celebrated its silver anniversary Dec. 11, 1949.

Father Glemet ...Remembered



Father Glemet loved children and children loved him. In his later years, he enjoyed walking from the rectory daily along West Jefferson where he was always happily greeted by young and old alike.

No story of the history of River Rouge or Our Lady of Lourdes Catholic Parish would be complete without fond memories of the Right Rev. Msgr. Emmanuel J. Glemet, who at the age of 89, died June 1, 1969.

He spent most of his life in River Rouge.



Father Glemet was born in Bordeaux, France, Jan. 24, 1880 and came to Canada as a child of 11 and to the United States shortly after. He studied at Assumption College in Windsor, and St. Mary's Seminary in Baltimore. He was ordained in Detroit in 1902, and was appointed assistant to his uncle, Msgr. Richard Champion, of Ecorse, at St. Francis Xavier Church. Three days after his ordination on December 20, 1902, he was appointed to the River Rouge Mission. The village then had a population of about 250.

In 1906 when Our Lady of Lourdes parish was established, Msgr. Glemet became its first resident priest, and in addition assisted his uncle in Ecorse.

He celebrated his Golden Jubilee in the Priesthood in May 1952. That year, Pope Pius XIII conferred the title of Right Reverend Monsignor on the Rev. Father.

He retired in 1966 and became pastor emeritus of the church. He once admitted that it was difficult to determine how many children he had baptized in all his years in River Rouge or how many couples he had married. It was not uncommon for him to perform

the Mass commemorating the 50th wedding anniversary of couples whom he had married 50 years prior.

<p>Congratulations River Rouge on your Golden Jubilee</p> <p>whitehead & kales co.</p>  <p>detroit</p>	
<p><i>Congratulations On Your 50th Anniversary</i></p> <p>CLAWSON CONCRETE CO.</p> <p>Subsidiary of EDW. C. LEVY CO.</p> <p><small>We reached our 50th year in 1970</small></p>	<p><i>We Wish You 50 More Years Of Progress and Happy River Rouge Days</i></p>  <p>LINDE DIVISION</p>

River Rouge Residents, Past and Present

Reverend Raymond Champion

Reverend Raymond Champion, the son of Martin and Annie Guiraud Champion, was born near Bordeaux, France, on September 18, 1851. After his parents educated him during his early years, he entered the preparatory department of Bordeaux Seminary in 1863. In 1870 he became a student in the theological department, graduating in 1875. Cardinal Donnet of Bordeaux ordained him on December 18, 1870, and he became pastor of St. Gervais and Protais Church at Sauternes, France. In 1879, he accepted the position of assistant pastor of Our Lady of Victory Church at Rochester, New York. In 1889, he became pastor of St. Francis Xavier Church in Ecorse, Michigan, and greatly improved the condition of the parish. While at Ecorse, he founded the Church of Our Lady of Lourdes at River Rouge, Michigan in 1893, which he also maintained in good condition.

The Detroit Directory for the year beginning August 1, 1894, listed Reverend Champion as living in Ecorse, and serving as pastor of the Church of Our Lady of Lourdes, corner of South Division and Dearborn Street. It was organized November 27, 1893 and had a membership of 100 families.

He died on January 22, 1940 in River Rouge.

Edward Cicotte

Born in Ecorse, Michigan on December 12, 1854 into the fourth generation of the Cicotte family in Wayne County, Edward Cicotte was a member of one of the oldest families in Michigan. He was the son of Edward and Julia Visger Cicotte, and brother of Theodore Edward, Mary A., Francis A., and Susan E. Cicotte. His father Edward was a merchant at Ecorse for many years, stretching back to when the village was called Grandport. He kept the tollgate at River Rouge at the old blockhouse that the United States government built for several years. Edward died on August 6, 1926, and he is buried in Holy Cross Cemetery in Detroit.

Emmet E. Dohany

Emmet E. Dohany was born about 1870 on a farm in Southfield, Michigan. At age 18, he began to teach and worked his way through his professional courses, graduating in 1893 from a course at Fenton Normal School. By 1896, he had graduated from the State Normal College at Ypsilanti. He completed four years of college and taught in public schools in Detroit as well as River Rouge. He taught in River Rouge in the Newsboy's Night School and served as superintendent of the River Rouge Schools.

He married Louise Ferguson and they had at least three surviving children, Emmet, William, and Evelyn. They buried their daughter Theresa, who died of diphtheria at age two.

Emmet Dohany died on December 23, 1949 in West Bloomfield Township, Oakland, Michigan at age 80.

Columbus Maul

Columbus Maul was born in Macomb County, Michigan in 1865. He died on March 28, 1907 in Ecorse of typhoid pneumonia and he is buried in Saint Francis Xavier Cemetery in Ecorse. He was a marshal in the River Rouge Police Department.

Dr. James I. Northrup

James I. Northrup was born March 3, 1850, in Ontario, Canada, and later immigrated to the United States. The 1900 and the 1910 United States Federal Census shows him living in Ecorse with his wife Mary and his children William, Hubert, and Murray.

