

The Early History of Missaukee County: A Reader

First Edition

This is a collection of documents describing the early years of the settlement of Missaukee County, Michigan. Some are summaries taken from newspapers, public records, and family memories, while others are memoirs. Taken together, they provide a multi-faceted picture of Missaukee's pioneering decades in the late 19th century.

Thanks to the historians, librarians, families, and fans of Missaukee that have preserved these histories.
Thanks to Barbara Lesser for her online archive and transcription work.

I dedicate this modest collection of transcriptions and excerpts to my parents, Ed Koster and Joyce Brinks Koster, both born in Aetna Township, on the occasion of my father's 75th Birthday. I myself have never lived in Missaukee, but it's always felt like home.

-Steven Koster, Tinley Park, Illinois, Father's Day 2013

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Missaukee County Settlers

Excerpt from “Families of Missaukee,” published by the Waterfront Newspaper

[Transcribed 2013 by Steven Koster, from a copy of “Families of Missaukee” found in the Grand Rapids Public Library. Transcriber notes are in brackets throughout. Some typographic errors were corrected, but are unmarked.]

[Preface]

“Families of Missaukee” is a booklet published by Lake City’s *Waterfront* newspaper, possibly in the 1960s or 1970s. It includes a Forward, Introduction by William Hage, a long list of families including names, biographical sketches, and photos, and near the end, this sketch of the county’s early history. It also includes this epilogue:]

“The Historical Society thanks all those who contributed stories, pictures, and time to the production of this book and we regret that more histories were not submitted. Errors in information, names, places or dates can occur in family histories due to the oral nature passed down and omissions can occur in some cases. This is normal despite the best of precautions.”

[This brief history, in a book about pioneer families, concentrates on the histories of towns and settlements, many of which already no longer exist. Overall, it’s a short overview of material treated at length elsewhere, such as by Stout, Hirzel, and Vogel. It no doubt draws from those and other sources.]

[Early Events]

A United States government surveyor by the name of Brink was probably the first white man to set foot in Missaukee County. He surveyed the county in May, 1837, and a resurvey was made by W.R. Coffinberry about 1853 to 1856.

The story is the county was named for a chief of the Ottawa Indians who made their winter home in the area.

The Governor of Michigan had ceded the northern part of the state as homestead territory. Many of the early pioneers were young farmers and soldiers returning from the Civil War. A soldier could stake out as much as 160 acres for himself. There was less acreage for others.

Washington Richardson was the first to make a permanent home in the county in Section 29, Pioneer Township in December, 1867. William J. Morey homesteaded in the same township, same year.

Even though John Vogel had filed his homestead claim before Richardson, he did not settle in Clam Union Township until 1868. Arriving in the Vogel party were his wife, Barbara and daughter, Dora; his wife's brother and sister, Jacob and Eva Herweyer; Hendrick Zagers and wife; Hendrick Westveld and John Abbing.

A daughter, Agnes, was born to the John Vogels on June 10, 1869, the first white child to be born in the county. The second child in the county was a daughter, Etta, to the Marion D. Richardsons of Pioneer Township on March 18, 1870. The first death of a white settler that occurred in the county was that of Albert Richardson, March 21, 1870. The first marriage was John Cavanaugh and Caroline VanMeter on March 1, solemnized by the Rev. W. Richardson.

In the fall of 1868, Daniel Reeder built a log cabin on the banks of Muskrat Lake, later renamed Missaukee Lake, at the present location of the City Building and Fire Station. He became the first to build a home in what is now Lake City. A Canadian, Reeder had come to the county in the spring of 1868. That same fall he returned with his family and a brother, Washington. Brother William came soon after. On October 12, 1874, Dan Reeder placed on the official records 129 lots from his homestead to be called Reeder, now called Lake City. A fire on July 4, 1888, destroyed most of the downtown buildings. It was rebuilt to again be destroyed by fire on April 22, 1911. This fire destroyed all the buildings north of John Street on the east side of Main Street. Around 1916 a fire destroyed everything south of the present Missaukee Café to Prospect Street.

Lumbering first boomed in the Falmouth area. The settlement of a few scattered houses was then known as Pinhook. The first saw and shingle mill was built by Pearly, Palmer, and Company at Falmouth in the winter of 1871-72. The first grist mill and hotel were at Falmouth. The hotel was managed by John Cavanaugh. The first store was opened by John Koopman in 1869.

The first road was built from the Watson farm to Falmouth. The Watson brothers built the first railroad for running logs. Tom Simpson also built one, about the same time, in 1876-77. The rails were part iron

and part wood. The first logging camp in the county was built by W. Windsom in 1865 on Section 34, Clam Union Township on the banks of the Clam River, two miles below Vogel Center.

