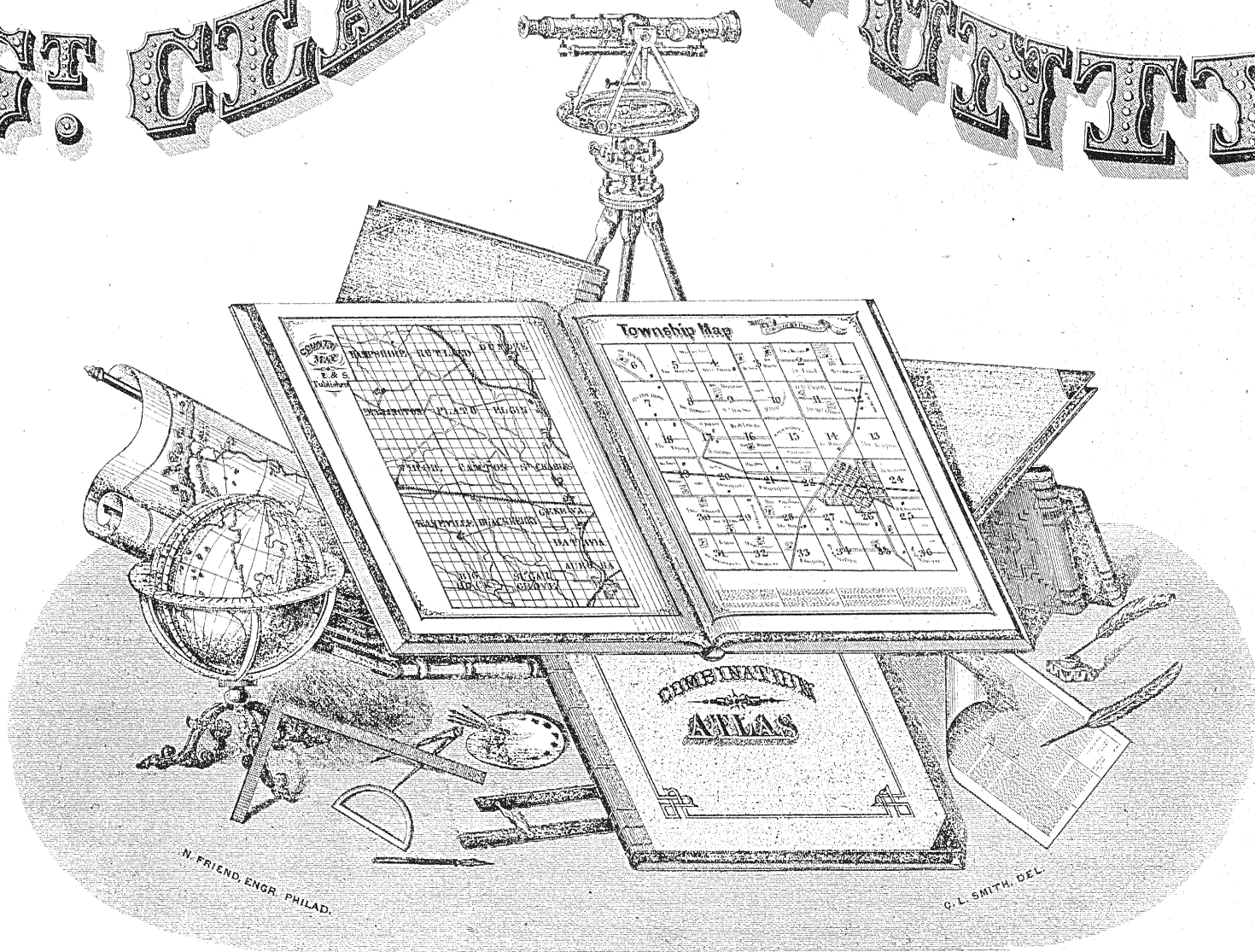


COMBINATION ATLAS MAP

OF ST. CLAIR COUNTY



Compiled, Drawn
and Published

MICHIGAN.

and Surveys

From

Personal Examinations

By EVERTS & STEWART.

NEW YORK AND PHILADELPHIA

1876

THOS. HUNTER PR. PHILA.

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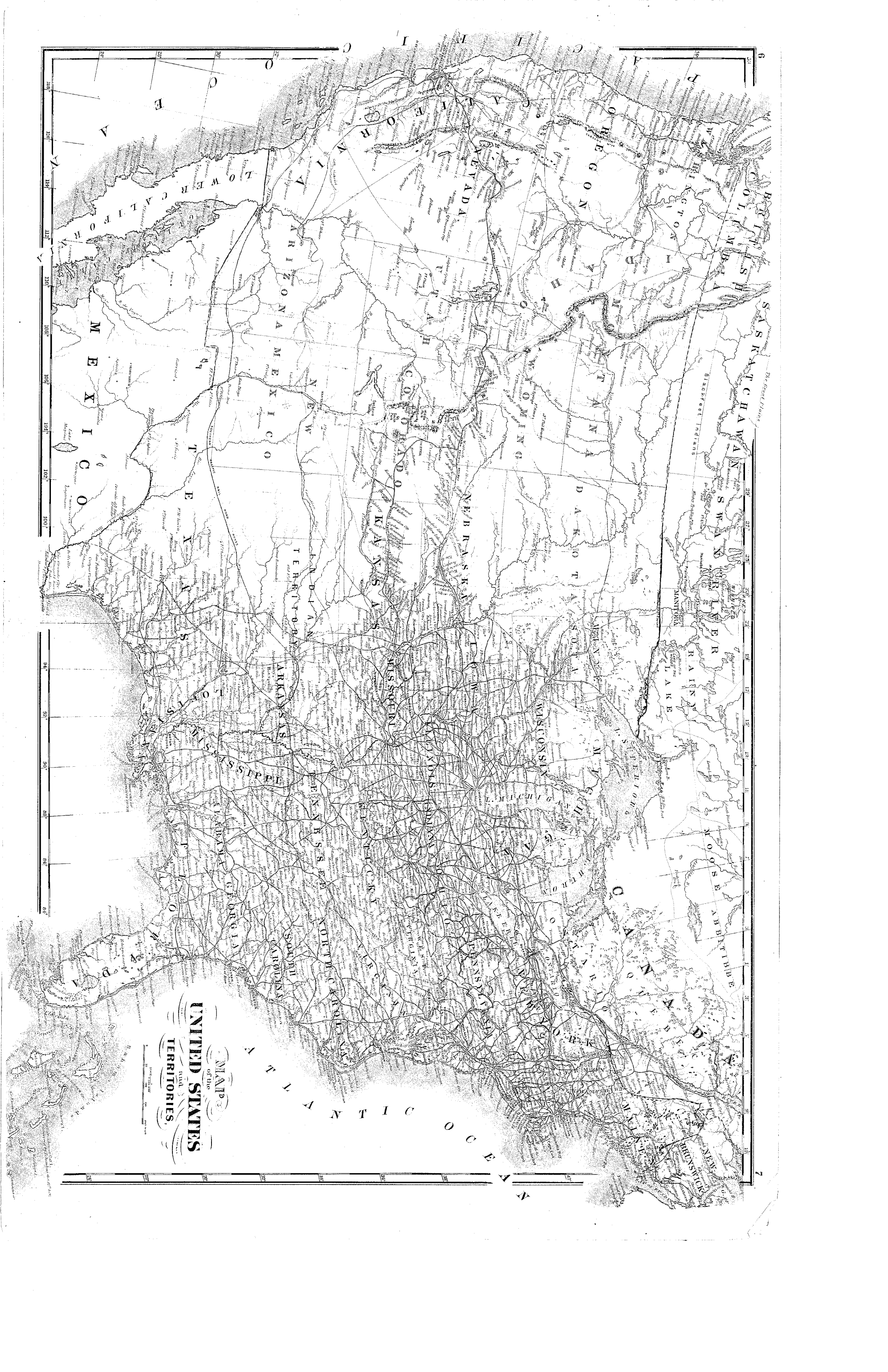
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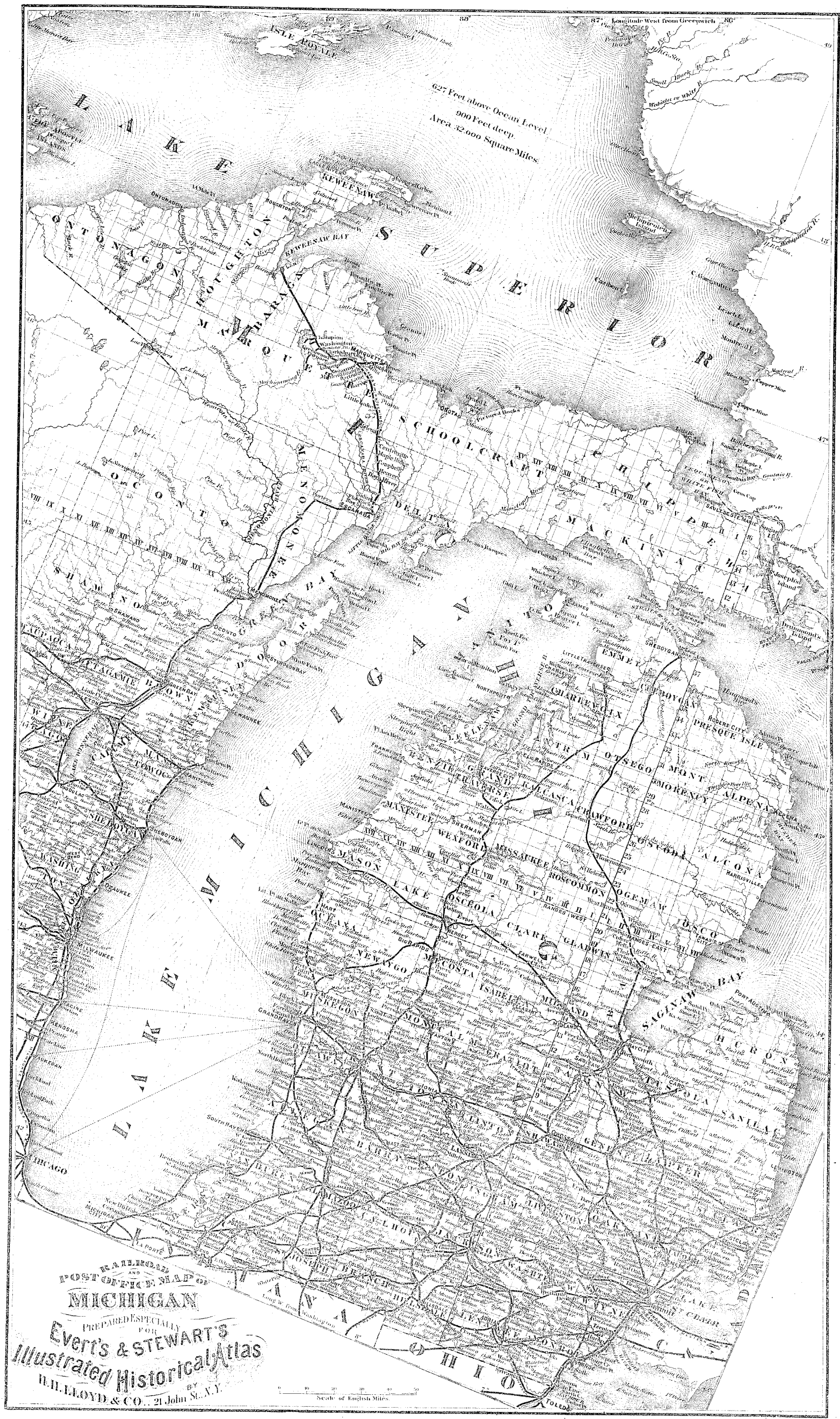
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Scale, 2 inches to the mile.





RAILROAD AND POSTOFFICE MAP OF MICHIGAN
PREPARED SPECIALLY FOR
Everett's & STEWART'S
Illustrated Historical Atlas
BY
H. H. LLOYD & CO., 21 John St. N.Y.

HISTORY OF ST. CLAIR COUNTY, MICHIGAN.

EARLY SETTLEMENT OF ST. CLAIR COUNTY.

From all the avenues of information and recollections of early settlers or their descendants, it is conclusive that the French were the first white settlers who broke the solitude of the forests bordering the beautiful Huron Lake, or, as it was then called, the "Mer Douce" of Champlain; in honor, no doubt, of one of three very early traders, who were among the first to penetrate to this beautiful sheet of water, and whose names are Le Caron, La Salle, and Champlain. As early as June 6, 1686, there was a military or trading-post established at some point on the St. Clair River, near the foot of Lake Huron, which was called Fort St. Joseph, and about the location of which there seems to be a diversity of opinion.

One account gives the location as being on the present site of Fort Gratiot, and another as being at the mouth of Pine River, now the site of the beautiful little city of St. Clair. That there may be no question raised as to the historian's correctness in treating the subject, a statement of both accounts, as collated from the most reliable sources, will be given, and the reader left to draw his own conclusions. The traces of these rude fortifications, which were found at a later period of the settlement of that territory, were of so very indistinct character, and the records so shrouded in doubt, that a direct statement as to location is deemed injudicious by the historian.

First, of Fort St. Joseph, with reference to its location on the present site of Fort Gratiot. It was in command of M. Du Lhut, under instructions of the Governor-General of New France, who, to protect and barter with the Indians inhabiting that section of the great Northwest, issued the following instructions to the officer, which we quote from a historical sketch written for the Pioneer Historical Society of Michigan by Mrs. B. C. Farrand:

"I wish you to establish a post on the straits between Lakes Huron and Erie. I desire you to choose an advantageous place to secure the passage, which may protect our savages who go to the chase, and serve them as an asylum against their enemies and ours. . . .

"You will take care that each (of the fifty men) provide himself with provisions sufficient for his subsistence at the said post, where I doubt not you may trade for peltries."

It was seven years previous to the establishment of the above-named post, according to one account, that La Salle, the adventurous voyageur, made his first trip up the swift current of the St. Clair River, and cut the blue waters of Lake Huron with his bark, the "Griffin." His equipment consisted of five guns and small arms; and doubtless the appearance of such a wonderful piece of marine architecture filled the minds of the savages with supernatural awe. It must have been a most gratifying thought, and the sight an inspiring one to the voyageur, as he gazed on the beautiful sheet of water opening upon his vision as he neared the source of the river.

Fort St. Joseph did not seem to meet the requirements of its projector, for it was abandoned after an occupancy of two years, and the territory was again given over into peaceable possession of its original owners, and was so maintained undisturbed until about the year 1790.

The other account of the location of this fort at a point lower down the river bears on its face evidences of reliability, and its insertion at this particular period of the history will be appropriate. A man in the employ of the Montreal Jesuits, who, according to one account, is supposed to have been Du Lhut, having committed some offense, and to escape punishment, with some companions in their canoes (knowing no other route), went up the Ottawa, crossed over to Georgian Bay on to Lake Huron, and, fearing to go to the Sault, came down the lake. He says: "We entered a river, and went down the same about three leagues and landed on an island, where we remained some time; but, the island being on the east shore of the river, we feared that the fathers might learn of our place of concealment from the Indians and surprise us. We therefore crossed to the mainland on the west side of the large river to the mouth of a smaller river (Pine, probably), where we built a stockade and fort, remaining there several years. While there we saw the first white man, who went up the river (probably La Salle and his party, in 1679, in the little schooner "Griffin"), passing by; but we remained undiscovered at that time." The landing of this party was supposed to have been at or near Port Huron; but a strong argument against this assumption is the absence of an island from the immediate vicinity of that place. Then the account says "three leagues were passed before effecting a landing," which is another strong point against the above theory; but the strongest evidence of its being at a point remote from Fort Gratiot is that there were signs of habitation other than Indian corn-fields in and around the vicinity of the Pine River district; also the remains of the stockade and fort, with ruins of brick chimneys located at the mouth of Pine River, on the southern bank.

It is supposed by those well acquainted with the manners of the French that these few early adventurers brought their goods to this point, intermarried with the Indians, and to all intents became a part of the tribes occupying this section of the country.

Indications of an extended cultivation of the soil, clearing of the land, planting, and harvesting were clearly visible to some of the pioneers of this section of the country when, at a later period, it was settled by the hardy American pioneer.

A very old settler, Mr. Arch. Phillips, speaks of seeing what appeared to be broad garden-plots, with large trees standing upon the ground, indicating second-growth timber. Mr. Phillips is not alone in this testimony, for many signs are plainly visible and discernible in other parts of the State of early settlement. Colonel W. Truesdail, who came to

this country as early as 1835 and purchased a large tract of land in the village of St. Clair, has exhumed from the earth, while making excavations for building purposes, a large collection of interesting relics, plainly giving evidence of settlement by Europeans at a date even beyond the recollection of the earliest settlers.

He has, or had until within a very recent period, a number of bricks, taken from beneath the earth's surface several feet, the remains of chimneys; an old felt hat with a remnant of gold lace trimming; articles in silver and copper, such as pots, spoons, ornaments for the arms and ears, a bracelet of silver with the coat of arms of England stamped on it, and a needle of rude manufacture,—clearly demonstrating the fact that this section was, at a remote period, the habitation of civilized people.

Another fact in connection with the location of the old fort at this point is the evidence adduced from several of the older citizens, that an island existed directly opposite St. Clair within their recollection.

The next mention made of this particular locality was during the occupancy of the territory by the English before the Revolution, and after the treaty ceding the upper country by France to England by the treaty of Paris, concluded February 10, 1763. After the defeat of Pontiac, in 1764, General Bradstreet made a treaty with all the tribes except the Shawnees, locating a post on the St. Clair River, at a point where there had formerly been a French trading-post. He made extensive repairs to the fort or stockade, and placed it in command of Colonel Patrick St. Clair, naming the fort after this commander.

Reverting to the period when the old fort St. Joseph was abandoned, and the forests bordering the St. Clair River were again in sole possession of the red man, we find that one of their favorite camping-, hunting-, and fishing-grounds was at the mouth of the Black River, where Port Huron now stands. Here they congregated in great numbers at certain seasons of the year to engage in fishing, the St. Clair offering rare opportunities in that direction. Beautiful pine-forests lined both banks of the river, and game was found in inexhaustible quantities, so that it was truly an Elysian field for the Indian.

In 1790 their quiet was again disturbed by the arrival in their midst of several adventurous French families, who found their way up the river in canoes, and made the present site of Port Huron their abiding-place. It may be said that this was the date of the first permanent settlement of St. Clair County, which at the time embraced a vast expanse of forest unexplored beyond the river.

These early pioneers erected shanties by permission of the Indians, and were allowed to appropriate small tracts of land for purposes of cultivation. Their relations with the red man were of a peaceful and harmonious nature for a number of years. The resources of these first settlers were very limited, but with strong arms and stout hearts they immediately set about their labors, and made good progress in the clearing and cultivation of the small tracts of land given to them by the Indians.

The names of these adventurous settlers were Anselm Petit, François Lerviere, Battiste Levais, Duchien, Jarvais, Courneais, and Moreaux, and their settlement took the name of Desmond temporarily, but more frequently was called La Rivière Delude, after the stream of that name, now known as Black River, and which doubtless took its name from a man named Delude, who, unfortunately, lost his life in its dark waters. The first saw-mill erected was by M. Jarvais, on a small stream then known as Rivière Jarvais, but now called Indian Creek. This region was inhabited by the powerful tribe of Hurons, whose chief and prophet was Weme-ke-uns, a man of powerful build, but who had the peculiarity of having three noses: a small one on either side of the central proboscis. He wielded a powerful influence over the tribe, and is said to have delivered a prophetic speech at one of their great councils.