In 1891, Dr. Northrup moved to River Rouge and he served as postmaster there for several years. He also served as a caring doctor for people of the region and as coroner. He and his wife Mary were members of the Baptist Church. He died in 1930 and he is buried alongside his wife Mary and father Moses and mother Sarah in Woodmere Cemetery in Detroit.

Mr. and Mrs. Steve Pankotai

October 2, 1969

60th Anniversary Observed

Mr. and Mrs. Steve Pankotai, 38 Elizabeth, River Rouge, who were married Oct. 2, 1909, in New York, are celebrating their 60th wedding anniversary.

Planning to drop in for a visit on their anniversary, are the couple's children, Mrs. Arthur (Julia) Williams, of River Rouge, and Julius Pankotai, of Lincoln Park. Another son, Zolton, is deceased. The Pankotais have nine grandchildren and 27 great-grandchildren.

The honorees are both 85 years young and have lived at the River Rouge address for the past 50 years. Mr. Pankotai is retired from the American Brass Company.



MR & MRS STEVE PANKOTAI

Edward V. Rakocy

Edward V. Rakocy was born July 10, 1915, in Delray, Michigan. He graduated from St. John Cantius Elementary School and from River Rouge High School in 1934, where he excelled in sports. For several years after high school graduation, he played minor league baseball in Lake Charles, Hot Springs, and Montgomery, Alabama. In 1939 he was drafted into the United States Army, and he served in the United States Army Air Corps 5th Air Force Division. South Pacific.

In 1943, he worked as a Glass House supervisor at the Ford Motor Company where he met his future wife Stella Stefanick in 1948. They married in 1950 and were married for 15 years. She died in 1965.

Edward died on November 9, 2009, and he is buried beside Stella in Our Lady of Hope Cemetery, Brownstown Township.

Hazen B. Torango

Born August 17, 1905 in Ecorse, Hazen B. Torango was the son of Joseph and Mary Lozon Torango.

A Detroit News story dated Saturday, November 28, 1936, details what happened to Hazen B. Torango.

Killer of Grocer Is Still at Large

The parents of Hazen Torango, young River Rouge grocer who was shot as he was locking the doors of his store on the eve of Thanks-



Torango

giving, prepared for the burial of their son Saturday as police sought clues to the identity and motive of his assailant.

Torango died Saturday in Delray Industrial Hospital from a bullet wound which had shattered his vertebrae. Shot in the back as he was closing his store he collapsed while the keys still were in the door lock. The shot was heard by his parents in their home at 63 Pine street, River Rouge.

Funeral services for Torango will be held Tuesday at 9 a. m. in Our Lady of Lourdes Roman Catholic Church. Burial will be in Ecorse. Torango lived with his parents, Mr. and Mrs. Joseph Torango. Surviving, besides the parents, are a brother, Merle, and three sisters, Mrs. Myrtle Hoogland; Mrs. Charlotte Grundel and Miss Madeline Torango.

Detroit News
Sat. Nov. 28, 1936

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Detroit News
Sat. Nov. 28, 1936

He died on November 28, 1936 and he is buried in St. Francis Xavier Cemetery, Ecorse.

A Few River Rouge Veterans



Located on West Jefferson Avenue in River Rouge

River Rouge Soldiers Killed in Vietnam

Pfc. Daniel John Blomfelt

Private First Class, A CO, 3RD TANK BN, 3RD MARDIV, III MAF. United States Marine Corps, River Rouge, Michigan. December 21, 1946 to May 05, 1968. Daniel, age 21, was killed in action on May 5, 1968 in Quang Tri Province, South Vietnam.

PFC Howard James Bower, Jr.

Private First Class. CAP 2-3-3, CACO 2-3, 2ND CAG, COMBINED ACTION, III MAF, United States Marine Corps. River Rouge, Michigan. January 13, 1952 to April 03, 1971. Howard, age 19, was killed on April 3, 1971, in Quang Nam Province, South Vietnam.

PFC Paul Joseph Buczolic

Private First Class. A CO, 3RD BN, 8TH INFANTRY, 4 INF DIV, Army of the United States. December 30, 1947 – March 3, 1969. River Rouge, Michigan. Paul, 21, died in Kontum, South Vietnam of gun or small arms fire on March 3, 1969.

SP4 Robert Paul Jacques

Specialist Four, C BTRY, 3RD BN, 16TH ARTILLERY, AMERICAL DIV, USARV. Army of the United States, River Rouge, Michigan. January 29, 1950 to February 06, 1971. Robert died on February 6, 1971 in Quang Tin Province, South Vietnam, as a noncrew member in a helicopter crash over land.