Falmouth was the first county seat. When the vote for relocation was polled on June 3, 1873, it was found the rival settlement of Reeder, on the northeast shore of Muskrat Lake, had won by a vote of 131 to 95. Now the city of Lake City, the lake was renamed while Orville Dennis was in the Legislature, 1901 to 1904. Lake City was incorporated as a village in 1887.

The county was organized in 1871 and the first general election was held in April of that year. The officers were Sheriff – Gillis McBain; County Clerk – A.B. Watson; County Treasurer – Ira VanMeter; Prosecuting Attorney – L.H. Gage; School Examiner – M.D. Richardson. At their first meeting Ira VanMeter resigned and Washington Reeder was appointed by the board. On the first board of Supervisors were William J. Morey, Pioneer; John Vogel, Clam Union; Henry VanMeter, Riverside; James White, Quilna (Caldwell and Bloomfield Townships); and Daniel Reeder, Reeder Township. They held their first meeting on June 6, 1871 and Daniel Reeder was elected chairman.

As the logging increased, camps were set up throughout the county. Farmers found a ready market for their extra produce at the lumber camps. Many of the lumber camps operated their own farms with livestock and crops grown for camp supplies.

Settlements sprang up around the churches, schools, and general stores throughout the county. The first school was opened in Vogel Center in 1872. Lake City's first school was organized in 1873. The teacher was Rev. John J. Quick, Daniel Reeder's father-in-law, who had three pupils enrolled. They were Orilla and John Reeder and Ida May Pillen. Mrs. George Hughston was teaching school in McBain in 1886. Her husband owned the first store in McBain.

Vogel Center organized a church congregation at the same time the school was opened in 1872. John Robinson, a licensed Methodist Preacher from Grand Rapids were [sic] here on a fishing trip and preached the first sermon in Lake City in the old court house in 1874.

[Towns and Ghost Towns]

In 1868, James White homesteaded in Section 20, Caldwell Township, about a mile and one-half west and half mile south of Arlene and was the father of Mrs. R.M. and Mrs. John Bielby, Lake City. Russel Whitlock and his wife, Ursula, homesteaded in the area about the same time. Whitlock Lake was named for him. In 1871, John Slick moved to a farm seven mile east of Manton, in what is now Caldwell Township, at one time known as Quilna. A few years later a Mr. Combs started a general store one mile south of Mr. Slick's farm. Mr. and Mrs. Combs lost a daughter, Arlene, and named the place Arlene, in her memory. In 1907 A.D. Whipple purchased the store. There was a creamery across the road (later replaced by a town hall), a sawmill, a blacksmith shop, a Dutch Reformed Church and parsonage, an ice house, a school and gym, and a post office in the general store. About 1929 Arlene began to decline.¹

¹ [A booklet titled "Echoes of Arlene: A Trip Down Memory Lane" by Hubert J. Sprik can be found in the Grand Rapids Public Library. On the cover is a photograph of Arlene Christian Reformed Church 1894-1968.]

Moddersville is located in Clam Union Township, named after the Modders family. Dick Modders moved there in 1874 and was a timber estimator. At one time there was a general store, a blacksmith shop, feed mill and two saw mills.

In 1876, Hiram Lamb, of Nashville, Michigan, settled in Caldwell Township. He liked the area so much that he returned to Barry County and persuaded his brothers and sister to return with him. Each of the Lamb brothers, Hiram Reuben, Charles, Charles' two sons, Thomas and William, and the brother-in-law, Thomas McManus, filed claims on forty acres. Ed Wieas and his family came at that time also. This settlement was called Morey, which was largely a lumbering and agricultural community. Sands McCamley had a lumber camp just south of Morey and was perhaps the first to cut the big pine in that vicinity. Mitchell Brothers built a shingle mill in the northeast corner of Caldwell Township on Hopkins Creek and had extensive log rollways there in the 1890's. The mill burned in 1904. The last of the big pine cut in the entire area was between 1917 to 1920.

Lucas, named in honor of Hiram Lucas, includes the west side of Lucas. Marysville, named in honor of Mary A. Taylor, includes the east side of Lucas. In April, 1876, the William M. Taylor and Anthony Gregson families came to the Lucas area from Plainfield, Illinois. They came to Cadillac on the train and Gregson had a team of horses that brought them down the angling road out from Cadillac. There were two lumber camps on the road between Cadillac and Lucas. After some time, the Gregsons moved back to Illinois. Hiram Lucas settled on Section 16, Richland Township in 1882. The railroad came through in 1887.

Reverend William J. Stitt arrived in Norwich Township in 1878. The same year, James Stitt opened a store in Norwich Township halfway between Fife Lake and Houghton Lake. In 1883, John T. Stitt bought his brother's store and James moved to Mackinaw City. The Stitt Brothers came from Canada and started the settlement of Norwich, later changing the name to Stittsville. At one time the village had a hotel, saloon, livery, blacksmith shops, a barber, two general stores, an I.O.O.F. hall, hardware store, drug store, bicycle sales and repair shop, huge saw mill, planing mill and chemical plant. Some of the buildings burned and the rest were torn down. The logging boom lasted just six years when the railroad was pulled up in the fall of 1904. Earl and Mary Fortier were the last owners of the general store. All that remains is the Methodist Church less than a half mile to the south.