At the outbreak of the Revolutionary war, when the tribes on the Canada side of the river were discussing the relative merits of the British and American causes, and determining upon which to take sides, and after having been in council six days without being able to arrive at a conclusion, he was called on to advise them. His advice to them was to remain at peace, for the Americans would surely drive them from their happy hunting-grounds; that, though few in numbers, they were strong of arm, and would drive the English back across the great water and would fight to the last. He said, "Remain in peace,—the Great Spirit hath spoken."

The settlement of Desmond maintained its distinctive title until the year 1835, when the Hon. Daniel B. Harrington laid out the plan of a village, which now bears the name of Port Huron. There was another saw-mill built by M. Petit, very shortly after the one erected by M. Jarvais; it was built under contract for the firm of Park & Meldrum, of Detroit, who had a large contract for supplying timber for the construction of some vessels. They were also engaged in trading with the natives.

The peaceful relations of the settlers remained undisturbed until the outbreak of the war of 1812, when the Indians began to manifest signs of hostility; but it was not until the summer of 1813 that any open demonstration was made against the peace and quiet of the settlement. At that period there began to be evidences and signs of an eruption, and the settlers received a warning through a squaw (who had been the recipient of many kindnesses at the hands of the white settlers) that an attack was meditated, and they accordingly made hasty preparations for flight to Detroit, and very soon embarked in their canoes on the river St. Clair. While descending the river, they were met by one of the settlers named King, on the other side of the river, homeward bound, to whom they communicated the startling intelligence. He was not convinced of the seriousness of the alarm, and persisted in continuing his way up the river.

The next day he was killed, and with him a companion named Rodd. Their wives and children were taken captive and carried to the headwaters of Lake Huron. Their descendants are yet living in various localities, and the widow of Rodd died only a few years since, aged one hundred and fifteen years. A son of his resides on the Indian Reservation, on the Canada side of the river, opposite Port Huron.

Several of the Indians engaged in this massacre lived in this community until within a recent period, prominent among whom were Old Salt, Black Foot, Wapoose, the medicine-man, and Wa-we-nash, an old Chippewa chief, who died in Port Huron only a few years since. He it was that shot King. At the close of the war, the settlers who had fled to Detroit returned to their homes at the mouth of Black River, and with them several additions, and the whole border of St. Clair County, from Port Huron to Algonac, very soon began to be dotted with the cabins of these hardy adventurers. Volumes might be written about the individual experiences of these pioneer settlers,—each a history in itself; but the very immensity of the undertaking will prevent more than a brief allusion to those events.

It was at this time, and just after the close of the war, that Fort Gratiot was built on the site now occupied by it, and which was presumed to be the location of the old Fort St. Joseph, and was garrisoned by a company under command of Colonel McNeill, Major Burbank, and Captain Whistler.

In 1815 the settlement was reinforced by an addition of French, and the community began to show evidences of strength; and confidence in their ability to establish a permanent settlement began to manifest itself.

Among the new arrivals were Peter Braudemoor, M. Causley, M. Duprey, the Burnham brothers, and Jeremiah Harrington, the father of Daniel B. Harrington, the founder of Port Huron.

The first white child born in the settlement was Edward Petit, at Port Huron. It was very soon after his birth that the settlers were compelled to flee to Detroit for safety from the Indians, but they were among the first to return after the close of the war.

Of the early religious advantages enjoyed by these pioneers we have no authentic or connected history, but there were, at various times, missionaries stationed at Fort Gratiot, who imparted religious instruction to the troops and such of the settlers as would avail themselves of the opportunity. Dr. Norman Nash was among the first to give Protestant religious instruction, and held several services at the fort, baptizing a number of children. There was also an occasional Catholic priest to visit the community and perform the service of that church; prominent among whom was Father Badan.

The first missionary school established at the fort was in the year 1821, and was conducted by John S. Hudson and wife, assisted by Mr. and Mrs. Hart and Miss Osmer; their object being to give gratuitous instruction to all who might choose to attend. Their success during the first year was not very encouraging, particularly among the Indians, who were distrustful of the motives of the missionaries, believing that their intention was to make slaves of them. At that time there were several persons in the community who were owners of slaves.

As soon as the instructors had familiarized themselves with the language, so as to be able to explain their intentions, they were encouraged by the presence of a number of Indian pupils. They continued their efforts at the fort for a period of three years, after which they removed to Mackinaw, whither they were followed by thirty or forty of their Indian pupils, who had become firmly attached to these worthy Christians. The method of instruction was primitive in the extreme. Slates had not then come into use, and the pupils were supplied with a box of fine sand and a sharpened stick. A copy of a letter or word was made on the wall by the teacher, and the pupil would trace the character in the sand. After each effort and an inspection of it by the teacher, the sand would be smoothed over and a new lesson proceed. It was at this school that Mr. Petit received his first instruction, as also others of the early settlers; but their accomplishments partook more of the character of those of their untutored playmates, such as hunting, fishing, etc.

Mr. Petit, from his association with the Indians, learned their language, and afterwards became quite prominent as an interpreter for the traders in their barterings with the Indians.

The first steam-vessel that found its way up the St. Clair River was the "Walk in Water," and the next was the "Superior," which made periodical trips to the settlement at Port Huron to collect the furs that had accumulated in the hands of the traders. This was about the year 1818, and the arrival of the boat was the signal for a general holiday, and the natives and settlers thronged to visit it; the captain reaping quite a revenue from a charge of one shilling which he collected from each visitor. This boat also began to find stopping-points farther down the river, at St. Clair and Algonac, which places were beginning to form the nuclei of the since thickly-populated districts in the midst of which they are now situated. The privations of these pioneers were of a character to try the stoutest heart, but the indomitable will and strength of purpose possessed by these people overcame all obstacles, and their descendants to-day are enjoying the fruits of their hard trials and exposures.

The region bordering the St. Clair River, south from Port Huron, as far as Algonac, was settled almost simultaneously with the return of the settlers to their deserted homes, after the close of the war of 1812, but was sparsely settled for quite a long period. There were settlements at the mouth of the Pine River and at Algonac, as also an occasional isolated squatter could be found at intermediate points.

Among the very first of the settlers at St. Clair was the father of A.

St. Bernard, who, previous to the war, was living on the Canada side of the river, opposite Vicksburg, or Marysville, where A. St. Bernard was born. He removed to the American side to engage in a contract for getting out timber for the British Government for the construction of the war-vessels Detroit and Queen Charlotte, which afterwards figured in the naval battle with Commodore Perry. He returned to St. Clair at the close of the war, and built himself a cabin on the banks of the river. In the construction of the chimney to his house, he made use of some brick taken from the ruins of the old fortification heretofore mentioned as being the probable Fort St. Joseph, at the mouth of Pine River. There were also evidences found of a French settlement on the Pine River, inland from St. Clair about two miles in a direct line. There were the remains of an old dam and depressions having the appearance of cellars. This locality was occupied by Meldrum & Park for a time, while they were engaged as traders and contractors. The history of this section of the country now brings us up to the period when St. Clair County became a county organization, which occurred in the year 1821.

By a proclamation of Governor Cass (the then Governor of the Territory), March 28, 1820, all that portion of the country embraced in the counties of St. Clair and Sanilac, embracing an area of fifteen hundred square miles, was called St. Clair Township and County, and its organization was effected May 8, 1821. This occurred sixteen years after the Territory of Michigan was constituted; in the eighth year of Governor Cass's administration, and two years after the Territory was authorized by act of Congress to send a delegate to that body.

The whole population of the County at that time did not exceed probably eighty families, settled along the river.

The government of the County was vested in a Board of Commissioners, composed of three, whose names were Andrew Westbrook, George Cottrell, and John K. Smith, with John Thorn as clerk. They appointed Joseph Minnie the first Assessor, but in the then limited population the duties of Assessor were not of a very arduous nature.

At a regular meeting of the Commissioners of St. Clair County, June 4, 1821, a resolution was offered and passed authorizing the assessment of property, and enumerating the particular character of property that should be embraced in the assessment, as follows:

"Improved lands, wild lands, orcharding, buildings, distilleries, grist-mills, saw-mills, horses three years old or upwards, horses two years old and not three years old, oxen, cows, and young cattle two years old and not four years old, hogs one year old, household furniture, callashes, carriages, waggons, carts, gold watches, silver watches, brass clocks, and wooden clocks." Sheriff J. B. Woolverton assisted Joseph Minnie in making this first assessment. At this same meeting, the Commissioners ordered the highway to be opened by the Supervisor (whose name does not appear on the record) from the mouth of the Belle River to the mouth of the Pine River.

This first meeting took place at St. Clair, where the seat of government was temporarily located. The amount estimated for the expenses of the County this first year was one hundred dollars, and it will conclusively demonstrate the fact that there was not much extravagance indulged in in those days. The amount allowed the Assessor and his assistant was four dollars each for their services in making the assessment.

Included in the amount assessed for County expenses was the wolf bounty, which formed no inconsiderable item. The amount offered for full-grown wolf-scalps was two dollars, and for cubs, one dollar per scalp. The Commissioners authorized the building of a jail, and the location of it on the property of James Fulton, in the rear of his residence, and allowed the said James Fulton the sum of thirty-five dollars for building the same,—another evidence of the economic expenditure of public funds in the primitive days of St. Clair County.

This organization continued until the year 1822, when the Commissioners, at a meeting, authorized the division of the County into three road districts, embraced within the following limits: No. 1 embraced the township of Clay; No. 2 embraced Cottrellville, East China, Ira, and all of Casco and China except the north tier of sections; No. 3 embraced the entire residue of the County.

There were appointed Supervisors for each of the three districts, as follows: No. 1, J. S. Fish; No. 2, Joseph Minnie; No. 3, Lewis St. Bernard; and the Commissioners in ordering this division,

Resolved, "That this division be submitted to the Governor as soon as practicable, in order that each district may be incorporated in a separate township, to be called and known by the following names, viz.: District No. 1 to be named Plainfield; District No. 2 to be named Cottrellville; and District No. 3 to be known as St. Clair; and further, that the persons required to do the duty of Supervisors in the districts may be appointed Supervisors in their respective townships."

As before stated, the County was organized in 1821, but the subject had been agitated as early as 1819, and the Governor petitioned to grant the organization and locate the seat of justice at St. Clair.

Accompanying the petition for organization was a bond given by James Fulton and William Thorn for the erection of a court-house and jail; the gift of a piece of ground, one hundred and eighty feet square, on which the buildings were to be erected, and an acre of ground for a burying-ground. And it was upon these conditions that the County was organized and the seat of justice located at St. Clair. Messrs. Fulton & Thorn (the latter signing the bond as surety) failed to comply with their agreement and did not erect the court-house as covenanted, and several years passed before the County had a court-house, court being held, meantime, in Mr. Fulton's house.

There was considerable dissatisfaction manifested by the people in the lower end of the County at the selection of St. Clair as the seat of justice, and strong efforts were made to have it removed to a point farther south.

There was quite a settlement at Newport, now Marine City, and the effort was made by the citizens of that locality, headed by Samuel Ward, who conducted quite an extensive business at that point, to have the County seat established there.

This was the commencement of the County-seat war, which waged for nearly half a century with scarcely a cessation, though with varying phases, and finally resulted in the final location at Port Huron in 1871.

The first County Treasurer appears to have been elected in 1822, and in 1823 the first mention is made of Prosecuting Attorney, in the person of Alexander O'Keefe, to whom the sum of five dollars was ordered to be paid as fees. The interest manifested in the extermination of the wolf seems to have increased, as the Commissioners authorized an increase of bounty to be paid; for full-grown wolves two dollars and fifty cents, and one dollar and twenty-five cents for whelps. The township organization still remained unchanged, but there was a change of Commissioners, by the appointment of Harvey Stewart in the place of John K. Smith.

In the latter part of 1822, James B. Woolverton was appointed Surveyor to examine and make alterations in the highways, and in 1825 a new road was laid out from the mouth of Belle River to the old grist-mill.

In the year 1826 the township of St. Clair was divided into two districts: No. 1, to embrace all the inhabitants living in said township except those who resided on the banks of the Black River, above the northwest corner of John Riley's fence, and No. 2, to include the inhabitants of the extremity of the settlement. James Fulton was appointed Supervisor of No. 1, and Jeremiah Harrington of No. 2. The township of Cottrellville was also divided into three districts, with Wm. Gallagher as Supervisor of No. 1, Amasa Hemminger of No. 2, and Francis Yax of No. 3.

It appears from the early records that the functions of the Board of Commissioners still continued, and the first meeting of the new Board of Supervisors, composed of Everett, Beardsley and John S. Fish, is recorded as having occurred in the year 1827, with Edward H. Rose as Clerk. The failure of Thorn & Fulton to comply with their agreement as to the erection of a court-house, and the subsequent agitation with reference to the removal of the seat of justice to Newport, called other parties to the rescue, and Messrs. Palmer & McKinstry entered into a contract for the erection of a new court-house and jail. It was a log structure twenty-four by thirty-four feet in size, with court-room above, and cells for criminals and living apartments for the jailer below. This building was not accepted by the Board of Supervisors until September 3, 1827, and then it was declared that it was "not considered finished according to contract," and specifications made as to how it must be finished. The building was used for court purposes, however, before that date. This court-house was used until destroyed by fire in 1853, and its brick successor was erected on the spot where it stood.

The increasing population and accumulation of County business necessitated very soon an enlargement of the County buildings, and James Fulton granted to the County, through Governor Cass, three lots west of the court-house for the purpose of erecting a new jail, and the contract for its erection was given to Charles Phillips. In 1830 the court-house began to show evidences of decline, and repairs were ordered to be made by H. Chamberlain, and floating bridges were constructed across Belle and Pine Rivers.

The townships remained the same until the year 1835, when China was added to the number, and in 1836 Clyde was organized.

In 1837 three new townships were added to the list, namely, Lexington, Ira, and Columbus, thus making nine township organizations, each one having a Supervisor. In the year 1838 the functions of the Board of Commissioners ceased, and the Board of Supervisors, to act in their stead, held its first meeting October 17, and was composed of H. N. Monson, Joel Tucker, and Lyman Granger. In 1839 an appropriation was made for the erection of a brick "Clerk and Register's" office, and the contract was awarded to Thomas Palmer for the sum of six hundred and fifty dollars; and in this same year the townships of Riley and Berlin were added to the list. It was also ordered that the distinction between town and County poor should be abolished, and the County assume the maintenance of all the paupers.

The first record of money paid to a grand and petit jury occurred in the year 1840, when one hundred and ninety-four dollars was paid, or ordered to be paid; at the same time the Clerk of the Court was authorized to purchase furniture for his office, not to exceed in value fifty dollars. The County continued to prosper and increase in population; enterprises were constantly springing up, and the great lumber trade was beginning to develop itself; mills were springing up along the water-courses, and everything seemed to tend to the rapid development of this County. In 1841, Wales Township was added to the number, and improvements in highways were vigorously prosecuted; new bridges were ordered to be built, one over Belle River, near Williams's mill, and one across Swan Creek. The forests were beginning to give way to the strong arm of the pioneer, and agricultural pursuits were beginning to claim the attention of the new settlers.

In 1842, Burtchville Township entered the ranks; and the Board of Supervisors this year ordered the sale of the old poor farm, appointing a committee of two, whose names were H. N. Murson and W. B. Barron, to dispose of it, and who were allowed two hundred dollars as a commission for their labor.

The following year, 1843, the County added another township to the list, making thirteen in all, as follows: Burtchville, Berlin, Clay, Columbus, China, Cottrellville, Clyde, Ira, Port Huron, Riley, St. Clair, Wales, and Lexington; and in 1844, St. Clair City was made a separate assessment district, and another new bridge ordered to be built over the Belle River, for which an appropriation of one hundred dollars was made.

The sale of the poor farm, above mentioned, was not effected until the year 1846, when an exchange was made with Chamberlain & Ogden for the northwest quarter of the northwest quarter of Section 9, Town 5 north, and Range 16 east; they to receive the sum of two hundred dollars in addition to the old farm, with the contract to build a suitable house and barn included in the conditions of exchange. The expense of erecting these buildings being heavier than was at first anticipated, the Board of Supervisors, at a meeting in 1847, authorized an additional appropriation of fifty dollars to the said Chamberlain & Ogden for extra work.

Two more new townships were added to the list in 1849, namely, Brockway and Casco; and the first Superintendents of Poor were elected this same year, whose names were J. B. Ninnie, J. K. Smith, and Benjamin Woodworth.

As illustrating the economic expenditure of money in those early days

of the County, a statement of salaries paid to the County officials may be interesting. The officers were paid as follows: County Judge, four hundred dollars; County Clerk, two hundred and fifty dollars; County Treasurer, five hundred dollars; Prosecuting Attorney, three hundred dollars.

In 1850, Lynn Township came into existence, and a license was granted to Samuel Haywood to ferry across the St. Clair River, and also a resolution passed relinquishing to the village of St. Clair the County's right to the east half of Academy Block in that place. The affairs of the County had been administered with singular fidelity and ability up to this time; but in the year 1851 the unruffled surface was disturbed by the discovery of a defalcation in the County Treasurer's office, during the administration of Duthan Northrup, of three thousand three hundred and seventeen dollars and twenty-five cents.

In 1852, Emmet Township was organized, and Edmund Carleton was appointed County Treasurer, and authorized to buy a safe, for which one hundred and thirty-five dollars was appropriated. In 1853, H. Chamberlain was appointed to attend the State Board of Equalization. This body was composed of representatives from each County, and their province was to equalize the taxable property, or rather the assessment of taxable property, throughout the State, to the end that each County should have its legitimate quota assigned it.

In 1854 the agitation of the removal of the County seat was again revived, and a resolution offered by J. P. Minnie to remove it to Port Huron. This resolution was instigated by the offer of the authorities of that place, supported by the citizens, to erect the necessary County buildings. The resolution required a two-thirds vote of the Supervisors before it could be presented to the people for ratification; and when the sense of the Board was taken, it resulted in a vote of eight for removal and six against removal, and was lost. This revival of the war of removal was again entered into with great spirit by both factions, and did not terminate until the year 1870, when a resolution was offered by some member of the Board, more as a jest than reality, to remove the County seat to Smith's Creek, a small village and station on the Grand Trunk Railway, about eight miles southwest from Port Huron. A number of the Supervisors who had been most violent in opposition to the removal to Port Huron, deeming it a good joke, voted for it, and the Port Huron faction, with far-sighted sagacity, supported the vote; thus carrying the resolution. It became patent to the adherents of the St. Clair faction too late that they had made a mistake, and the presentation of the question to the people for ratification resulted in its adoption by a small majority. To the chagrin and mortification of St. Clair and the lower end of the County, the County seat was accordingly removed to Smith's Creek. It was then no very formidable task to accomplish its removal from that place, and at the next meeting of the Board of Supervisors a resolution was offered authorizing its removal to Port Huron, which was carried without much opposition. Smith's Creek was the County seat only in name and for a very short period, as no courts were held there at all, and in 1871 Port Huron became possessed of the long-coveted County buildings.

In 1855 there were added to the list five new townships, namely, Kimball, Mussey, Emmet, Greenwood, and Kenokee, swelling the number to twenty.

In 1857, Port Huron City was divided into two wards, and the following year St. Clair was also divided into two wards. East China was taken from China proper in 1859. The Sheriff was ordered to sell the old Clerk's office building in the year 1857. In 1866, Fort Gratiot Township was added, and in 1867, Grant Township was added, making the total number of townships in the County twenty-three, which number still maintains. It has been the effort of the historian, in treating of the organization of the County, and the successive steps in its township organization, to give the dates as accurately as possible. A recapitulation of the names of the townships will not be necessary at this stage of the history, as they will be taken up separately and a description given of them. The salaries of County officers at this date indicated a large increase over those who managed the affairs of the County earlier in its history, and were as follows: County Treasurer, one thousand five hundred dollars; Judge of Probate, one thousand five hundred dollars; Clerk, nine hundred and fifty dollars; Prosecuting Attorney, nine hundred and fifty dollars.