Cpl. Randell Blake Little

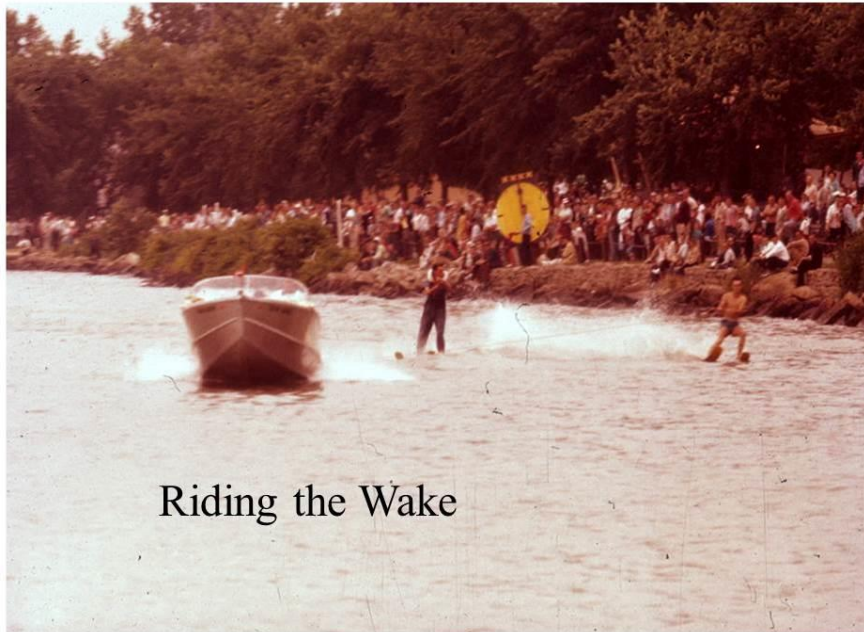
Corporal, HMM-164, MAG-16, 1ST MAW, III MAF, United States Marine Corps. River Rouge, Michigan. October 16, 1946 to July 3, 1968. Randell died in Quang Nam Province, South Vietnam on July 3, 1968. He was a member of a helicopter crew.

LCPL Kenneth Allen Roe

Lance Corporal, C CO, 1ST BN, 7TH MARINES, 1ST MARDIV, III MAF, United States Marine Corps. River Rouge, Michigan. November 26, 1947 to November 29, 1967. Kenneth, age 20, died in Quang Nam Province, South Vietnam, on January 29, 1967 of hostile ground fire.

PFC John Howard Roth

Private First Class, HHC, 3RD BN, 12TH INFANTRY, 4TH INF DIV, USARV, Army of the United States. River Rouge, Michigan. February 15, 1946 to March 9, 1967. John, 21, died of gun or small arms fire in Phu Yen Province, South Vietnam, on March 9, 1967.



Submarine Trials in the Rouge River



George Collin Baker of Chicago came to Detroit in January of 1892 with a detailed agenda. He checked into the Cadillac Hotel and set to work perfecting his plans to try out his wooden submarine torpedo boat in the Rouge River. A tall, thin, spare man of about 50, he had a modest but cosmopolitan air and a commonsense knowledge of the world, according to a *Detroit Free Press* reporter who interviewed him about his submarine torpedo boat.

Although he was far away from the Illinois farm where he had been born on December 21, 1844, George Baker had confidence in himself and his ambitions. In 1861 at age 17 he enlisted in the Union Army on August 2, 1862. As a soldier in Company B, Twenty-Third Iowa Infantry, he participated in many crucial battles including the siege of Vicksburg, and the siege and capture of Ft. Blakely and Mobile.

After the Civil War ended, George went to Polk City, Iowa, and worked in the mercantile business until 1873. In 1873, he was elected county auditor and held that office for two terms. In 1867, he married Mary Robinson and they eventually had three sons: George Jr., Charles K., and Clyde E.

To support his growing family, George established a hardware business that he called George C. Baker & Company. By 1879, he had invented several barbed wire machines and built a small factory. He devoted his spare time to inventing and testing an experimental submarine torpedo boat. In 1887, he moved his factory from Des Moines, Iowa, to Lockport, Illinois, setting up offices in Chicago. In 1888, he submitted the blueprints for his Baker Boat to the United States Navy Department, one of several inventors who submitted plans for a new submarine.

George Baker heard rumors that his chief competitor John Holland, had won the competition, so he bravely decided to build his submarine no matter what the outcome of the competition. Since George had retired from the barbed wire business with a substantial fortune, he had the resources to build his submarine and he signed a contract with the Detroit Boat Company for building the submarine in December 1890,

After the launch of the Baker Boat in January 1891, George thought that his work as the submarine's inventor was finished, but it was new and untested and still in a crude state. The hull worked well but the machinery did not function efficiently, so George came to Detroit to try out the submarine in the Rouge River. He conducted several experiments in the water and he felt confident that he could correct all of the submarine's malfunctions and that it would run successfully in the end. He had partially patented the submarine, and intended to patent the entire vessel shortly.

The Baker Boat had a wooden hull, seven inches thick and a small steam engine propelled it on the surface of the water. The boiler smoke stack telescoped up when the boiler operated, but collapsed to a few inches tall when it submerged. An electric motor powered the Baker Boat when it was submerged and a standard rudder arrangement was used to steer the boat.

The Baker Boat weighed about seventy five tons, featured a conning tower, electric lights, and had room for at least six people. Baker said that he had read ridiculous claims about the submarine in many papers, including a Milwaukee paper that featured two illustrations that outshone those in Aesop's fables. The illustrations showed a submerged boat totally topped off by a huge smokestack as long as the boat. Several feet of the stack stuck out of the water and smoke billowed out of its end. "Even if such a plan were possible, just see what a sure warning it would give an enemy of the approach of the boat. Scores of these things have appeared in print, and they will certainly do me more injury than good," Baker told the reporter.