Jennings had its beginning in 1878 with the erection of a saw mill by William and James Dewing. The Mitchell brothers, William and Austin, purchased the Dewing mill in 1882 and erected a much larger mill, a chemical plant and a hardwood flooring mill. Some of the new settlers were Fred P. and Valdemar Jorgenson and John R. Hill, followed by Adolph Gunnerson and in 1889 Frank Anderson moved to Jennings, established a store and the following year was elected township treasurer and appointed Postmaster of the village. During the late 1800's, the lumber mills employed 600 or more men and at one time the population was about 2,000. During the summer of 1922, with the forests leveled for miles around, the Mitchell Brothers moved out, closing their huge general store and moving their long row of company houses to Cadillac. Only the concrete foundations of the houses remain today. The saw mill was also torn down.

Moorestown was founded in the late summer of 1881 by J. Henry Moores of Lansing, Michigan, who also became Moorestown's first Postmaster. Moores Park and Moores River Drive in Lansing are named in his honor. The exact site of the village was chosen by Mr. Moores' superintendent, Joel Perry, who arrived in September 1881, with a large number of men, horses, and camp equipment. Here he established Perry's Camp. This camp was located about 300 yards south of the old Whipple store. Fire destroyed Moorestown, June 19, 1895. James G. Tuttle, grandfather of Moorestown historian, Fred Hirzel, and family settled one mile south of Moorestown in 1880 and did their trading at the Stitt Store at Norwich, later renamed Stittsville, because they often said "there was no Moorestown when we came."

In 1888, the Toledo, Ann Arbor, and Northern Michigan railroad was completed as far north as Harrietta. Villages sprang up along the line. Among them was Owens, named for a saw mill owner there. It was established in the fall of 1887 and became the village of McBain in 1893 with Gillis McBain the first President of the Village Council. Eventually there were two hotels, a blacksmith shop, three saloons, and a weekly newspaper, The Chronicle.

Thayer Lumber Company established Stratford in the fall of 1897 and lumbered the virgin red and white pine continuously, employing about 150 men in two camps the year around for 11 years. Stratford, in its best days, in addition to the Thayer camps had a combination passenger depot and express office, telegraph office and telephone connection with Moorestown and the outside world, a freight warehouse, a potato storage facility, two general stores, a hotel and a saloon. A daily passenger train and freight train also served the area. The site of the village has been marked by the Michigan Department of natural Resources with a large plaque telling the history of the short lived village.

There has been at least 26 post offices during the history of the county. Today only four remain: Falmouth, McBain, Merritt and Lake City.

Galt was one of the first settlements in the county and one of three post offices listed in 1877. Located in Riverside Township, it was 14 miles east of Clam Lake (Cadillac) and 9 miles south of Lake City. Grain, hay and potatoes were raised for use in neighboring lumber camps. There was a weekly stage from Clam Lake and Falmouth. Nothing remains now.

Nixon was listed as a post office in 1877. James Nixon, who worked for the Thayer Lumber Company, lived there in 1892.

Missaukee was once a good size village south of Stittsville on the Grand Rapids and Indiana Railroad. Nothing remains on the site today but there was once a depot, a roundhouse and a general store.

Butterfield, 4 miles south of Merritt and on the Butterfield Creek, at one time was a good size village. In October, 1895, the Township of Butterfield was organized and the supervisors gave the town its name. Some of the original log cabins remain in the area besides two churches and a general store. It was in a busy lumbering area.

Lumbering in the Dolph area began around 1869 when E. Hall set up a lumbering camp in Butterfield Township. On April 12, 1876, Edson Witheral, his wife, Melvina, son Seth and daughter Effa and Edna, purchased a tract of land on the borders of Butterfield and Holland Townships for farming and this land included the abandoned Hall Lumber Camp. William and Agnes Jones followed on the early 1880's and bought farmland on Section 11. The first person to buy cedar in the area was a timber buyer, Charles L. Dolph. He put up a store building and barn on some leased property from the Witheral estate, hence the area got its name.

Although they were not the first to settle in the area, in 1901, it took the Merritt family three weeks to come by covered wagon to the Merritt area from Belleville, Michigan. They settled on cut over land with many stumps. Lumbering was still being carried on in the area and after J. Carr and J. Barrett brought in a saw mill, the village was named during a 1905 Republican rally by Alice Dorothy Merritt and a post office was obtained. There was a church and school in addition to a general store, blacksmith shop and later a hotel was built.

Star City, formerly called Putnam, also known as Roy, is located in West Branch Township. Nothing remains today, unless perhaps a few foundations. There was a post office in 1890 until 1923-24 with a population at one time of 500.