The County has gradually increased in wealth and population, and at the present time ranks favorably with any County in the State. The building occupied by the County officers was burned February 24, 1873, and the offices were removed to rooms over Hull & Boyce's store, and remained there temporarily until the completion of the new City Hall building, to which place they removed June 24 of the same year.

There are many subjects of interest connected with the County and its development that will be referred to in the history of townships which will follow. A number of statistics will also be given, showing the growth of the County in wealth and population.

STATISTICAL.

The statistics as given below were taken from the State Legislative Manual for 1875, and are entirely reliable and correct.

The original area embraced in St. Clair County was 1500 miles, but has been reduced to about 800 by the organization of Sanilac County.

The population of St. Clair County at the present time, together with a statement of numbers as far back as 1850, are below given:

1850, 10,411; 1854, 16,879; 1860, 26,814; 1864, 27,591; 1870, 36,759; 1874, 40,688; males, 21,181; females, 19,507. The number of dwellings in 1870 was 6881; number of families, 6948; number of voters, 6566. The number of Governors of the State since 1835 has been 13; 1835-37, S. T. Mason, Democrat; 1839, Wm. Woodbridge, Whig; 1841-43, Jno. S. Barry, Democrat; 1845, Alpheus Felch, Democrat; 1847, E. Ransom, Democrat; 1849, Jno. S. Barry, Democrat; 1851, Robert McClelland, Democrat, re-elected in 1852, by reason of a change in the Constitution changing the year of election; 1854-56, K. S. Bingham, Republican; 1858, M. Wisner, Republican; 1860-62, Austin Blair, Republican; 1864-66, Hy H. Crapo, Republican; 1868-70, H. P. Baldwin, Republican; 1872-74, J. J. Bagley, Republican. At the last election, St. Clair County gave J. J. Bagley 2000 votes; Chamberlain, Democrat, 2484; and Carpenter, Prohibition, 66.

The vote of St. Clair County stood, on the constitutional amendment in 1874, as follows: New Constitution, yes, 1025; no, 3058. Woman Suffrage, yes, 912; no, 3427.

St. Clair is one of the six counties comprising the Seventh Congressional District, which is made up of Huron, Lapeer, Macomb, Sanilac, St. Clair, and Tuscaloosa, and gave in 1874 for Congressman, Hon. O. D. Conger, Republican, 3162; Hon. — Goodrich, Democrat, 2226; Hon. — Fish, Prohibition, 21.

POPULATION OF ST. CLAIR COUNTY BY TOWNSHIPS.

	1870.	1874.		1870.	1874.
Berlin.....	1231	1131	Grant.....	1144	1304
Brockway.....	1330	1570	Greenwood.....	940	1158
Burtchville.....	726	716	Ira.....	1581	1596
Casco.....	1992	1976	Kenockee.....	1238	1348
China.....	1638	1527	Kimball.....	1091	1313
Clay.....	1475	1384	Lynn.....	539	464
Clyde.....	1176	1039	Mussey.....	1117	1382
Columbus.....	1218	999	Port Huron.....	832	1007
Cottrellville.....	2371	2609	Port Huron City.....	6977	8240
East China.....	297	232	Riley.....	1664	1576
Emmet.....	1000	1206	St. Clair.....	2002	2031
Fort Gratiot.....	1032	1361	St. Clair City.....	1790	2003
			Wales.....	1358	1516

The number of vessels that passed Port Huron, which is the port of entry for Lake Huron, during the navigable season of 1873: barges, 5787; barks, 2142; brigs, 331; schooners, 10,960; scows, 2858; steamers, 15,110; total, 37,188. The above summary of vessels demonstrates beyond a doubt that a vast amount of traffic traverses the St. Clair River, it being the only route of travel for the immense commerce of the great chain of lakes. Port Huron being the port of entry, takes a prominent position among the coast cities. Lake Huron, which borders the County on the north-eastern side, has a length of 250 miles; greatest width, 120 miles; greatest depth, 800 feet; height above the level of the sea, 576 feet; and contains an area of 20,500 square miles. The assessed acreage of St. Clair County: 1856, \$395,017.50; 1861, \$424,325.00; 1866, \$426,446.00; 1871, \$431,795.00. Assessed valuation of taxable property, 1853, \$3,325,076.02; 1856, \$3,753,860.00; 1861, \$3,607,428.00; 1866, \$3,783,919.00; 1869, \$4,000,941.00; 1871, \$4,331,647.00. Statement showing the valuation of taxable property as equalized by the State Board of Equalization: 1853, \$3,909,044.00; 1856, \$3,353,229.00; 1861, \$3,996,840.00; 1866, \$6,306,531.66; 1871, \$7,350,000.00. Assessed valuation of property as equalized by the Board of Supervisors for St. Clair County: 1851, \$977,261.25; 1853, \$3,052,532.39; 1858, \$3,767,672.15; 1861, \$3,575,391.00; 1866, \$3,783,919.00; 1871, \$4,331,647.00. The aggregate of real estate and personal property as equalized by the State Board, apportioned to St. Clair County for the year 1871, was \$7,350,000.00. Total amount of taxes from County, \$10,540.07. Indebtedness of County to State, October, 1871, \$12,155.13. Aggregate of apportionment, \$22,695.20.

The County officers of St. Clair County are Sheriff, J. B. Kendall; Clerk, M. F. Carleton; Treasurer, Chas. D. Thompson; Register of Deeds, W. W. Hartson; Judge of Probate, N. E. Thomas; Prosecuting Attorney, Alex. R. Avery; Coroners, Jno. Nichol and Asa Larned; Circuit Court Commissioners, H. W. Stevens and Wm. Baird; Superintendents of the Poor, A. Saff, Jno. Grinnell, and U. Hayden.

The Representative in the State Senate from St. Clair County is Hon. F. L. Wells, of Port Huron. In the House, First District, composed of the towns of Clay, Cottrellville, China, East China, St. Clair, Kimball, Port Huron, and city of St. Clair, embracing a population of 12,106, L. T. Remer. Second District, comprising the towns of Fort Gratiot, Burtchville, Grant, Clyde, Greenwood, Kenockee, Emmet, and city of Port Huron, population, 16,372, Henry Howard. Third District, comprising towns of Ira, Casco, Columbus, Wales, Riley, Berlin, Mussey, Lynn, and Brockway, population, 12,210, Jno. Berk, recently deceased.

EDUCATIONAL.

The subject of popular education has never been more strongly agitated and felt throughout the State of Michigan, and particularly St. Clair County, than at the present time. The public school system needs no word of praise; its influences are well understood and appreciated throughout the entire country. Its defects to be remedied are not numerous, and the many excellencies embodied in the system cannot be ignored by those who are hostile to it; and it behooves all alike, who are interested in the development of the youthful mind, to profit by past experiences and endeavor to improve on the efforts of the past. A healthy public sentiment in favor of popular education is certainly the first essential condition to the vigorous growth of the plan, and for its support imposes its burdens equally upon all. That sentiment prevails among the promoters of education in St. Clair County without a doubt. The liberal appropriations which are made for the maintenance of the State Educational Institution, and the free expenditure of money in the cities and villages for the erection of costly school-buildings, are sufficient evidences of the popular sentiment.

The public school system had its legal birth in this State thirty-eight years ago. It came when the State was in its infancy, and has kept steady pace with its rapid growth, and St. Clair County stands prominently on the list of counties that have done wonders for popular education. It is impossible that there should not have some errors crept into the administration of so important an interest; and defects in the minor details have undoubtedly been of occurrence, but it should be the aim of all the friends of education to remedy whatever evils that may have hitherto existed; and it may be safely asserted that the system as it now stands is as near perfection as it is possible to attain. The system of County supervision of schools was in vogue for a period of about eight years, but at the Legislative session of 1874-5, a law was passed abolishing the office, to take effect April 1, 1875; the objections urged to the continuance of the system being that the expense was too onerous.

The system as now maintained is that of Township Superintendent, assisted by the Town Clerk and School Inspector. In addition to the above, there is in each school district a Board of Directors, composed of a Director, a Moderator, and an Assessor, who control the appointment of teachers; the Superintendent making all examinations of applicants,

and giving certificates of qualification. He is elected for the term of one year at the spring elections. The State Superintendent of Public Instruction for Michigan is D. B. Briggs, of Romeo.

There are in the County of St. Clair one hundred and fifty school districts, and the union school departments and district schools of the County (according to report of 1873, the latest report issued) number one hundred and eighty-one.

There are one hundred and fifty-one school buildings in the County,—seven brick, one hundred and twenty-five frame, and nineteen log; many of them being convenient and tasteful.

The value of school property is \$209,115.00; total number of months taught, 1350.10; aggregate number of months taught by all qualified teachers, 1524.85; the amount of wages paid to both male and female teachers was \$49,409.95. There is a manifest disposition among the patrons of education to appreciate the importance of securing good teachers, and a corresponding improvement in the salaries of teachers has been made. The plan formerly in vogue of teachers "boarding around" has been abolished.

The school-rooms, in many instances, are well supplied with the necessary apparatus for teaching; many are being supplied with globes, outline maps, charts, and other needful articles. The three-term school is growing into favor in the rural districts, many having adopted the system of having a term each in autumn, winter, and spring, with vacation during July and August. The teachers have generally an enlightened view of school organization and discipline, and a manifest interest has been taken in the "Teachers' Institutes."

St. Clair County, with its twenty-three townships and one hundred and fifty school districts, stands number five as to population in the State, and number three as to school population. The system of establishing district or school libraries is one that should commend itself to all promoters of education, as it opens a channel of valuable information to large numbers of persons who would not be able to supply themselves with reading-matter. There are already in the County several libraries, containing, in the aggregate, about two thousand volumes.

The school population of the County, between the ages of five and twenty, is 15,631; attending school, 10,137; percentage of attendance of the whole number is 66 nearly.

The number of children under five and over twenty that have attended school are 162, and the seating capacity of the schools is 11,425; the number of male teachers employed, 54; female teachers, 232; total, 286. There are in the County of St. Clair eleven graded or high-school buildings.

	No.	Seating Capacity.	Value of Property.	Teachers. M.	F.	When Organized.
Algonac.....	1	300	\$9,000	1	4	March 13, 1857.*
Marine City.....	1	400	16,000	1	4	Sept., 1866.*
Fair Haven.....	1	80	1,000	2	2	" " "
Port Gratiot.....	1	280	4,500	1	3	" " "
Capac.....	1	200	1,800	1	1	" 1867.*
Marysville.....	1	110	2,500	—	3	— " "
Port Huron.....	3	1260	90,000	3	20	— " †
St. Clair.....	2	670	25,000	1	7	May, 1858.*

GEOGRAPHICAL AND TOPOGRAPHICAL.

St. Clair County is most desirably situated in the eastern part of the State, bordering Lake Huron, St. Clair River, and Lake St. Clair on the east and south, giving it a water frontage of about seventy miles. It is bounded on the north by Sanilac County, and west by Lapeer and Macomb Counties. Lake Huron fronts it on the eastern side for a distance of fifteen miles, to the source of the St. Clair River, which washes the eastern shore for a distance of thirty miles or more, presenting to the vision a volume of water unsurpassed for beauty in the world. On the south the St. Clair Lake with its numerous islands, into which the St. Clair River flows, adds another fifteen miles of water frontage to the County; thus giving to it a larger and more extended navigable coast than any county in the State. This condition of things is peculiarly advantageous to the agricultural and industrial interests of the County, for it offers rare facilities to all classes for the shipment of produce to foreign markets at greatly reduced rates of freight.

The St. Clair River presents a scene of bustling activity and rare interest during the season of navigation; and there is not an interval of more than fifteen minutes on the average, during the entire season, that a vessel of some description is not seen plying up or down its swiftly-flowing current. The County is traversed by three lines of railway, with others projected, thus opening up the interior section of the County to rapid development.

The surface of the County is gently undulating, and gradually rising as it recedes from the lake- and river-shores. The County is traversed by numerous streams, the borders of which, in the earlier history of the County, were lined with dense forests of pine, oak, beech, and maple, and in some sections of the County large tracts of forest still remain untouched.

This was one of the finest lumbering districts in the State, but the immense pine forests have almost disappeared and given place to the waving fields of grain, and the rude cabin of the woodman has been replaced by the comfortable and, in many cases, elegant homes of the thrifty farmer. The surface of the country bordering the water-courses is somewhat broken and hilly, but in the interior the surface is level, with an occasional stretch of marsh or swamp land. The soil is generally of a most excellent character, and the products numerous and varied, principal among which are wheat, hay, oats, corn, rye, barley, and potatoes.

The climate is good and conducive to health. The winters are quite severe, and the spring season somewhat late, occasioned by the accumulation of immense bodies of ice in the lake, which succumb slowly to the sun's influence; but the summer and fall seasons are delightful. The great industrial interest of this County was lumbering; but the exhaustion of the forests has greatly reduced the number of persons engaged in that branch of industry, and farming is becoming the absorbing pursuit of the rural population. A more detailed account of the characteristic features of the County will be found in the descriptive history of the townships.

* Organized under general law.

† Organized under special act of Legislature.

THE PRESS.

The early history of the press in St. Clair County is somewhat meagre, although efforts have been made on several occasions to stimulate an interest in the direction of unearthing old publications. Mr. R. B. Ross, of the "Detroit Evening News," collated some valuable notes and statistics on the subject, but by some accident they have been lost, and the sources of information from which this account is compiled are not voluminous. From the most reliable information, however, the first paper published in St. Clair County was the "St. Clair Whig," a small publication owned and edited by T. M. Perry, the first number of which made its appearance about December 1, 1834, in the village of St. Clair, then known as Palmer. There is no statement as to its circulation, but it continued its issue until the year 1836, when it was succeeded by the "St. Clair Republican," with T. M. Perry as editor. How long this paper continued its career is not definitely known, but it was succeeded by the "St. Clair Banner," under the editorial management of Mr. T. N. Ingersoll.

About the time of the establishment of the "St. Clair Republican," in 1836, a paper was started in Port Huron, under the management of Mr. E. B. Harrington, and was called the "Lake Huron Observer"; its career ran through a period of three or four years, when it was merged into the "Representative."

The "St. Clair Banner" continued its career until 1853, when it was succeeded by the "St. Clair Observer," A. M. Tenney, editor and proprietor. In 1855 the "St. Clair Herald" made its appearance, under the management of J. J. Falkenburg, and was succeeded by the "St. Clair Republican," in 1856. In 1861 the "Standard" made its first appearance, but not in the regular line of succession; and intermediate, in the year 1860, a small campaign paper was edited and published by J. K. Averill, called the "Chief." Both of these publications had a very brief existence. The "Republican" still continues a flourishing existence, under the editorial management of Mr. H. B. Wands, who took charge of it in August, 1865. It has a good circulation throughout the County, and is ably edited and managed.

PORT HURON COMMERCIAL.

This is an enterprising publication, owned and edited by Talbot & Sons, and was first started in the year 1850, as a Whig organ, and succeeded the "Port Huron Observer." It was first edited by George F. Lewis, who continued at its head for a period of two years. After his retirement, the paper changed hands several times, up to the time when Messrs. Talbot & Sons took charge of it in 1868. It is a weekly publication, coming out every Wednesday, and has a circulation of over six hundred. In 1873 the enterprising proprietors conceived the idea of issuing a Sunday edition, which they immediately put into execution. This experiment was a precarious one, but was successful beyond their expectations, and they now have a circulation of over twelve hundred of the Sunday edition. It is particularly worthy of notice, in that it is the only Sunday paper published (in a place of the population of Port Huron) in the State. In politics this paper is Democratic, and the firm have a commodious establishment, with improved presses. The success of the paper is assured, it having a rapidly increasing circulation.

THE PORT HURON JOURNAL.

is the name of an enterprising paper published in Port Huron every Wednesday morning, under the editorial management of T. Lew Kilets. It commenced its career in 1873, under the title of "Saturday Morning Journal," and was owned by Kilets & Morse, under whose management it continued until March 10, 1874, when T. Lew Kilets became the sole proprietor. It is a handsome four-page paper, and was christened "Port Huron Journal" June 2, 1875. It has a circulation of six hundred, and is independent in politics. It started under very unfavorable circumstances during the financial panic, but has bravely weathered the storm, and now ranks among the most enterprising publications of the County. It is published in the office of the old "Holly Weekly."

THE PORT HURON TIMES.

The "Port Huron Times" Company was organized as a joint-stock corporation in the summer of 1869. The first number of the "Times" appeared June 25, 1869 (being the first paper that was printed on a power-press in St. Clair County), with James H. Stone, for some time previous to that date on the editorial staff of the "Detroit Advertiser and Tribune," as editor and business manager. It began as an eight-column folio, but before the end of its first quarter was enlarged, and the office—a very complete one for an interior paper—was improved by the introduction of steam. It rapidly increased in circulation until the summer of 1870, when it absorbed by purchase the "Port Huron Press" (established by J. Scanett in September, 1858), and became possessed of the largest circulation of any interior paper in Michigan. In September, 1870, it was awarded the first premium by the Michigan Press Association, as being the best "made-up" newspaper in the State. Mr. Stone remained in charge of the paper until November 1, 1870, when he resigned his position to take charge of the Kalamazoo "Daily Telegraph." He was succeeded by Mr. L. A. Sherman, who had held different important positions on the Detroit "Daily Post," from the establishment of that paper. Under his administration the "Times" continued to prosper, and the publication of a tri-weekly issue, in addition to the weekly, was begun March 4, 1871, and the form of the weekly changed to a six-column quarto. The tri-weekly edition was discontinued March 23, 1872, when the "Daily Times" was started. The publication of a daily paper in a place of no more population than Port Huron was a hazardous experiment; but it succeeded, and the daily, which was begun as a six-column folio, was enlarged, May 17, 1873, to seven columns.

The paper enjoyed remarkable prosperity from the beginning, and all its earnings were devoted to enlarging its business facilities. It is now one of the best equipped and convenient newspaper and job printing-offices to be found anywhere outside of the great cities, and gives employment to twenty-five printers. The business in 1874 had attained such proportions that a division of management was necessary.

In December of that year Mr. Stone, the founder of the paper, again accepted the editorial conduct, Mr. Sherman retaining the business management. The paper is Republican in politics.

MARINE CITY GAZETTE.

This enterprising sheet was established in June, 1874, under the proprietorship of Mr. ———. It is an interesting weekly publication, having a circulation of three hundred and fifty, and increasing rapidly. It is Republican in politics, and has a fund of interesting reading matter every week.

WAR RECORD.

It is a matter of impossibility to treat the subject with justice, as to the number of men accredited St. Clair County in the late war, for many, induced by the large bounties offered in adjacent counties and States, joined regiments and were accredited to other localities. It will only be competent to give a few figures showing the amounts of money contributed for various purposes.

The amount of money paid by St. Clair County up to December 19, 1863, for bounties and liabilities incurred under law of 1865, \$36,350. Aggregate of expenditures and liabilities of St. Clair County for war purposes to 1866, \$233,291.90. Amount expended by St. Clair County for relief of soldiers' families from 1861 to 1867, \$89,427.99. There were several officers of distinction natives of St. Clair County, who served throughout the entire war, and were only relieved from duty when the country no longer required their services. Without individualizing, it is entirely proper to say that St. Clair County may well be proud of her veterans.

CHURCHES.

The religious history of St. Clair County beyond a given period is

shrouded in uncertainty, but we have conclusive evidence that missionary labors were commenced at a very early period, both by Catholics and Protestants.

It is fairly presumable, however, that the Catholic missionaries were the first to impart spiritual instruction. When the Jesuits were established in Canada (then New France), they sent priests to all of the trading-posts along the lakes, and there are accounts of them visiting old Fort St. Joseph, and at a later period Fort Gratiot.