He also denied that he had built the submarine for the government “unless they want to buy the boat in the event of its being successful. It is purely a private enterprise, and should it fail, nobody but myself shall be at a loss.”

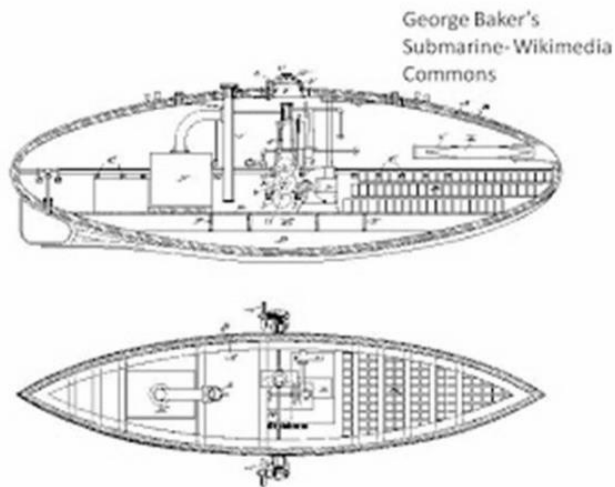
According to George Baker the submarine had a wooden hull, but it leaked only at the rate of two gallons in twenty-four hours. When the boat floated on the surface about sixteen inches of the top stuck out of the water, and the propeller wheel was driven by an engine with steam. When submerged a storage battery, one of the largest of its kind and possessing the power of fifty horses, furnished the power. The storage battery also furnished electric light under water, “a good strong light,” according to Baker. The submarine had reached a speed of eight miles per hour practically submerged.

George Baker had a visionary imagination as far as the utility of his submarine. He thought that it could be used to plant torpedoes beneath a war vessel. The Civil War navies had begun to explore this avenue of underwater warfare with the Hunley and Housatonic, but George Baker seemed to foretell the Navy Seals of the two twentieth century world wars. He thought his submarine could also be used to locate wrecks. It would assist the explorations of divers by using a powerful electric light that threw a bright light a distance of sixteen feet when the boat was under water. The light was manipulated from an iron projection from the top of the boat known as a conning tower. Baker described it further by saying, “The tower is much the size and shape of a stiff hat and is provided with peep-holes on all sides, the glass being heavy plate an inch thick.”

On Saturday, April 2, 1892, George Baker conducted an experimental run of his submarine in the River Rouge near the exposition grounds. He had counted on fifteen and a half feet of water, but heavy northeast winds had blown for at least a day before the trial and the wooden submarine scraped on the bottom when it submerged. Undaunted, Baker planned another trial for the following week. On April 29, 1892, he ran a successful trial with Goddard, his construction foreman. They submerged the Baker Boat for an hour and fifty minutes in the River Rouge.

The editor of Western Electric accompanied George Baker and Goddard, his foreman, on the second trial of the Baker Boat on May 20, 1892 in the River Rouge. After the trial, the editor wrote, “Some little difficulty was found in depth keeping, however, and this was perhaps the chief fault of the boat. The twin propellers with their every-way gearing are distinctly novel and the Baker is on the whole a great credit to her inventor.”

In June 1892, according to the New York Times, Commodore William Folger Chief of the Bureau of Ordnance at Washington has instructed W. Scott Simms inventor of the Simms-Edison torpedo boat to try out the submarine boat invented and built in Detroit by George Baker. Acting on the recommendation of Commodore Folger, Mr. Sims visited Detroit on June 25, 1892, to meet George Baker and inspect his torpedo boat. Mr. Sims said that Commodore Folger believed that the combination of his torpedo and George Baker’s boat would make a perfect destroyer for the American Navy.



Mr. Sims couldn't inspect the Baker Boat because it was being repaired, but George Baker impressed Mr. Sims. Mr. Sims said that George Baker had "the first boat that has been made to ride on an even keel... It is navigable, easily controlled, and of a powerful structure."

By late 1893, the Navy Department had opened a new competition for a submarine torpedo boat. George Baker already had produced an operational submarine, so he seemed to be a lap ahead in the contest with John P. Holland of the John P. Holland Torpedo Boat Company to win a contract to furnish the first operational submarine to the U.S. Navy. John Holland was the better known inventor and in July 1893, the *New York Times* declared Holland the winner of the competition. The Navy was much slower to favor Holland, because although he was better known that George Baker, Baker had a circle of friends in Washington D.C.

George Baker had finished building and testing his Baker Boat the year before and he could easily put her through sea trials on Lake Michigan for the Navy. Iowa Senator William B. Allison and Baker's lawyer General C.N. Shelley, persuaded the Secretary of the Navy that the Navy should put the Baker Boat through its sea trials. In fairness to John Holland the Navy invited John Holland to sponsor a boat of his own. Holland objected to these tactics because Navy officials had told him that the Board had approved his design. He said that vandals had stripped his vessel and the cost of refitting her would be prohibitive. He said his boat company already was financially embarrassed because of the design competition and that the contest circular advertised only for designs, not completed ships competing against each other. The *New York Times* report of July 28, 1893 had announced that Holland had won. Was the Board changing its mind?