Prosper is in Clam Union Township, three miles east of Falmouth. There was a general store. The church serves the area today.²

Mynnings is a former village in Section 5, Aetna Township. Wellington Armstead, a lumber man, lived there in 1897. During the 1890's there was considerable population due to lumbering.

Pioneer is located 12 miles northeast of Lake City. The old general store still stands on the corner of M-66 and Moorestown Road. It was never a town but was connected with Stittsville by a narrow-gauge railroad from 1898 to 1904. The old Pioneer school and cemetery remain in Section 14 near the old railroad grade, about one mile east of the store. Mrs. Etta Goff, the second white child born in the county, lived there in 1906.

Reedsburg was a station on the G.R.& I. Railroad with a general store in Enterprise Township.

Haymarsh was a post office from about 1903 until 1922, 22 miles east of Lake City between Star City and Michelson, near the Missaukee-Roscommon County Line.

Dinca was named for George Dinca, who lived in the area. It had a post office and a general store, which was located on the corner of Lotan and 8 Mile Roads in Aetna Township. Chris Ebels was the first

² [I, Steven Koster, personally remember visiting the Prosper General Store as a child in the 1970s. It was mostly demolished soon thereafter, leaving only a long single-stall garage for some years. Prosper Christian Reformed Church remains quite vibrant to the present (2013).]

proprietor. The store burned in 1952. A farm implement store is there now and a church³ is located to the north.

The prime agriculture land is mostly located in the southern part of the county. Much credit is given for the productivity of the soil to those of Netherland descent who followed John Vogel to the county.

In the Pioneer and Morey area, the Helsel family, descendants of pioneers and lumbermen, have again made productive the land laid waste by lumber and forest fires. Their work, along with others, has made Missaukee County the Christmas Tree Capital of the nation.

³ [Aetna Christian Reformed Church, which is supposed to have been founded as an English-speaking daughter church to the Dutch-speaking Prosper CRC to the south.]

The History of Missaukee County

Final transcription, 07 June 2013

Written [circa 1917] by George Stout, [covering the years] 1871-1917

Copied [circa 1964] by Fred C. Hirzel from "Copy 111", and [added], in parentheses, some explanations, comments, etc.

[Transcribed from a facsimile named "The Fred C. Hirzel Collection" housed in the Grand Rapids Public Library (call number: M977.466 M691) by Steven Koster in 2013. Transcriber's headings, editorial comments, and additions are in brackets. Punctuation, spelling, and style corrections are added for readability but are unmarked.]

[Preface]

[George Stout was a newspaper man through the turn of the 20th century in Missaukee County, Michigan, and apparently wrote this history in 1917. In 1964, Fred C. Hirzel, a Missaukee County native, appears to have typed out Stout's written history of Missaukee from a copy, making comments and adding additional content along the way. The resulting document is a dialog of sorts between the two men on the early history of Missaukee.

Hirzel's typewritten account was subsequently included in a wider collection of historical material by the Hirzel family. It was published as "The Fred C. Hirzel Collection" by the "Missaukee County History Center, Missaukee County Library, Lake City," which includes this note: "Copies of the Fred C. Hirzel Papers are from those at the Clarke Historical Library, Central Michigan University, Mt. Pleasant." This collection appears to have been photocopied and bound for other libraries, including the Grand Rapids Public Library.

For the ease of reading, many punctuation, spelling, and style corrections are made in this version, along with just a few notes. Hirzel appeared to be trying to document Stout's original page numbers, but these are omitted here.

What is somewhat shockingly missing from this early history is much sense of the Dutch-American immigration that drove much of the growth of Missaukee county's earliest years. A helpful companion to this history might include Jan Vogel's memoirs, which have been published in many places and can be found online.⁴

I hope this history can find a wider reading as an electronic document.

-Steven Koster, Tinley Park, Illinois, 20 February 2013]

⁴ For example, "Memoir of Jan Vogel, Immigrant and Pioneer," Michigan History Magazine, XXX (1946), 547-560., reprinted in Lucas, H.S., *Dutch immigrant memoirs and related writings*, Eerdmans, Grand Rapids, 255-265.

[1871: Organizing the County]

Prior to the act of the legislature in 1871 organizing Missaukee County, it had been attached first to Manistee, and then [when] Wexford was set off from Manistee, it [Missaukee] became part of Wexford. In 1879, the supervisors of Wexford, it is supposed, organized the whole of Missaukee County as one township, called Reeder, and the first tax [was] levied that year. Later, probably in the act of organizing the county, the townships[s] of Pioneer ([and,] embracing the whole tier of townships,) Quilna (including what is now Caldwell only), Clam Union (comprising [also] the present township of Holland), and Riverside (including the present Richland) were organized. The rest of the county [townships that would eventually emerge], which comprised West Branch, Enterprise, Butterfield, Aetna, Forest, Reeder, and Lake, were left in Reeder [Township].