The first Methodist Church or Society was organized at Algonac in 1821, by the Rev. Griffith, who was sent by the Canada Mission Society; but previous to that date a Catholic organization existed at that place. There are fourteen Methodist churches in the County, with a membership of about fifteen hundred, and church property valued at eighty thousand dollars. The Catholic Church numbers a very large membership throughout the entire County, and some of the handsomest and most costly church edifices belong to that organization.

The Episcopal Church has not a very extensive membership in this County, there being but three or four churches in the entire County. The Port Huron congregation is a very flourishing one, and has a very neat little church; but they are about to erect a very large and handsome one. The Congregational, Lutheran, Baptist, and Presbyterian denominations have very handsome church edifices in Port Huron, St. Clair, Marine City, and Algonac.

As early as 1786 there are traces of Catholic missionaries, who visited the Indians of the Chippewa tribe, who inhabited the banks of the St. Clair River. The particulars regarding their means and work, however,

have been lost. It was only after the close of the war of 1812 that anything authentic with reference to the history of the Church was placed on record. About the year 1817, Rev. Father Babin visited a settlement on Black River, and celebrated mass, and administered the sacraments to a handful of Catholics in the house of Louis Treanblez. He was followed about 1820 by Rev. Father Desrinquet, who performed similar services, and solemnized several marriages in the settlement. Rev. Father Sagolle, Rev. Father Richard, and Rev. Father Vizeoski followed at intervals up to 1833, when we have the first effort made to build a church, under the direction of the last-named priest. It was a small log structure, located in Cottrellville Township, two miles below Marine City. The church and ground upon which it stood have been since washed away by the river. The missions were visited at intervals up to 1850 by Fathers Banwen, Scalmon, Francis Van, Campenhout, Kindekens, and Van Reuterghem. In 1850 the first permanent priest was located in the County, in the person of Father Kilroy, who first located at Marysville, and remained three years. He afterwards removed to Port Huron, and was instrumental in building several churches in the County. In 1867 he was removed to Kenosha, where he still remains.

The churches of the County, with the membership, are as follows: Port Huron, 1800 members; St. Clair, 1200; Marine City, 1000; Kenosha and Columbus, 1500; Burtchville, 100; Marysville, 150. The valuation of the church property in the County is over \$100,000.

In the biographical portion of this work will be found sketches of the resident priests.

HISTORY OF THE CITIES, VILLAGES, AND TOWNSHIPS OF ST. CLAIR COUNTY.

BROCKWAY TOWNSHIP

is situated in the northwestern portion of the County, bordering the county of Sanilac, and received its first organization as a separate township in the year 1848, having for its first Supervisor Mr. D. A. Brockway. It is bounded on the north by Lapeer County, east by Greenwood Township, south by Emmet Township, and west by Lynn Township, and is designated Town 8 north, and Range 14 east. This township was originally heavily timbered with pine, and the surface of the country is rolling, and well adapted to farming purposes.

There is still some very fine oak timber to be found in the township. The settlement of this region antedated the organization of the township many years, and among some of the first to locate here were L. Brockway, James Haines, and John Grinnell. The township contains a population at present of one thousand five hundred and seventy, and the Supervisor is Mr. J. B. Jones.

The villages and post-offices of the township are Brockway, Brockway Centre, and Merrillville. Brockway Post-Office is situated in the southeastern part of the township, and is a small settlement on the border of Emmet Township, six miles north of Emmet Station, on the Chicago and Lake Huron Railroad, and contains a saw-mill, grist-mill, and Baptist and Christian churches. Brockway Centre is situated in the northern part of the township, and is a flourishing village of about five hundred inhabitants, located on Mill Creek, a branch of the Black River, twelve miles north of Emmet Station, and twenty-five miles from Port Huron. It is in the midst of a fine agricultural country, and contains a foundry, two saw-mills, one woolen manufactory, one grist-mill, three churches,—Methodist Episcopal, Methodist Protestant, and Advent,—besides stores, shops, and hotels. Merrillville Post-Office is in the northeast corner of the township, and contains a store, shops, etc.

This township is traversed by Mill Creek, and has some very fine timber within its borders. The principal articles of shipment are agricultural products and lumber.

BERLIN TOWNSHIP

is situated on the extreme western border of the County, and was first organized as a township in the year 1839, with E. Granger as first Supervisor. It is bounded on the north by Mussey Township, east by Riley Township, south by Macomb County, and west by Lapeer County, and is designated as Town 6 north, Range 13 east, with A. Doty as Supervisor at the present time.

This township was covered with timber of the hard-wood varieties, but has been cleared to a considerable extent, developing some fine agricultural land, generally level, and producing wheat, hay, oats, etc. It is well watered by the Belle River, which traverses the northern part from west to east. There are two post-offices in the township, Belle River, in the northeast, and Berrville Post-Office, in the southeast, part of the township. There are no manufacturing interests in the township, but there is a flourishing grist- and saw-mill on the Belle River.

Among the earliest settlers of this section of the County were Elihu Granger, Cyrus Stoddard, A. Doty, Thomas R. Halleck, A. Smith, and Joseph Sweet.

The only church in this township is the Methodist Protestant, situated in the southwestern part of the township. It has a population at present of one thousand one hundred and thirty-one, showing something of a decrease since the census of 1870.

BURTCHVILLE TOWNSHIP

is a fractional township in the extreme northeastern part of the County, and was organized in the year 1842, with Jonathan Burtch as first Supervisor. It is designated Town 8 north, Range 16 east, and is bounded on the north by Sanilac County, on the east by Lake Huron, south by Fort Gratiot Township, and on the west by Grant Township. The surface of the County presents a rolling face, and is covered to a considerable extent with oak, beech, and maple timber. That portion of the township already cleared produces hay, wheat, oats, and barley. There are no manufacturing interests in the township, but a steam saw-mill in the southern part does a thriving trade. Among the earliest settlers of this township were Jonathan Burtch, J. Y. Pettis, and the Facer family.

The population numbers seven hundred and sixteen at the present time, with W. W. Wheeler as Supervisor. Lakeport is the principal village and post-office, and is the shipping-point for all this section of the County. It is situated on the shore of Lake Huron, distant from Port Huron about ten miles, and contains a population of about three hundred. It is accessible by road and water, and is a stopping-point for the line of steamers that ply between Detroit and the upper lake. It contains a grist-mill, hotels, stores, blacksmith-shop, and lumber-yard, and is a very pleasant village. There are several small streams traversing the township and flowing into Lake Huron.

CHINA TOWNSHIP

is in the southern part of the County, near the St. Clair River, and separated from it only by the narrow strip comprising East China. It is one of the best agricultural townships in the County, and is bounded on the north by St. Clair Township, east by East China, south by Cottrellville, and west by Casco Township. It is traversed from northwest to southeast by Belle River, and presents a rolling surface, bordering the river, but remote from it is exceedingly level and fertile, producing in large quantities wheat, hay, and oats. It was originally heavily timbered with ash, oak, and elm, but the energetic efforts of its thrifty population have cleared a large proportion of it and put it in a high state of cultivation. This was among the earliest settled sections of the County, and among the pioneers who first made this their abode were David Hart, Silas Hart, P. Chamberlain, R. Allington, and others.

There is a Methodist church in the southern part of the township, but St. Clair City on the north, and Marine City on the southern border, each containing several churches, offer ample facilities for the devoutly inclined. The mails are also received at these points for the citizens of China. It was organized as a township in 1835, with P. Carleton as Supervisor, and is designated Town 4 north, Range 16 east; it contains a population at present of one thousand five hundred and twenty-seven, with James Powrie as Supervisor.

It is traversed in the northern part from west to east by the Michigan Midland and Canada Railroad, which intersects the Grand Trunk Railway at Ridgeway. Its shipping-points are St. Clair and Marine Cities. There is in the central part of the township a flourishing steam grist-mill.

COTTRELLVILLE TOWNSHIP

was first organized in the year 1822, very shortly after the organization of the County, and was one of the four townships that then embraced the entire area of the County, a description of which was given in the history of the organization of the County.

Its first Supervisor was A. Hemminger. It is situated in the southern part of the County, and borders on the beautiful St. Clair River. Its settlement dates back to the very earliest history of the County, and it numbers among its earliest settlers the Cottrells, William Brown, Samuel Ward, and others. It is bounded on the north by China, east by St. Clair River, south by Clay, and west by Ira Township, and is designated Town 3 north, Range 16 east. The present Supervisor is Patrick J. Keen.

The characteristic feature of the country is gently rolling, gradually rising as it recedes from the river, with excellent land for farming purposes.

There is a strip or belt of marsh land running north and south, and back from the river one mile. The principal crops raised are wheat, oats, corn, and hay, in large quantities. The principal place in the township is Marine City, in the northeastern part, on the shore of St. Clair River, a description of which will be found in another place.

Robert's Landing is also another shipping-point and post-office on the river, three miles north of Algonac, and has quite an extensive axe-helve manufactory. The principal industrial pursuits of the inhabitants of this vicinity are fishing and the shipment of cord-wood. Belle River touches the northeast corner of the township, and flows into the St. Clair River just below Marine City. There is a fine grist-mill on the river below Marine City, and the township has a population of two thousand six hundred and nine, it being the most populous in the County.

CLAY TOWNSHIP

forms the southern point of St. Clair County, and is bounded on the north by the townships of Ira and Cottrellville, east and south by the St. Clair River, and west by the St. Clair Lake, and is designated Town 2 north, Range 16 east. It is bounded on three sides by water, and is also divided into several islands by branches of St. Clair River, principal among which are Harsen's and Stromness Islands. The former is well improved, and produces excellent crops, and the latter produces hay in abundance. This was one of the four townships that originally embraced the entire area of St. Clair County, and was organized in 1822 under the name of Plainfield, which name it maintained until 1828, when it was changed to Clay.

The first Supervisor was Mr. Harvey Stewart. The settlement of this township dates beyond the organization of the County; it numbers among its early pioneers J. K. Smith, A. P. Stewart, Ira Marks, H. Robertson, Captain George Harrow, Jacob Peer, E. Westbrook, and S. Miller. It contains a population at present of one thousand three hundred and eighty-four, with Samuel Russell as Supervisor. The surface of the country is very level and somewhat sandy, but is withal a fair agricultural country, producing good crops, particularly hay, which is raised in great abundance, and large quantities of fine fruit. The islands of Harsen and Stromness are separated from the mainland by the north channel of the St. Clair River.

Algonac, the principal village and post-office, is situated on the west bank of the St. Clair River, at the head of the St. Clair flats, and is a flourishing village of about eight hundred inhabitants. It has no railroad communication nearer than New Baltimore, on the Grand Trunk Railway, seventeen miles distant, and St. Clair on the north, sixteen miles distant; but its advantageous location on the banks of one of the most delightful rivers on the continent gives it ample water communication both north and south. The rapid depletion of the staple product, lumber, in this locality has materially interfered with the growth of the village; but its manufacture is yet carried on to some extent, there being in the village one steam saw-mill and a steam planing-mill. It also contains churches, school-houses, stores, and hotels. It was at this place that the first Methodist society was organized, in 1821, under the leadership of Rev. Mr. Griffith, sent here by the Canadian Missionary Society. The society struggled along bravely until 1830, when the first church was erected, which still stands in the village, and is occupied by Mr. Russell as a private residence.

There was a Catholic mission established at Algonac previous to the organization of the Methodist society, the early history of which cannot with certainty be traced.

The first house built in Algonac was by Jacob Peer. Mr. John K. Smith settled at Algonac in 1816, and was appointed the first Postmaster, by Governor Cass, in 1826. He was appointed Justice of the Peace in 1821, and served as Probate Judge in 1828.

COLUMBUS TOWNSHIP

was first organized in the year 1837, and was the ninth township on the list, with Theodore Bathey as Supervisor. This township is located on the western border of the County, and is designated as Town 5 north, Range 15 east. It is bounded on the north by Wales, east by St. Clair, south by Casco, and west by Macomb County.

This township was settled at an early date; and among the pioneers who first made this their abiding-place are the names of G. S. Granger, J. Graham, James Graham, H. Hunt, Charles Hunt, the Cross family, the Maybin family, K. Kilroy, and B. Curler. The surface of the country is level, with very good farming land, producing wheat, oats, hay, and barley in abundance.

It is traversed by the Belle River in the southwestern part, and by several small streams (tributaries to the Pine River) in the northern and eastern sections. The Grand Trunk Railway and the Fort Gratiot Turnpike traverse the township from northeast to southwest.

It was originally timbered with oak, ash, etc., but much of it has been cleared and put under cultivation. Columbus, the post-office, is in the southwestern corner of the township, on the line of the Grand Trunk Railway, about twenty miles from Port Huron. There are three churches in the township: one Congregational at Columbus, one Advent at the

same place, and one Methodist Episcopal church in the southwest corner. A grist-mill on Belle River, near the centre, and also a steam saw-mill near it, do a good trade.

The population of this township at present numbers nine hundred and ninety-nine, with H. W. Smith as Supervisor. The village of Columbus was settled as early as 1830.

CLYDE TOWNSHIP

is situated in the northeastern part of the County, in the second tier of townships from the north, and was organized in the year 1837, with Ralph Wodhams as the first Supervisor. It is bounded on the north by Grant, east by Fort Gratiot, south by Kimball, and west by Kenockee Townships, and is known as Town 7 north, Range 16 east. The present Supervisor is E. Vincent, and the population numbers one thousand and thirty-nine.

The land, except that bordering the Black River (which traverses the township from northwest to southeast), is generally level, somewhat sandy, but including some excellent farming land, producing wheat, rye, oats, hay, and barley in abundance. It is also traversed in the southwest corner by Mill Creek. Pine timber abounded in large quantities throughout this district, but is almost entirely depleted. Among the pioneer settlers of this region were E. Vincent, W. R. Goodwin, John Beard, S. Kingsley, Allen Atkins, A. Kinney, and James Gardner.

The principal villages and post-offices are Ruby and Abbottsford, forming a continuous village, Vincent Post-Office, and Atkins Post-Office. Ruby, the most important, contains a population of about one hundred, including Abbottsford. Ruby is the post-office, and has a saw-mill, plow manufactory, planing-mill, and Methodist Episcopal church. Abbottsford has a grist-mill and carding-mill. These villages are situated on the Black River, eleven miles northwest from Port Huron, and distant from Thornton Station, on the Chicago and Lake Huron Railroad, five miles south. Vincent Post-Office is in the eastern section of the township, in the midst of an agricultural district, and Atkins Post-Office is in the northern part of the township.

There is one other church in the township, at North Street (Methodist Episcopal). There is in course of construction through this region a macadamized road, designed to run from Port Huron to Brockway, and which promises to add very materially to the development and improvement of the township.

CASCO TOWNSHIP

is situated in the southwestern part of the County, and is designated as Town 4 north, Range 15 east. It is bounded on the north by Columbus, east by China, south by Ira, and west by Macomb County. It is traversed by the Belle River in the northeast corner, and by Swan Creek, running south through the central and eastern part. The character of the country is generally level and very good farming land, producing wheat, hay, oats, and barley in quantities.

The Michigan Midland and Canada Railroad traverses the township from east to west in the northern part. This township was organized in the year 1849, with William Hart as first Supervisor, and contains a present population of one thousand nine hundred and seventy-six, with William Miller as Supervisor. The post-office is Casco, and is situated in the southwest part of the township, and distant from the shore of Lake St. Clair four miles, and twenty miles from Port Huron. Bath Station, on the Grand Trunk Railway, and Ridgeway, are each about six miles distant. Adair is also a small village and station, on the line of the Michigan Midland and Canada Railroad, with a population of about one hundred.

There are in the township five churches: one Catholic, one Methodist, one Baptist, and two Lutheran. There are three potash manufactories on Swan Creek, in the southern section, and one in the southwestern section. Among the early settlers of this region may be mentioned H. A. Allen, R. Freeman, William Fenton, Dennis Bales, A. Tappan, and Lindsay.

EMMET TOWNSHIP

is situated in the second tier of townships from the north, and near the western limit of the County. It is bounded north by Brockway, east by Kenockee, south by Riley, and west by Mussey Townships, and is designated Town 7 north, Range 14 east. It was organized in the year 1852, with P. Kennedy as first Supervisor. The surface of the country is generally level, and the land well adapted to farming purposes, and yields wheat, hay, oats, etc., abundantly. It is traversed in the northeast corner by Mill Creek, a branch of the Pine River. It contains a population at present of one thousand two hundred and six, with Wm. Power as Supervisor.

The principal village and post-office is Emmet, a station on the line of the Chicago and Lake Huron Railroad, eighteen miles west of Port Huron, containing a population of about two hundred, with several stores, shops, a hotel, grist- and saw-mill, express-office; it is an important shipping-point for the products of the surrounding country. This region is settled principally by Irish Roman Catholics, and they have one of the most flourishing congregations in the County, under the charge of Father Kilroy, who has been with them for over thirty years. The church is two miles east, in Kenockee.

Among the earliest settlers were M. Herrington, Patrick Donegan, Patrick Kennedy, and Mr. Dorhem. Mr. F. Brogan is the Postmaster of Emmet.

Charcoal-burning is an important industry of this region, and large quantities of grain, charcoal, wood, hoops, and staves are annually shipped from Emmet.

EAST CHINA TOWNSHIP

is a fractional township, situated on the River St. Clair, which bounds it on the east and south, and China proper bounds it on the west, with St. Clair City on the north. It contains a total population of two hundred and thirty-four, and was organized in the year 1859, with H. Baird as first Supervisor. It is designated Town 4 north, Range 16 east, and the present Supervisor is W. D. Hart.

It is a level strip of land bordering the river, and was originally heavily timbered with beech, maple, hickory, etc., and produces hay in abundance.

Among the early settlers of this region were R. Jerome, Jno. Clark, the Phillips family, the Recors, and the Bairs. The post-office and shipping-

point is East China, on the St. Clair River, three and a half miles south of St. Clair City.

This place has water communication with Port Huron and Detroit daily, by lines of steamers plying between those points, and ships hay and axe-handles in large quantities.

FORT GRATIOT TOWNSHIP

was organized as a township in the year 1866, with H. Stevens as the first Supervisor. It is situated in the eastern part of the County, at the foot of Lake Huron. It is a fractional township, and is designated Town 7 north, Range 17 east; it is bounded on the north by Burtchville, east by Lake Huron and St. Clair River, south by the city of Port Huron and Port Huron Township, and west by Clyde Township. The surface of the country is mostly level, with some marsh land, and was originally timbered with pine and hemlock. The soil is of a sandy nature, producing wheat, oats, hay, potatoes, and corn. It is traversed by the Black River in the southwestern part. T. Lyburner is the present Supervisor; and the population numbers one thousand three hundred and sixty-one.

Fort Gratiot, the principal village and post-office, is situated at the foot of Lake Huron, on the line of the Grand Trunk Railway, at the point where it crosses the St. Clair River, and contains a population of about eight hundred.

It is one mile north of the city of Port Huron, and sixty-three from Detroit, and derives its name from the fort of that name which is located here, on the site of the old French trading-post. It is of importance as being the point where the traffic of the Grand Trunk Railway crosses the river, and contains one Methodist Episcopal church, a union school-house, stores, hotel, express-office, and telegraph-office, and was settled as early as 1817, although the trading-post was established here many years prior to that date. This place is also of some notoriety as being the distributing-point for large numbers of emigrants who come direct from Portland.