The Board replied that no newspaper in the country was the official organ of the Navy Department and that when an inventor like Baker produced a ship, the Navy could properly test her.

By mid-September 1893, the Navy had completed its tests and the newspapers again announced that the Naval Board had recommended John Holland's design over that of George Baker. Again

politics ruled and other Washington officials delayed approving Holland design. The Holland Torpedo Boat Company took the risk of offering George Baker \$200,000 worth of Holland Company stock in exchange for Baker assigning his patents “free of all encumbrances to the Holland interests.”

George Baker kept politically maneuvering and insisting that the navy test his submarine before building one from John Holland’s design. Although Holland was still considered the winner of the competition, George Baker managed to delay construction of the Holland submarine. In March 1894, George Baker traveled to Washington D.C. to confer with Naval officials about securing the \$250,000 that Congress had designated to build a submarine boat. He suffered an attack of appendicitis and died on March 23, 1894.

George’s family brought his body back to Des Moines, Iowa, on the train and an escort of Civil War veterans from The Crocker Post escorted him to the church and then to the Woodland Cemetery in Des Moines. His obituary said the Governor’s Guards fired a final volley for “a brave soldier, a good man, a tried & true friend, a man of courage, integrity and genius who lived as he died, honored, respected & loved by all who knew him.

In March 1895, the government awarded the contract to the Holland Torpedo Boat Company. But George Baker, his submarine dream, and his trials in the River Rouge made the Holland Torpedo Boat Company’s success possible.

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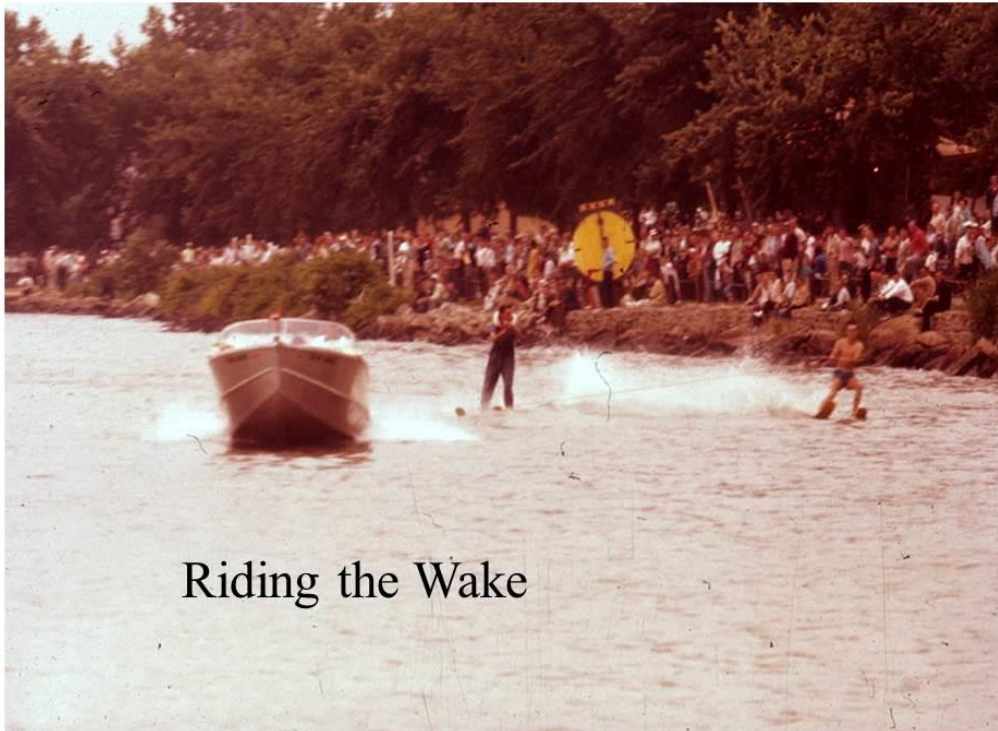
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The River Rouge Tornado Event

By Ray Knox

March 2015

Buster was my mother's brother. Uncle Buster to us. He was murdered in the 90s while getting gas in a mugging by two black men that used a baseball bat on him.

My mom Alice B Knox (Theeck), her brother Buster (Charles W Theeck) and parents Charles E Theeck and Alice M Elliott (Theeck); were in their house at the time. Just south side of original Joachim Theeck ribbon farm house AKA red brick house.

Mom and Grandpa are my mom's grandparents (through her mother). Her mother called her mother mom, so my mom called her the same name. They thought it was cute and never changed it. They lived in Kalamazoo MI.

Gramps and Mim are my mom's grand parents (through her father). They lived in the house just north of the red brick house. On the corner of Beachwood and Coolidge Hwy.

So they basically they move all their stuff that day to the grandparents garage on the corner, with the help of the neighbors, within minutes of the tornados strike.