The Organization Act of the Legislature, passed in 1871, provided that a temporary County Seat should be located at Falmouth until June 1873, at which time the voters of the county would fix the permanent location.

[First Governments]

An election was held in the spring of 1871. No official record of it remains, but it appears from later records that the following persons were elected to the several county offices:

- Judge of Probate: John Vogel
- Sherriff: Gillis McBain
- Clerk and Register: E.W. Watson
- Treasurer: Ira Van Meter
- Surveyor: Abraham Stout

There being no lawyer in the county, the circuit Judge, Thomas J. Ramsdall of Traverse City, appointed Lyman H. Gage, of that city, prosecuting attorney. Unofficial records say 41 votes, all Republican, were cast at this election for state officers.

The first general election was held in the fall of 1872, the Grant-Greely campaign. Grant received 111 votes, and Greeley 8. For county offices, Probate Judge Vogel was re-elected without opposition; as was also Otto Schaap for Sherriff. For Clerk and Register, M. D. Richardson defeated E.W. Watson 84 to 49. For Treasurer, Washington Reeder defeated James Cavanaugh, 76 to 58. Arlington C. Lewis, having been licensed to practice law, was chosen Prosecuting Attorney. B.C. Bonnell was elected surveyor; Thomas T. Caldwell and Addison R. Smith were elected Coroners.

The first Board of Supervisors met at what was known as the Peerley Farm, a couple of miles northeast of Falmouth. This was the farm and headquarter camp of a lumber firm known as Perley-Palmer & Co. The book-keeper for the company, E.W. Watson, was the County Clerk. Present: Daniel Reeder of Reeder, Wm. J. Morey of Pioneer, John Vogel of Clam Union, and Henry Van Meter of Riverside. This was June 6, 1871. Next day, James White, supervisor of Quilna arrived and took his place on the board.

[Finances]

Finances were of first importance, and the treasury was empty, no (county) tax having been spread the previous year. A bond issue of \$5000, bearing ten percent interest, was authorized, \$3000 to be sold at once for running expenses. Salaries of county officers were fixed as follows:

- Clerk, \$500 per year
- Treasurer, \$250
- Probate Judge, \$100
- Prosecuting Attorney, \$200

Treasurer Van Meter resigned, disappointed at the salary fixed, and Washington Reeder was named in his stead.

A bargain was made with Pearly-Palmer & Co., to build offices; 12 x 16 feet each for the Clerk and Treasurer, with a second story to be used as a court room, for which the board agreed to pay \$115 per year rent. The Osceola Outline of Hersey was designated the official newspaper.

It was agreed that pine lands should be assessed at \$4 per acre, first class farm land at \$2, and pine stump land at \$1.25 acre.

The first capitalization by the Supervisors was as follows:

	Real Estate	Personal
Clam Union	\$88,117.33	\$2,175
Reeder	287,102.69	2,864
Pioneer	83,199.10	1,280
Riverside	22,921.15	1,695
Quilna	7,581.16	144

Total of Real Estate and Personal, (from the preceding page): \$497,169.13

In 1869, Wexford County had been organized with Missaukee County attached. A tax had been spread on some lands in Missaukee County, in 1869 and 1870. On July 4th [1871], the Board of Supervisors met at the home of James White of Quilna, and went from there to Sherman, then the County Seat of Wexford county. In the party [were] Supervisors James White, John Vogel, Wm. Morey, and Dan Reeder, and Treasurer Washington Reeder. The settlement showed Wexford County owed Missaukee \$43.85, which was paid.

In October 1871, it was voted to pay the Sherriff a salary of \$100 per year. Prior to that, he received only fees, if any. [Also, apparently disputing the official newspaper,] North and (copied as typed) supervisors [probably meaning some of the Northern supervisors] opposed southern [supervisors] on choice of official paper, and the North won, the award going to the Grand Traverse Herald, three votes to two.

At the session of the Supervisors in January 1872, a Board of Superintendants of the Poor was named. First incumbents were Otto Herweyer, Ira Van Meter, and M.D. Richardson. At another meeting in March of the same year, what is now Bloomfield was detached from Pioneer and made a part of Quilna. After the spring election of 1872, the new board was composed of B.C. Bonnell of Pioneer; Thomas F Caldwell of Quilna; John Vogel of Clam Unions; Wm. H. Cavanagh of Riverside, and Daniel Reeder of Reeder. The latter was chosen chairman.

[Roads]

Surveys for new state roads were under way. One was known as the Manistee and Tawas, near the present route of M55, and another as the Ionia & Houghton Lake, but the latter branched off and continued on into Norwich, where it met what was later called the Fife Lake Road. (At this point, I, F.C.H., wish to say that the Ionia & Houghton Lake Road actually made a junction with—what if not then actually made, was known as the Midland to Traverse City State Road—the junction being at what in 1964 and for many years has been known as Reedsburg. And the Midland to Traverse City State Road did go via Houghton Lake, Fife Lake, Mayfield, etc.). At this April session of the board, the name of Quilna was changed to Caldwell.