GRANT TOWNSHIP

is situated in the northern part of the County, bordering on Sanilac, and was originally a part of Burtchville Township. It was organized in the year 1867, with Thomas Dawson as first Supervisor, and is designated Town 8 north, Range 16 east. It is bounded on the north by Sanilac County, east by Burtchville Township, south by Clyde, and west by Greenwood. The general feature of the country is rolling, particularly along the water-courses, and the land very productive, yielding wheat, barley, hay, oats, and potatoes in abundance. This township was originally, and part of it is yet, timbered with hard woods, such as beech, maple, ash, oak, and hemlock, with a sprinkling of pine. Black River traverses the township on the west side from north to south, with its two tributaries, Silver and Plum Creeks. Among the pioneer settlers were Nelson Potter, H. Cadwell, Jno. McGill, Cyrus Potter, and W. Bice. There are no manufacturing interests of any magnitude except a foundry at Gratiot Centre, which is engaged in the manufacture of plows, harrows, and other agricultural implements.

Gratiot Centre is the principal village, and is located in the central part of the township; it contains a store, blacksmith-shop, school-house, hotel, etc. Jeddo is the only post-office, and is in the northern part of the township, eighteen miles northwest from Port Huron, and seven miles from Lake Port. It has a tri-weekly mail. The present population of the township is one thousand three hundred and four, and John McGill is Supervisor.

GREENWOOD TOWNSHIP

is situated in the northern part of the County, and is bounded on the north by Sanilac County, east by Grant, south by Kenockee, and west by Brockway Township, and is designated Town 8 north, Range 15 east. Its township organization dates back to 1855, with L. Small as first Supervisor. This township in the northern part is heavily timbered with beech and maple, but the southern part is well cleared and cultivated, yielding wheat, hay, and oats in fair quantities.

Among the pioneer settlers of this section were William Shannon, James McKinney, James Middleton, the Small family, and John McCallen. There are in the township two post-offices, namely, Greenwood Centre and East Greenwood. The former is situated in the central part of the township, in a timber district, and is north from Emmet Station, on the Chicago and Lake Huron Railroad, twelve miles. The latter is in the eastern part of the township. This entire region is traversed by Silver and Plum Creeks, tributaries to the Black River, and the land presents a rolling surface. There is a present population of one thousand one hundred and fifty-eight, and Mr. P. Fox is the Supervisor.

IRA TOWNSHIP,

in the southwestern part of the County, is a fractional township, bounded on the north by Casco, east by Cottrellville, south by Lake St. Clair, and west by Macomb County, and is designated Town 3 north, Range 15 east. It was organized in the year 1837, with Charles Kimball as first Supervisor. This township, bordering the beautiful St. Clair Lake, presents a very level surface, and was a timber district, embracing the varieties of oak and ash, but is fast becoming an agricultural region. More than half of it is under cultivation, producing hay, wheat, barley, and oats. A small portion of the township is marshy. It is traversed north and south by Swan Creek. The principal village and post-office is Fair Haven, on the shore of Lake St. Clair; it contains a population of about three hundred, with a steam saw-mill and stave manufactory. A new steam flouring-mill on Swan Creek, one mile north of the village, is almost ready for operating. There is a flourishing settlement of Catholics, with a handsome church, about two miles west of the village, on the lake-shore. Among the pioneer settlers here were Francis Chartier, Charles Chateau, Stephen Rose, Joseph Chartier, Christopher Miller, and F. Beckman. There are some old French claim lands on the lake, in the southwestern part of the township. The present population is one thousand five hundred and ninety-six, with Henry Meyer as Supervisor.

KIMBALL TOWNSHIP

was organized in the year 1855, with W. B. Verrity as first Supervisor. It is situated a little east of the central part of the County, and is desig-

nated Town 6 north, Range 16 east. It is bounded on the north by Clyde, east by Port Huron, south by St. Clair, and west by Wales Townships, and is traversed by the Grand Trunk Railway from southwest to northeast, and by the Chicago and Lake Huron Railroad from east to west. It is watered by Pine River and Smith's Creek from north to south, with a broken surface bordering the streams, but level as it recedes from the banks of the water-courses. Pine and hemlock timber abounded in quantities, but the land is rapidly becoming cleared, and wheat, hay, oats, and corn are produced in abundance. There is on the fine river in the southern part of the township a steam saw- and shingle-mill. The pioneer settlers of this region were B. Wheeler, J. S. Kimball, and the Bartlett family.

Smith's Creek is the principal village and post-office, and is situated on the line of the Grand Trunk Railway, ten miles southwest from Port Huron, and forty-eight from Detroit. It contains a population of about three hundred. There are Episcopal, Methodist, and Methodist Protestant churches in the village. This place obtained some notoriety in connection with the removal of the County seat from St. Clair to it, where it was temporarily located, pending the final removal to Port Huron. It was the County seat only in name, and no session of court was held here. The articles of shipment from this point are hoops, staves, cordwood, and railroad ties.

Thornton is also a post-office and station in this township, on the line of the Chicago and Lake Huron Railroad, distant from Port Huron eleven miles, and has a daily mail.

Clyde Mills is also a small settlement on Black River, with a population of about one hundred. It was originally a post-office, but has been discontinued. It derived its name from the mills erected there in 1826, but which were recently burned. The present population of the township is one thousand three hundred and thirteen, with Postmaster Brown as Supervisor.

KENOCKEE TOWNSHIP

is situated midway of the second tier from the north, and is designated Town 7 north, Range 15 east, with Sylvester Coady as Supervisor. It is bounded on the north by Greenwood, east by Clyde, south by Wales, and west by Emmet Townships, and was organized in the year 1855. A. Stockwell was the first Supervisor. This region is yet quite heavily timbered with hard woods in parts, but there is some fine farming land, producing wheat, oats, barley, and corn in paying quantities. The surface of the country presents a rolling aspect, and is traversed from west to east by Mill Creek, and a branch of the Pine River in the southern part. Among the early settlers of this region are Allen Bills, Waldron Ward, and A. Stockwell. There is a flourishing Catholic church in this township. The village and post-office is Kenockee, situated in the northern part of the township, distant from Port Huron eighteen miles. The present population of this township is one thousand three hundred and forty-eight.

LYNN TOWNSHIP

is in the extreme northwestern limit of the County, and is designated Town 8 north, Range 13 east. It was organized in the year 1850, with A. A. Dwight as first Supervisor. It is bounded on the north by Sanilac County, east by Brockway, south by Mussey, and west by Lapeer County, and presents a generally level surface, with some swamp land in the southern and western part. In the southeastern part the land is well adapted to farming purposes, but the northern part is of a hard clayey soil.

The products are of a mixed character, consisting of hay, oats, barley, etc. Pine, oak, and black ash timbers abounded throughout this region. Mill Creek with its tributaries traverses the township from west to east. Among the pioneer settlers of this township may be mentioned the names of Henry Morgan, Joel Bonney, A. Sevoy, L. B. Sprague, and John Houghton.

Lynn is the principal village and post-office, and is pleasantly situated in the eastern part of the township, about thirty miles northwest of Port Huron, and contains several stores, shops, a hotel, and cheese-factory. Its nearest shipping-point is Capac, on the line of the Chicago and Lake Huron Railroad, eight miles south. The present population is four hundred and sixty-four, and John Houghton is the present Supervisor.

MUSSEY TOWNSHIP

is situated in the extreme western part of the County, and was organized in the year 1855, during which year three others were organized, and is designated Town 7 north, Range 13 east. The first Supervisor was W. B. Preston.

This township is bounded on the north by Lynn, east by Emmet, south by Berlin, and west by Lapeer County. Its present population is thirteen hundred and eighty-two, and the present Supervisor is R. Shutt. Pine timber largely abounded in this region originally, and much of the soil is of a marshy description, with some fair farm land producing a fair yield of wheat. Some of the earliest inhabitants of this section were D. Alverson, S. I. Fancher, R. Shutt, W. B. Preston, and W. Burk. The Chicago and Lake Huron Railroad traverses the township from east to west, and affords ample facilities to the farmers for the shipment of their produce.

Capac, the principal village and post-office, is located on the line of the Chicago and Lake Huron Railroad, distant from Port Huron about twenty-seven miles, and contains a population of about five hundred. It was settled in 1857.

The country immediately surrounding the village is well adapted to agricultural pursuits. Timber is yet plentiful, and large quantities of staves and headings are shipped from this point. There is a flourishing stave manufactory at this place, working about forty hands, and also a cheese-factory, a Methodist Protestant and Baptist church (owned jointly), a new Lutheran church in course of construction, a hotel, stores, etc. The cultivation of cranberries is largely engaged in by the inhabitants, and large quantities are annually shipped to foreign markets. There are in the township also a grist-mill, two saw-mills, and a German Methodist church.

PORT HURON TOWNSHIP

was originally known as Desmond, and was organized in 1828 (with J. Herrington as the first Supervisor), although the area embraced within these limits was settled many years prior. It is reduced in size by the organization of other townships, and is fractional in its dimensions. The city of Port Huron, within the original limits, now forms a distinct organization.

This township contains at present a population of one thousand and seven, and is designated Town 6 north, Range 17 east, and is bounded on the north by Fort Gratiot Township, east by the city of Port Huron and St. Clair River, south by St. Clair Township, and west by Kimball Township. Its proximity to the St. Clair River and city of Port Huron makes it desirable as a place of residence.

This, like all the other portions of the County, was a timber region, in which pine, black ash, and hemlock abounded.

The characteristic feature of the soil is sandy, with considerable marsh land, producing corn and oats.

Among the pioneers of the township are Judge Z. W. Bunce, James M. Gill, B. Sturgis, S. Huling, A. F. Ashley, and James Young. Judge Bunce located on the same place where he now resides (five miles south of Port Huron) in 1817, and has been prominently identified with the interests of the County ever since his settlement here.

The principal village post-office and shipping-point is Marysville (formerly Vicksburg), situated on the river St. Clair, in the extreme southeastern corner of the township, six miles south of Port Huron, and about the same distance from St. Clair. It contains a population of about three hundred, and is the headquarters of the Mills' Transportation Company, which is an extensive corporation.

Ship-building was formerly carried on at this point to a considerable extent, and it is a regular stopping-place for all river and lake boats, and has immediately in the village two large steam saw-mills, and two more closely by.

There is also a Methodist Episcopal church, a union school-house, store, hotel, and telegraph-office in the village. The Chicago and Lake Huron Railroad, and the Grand Trunk Railway, both traverse the township, and the Black River touches the northeast corner.

There are many interesting facts connected with the early settlement of this section that will be treated in the history of Port Huron.

RILEY TOWNSHIP

is situated in the western part of the County, and is designated Town 6 north, Range 14 east, and is bounded on the north by Emmet, east by Wales, south by Macomb County, and west by Berlin Township. It was organized in the year 1839, with O. Ricks as the first Supervisor. It contains a present population of one thousand five hundred and seventy-six, with C. Simmons as Supervisor. The country presents a gently rolling surface, well adapted to agricultural pursuits, and producing wheat, oats, and corn.

The most important village is Memphis, situated on the line between St. Clair and Macomb Counties, and containing a population of about one thousand. It is seven miles north of Ridgeway, on the Grand Trunk Railway, and on both banks of Belle River. It was settled as early as 1835, but was not incorporated until 1866. Among the enterprises of the place are a foundry, flouring-mill, saw-mill, stove-mill, and cheese-factory, besides churches, stores, school-houses, hotels, etc.

Among the early settlers were the Wells family, D. Mansfield, and others. Riley Centre is also a post-office and small village of one hundred inhabitants, in the western part of the township, on the Belle River, in the midst of an agricultural region. It is distant from Emmet, on the Chicago and Lake Huron Railroad, seven miles, and from Port Huron twenty-three miles. This region was originally inhabited by the Riley Indians.

ST. CLAIR TOWNSHIP

is the oldest and largest township in the County, and originally comprised within its limits the entire area of the twenty-three townships composing St. Clair County. It borders the St. Clair River, about midway of the County, and is bounded on the north by Kimball and Port Huron Townships, east by St. Clair River, south by China and East China, and west by Columbus Township. It is designated Town 5 north, Range 16 and 17 east, and embraces within its boundaries some most excellent farming land. It is traversed north and south by the Pine River and its tributaries. The north and eastern portions of the township present a rolling surface, with a level surface in the southern and western sections.

The staple productions are corn and hay, of which latter product large quantities are shipped by water to distant markets. It was originally a great timber district, and at one time was more largely engaged in the manufacture of lumber than any other portion of the County, but the exhaustion of the staple has materially interfered with that branch of industry.

The attention of the population is now directed more particularly to agricultural pursuits. The organization of this township was contemporaneous with the organization of the County, and was controlled by a Board of Commissioners (composed of three) until 1828, when the first Supervisor's name appears in the person of E. Beardsley. Among the pioneer settlers of this region were A. St. Bernard, the Carletons, the Coxes, A. J. Farmer, James Ogden, the Thebaults, and others. The industrial interests in the township are one steam saw-mill and a steam grist-mill. There are also two Catholic and one Methodist Episcopal church. The present population is two thousand and thirty-one, and the Supervisor is P. S. Carleton.

ST. CLAIR CITY,

for a long period the County seat of St. Clair County, is a beautiful little city, situated on the west bank of the St. Clair River, at the mouth of the Pine, twelve miles south of Port Huron. By the latest census, taken in

1874, it had a population of over two thousand. It is the eastern terminus of the Chicago and St. Clair Air-Line Railroad, or, as it is sometimes called, the Michigan Midland Railroad. This road is not completed its entire length, but is ultimately intended to be extended to Chicago. It serves as a feeder to the Canada Southern, which has its terminus on the east side of the river, opposite St. Clair, and extends eastward to Buffalo.

The removal of the County seat from this place to Port Huron a few years since, and the decline in the lumbering interests of this section, have combined to work to the detriment of the St. Clair, and very materially checked its growth.

The improvement of the surrounding rich agricultural district, and the desirable advantages possessed by it as a railroad centre, may restore it in a few years to its former degree of prosperity.

The old court-house, which was donated, together with the land on which it stood, to the County for permanent use, has been christened a City Hall, and the old jail continues to serve the purpose for which it was intended. A fine union school-house and several churches are also numbered among the public buildings, prominent among which are the Catholic, Methodist Episcopal, Baptist, Presbyterian, and Lutheran. The Episcopal church was burned recently. Among the manufacturing interests of the city are a large steam saw-mill, a woolen manufactory, established in 1850, and consuming twenty-four thousand pounds of wool in the manufacture of fabrics annually, with latest improved machinery, a large tannery, a shingle-mill, two flouring-mills, a foundry, a large carriage manufactory, a brewery, and several large brick-yards; one National bank, express, telegraph, and post-office, and a flourishing weekly paper, the "Republican."

This place was laid out in 1828 by Thomas Palmer, of Detroit, and was known for some years as the village of Palmer, but was subsequently changed to St. Clair, and at one time promised to become a place of leading importance, its lumber business alone employing six mills. The exhaustion of the pine timber was the first severe blow to its growth, followed by the loss of the County seat. It is delightfully situated on the banks of the St. Clair, and presents many attractions as a place of residence, and has among its citizens a number of substantial business firms. It was incorporated as a city in 1858, with J. E. Kitton and E. Smith as Supervisors.

WALES TOWNSHIP

is situated near the centre of the County, and is bounded on the north by Kenosha Township, east by Kimball, south by Columbus, and west by Riley, and is designated Town 6 north, Range 15 east. It was organized in the year 1841, with C. S. Cusick as first Supervisor.

The country presents a level surface, with no marsh, and originally abounded in beech, maple, ash, and oak; much of it, however, has been cleared and cultivated, producing wheat, hay, and oats. It is watered by the Pine River in the north, and Perry Creek in the central part. The Chicago and Lake Huron Railroad runs through the northern part, and the Grand Trunk touches the southeast corner. Goodell's Station, on the Chicago and Lake Huron Railroad, is the principal village and post-office, and contains a steam saw-mill, stores, shops, etc. It is distant from Port Huron fourteen miles. There are in the township two churches, one Methodist Episcopal, near the centre, and one Baptist church, about two miles north. Among the earliest settlers are John Lamb, Joshua Thompson, William Shirkey, V. Bartlett, and the King family. Wales Centre is also a post-office, in the central part of the township, and distant from Port Huron fourteen miles in a westerly direction, and south from Goodell's Station three miles. The township has a population of one thousand five hundred and sixteen, and the present Supervisor is R. Bailey.

MARINE CITY.

Marine City, in the northeast corner of Cottrellville Township, is pleasantly situated on the west bank of the St. Clair River, twenty miles below Port Huron and seven miles above Algonac. It has a frontage on the river of one and a half miles, and is regularly laid out, containing a population of about one thousand eight hundred and growing rapidly. This place in former days was one of the most important ship-building ports on the river or lakes, and turned out some of the largest vessels that have been engaged in the commerce of the great lakes. That branch of industry has greatly diminished in magnitude, and Marine City as well as other points received a check; but there is yet some activity in the ship-building line notwithstanding the stringency of the times.

The heaviest manufacturing interests of the County are located here, prominent among which is the Marine City Stave Company, representing a cash capital of eighty thousand dollars, with the privilege of increasing it to one hundred thousand dollars, and employing one hundred and forty hands. The productions of this establishment are shipped largely to Baltimore, New York, Buffalo, and Cleveland. There is also a large tannery, carriage-manufactory, steam saw-mills, two hotels, several stores, shops, a fine union school-house erected at a heavy cost, five churches: Catholic, Methodist Episcopal, St. Mark's Episcopal, Lutheran, and German Methodist. There are also schools in connection with the Catholic and Lutheran churches. The nearest railroad station is St. Clair, six miles distant; but water communication, both north and south, is constant. There is a flourishing paper published here, Republican in politics, established in 1874, and having a circulation of three hundred and fifty. Marine City possesses many advantages in point of location, and is surrounded by a very fine agricultural district, which makes this the shipping-point for the products of the soil. Two lines of passenger and freight steamers make this a daily stopping-point; and the river is constantly dotted with craft of various description plying up or down its current.

PORT HURON CITY.

In the year 1819, when the Hon. D. B. Harrington came to this place to make it his abiding-place, nothing but a vast wilderness met the eye on every side. The Chippewa tribe of Indians were the occupants of

this region; and during the fishing and hunting season they congregated at the mouth of the Black River in large numbers; and their huts and wigwams dotted the shores for a long distance north and south. There were at this time a few French families scattered around, whose names are mentioned in the early history of the County, and who at times were seriously annoyed by the Indians. The propensity to steal was largely developed among them.

The first house ever built in Port Huron, or, as it was then called, Desmond, was located near the Hogan House, in Court Street, and was occupied by Anselm Petit. The second building was occupied by a half-breed named John Riley, and was located on the site of William Stewart's hardware store. These two buildings comprised the village in 1819. There were no inhabitants north of Fort Gratiot at that date, on the eastern slope of the lower peninsula, with the exception of three or four families scattered along the Black River and Mill Creek. On the Canada side a wilderness prevailed, with nothing to indicate the presence of humanity except the wigwams of the Indians.

The village of Port Huron was originally in Desmond Township, embracing all that part of St. Clair County north of Township 5.

The first meeting held to effect its organization was at Fort Gratiot, on the first Monday in May, 1826, when the following officers were elected: Martin Pickens, Supervisor; Jeremiah Harrington and Isaac Davis, Assessors; Morris McGarvey, Isaac Davis, and Richard Sansbury, Highway Commissioners; Reuben Dodge, Lewis Facer, and Francis Duchin, Constables. The first village plat was made in 1835, by Mr. E. Petit, and was called Peru. The next made was in the fall of 1835, by D. B. Harrington, and the lots sold by White & Harrington.

In 1837 the third piece of land was platted and sold by Major John Thorn, and called Paris.

The name of Port Huron is accredited to Mr. D. B. Harrington in 1835; and the projectors of the other village plats followed his example, and the whole assumed the name which it has since borne.

The first school-house erected was by Francis P. Browning, and was located on the west side of the park and north of Black River. The first hotel built was of logs, in 1827, on Quay Street.