My GG Grandfather Joachim Theeck's farm, like all the area farms, ended up being subdivided with houses built on it and sold to make room for the ever growing population of River Rouge aka RR. 1st due to the influx from post-Civil War people moving north. 2nd from the influx from the ship building on Zug Island. 3rd from the influx from the Ford Rouge plant.

Joachim Theeck is a Civil War Vet (Battery B MI Light Artillery) and emigrated with his family from Prussia. His brother George was in the same unit and died shortly after the Battle of Shiloh. Buried in an unmarked grave at the battle field. Joachim was taken prisoner.

Mim is Ann Philomine Goodell (Theeck) and the youngest daughter of Cliophus Theophile Goodell. Which Goodell school (corner of Champaign and Fort Street, now a grocery store) in Lincoln Park was named after. His farm was cut into sections by Fort Street and Cosmoline aka Southfield.

Interestingly Mims Father had a barn refurbished into a house on Cosmoline and Chandler Str. for her, but she moved to RR. That house was later relocated to Park Street when the road was widened. Later on it was moved again to Electric Str. Right behind the Laundromat on Southfield and Electric. You can see it has a barn like shape to the roof. It was always vacant or lived in by a relative until my youngest brother lost it to the bank a few years back.

On a side note. During the Detroit riots, Gramps and Mims yard had a small standoff with rioters and authorities. Shortly after that event, they fenced in the side yard. The fence on that cement wall along Beachwood is the only thing left that is recognizable from the original yard. As all those homes are now a parking lot for the sports field across the street on Coolidge.

The River Rouge Tornado

By Alice Knox

March 2015

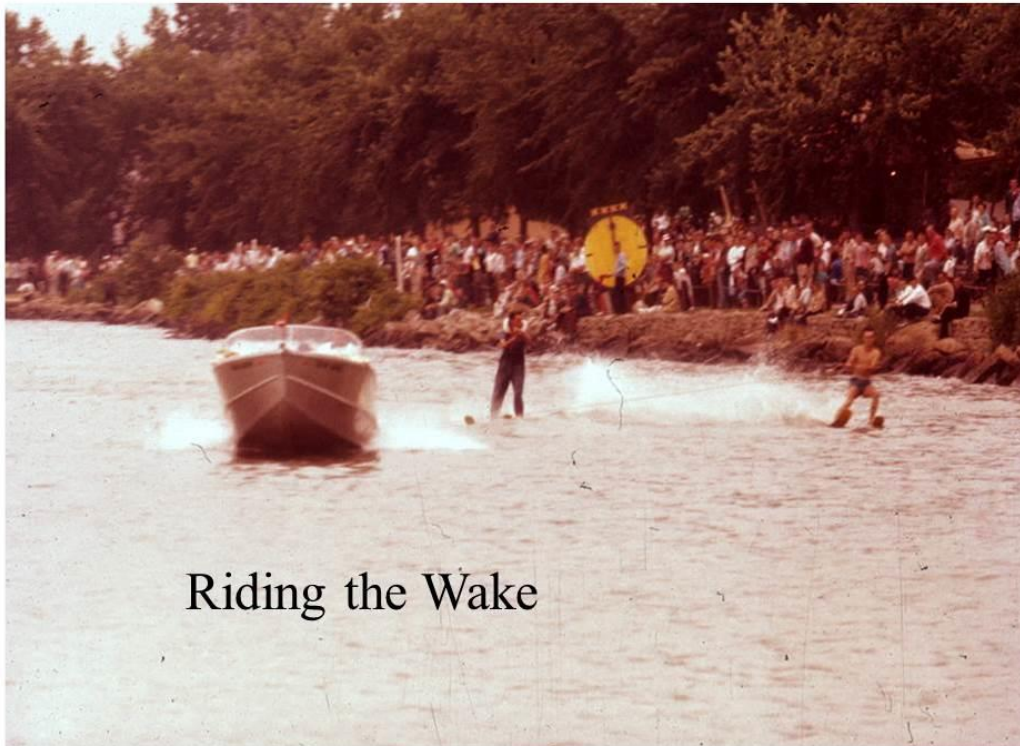
I close my eyes and think back to a sunny day in mid-June. 1946. It is dinner time at 252 Beechwood, River Rouge, Michigan. School was done for the summer. I was 9 years old and my brother had just turned 6 in April. We had a mother cat and her kittens were on the front porch. No sign of rain. Buster's friend from across the street came to the door. My mother went to the door and told him we were eating and Buster would be out later. When he turned to go back home, he said, look at the trees flying in the air!! My mother grabbed him into the house

and Buster and I ran to the door. She slammed the door shut and stood over us at the front door. We could feel the house shake and heard the loud! Sound of the wind. Could hear crashing sounds behind us and then it was over. My Dad had gone to the basement door and

slammed it shut and stood there. When we turned around, we saw the chimney had crashed down on the dining room table and the chicken we were going to eat had taken flight!

There were no warnings on the radio. The tornado had come down Coolidge Hwy, taken out the first row of housing in the projects and skipped over the bowling alley, hit our house, skipped over to the street next to the rail road tracks and knocked the corner house on its side. Went across the tracks, skipped Our Lady of Lourdes church, rectory, school and convent and smashed the Baptist Church on the corner of Coolidge and Jefferson. On across the street, tore off the roof of the show and uprooted a few trees on its way across the Detroit River into Canada.