[1873: County Seat]



Figure 1: Missaukee County circa 1873

In June 1873, as directed by the Legislature, an election was held to determine the county seat. What is now Lake City, then called Reeder, won, 131 to 95. This is the only vote on the county seat ever held in the county. Most of our neighboring counties later had some hot county seat fights, some lasting for years. Even this one left some sore spots that were not forgotten for a long time. Each side accused the other of “colonizing” voters and probably both indulged in it to some extent. It was never denied that several men were guests of the Reederes about that time, and hunted and fished for a couple of weeks. Some of them became permanent residents, but others moved on, so perhaps they were just prospecting for a location.

The first meeting of the Board of Supervisors at Lake City was held in October 1873. A small two story building, about 16 x 26 was built for a court house, across the street to the west of the present county building, with two small offices for the clerk and treasurer downstairs, and a court room upstairs.

In January 1876, it was voted to build a jail at a cost of not over \$500. In April, it was agreed to change the plan and make it two stories, the upper floor to furnish living rooms for the sheriff. A contract at \$897 was let and the building was erected that summer. That jail could hardly be duplicated now for five times the price paid. The outer walls of the lower story were built of 2 x 6 planks laid flat, one on top of the other and spiked solidly together. Two cells were made and the partitions were made of 2 x 4s, laid flat and spiked. When the building burned down in 1888, it made a very hot fire, lasting for hours, and came very near causing the destruction of the courthouse, which was not over twenty feet distant.

In January 1877, the township of Richland was organized. Abraham Stout was the first Supervisor. In April 1877, Forest Township asked to be set as a township. It was opposed by the townships of Reeder, Pioneer, and Caldwell, but the other four Supervisors voted favorably and it was admitted. Henry Nowlin was the first Supervisor.

[1877: State Roads]

In April 1877, it was recorded in the Lake City Journal that the "Tawas City and Manistee" state road was under construction, and it was known locally as the "Mare's Tail." The name was said to have been coined by a local wit to indicate that the corduroy being placed was only weeds and brush in many places, and "Mare's Tail" was the local name of a weed that grew plentifully along the route.

When "State Road" appears in this story of early days in Missaukee, it must be understood that something very different from what we now, today, know as a "State Road" is [meant; roads now are] very different than then. The "State Road" of that day was usually a trail that wound around swamps and hills to reach its destination, seeking the driest available route through a country that was much wetter than present residents could possibly imagine as ever having existed here. The trail so made was only the width of a wagon track in most places, and no grading, as we know grading, was attempted. The ground was leveled off roughly, enough to permit a wagon to get over it without unsettling. Wet places were "corduroyed" with logs 8 or 10 feet long, and of varying sizes. Later, in some cases, dirt was placed on the logs, but at first that was too much luxury to expect. Usually the timber [growing along the side of the road] was either untouched, or merely cut away wide enough to permit a wagon to pass. Later on, some of these state roads were required to have the timber cut away for two rods wide and a twelve foot grade made, but most of them were built as above indicated. The old state road from Falmouth to Stittsville is probably the only one in the county that was cleared out and placed on a Section Line. All others in the county wound and twisted around swamps, hills, and even large trees to reach their destination.

They were called "State Roads" because they were built by the state, and paid for in what was known as "state swamp land script." This script was redeemed by the state only when offered in payment (for) what was known as "state swamp land." When the original survey was made, the surveyor marked on his maps all the swamps encountered by him in running the lines, and all the land touched by the swamps so marked became "state swamp land," no matter whether the swamp covered one acre or forty acres. Every forty acre description so touched became "state swamp land" and could be bought with the script at the standard price of \$1.25 per acre, without regard to the character of the timber, soil, or location. Consequently, the script had a value, as much of this land had only a little swamp on it

and the rest might be covered with valuable timber, or it might be good farming land. And [so,] it was in fair demand for speculators in timber lands. But it usually brought only 70 to 80% of its face value in cash, and as the contractor who took a state road job had to allow for that in bidding. There was much friction between these contractors and parties interested in having the roads built. This “Mare’s Tail” was a source of trouble for many years after this.

At this time, April 1877, the village previously having been known as Reeder received the name Lake City. It received mail once a week by stage from Fife Lake. In this same month of April, the stage had difficulty getting through because of fire, and reported driving through a blazing strip half a mile wide. The stage was damaged but got through and saved the mail. Some months later, the mail service was switched to Cadillac, then known as Clam Lake.