In 1833 the road now known as Military Street was built, and a bridge erected across Black River. In 1832, during the Black Hawk war, the citizens of Port Huron rendered effective service in palisading the fort. John B. Phillips built the first steamboat at this place.

The village of Port Huron became a city under a charter obtained April 8, 1857, at which time the City Council met for the first time, W. L. Bancroft presiding as Mayor. The city of Port Huron of to-day looms up grandly beside the little straggling hamlet that nestled on the shores of the St. Clair River forty years ago. The natural advantages possessed by this place surpass by far those of any other section of the County, and it is only a question of time when this city shall take a prominent position among the first cities of the State in population and business interests.

It has a very large lake and river traffic, and the great railroad lines centering here bring a heavy trade to this point.

The Grand Trunk, and Chicago and Lake Huron Railroads on the Port Huron side, and the Great Western Railroad on the Sarnia side, give to it an air of busy importance. Fort Gratiot is located on the northern limit of the city, and was occupied in 1814 by a detachment of United States regulars and militia, under Major Forsyth of the regular army. Captain Gratiot was the engineer officer who built the first fort, and after whom it was named. Its original cost was three hundred dollars. In 1822 it was abandoned, and the buildings turned over to two Presbyterian missionaries named Hart and Hudson, who occupied them until 1828, when they were reoccupied by the Government, and the buildings and grounds were enlarged and strengthened. The fort has since been occupied as a military post, with the exception of a period during the Mexican war and the war of the Rebellion. The date of the first village organization is not clearly established, but from the most reliable information obtained, it was incorporated about the year 1842, and the first paper published was in 1835 or 1836, by D. B. Harrington, and was called the "Lake Huron Observer." The most important business interests here are the cutting of lumber and ship-building, furnishing employment to large numbers of men.

The marine interests of the city are large; many officers and sailors residing here with their families, and many vessels being owned here. A large wholesale trade is also being rapidly developed with the country north and west, especially in the grocery and hardware lines. This is the market for the produce of St. Clair, and large portions of Sanilac, Lapeer, and Macomb Counties.

The city has a population of eight thousand three hundred, and is rapidly increasing. It is the County seat of St. Clair, and contains among its public buildings and enterprises three public or graded schools, two on the south side of Black River, and one on the north side; a very handsome structure occupying the site of the one burned in 1873, with two more contracted for, and to be speedily erected, one in the Fifth and the other in the Sixth Wards. A new city hall and court-house, and engine-house on Water Street, a new custom-house of elegant design, Pine Grove Park, city cemetery, new water-works building, all owned by the city, except the custom-house, which is a Government building. The fire department consists of one steam and one hand engine. The water-works are of the Holly pattern, with four engines, having a pumping capacity of three million gallons per day. The city is divided into six wards, with regularly laid out streets and fine side-walks, principally of wood. There are street railways, and the city is well supplied with gas.

There are eight churches, two large iron bridges spanning the Black River, two lines of ferry-boats plying between Port Huron and Sarnia, Masonic, Odd-Fellow, Good Templar, and other lodges, besides stores, hotels, and shops in large numbers. The United States Signal Service Bureau have also established a station here, and render excellent service to the shipping interests.

PERSONAL SKETCHES OF PROMINENT MEN AND PIONEERS.

JONATHAN DEWHIRST

was born October, 1824, in the city of Cincinnati, Ohio, and is of English extraction. His parents came to America about the year 1819, and settled in Cincinnati immediately after their arrival in this country. His father was a farmer by occupation, and the subject of these remarks has since adopted the same vocation.

His parents removed to Canada when Jonathan was only seven years old, and their isolation from a settled community debarred the boy from any educational advantages. Their residence here continued until Jonathan arrived at the age of eighteen, when he concluded to seek his own fortune, and went to Detroit, obtaining employment with Mr. Harvey King, on the "Cass farm," remaining with him three years, until the age of twenty-one. He then removed to St. Clair County, and located on the place where he now resides.

The land was a wilderness, and required hard labor to prepare it for cultivation, but his energy and pluck overcame all obstacles, and he is now in possession of a fine farm and comfortable home, the result of industry, economy, and thrift. He has three children,—two sons and one daughter,—two of them married, and one, a son, at home and single. Mr. Dewhirst resides two and three-quarter miles west from St. Clair City, on the Belle River Road, in a very fine agricultural district.

HENRY WHITING

was born in Bath, Steuben County, New York, February 7, 1818. He is a son of John Whiting, a native of Massachusetts. The son received the rudiments of his education at the district school, which he attended until the age of thirteen, when he was placed in the store of Whiteman & Boardman, at Painted Post, Steuben County, where he remained until the age of seventeen. Henry was blessed in having a good Christian mother, whose instruction and advice bore an important part in the future career of her son. While a clerk in Whiting & Boardman's store he made use of every spare moment to improve his stock of knowledge, reviewing Kirkham's Grammar and Rollin's Ancient History.

At the age of seventeen he commenced preparation at a grammar-school in Bath, with the view of entering the United States Military Academy at West Point, which he did in 1836. The time was limited and the ordeal a severe one, but by incessant study and hard work he succeeded in passing his first examination No. 51, and at the close of his career at West Point he stood No. 17 in the graduating class. In 1840, when he graduated, the army had very few vacancies to be filled, but he was assigned to the Fifth Infantry, then stationed at Fort Snelling, on the upper Mississippi. While *en route* to his command he visited a relative, Colonel H. Whiting, in Detroit, from whom he received some very good advice, which profited him greatly in after-life. After joining the regiment he pursued a course of study in Latin for some time, until his tutor was ordered to Florida. In the fall of 1841 the regiment was ordered to Jefferson Barracks, below St. Louis, remaining but a short time, when it was assigned to duty on the upper lakes. Mr. Whiting's company was ordered to the island of Mackinac, and during his stay here he was appointed Assistant Commissary and Acting Assistant Quartermaster, the increasing labors attendant upon the discharge of the additional officers keeping him quite busy, but still leaving some time for reading. He married Miss Pamela Rice, daughter of Dr. Justin Rice, in November, 1843, and became desirous of leaving the army, preferring a situation in some literary institution, where he could be permanently located. Pending a negotiation in that direction, orders came for the regiment to go to Texas, where it went in September, 1844, to Corpus Christi, accompanied by Lieutenant Whiting. He remained until February, 1845, when he obtained leave of absence for sixty days, from General Taylor, with permission to apply for sixty days additional at the expiration of the first leave.

He at once proceeded to St. Clair to join his family, and within a week after took charge of Thompson's Academy, at that place. In the following May he opened a grammar-school. His resignation from the army was dated February 2, 1846, to take effect sixty days thereafter. His experience in the grammar-school covered a period of over a year, and following it he taught French and drawing a few months, then clerked a few months for his brother, and in the spring of 1847 he returned to St. Clair to engage in the lumbering business. In the fall of the same year he entered into business relations with a couple of gentlemen, under the style and firm of Parker, Whiting & Co. They built a saw-mill and a store, and Mr. Whiting took charge of the latter and also the books. They continued until April, 1849, when the partnership was dissolved by

the death of Dr. Rice; continued business as Parker & Whiting until 1851, when Mr. Parker retired, leaving Mr. Whiting sole proprietor of the business. At the outbreak of the Rebellion, in 1864, Colonel Whiting tendered his services to the Governor of Michigan, but was informed that the commanders of the five regiments apportioned to Michigan under his first call had either been appointed or were thought of. While *en route* for his home from the State Capital he stopped at Detroit to visit his relative, Colonel Whiting, who was just in receipt of a communication from the Governor of Vermont, offering him the command of a regiment in that State. His engagements would not allow his acceptance, and the offer was made to Mr. Whiting, who accepted, and within a week a telegram from the Governor of Vermont came, ordering him to report as Colonel of the Second Vermont Regiment.

This was a severe blow to some patriotic Vermonters, who stigmatized the Governor's action in no measured terms, and was the commencement of a strife between factions, that ended only with the close of the Governor's term of office. The appointment was entirely unsolicited, and was made solely on the merits of Mr. Whiting's regular army career and military education.

His regiment moved to the front at once, and participated in the first battle of Bull Run, and received a vote of thanks from the Legislature of Vermont for their gallant behavior on that disastrous day. This regiment covered the retreat from Centreville to Washington. The Colonel was the recipient, from his men, of a very handsome present, consisting of a sword, sash, set of pistols, and equipment for a horse, which was as gratifying as it was unexpected. The regiment participated at Lee's Mills, Williamsburg, and was the rear regiment in the retreat from Richmond to Savage Station, under a severe fire. In 1862, October 23, the Colonel was placed in command of the Vermont brigade, and participated in the battle of Fredericksburg under Burnside.

Colonel Whiting's political status was that of the old-line Whig party, when General Scott ran for the Presidency. In 1858 he was elected a member of the Board of Regents, and by the Board Chairman of the Committee for the Michigan University, which position he filled for six years.

At the close of the war he returned to St. Clair to resume the business of a merchant, and is now surrounded by a happy family, and in the enjoyment of a handsome fortune, acquired by strict attention to business and industrious habits.

Mr. Whiting's first wife, by whom he had six children, died January 26, 1858, and in October, 1859, he married Mary T. Rice, sister of his first wife. The issue of the second marriage was five children, making eleven in all, nine of whom are now living. Mr. Whiting carries on an extensive general merchandising business in the city of St. Clair.

ANDREW HUSEL

was born at Hurnheim, a village in the western part of Bavaria, Germany, September 1, 1831. His father's name was Zacharias J. Husel; he was a manufacturer of and dealer in woolen and cotton goods, also owner of a farm, and served as Town Councillor for the last fifteen years prior to leaving his native place. Andrew received a liberal education in the public schools of his country up to the fourteenth year, which the laws of the country required. After that time he received some private tuition in the higher mathematics, and in the rudiments of French and Latin. Andrew, after leaving school, assisted his father in the management of his business, and at intervals worked on the farm.

At the age of eighteen his father conceived the idea of selling out his business interests in Germany and emigrating to America, which he speedily carried into execution, and on the 25th of April, 1850, he bade farewell to his native place, and with his family of six children (four boys and two girls) he embarked for the United States. They were delayed at Bremen in consequence of the immense number of emigrants seeking passage, but they arrived safely in New York, after a prosperous voyage, on the 13th of October. They immediately came to St. Clair, Michigan, where the elder Mr. Husel had some acquaintances. In the spring of 1851 his father purchased some land, consisting of a quarter section three miles west of the town, the east half of which is now owned by Andrew. After their arrival and settlement Andrew employed his time in teaching in the high-school of St. Clair. His object was to acquire a knowledge of the English language. In the winter of 1851 he entered the employ of John Nichols, woolen manufacturer, and remained with him until the following summer, then worked a short period in the foundry and boiler-shop of John E. Kittons. In the winter of 1851

and '52 he commenced, with two brothers, to clear the land on his father's purchase, and prepare it for cultivation.

His father died unexpectedly in the summer of 1852, in the sixty-third year of his age, and Andrew assumed the management of the affairs. In the same year he built the house in which he now resides, and on the 3d of December married the widow of his brother Frederick, whose married life was only of a few months' duration. His wife's maiden name was Maria Ann Klinglers, born in Deggingen, Bavaria, December 25, 1832. The occupation of Andrew Husel since his marriage has been farming exclusively, and his industry and economy have resulted in securing for him a comfortable competence.

The political career of Mr. Husel has been confined to an expression of his views, as vested in the electoral franchise. He served during a part of the war in the Fourth Michigan Infantry, and served in the army of the Cumberland. He was discharged from the service in 1866, and returned to his home to resume the peaceful occupation of farming. He has served as Director, and is now President of the Farmers' Protective Association of China Township. He is also a member of the Executive Committee of the County Agricultural Society. His family consists of three sons and four daughters; two of the latter are engaged in the honorable vocation of teaching. His residence is three miles west of St. Clair, and is located in the midst of a fine agricultural district.

REV. L. KILROY,

the resident priest of Columbus and Kenockee, was born in Ireland, in the year 1815, in the Parish of Tisarm, township of Lisduff, Kings County, the Barony of Garry Castle.

He arrived in Detroit in 1834, and received minor orders from Bishop Reze in 1839. He was ordained priest on the 26th of March, 1842, by Rev. Peter Paul Lefevre, the successor of Bishop Reze. He was first stationed at Trinity Church, Detroit. After five years' residence there he was sent to Grand Rapids on the 26th of October, 1847, and in January, 1850, he commenced his missionary labors in St. Clair County, where he has since faithfully attended to the spiritual wants of his rapidly-increasing congregation.

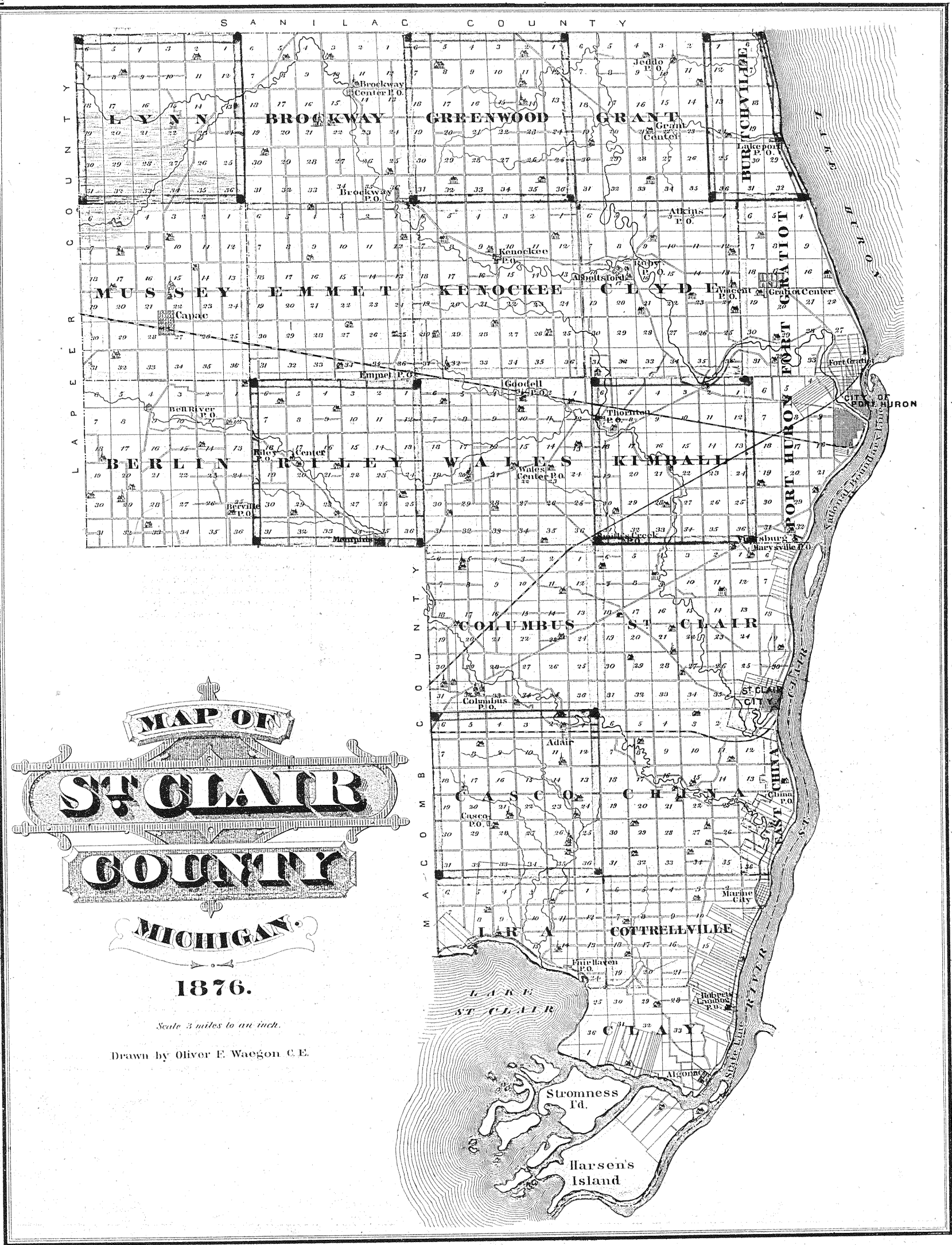
REV. JOHN REICHENBACH

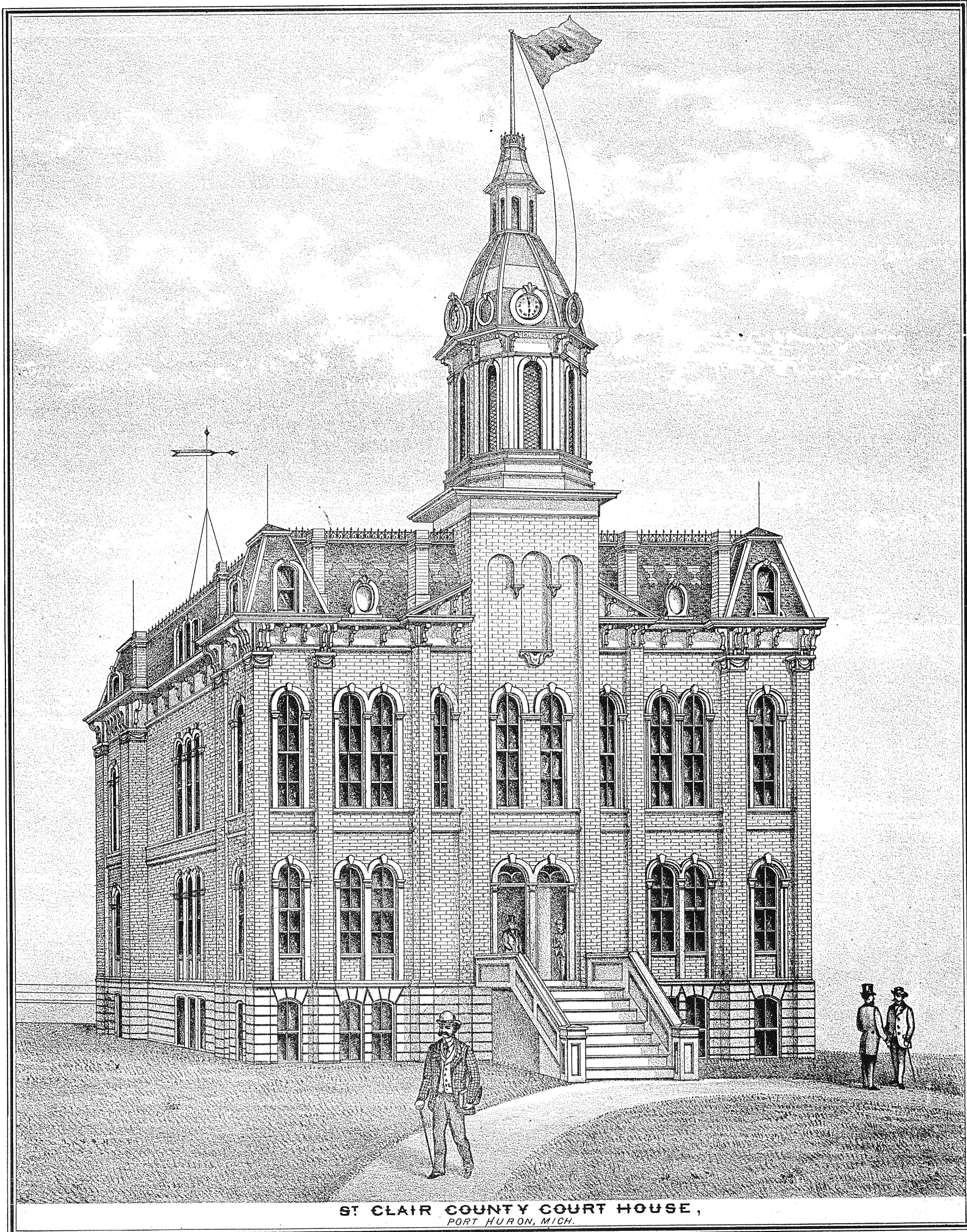
was born at Conner's Creek, Detroit, in 1840. He made his preparatory studies at Bardstown, Kentucky. He studied philosophy and theology for three years in St. Francis Seminary, Milwaukee, and for three years in Louvain, Belgium. He was ordained priest by Cardinal Sterks, of Malines, Belgium, on the 23d of December, 1865. He returned to America in the year 1866, and that same year was appointed by Bishop Lefevre as pastor of the church at St. Clair. He has labored zealously, and has one of the handsomest church edifices in the County.