With a huge hole in our roof, Gramps opened up his garage doors and with the help of the neighbors, all our possessions were moved to Mim and Gramps garage at the corner of Beechwood and Coolidge. There were live wires in the alley behind Mim and Gramps house. It started to thunder and then the rains came down. Buster and I were told that there would be no more big winds because it was raining. Aunt Muriel, Uncle Fred, Aunt Vern and Uncle Hank heard of the tornado on the radio and came but were stopped about a mile from RR and had to walk and leave their car. Mom and Grandpa came from Kalamazoo the next day and took Buster and me back to Kalamazoo for the summer. We stayed with Mim and Gramps for about a year until we bought the house on Linden St. The house on Beechwood got fixed and Dad rented it out. My Mother did not want to go back to that house.



Detroit Gazette

January 1, 1819

An Estray Cow

Broke into the enclosure of the subscriber on the 21st ult., a dark brown or black cow---She has a star on her forehead, some white on her hind legs, and a bell on, and is about three years old. The owner is requested to prove property, pay charges, and take her away.

John McCombs

River Rouge

January 1, 1819

Detroit Gazette

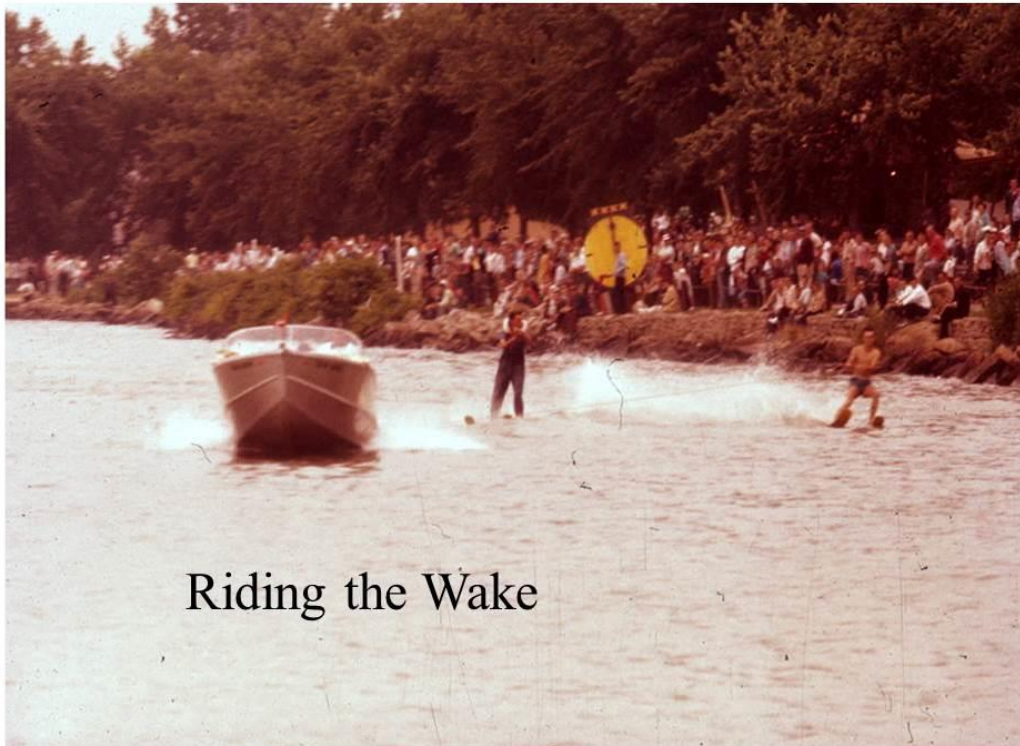
January 31, 1823

Stray OX

Came into the enclosure of the subscriber on the south side of the River Rouge, in the month of October last, a red brindle ox, marked with a T on his horns, the owner is requested to call, pay charges, and take him away.

Richard Cruders

20th January, 1823



River Rouge News - 1949

In December 1949, the Ecorse-River Rouge Advertiser summarized some of the news of the year for River Rouge.

January 6, 1949. Roy Cheff, president, and Commissioners Roy Hamel and Dean Flate resign from River Rouge Housing Commission after charging city officials with putting politics into the Commission.

January 20, 1949. William Duncan is named sitting director of River Rouge Housing Commission. Ken Swartzbaugh, Herbert Smith, and Hugh Mullen are appointed assistant cashiers for the Ecorse-Lincoln Park Bank.

February 3, 1949. River Rouge Council tables plan to provide city with voting machines. Pyramid Clubs ruled lottery by Wayne County Prosecutor.

February 16, 1949. Donald Cook and Kirby Wilson, Jr. receive Key-Man awards from River Rouge Jaycees.

February 17, 1949. River Rouge set for primary elections. Duncan and Wilson vie for Mayor's chair. Plans for Rouge Days begin.

February 24, 1949. M. Warren Duncan leads Kirby Wilson, Sr. in River Rouge primary race. River Rouge wins Twin Valley Basketball championship shares cup with Dearborn.