[Logging]

The summer of 1875 was dry, and apparently the previous year had lacked moisture also, as it was reported that a “drive” of logs was still hung up in “The Cut” between Higgins and Houghton lakes, for the second summer that it had been unable to reach the latter lake. Watson Brothers appeared to be the operators near Lake City, and they reported having 75 to 80 million feet of logs in the West Branch of the Muskegon River, and also [a] big drive in the Butterfield; and thereby hangs a tale.

To present day residents of the county, it may be necessary to explain a “drive.” During the winter months, logs were cut, hauled, and piled on the banks of the streams until the spring breakup, when the “rollways,” which were piles of logs on the river banks, were “broken,” the logs [were] set afloat and “driven” to market. When snowfall and rainfall in winter and spring months was light, it often happened that there was not enough water in the streams to float the logs, and the drives were “hung up”. This happened on the Butterfield creek in the spring of 1877. To relieve this drive, the Watsons sought water from Muskrat Lake [now called Lake Missaukee, the lake for which Lake City gets its name], and entered into a contract with William Reeder for permission to cut a ditch or canal through his land from the lake, at a point near what is now known locally as “Sunset” corners, traces of which can still be seen (in 1917). The contract provided that he should not lower the water in Muskrat Lake more than ten inches below the then level, which was marked. Opposition arose and the town board of Reeder Township notified the Federal authorities, and a U.S. Marshall arrived with an injunction, only about 48 hours before it was planned to let the water in the ditch. This ditch intersected a water course across the farm now owned by Lloyd Ardis, near the east corporate line, which is the headwaters of the west branch of the Butterfield creek. Drives on the Dead Stream and Clam River were hung up, as well as on the Butterfield. None of them got out that year.

Watson Brothers boasted 12 miles of logging railroad with two locomotives at that time. Paul Lux had a tram road three miles long, ending at the West Branch River. It is said that the first logging railroad with a real locomotive was built by Thomas Stimson, in Holland Township. These early railroads used plank for rails, with in some cases strap iron spiked to the planks for the wheels to run on. Sometimes the strap iron pulled loose from the plank and curled up at the ends so as to catch the cars with unpleasant results. Other tram roads were operated with oxen for the motive power.

(At this point, I, Fred C. Hirzel, wish to here note that since Mr. George Stout wrote this history in the year 1917, there has been [an article] published in Michigan History Magazine, published by [the] Historical Society of Michigan, December 1952, Volume 36, Number 4, Page 351. In [this] article by Wm. C. Rector, he writes of Winfield Scott Gerrish's Lake George & Muskegon River railroad, [circa] in 1877, and of which some writers have said this was the first strictly logging railroad in the world. A metal plaque has been erected near Lake George, in Clare County, claiming this to have been the first logging railroad. And while it was probably the very best and most thoroughly practical, Mr. Rector says it was not the first, since as he said, "a quarter of a century earlier there had been a wooden rail, steam logging railroad in New York state." Mr. Rector writes of some other steam-operated logging railroads in "the south" and even in northern, lower Michigan, in the late [18]70s. And the Cadillac Evening News carries some items [and] indications that Ephraim Shay was hauling logs on a mile and a half wooden railroad in Herring Township of Wexford County as early as 1876. It does seem quite unlikely that anyone really knows who or when railroads built strictly for logging purposes were conceived.)

(Continuing with Mr. Stout's history.)

[Jail]

It was boasted in June 1877 that the county had a jail a year old but had never had a prisoner in it, and that the county had never had a saloon. It was explained that Ira Van Meter took out a license for his Falmouth hotel the previous summer, but had probably not used it and did not have it renewed when it expired. In August, the jail got its first prisoner. Calvin French of Pioneer was arrested, charged with assault with intent to kill his wife and step-daughter. French was a pint-sized man, weighing about 90 pounds, while his wife and step-daughter were both heavier and more active. It appeared they had a row, and French at least threatened them with an axe. The jury found him guilty of assault and battery, and he served four months in jail.

The winter of 1877-78 was a mild one, with very little snow—not enough for sleighing, and not very cold weather. Spring seeding began the first week of April—not a good winter for lumbering. This combination was the present method of moving logs to market, instead of depending upon the rivers, and their use was soon common with all the operators. (This paragraph surely is muddled: I, FCH, suspect that some person, copying Mr. Stout's story may have left out a considerable number of words which may have told of the advent of railroad logging, which began in 1877 on iron rails but a bit earlier on wood rails. This method of moving logs, either direct to saw mills, or at least to the larger rivers, while not eliminating the use of smaller streams, did lessen the need of the smaller streams for which water was often too little.)

[1880]

In the spring of 1880 occurred the wholesale slaughter and the wiping out of the wild pigeons in this section. That year, the woods were crowded with them. They were shot, clubbed from their roosts, netted, and slaughtered in every conceivable manner, until their extermination proved complete. It was the last time they appeared in great numbers.

A mail stage now ran twice a week from Cadillac to Lake City, but the roads still left much to be desired. No one had yet proposed grading up a road so the water would drain away quickly, still less of putting a surface of gravel on top. Concrete and asphalt were still undreamed of.