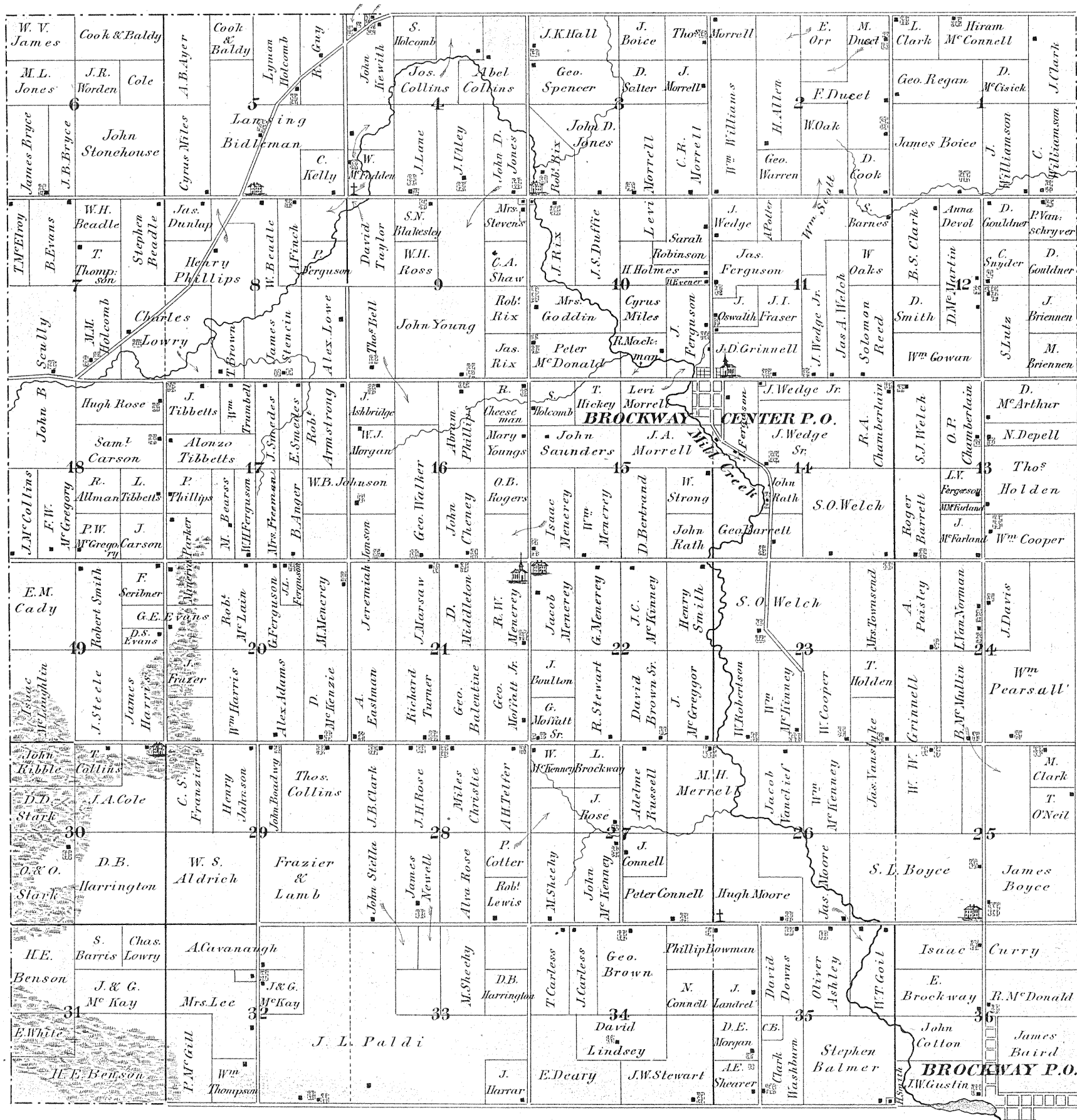
REV. EDWARD E. VAN LAUWE

was born in the city of Ghent, Belgium, in the year 1836, on the 13th of October, made his Latin studies in the college of St. Barbe, Ghent, under the direction of the Jesuit Fathers. In the year 1858, having made up his mind to work in the vineyard of the Lord in the United States, he entered the American College at Louvain, where the Very Rev. P. Kindekens was President. There he devoted himself to the study of the English language, at the same time he made his philosophical and theological studies in the famous University of Louvain. He was ordained priest by his eminence Cardinal Sterks, of Malines, Belgium, on the 26th of July, 1862. It was the same year, on the 7th of July, that after the usual examination, he received his diploma as Baccalaureus in theology from the hands of Monseigneur de Ram, then the Rector Magnificus of the university. After three months' stay in Ghent, he took leave of his parents, whom he never was to see again, and started for America. He arrived in Detroit on the 22d of November, 1862, and was cordially received by the Rev. Bishop Peter Paul Lefevre. He was first assigned to the Cathedral, in Detroit, from where, after one year's stay, he was sent to commence a new mission in Lenawee County. He took up his residence in Clinton, where he found a frame church, and from there he attended to the organizing of three other missions, where he built or completed churches. After having served that mission, of forty-five miles in extent, he was, after four years and a half, sent to Port Huron, where he now resides.

He has been instrumental in building one of the handsomest churches in the County, at a cost of thirty thousand dollars, and has made preparation to erect a very handsome school-building in connection with the church.

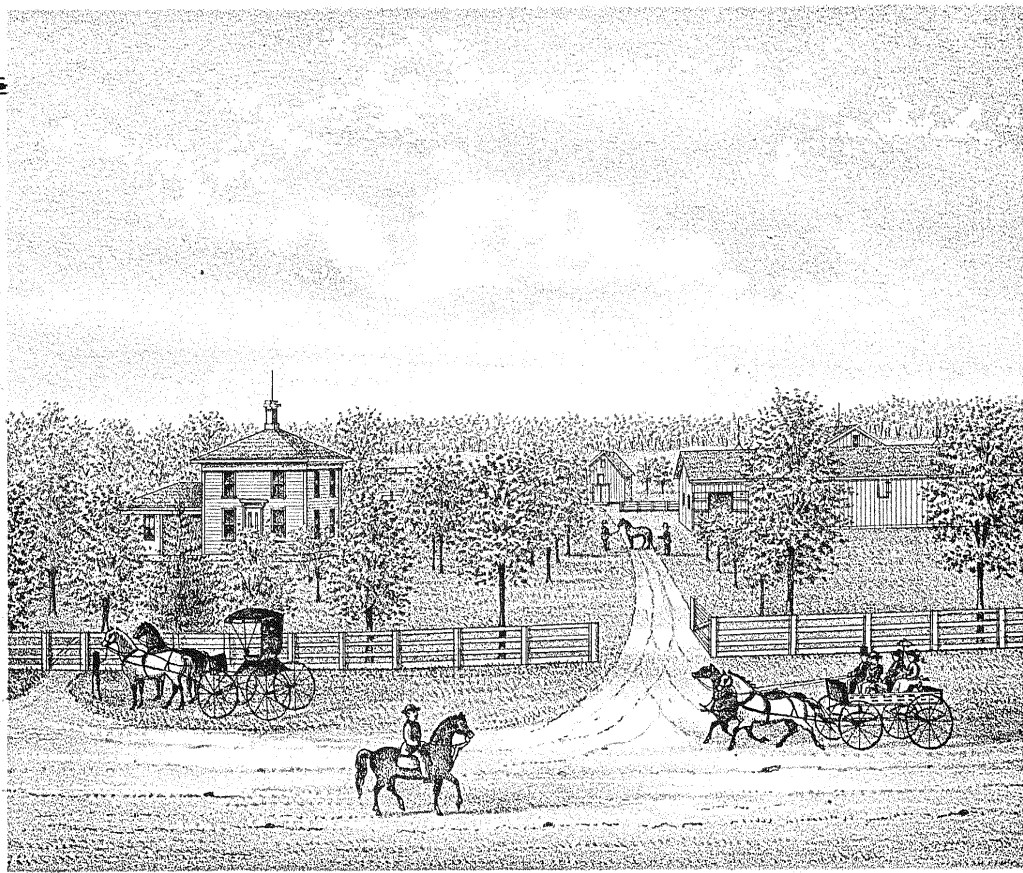




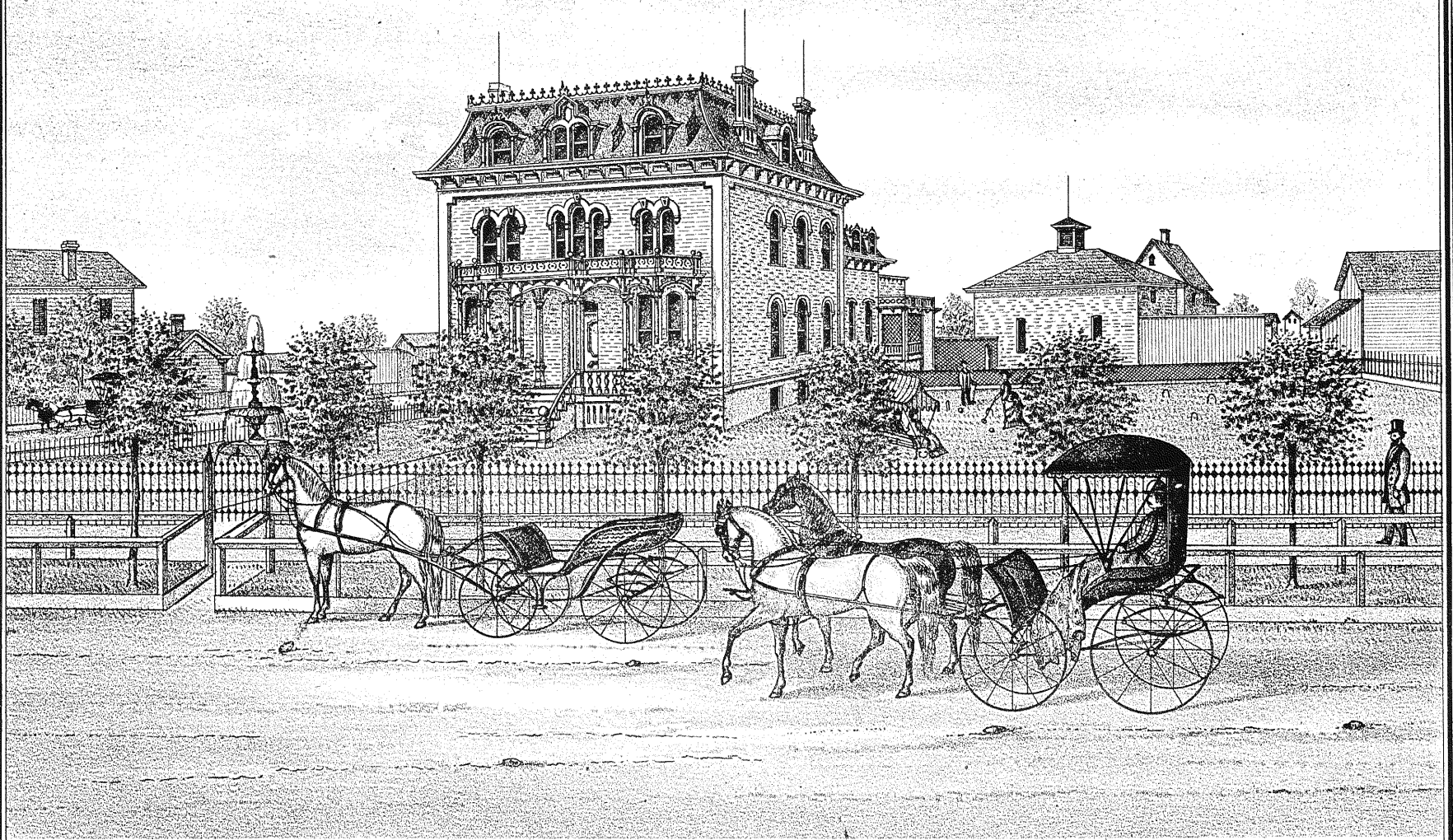


MAP OF EMMETT TOWNSHIP
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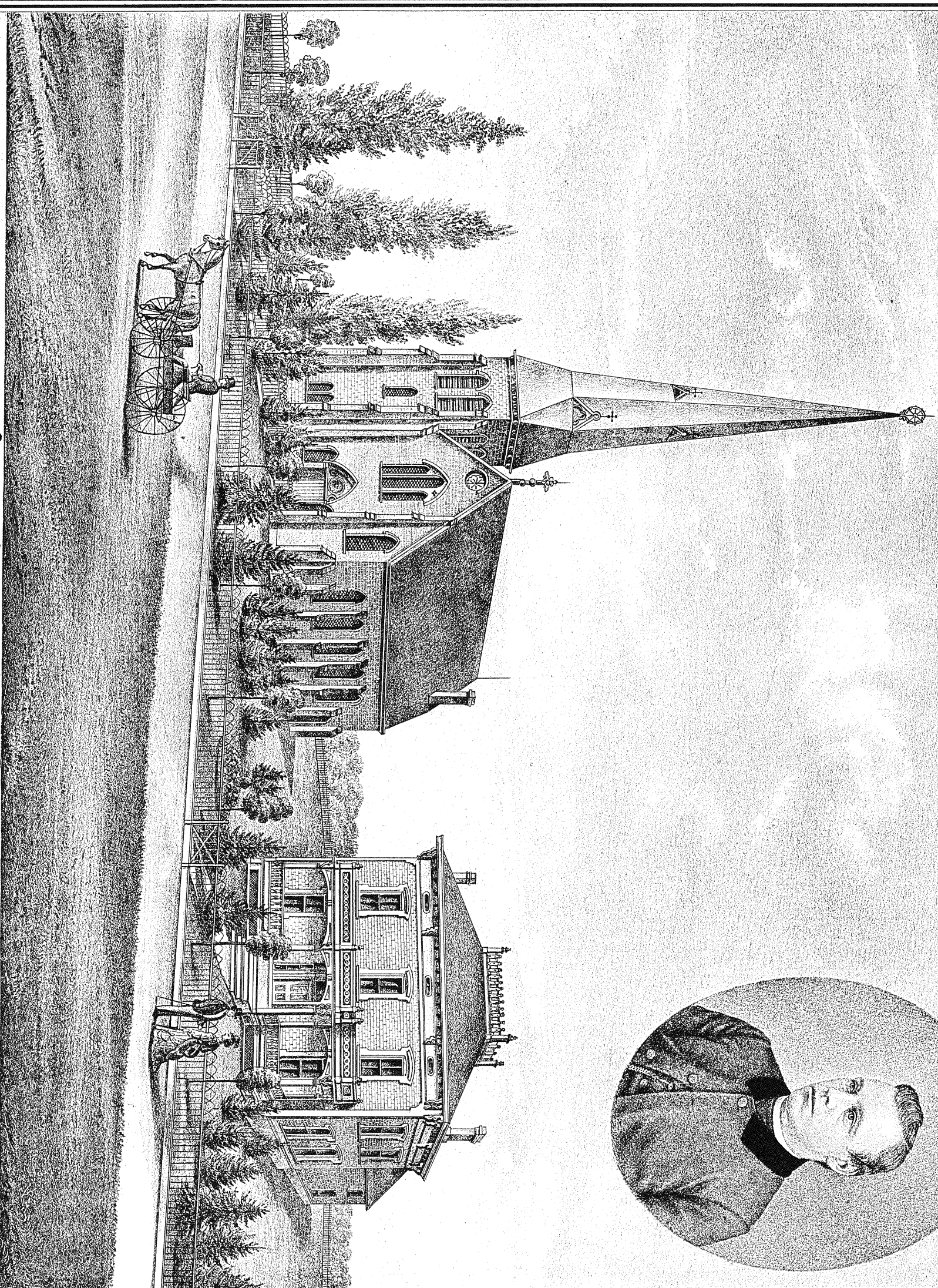
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RES. OF CAPT JUSTUS WELLS,
SEC. 18, ST. CLAIR TP., ST. CLAIR CO., MICH.



RES. OF JAMES COULDEN, ESQ.
PORT HURON, MICH.



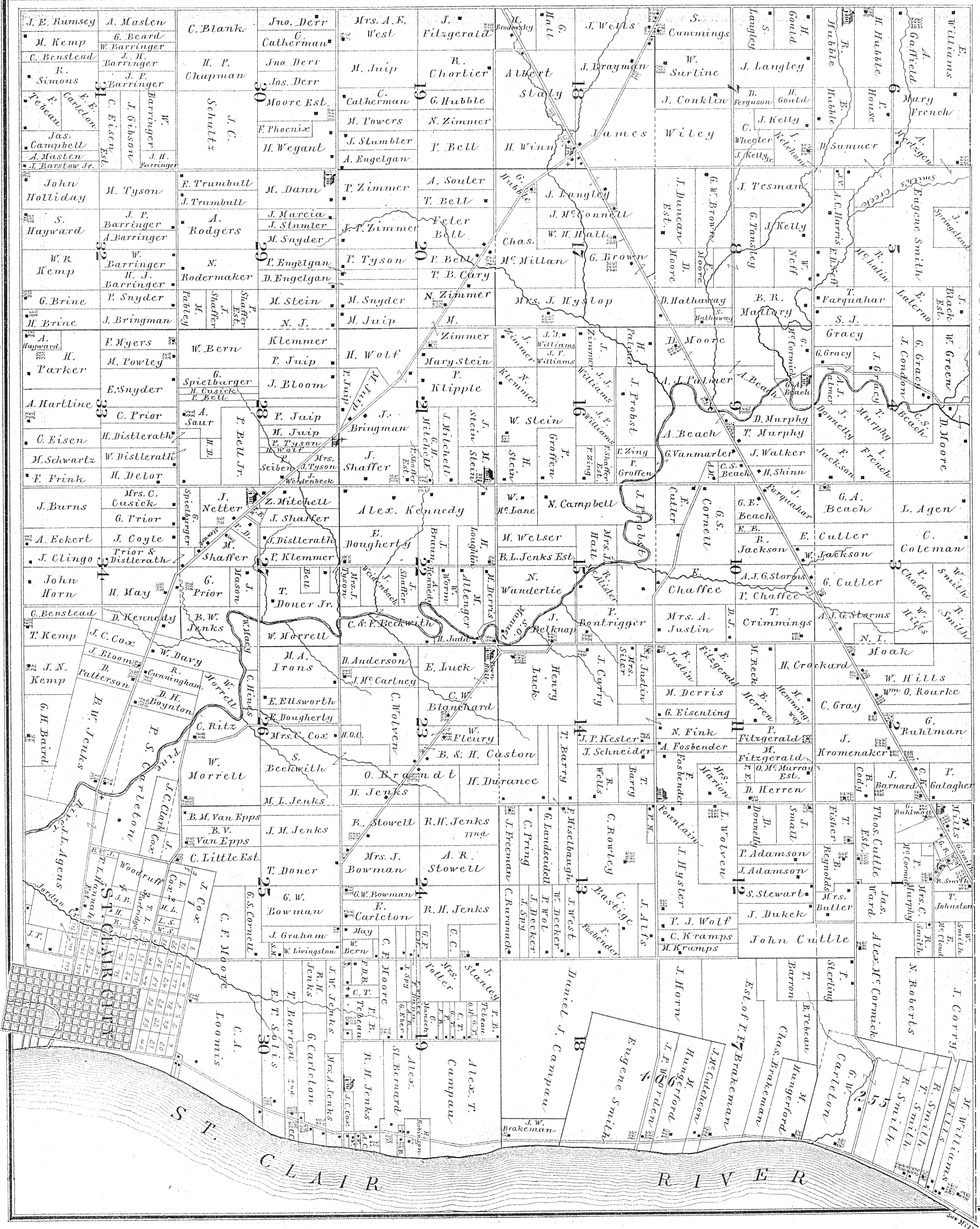
CHURCH & RES. OF REV. JOHN REICHENBACH.
ST. CLAIR CITY, ST. CLAIR CO., MICHIGAN.