March 17, 1949. River Rouge High School wins regional basketball title. River Rouge Council fights over alleged misuse of funds in city street repair.

April 7, 1949. M. Warren Duncan wins River Rouge mayoral race by big margin. P. Thomas Redmond wins treasurers post.

April 14, 1949. River Rouge borrows \$90,000 to meet budget demands. Duncan fails to act on River Rouge city appointments.

April 28, 1949. Duncan presents list of appointments for River Rouge Council consideration.

May 5, 1949. River Rouge Council walks out in fight over River Rouge appointments.

May 12, 1949. Hold meeting for new library in River Rouge. Earl R. Beaudrie heads River Rouge Democratic Club. John Digna and Leonard Westerdale appointed to River Rouge Board of Review.

May 26, 1949. Assessments upped in River Rouge. River Rouge Council acts on slum clearance.

June 9, 1949. Council hits slum conditions in River Rouge. Kirby L. Wilson, Sr. named to Delray Hospital Board. River Rouge citizens act to remove trucks from Division Street.

June 16, 1949. Public hearing held on dog catcher in River Rouge on charges of cruelty. River Rouge Jaycees win second national award for International Relations work.

Mrs. Lumnia Grandmason Passes Away

June 16, 1949. Mrs. Grandmason Passes Away

After spending over 86 of her ninety years in River Rouge, Mrs. Lumnia Grandmason, 142 Division Street, died at her home. Mrs. Grandmason celebrated her 90th birthday on June 14, 1949. She died just four days later. She was born and raised in Canada.

Well deserving to be called one of Downriver's old timers, Mrs. Grandmason was the wife of the late Cyril. She is survived by a daughter, Mrs. Fred Metzger, also of the Division Street address, a son Roy, and two grandchildren.

Funeral services were held at the Gallagher Funeral Home.

June 23, 1949. Jay Clark, famed baseball player, dies in River Rouge.

July 7, 1949. Mayor Duncan urges action on River Rouge drainage. Mrs. Henrietta Rickard dies in leap from Jefferson Avenue Bridge in River Rouge.

July 14, 1949. Ralph Phillips promoted to police lieutenant in River Rouge.

July 28, 1949. River Rouge hit by flash flood as drains back up. Youthful gangs war in wild ride down Jefferson Avenue.

August 4, 1949. Council to license conversion burners in River Rouge. River Rouge to add new pump to drainage system.

August 11, 1949. Citizens petition Council on River Rouge drainage. Stephen Kopsey retires from River Rouge Police force.

August 25, 1949. George Deering appointed Superintendent of River Rouge Public Works.

Barbara Jean Aberl Murdered

August 25, 1949. The body of Barbara Jean Aberl is found near Northville after murder by uncle.

The Ecorse-River Rouge Advertiser printed an editorial about the murder under the title of *Horror*. The editorial said that the murdered child, Barbara Aberl was pretty and loveable, the favorite of the entire neighborhood. The confessed murderer was "a young uncle, sick in mind." He left a crude confession note urging capital punishment to prevent such crimes as his. The editorial said that "to his confused and tortured mind, capital punishment would have stayed his hand."

The editorial continued that no law would stop the killers. The only thing which will stop such hideous crimes is the discovery and treatment of these mentally sick before they commit crimes of violence. When such crimes are committed the public is aroused, but it does little to prevent them. Hospitals where they can be treated and cured is the only answer to the problem. Unfortunately, there are no hospitals for such individuals and they can only be sent to penal institutions after committing some crime.

The editorial concluded by saying that "although mere commitment to a prison does not cure them, it protects helpless children and very fortunately many of these potential murders are sent to prison before they have a chance to commit murder.

Society may someday realize that the sick, whether physically or mentally ill, should be placed in suitable institutions and returned to society only when they are cured."

September 1, 1949. Gold Cup Regatta set for River Rouge over Labor Day.

September 3, 1949. Strike vote readied at Great Lakes Steel Corporation.

September 22, 1949. Committee to study assessments sought by assessor.

Arthur Valade in River Rouge.

October 6, 1949. Steel strike continues as negotiations bog down. 11,000 workers idled. Vandalism hits River Rouge as five businesses report property damage.

October 13, 1949. River Rouge and Ecorse awarded housing units. Boats blockade river front in steel strike. Kick-off ceremony planned for Torch Drive. Rouge prepares to install new equipment at pumping station.

November 3, 1949. City workers demand that River Rouge Council rescind a proposal to farm out city work. Civil Service Commission also rejects the proposal. Slum clearance work successful in River Rouge. Negotiations continue in steel strike.

November 10, 1949. River Rouge and Ecorse meet in traditional grid battle. Hint settlement of steel strike.

November 17, 1949. 2,500 petition to retain DPW in River Rouge. Kiwanis Club holds “Kid Day.” Relief load eases as steel strike is settled.

November 23, 1949. Burglars net \$575 in robberies of three River Rouge homes.

December 1, 1949. Christmas decorations are planned in River Rouge. DPW fight continues in River Rouge.

December 3, 1949. Defeat DPW proposal to farm out work in River Rouge.



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