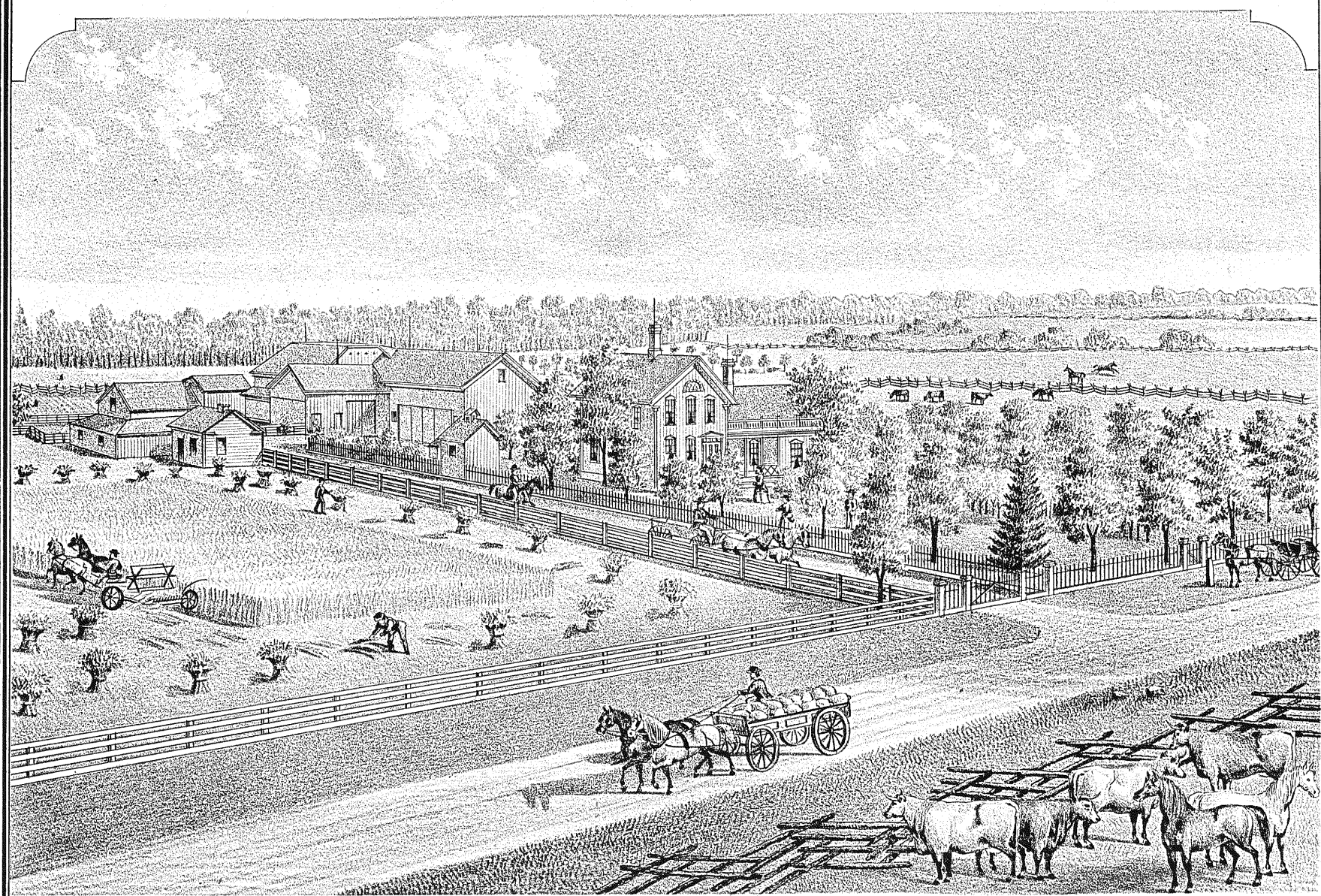
Wm Rogers	J. Sharp	J. Hill	State of Mich. J.P. Haynes	J. Sharp George Murry	State of Mich. Robert Robertson	C.F. Dwight J.D. Baker	A.A. Dwight N.B. Mills	H.A. Wight N.B. Mills	W.K. Payne	H.A. Wight Lewis Avery	Frederick Colberg	Wm Esty	Abbey Miras	A.M. Steele	A.D. Taylor	John Bullock	Chas. Teatzel	
A. Nelson	Peter Bales	Alex. Murry	Robt. Murry	G. Hoffman	George Willoughby	Robt. Ross	John F. Inghre	John Clink	N. Mills	Wm Dorman	F. Dorman	Wm Ensign	A. Zoritz	A. Heater Est.	J.D. Wait Est.	Henry Benson	Henry Leaton	J.A. Brice
G. Sharpy	John Allen	F. Hoffman	Orville Koyl	F. Roberts	T. Diamond	John Murry	John Keefer	T. Kinney	T. Hicky	H. Clink	J.H. Thomas	C. Smith	Spicer Warren	John Adams	F. Caddow	C. Warren	W.P. Lovejoy	Wm Bullock
Dorval Cook	J. Saunders	James Legear	Michael Legear	G. Richardson	J. Walker	S. Richardson	N. Stevens	Alire Mulyngs	Backhouse	W.H. Backhouse	I. Sutton	J. Smart	H. Mills	John Deering	T.S. Warren	J.D. Jones	A.A. Dwight	State of Mich
18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
De Witt Parshall	James Keller	State of Mich	De Witt Pearshall	C.H. Smith	John Shaw	State of Mich.	W.J. Angell	M.T. Robinson	Balvan	C.L. Dudley	Miles Hagle	J. Batrom	D.C. Thompson	A.A. Dwight	F.B. Sprague	F. Tosh	John Allen Jr.	James Sterling
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
De Witt Parshall	G.W. Curtis	Unknown	A. Baird	Stanley & Dwight	Albert Bush	T. Cook	G.A. Foston	J. Burroughs	J. B. Kinstry	J.L. Burdholme	A.A. Dwight	E.C. Morse	Maria A. Johnson	Isaac Clark	MA. Johnson	Adrian D. Taylor	Robt. Leach	John Shearsmith
30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12
De Witt Parshall	Peter Sheeler	Unknown	D.N. Runnels	John Holt	De Witt Parshall	Unknown	W. Houghton	T.G. Woodward	J. Burroughs	J. B. Kinstry	J.L. Burdholme	A.A. Dwight	E.C. Morse	Maria A. Johnson	Isaac Clark	MA. Johnson	Adrian D. Taylor	Robt. Leach
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
De Witt Parshall	Peter Sheeler	Unknown	D.N. Runnels	John Holt	De Witt Parshall	Unknown	W. Houghton	T.G. Woodward	J. Burroughs	J. B. Kinstry	J.L. Burdholme	A.A. Dwight	E.C. Morse	Maria A. Johnson	Isaac Clark	MA. Johnson	Adrian D. Taylor	Robt. Leach
30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12
De Witt Parshall	Peter Sheeler	Unknown	D.N. Runnels	John Holt	De Witt Parshall	Unknown	W. Houghton	T.G. Woodward	J. Burroughs	J. B. Kinstry	J.L. Burdholme	A.A. Dwight	E.C. Morse	Maria A. Johnson	Isaac Clark	MA. Johnson	Adrian D. Taylor	Robt. Leach
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
De Witt Parshall	Peter Sheeler	Unknown	D.N. Runnels	John Holt	De Witt Parshall	Unknown	W. Houghton	T.G. Woodward	J. Burroughs	J. B. Kinstry	J.L. Burdholme	A.A. Dwight	E.C. Morse	Maria A. Johnson	Isaac Clark	MA. Johnson	Adrian D. Taylor	Robt. Leach
30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12
De Witt Parshall	Peter Sheeler	Unknown	D.N. Runnels	John Holt	De Witt Parshall	Unknown	W. Houghton	T.G. Woodward	J. Burroughs	J. B. Kinstry	J.L. Burdholme	A.A. Dwight	E.C. Morse	Maria A. Johnson	Isaac Clark	MA. Johnson	Adrian D. Taylor	Robt. Leach
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
De Witt Parshall	Peter Sheeler	Unknown	D.N. Runnels	John Holt	De Witt Parshall	Unknown	W. Houghton	T.G. Woodward	J. Burroughs	J. B. Kinstry	J.L. Burdholme	A.A. Dwight	E.C. Morse	Maria A. Johnson	Isaac Clark	MA. Johnson	Adrian D. Taylor	Robt. Leach
30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12
De Witt Parshall	Peter Sheeler	Unknown	D.N. Runnels	John Holt	De Witt Parshall	Unknown	W. Houghton	T.G. Woodward	J. Burroughs	J. B. Kinstry	J.L. Burdholme	A.A. Dwight	E.C. Morse	Maria A. Johnson	Isaac Clark	MA. Johnson	Adrian D. Taylor	Robt. Leach
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
De Witt Parshall	Peter Sheeler	Unknown	D.N. Runnels	John Holt	De Witt Parshall	Unknown												

MAP OF ST. CLAIR TOWNSHIP

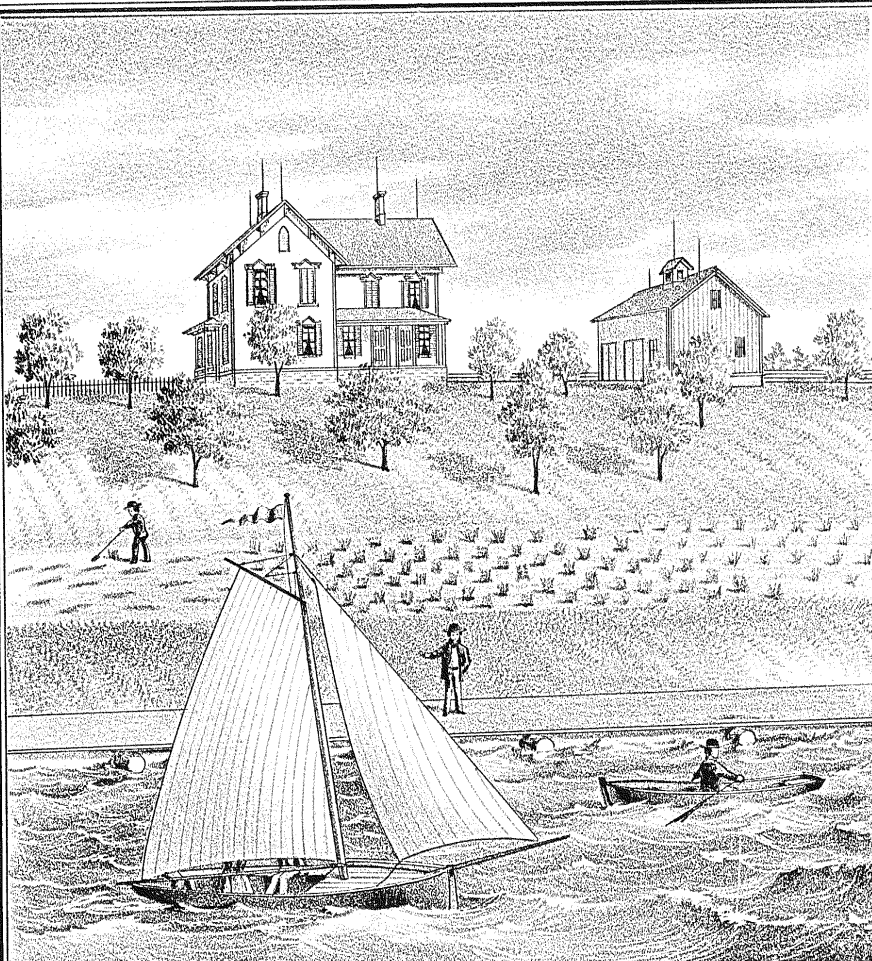
TOWN 5

N. RANGE 16 & 17 E.

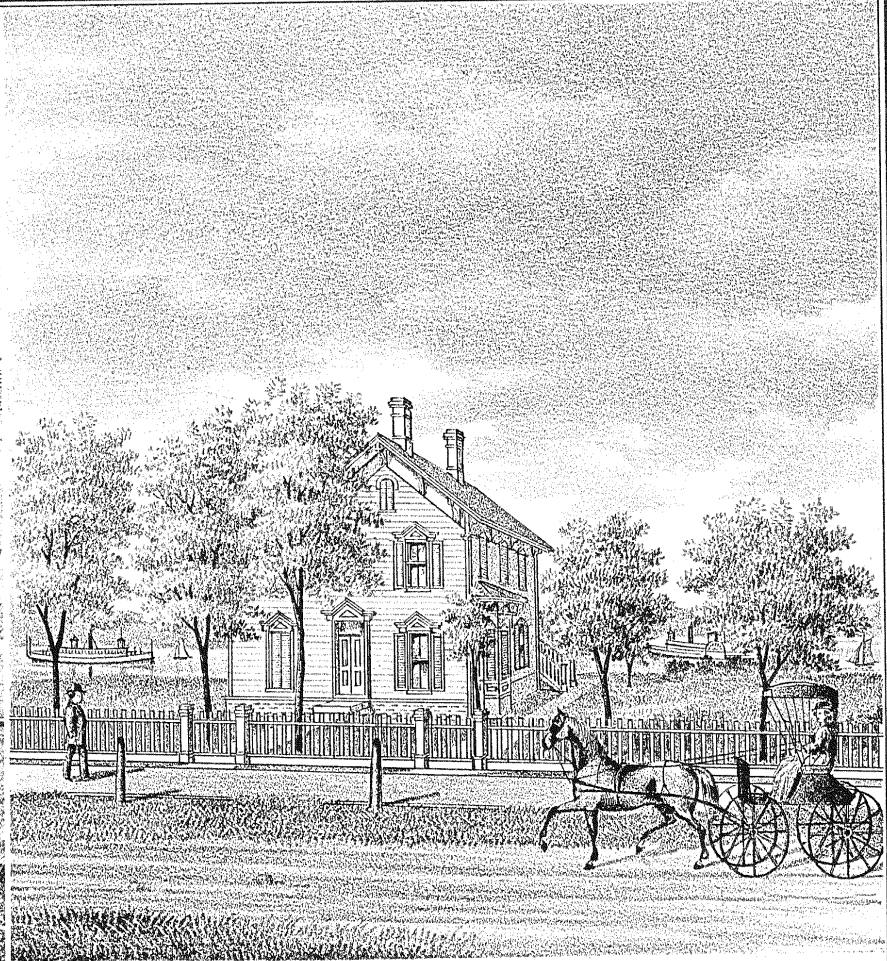




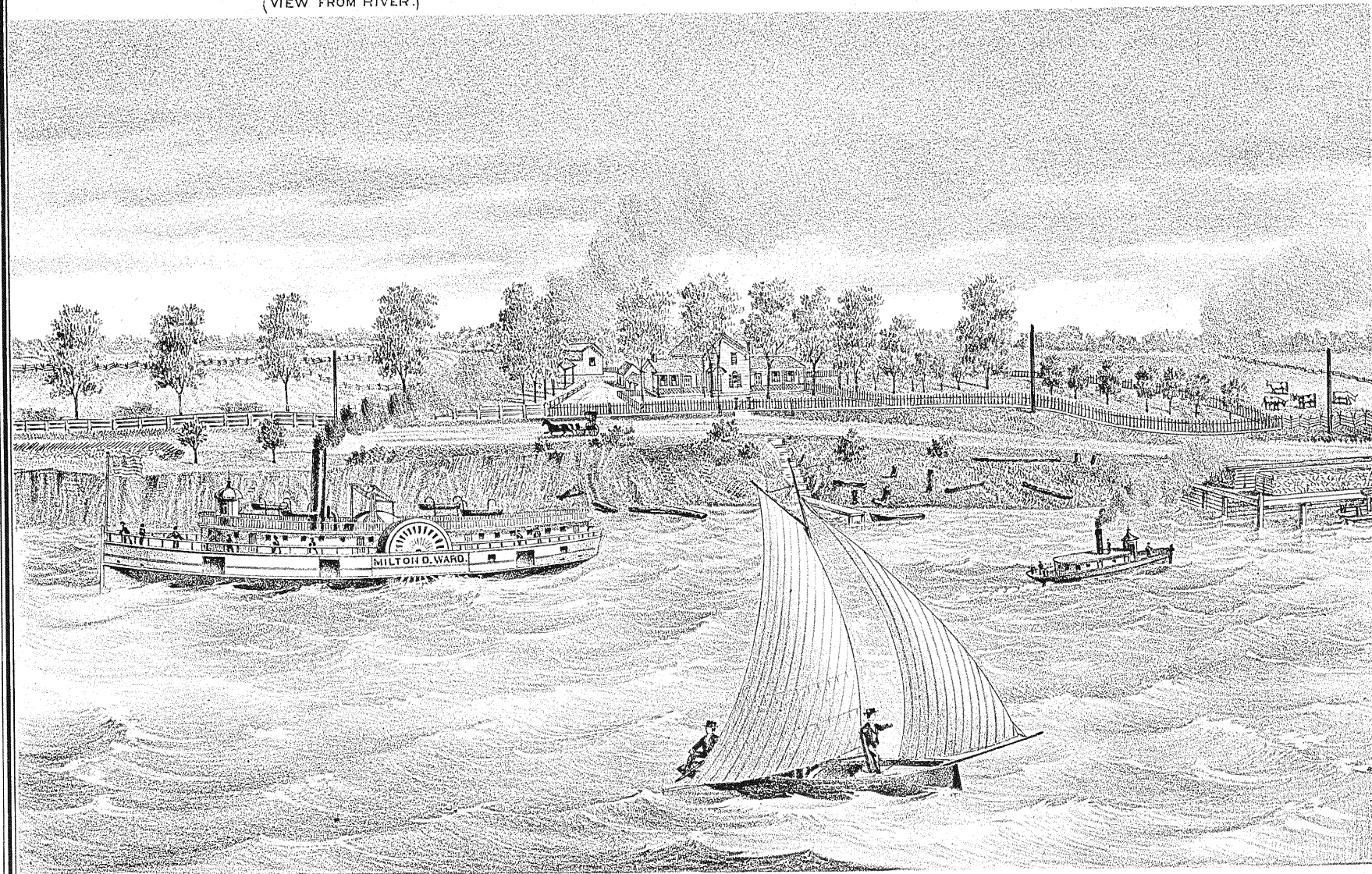
RES. OF CAPTAIN GEO. W. BROWN,
SEC. 17, ST. CLAIR TP., ST. CLAIR CO., MICHIGAN.



RES. OF SANDS VANWAGONER,
YANKEE ST., ST. CLAIR TP., ST. CLAIR CO., MICH.
(VIEW FROM RIVER.)



RES. OF GEO. CARLETON,
YANKEE ST., ST. CLAIR TP., ST. CLAIR CO., MICH.



RES. OF GEO. W. CARLTON,
PRIVATE CLAIM 255, ST. CLAIR TP., ST. CLAIR CO., MICHIGAN.