[Early Homesteaders]

Dates of some of the early homestead holders may be of interest.

- In Pioneer,
 - Wm. J Morey and Washington Richardson in 1867;
 - M.D. Richardson in 1868.
- West Branch, at what is now known as Star City, all on Section 24;
 - R.L. Williams, James Nixon, and N. Putnam, 1872;
 - C.A. Miller and Chancey Brace in 1875.
 - Daniel, Washington and William Reeder, all in 1868,
 - and John Howe, 1872.

Up to this time, 1880, the county had two residents that had been licensed to practice law—A.C. Lewis and M.D. Richardson, neither of whom ever seriously practiced, although both of them held the office of prosecuting attorney in early days. In 1880, two attorneys located here—Horace N. McIntyre and S.W. Skeels. They proved not greatly different from their predecessors. McIntyre served one term as prosecuting attorney, but soon turned to other sources of making money. Skeels returned to his former occupation of teaching school.

[Census]

The census of 1880 gave

- Clam Union 402
- Riverside 152
- Richland 76
- West Branch 63
- Forest 51
- Pioneer 299
- Caldwell 104
- Reeder 322
- Total 1554, a gain of 948 in six years.

[Liquor]

In the fall of 1880, Sylvester (Vet) Stevens, [of] Lake City, was building an addition to a frame building previously built for a dwelling--where the Ford Garage now stands—which became the Northern Hotel. Both he and John Armstrong, then landlords of the Lake City Hotel, where the present hotel of the same name now stands, took out licenses for the legal sale of liquor, save the one exception previously here noted.

Prior to this there had been at least one attempt to sell liquor in Lake City. Alex McLennan, better known as "Mack", purchased a small barrel of whiskey and a keg a beer. Reaching Lake City near nightfall, he deposited what was to be his stock in trade that he had intended to offer to the public the next day, in a small building he had secured, near the corner of Main and John streets. In the morning, his stock had disappeared, and all attempts to recover it or [to] locate the thieves were unsuccessful. This happened in the late summer of early fall. What became of the whiskey is not known, but the beer reappeared later. During a session of the Board of Supervisors in April 1881, Wm. Minthorn was piling up a quantity of stovewood which he had cut and hauled the previous winter, and thrown it loosely on a vacant lot, corner of Canal and Prospect streets, in full view of the court house, when Marion D. Richardson, then prosecuting attorney, acting on a tip from someone, went over and helped Minthorn in what seemed to be a big job. Richardson worked industriously for a few minutes, and shortly announced he found something, and uncovered the missing keg of beer, which was taken to a convenient spot and consumed by the supervisors, county officials, and anyone who happened along. That ended Mack's attempt to open a saloon, as his stock in trade had disappeared, and he lacked credit or cash to replenish it. An echo of this returned for several years, each time the supervisors met. Acting on someone's advice, Mack, [at] each session, presented a bill for one keg of beer, but never received any compensation.

At the October 1879 session of the Supervisors, a petition for organization of the east half of Clam Union (now Holland) was presented. Action was postponed until January and then denied. In January 1880, Bloomfield asked admission and it was granted. First Supervisor [was] Minot Shippy.

In April 1880, the supervisors appointed a committee to select a suitable farm for a county farm and report at the next meeting. Committee [included] C.L. Ostander of Reeder, Shippy of Bloomfield, and Koopman of Clam Union. They reported in October, recommended the purchase of the Perley farm on Section 32, Aetna, where the first meeting of supervisors was held. In January, the supervisors authorized purchase at a price not to exceed \$2500. Apparently this was not accepted and the purchase was not made.

In October 1880, Aetna was admitted as a township, with Butterfield included as a part of it. R.J. Porter was the first supervisor. At the same session, Norwich was admitted with the same area of two surveyed townships, as it still has. John Stitt was the first supervisor.

[1881]

[Bradford Township]

At the April session of 1881, F.L. Decker made his first appearance as a supervisor, coming from Forest. This was his first entrance into Missaukee politics; and he remained a conspicuous figure for many years.

At this session, P.H. McCracken appeared and was seated as the Supervisor of Bradford Township, composed of the east half of Clam Union. The board of supervisors had refused to organize the township, and it apparently was organized through some action in the courts. Its history as a township was short but sensational. At the session in January 1882, no supervisor appeared for Bradford, and no tax roll was in evidence. The supervisors ordered the Sherriff to go to Bradford, get the tax roll and investigate conditions. He returned with the roll and other papers. Something appeared to be wrong,

and Supervisors Gregson of Richland, W.H. Cavanagh of Riverside, and Shippy of Bloomfield were appointed a committee to investigate. To this committee F.L. Decker was added later. The committee reported that they found the assessment roll was not completed; [the] supervisor and clerk had disappeared and with them went about \$1200 belonging to the township, and the town board was left without a quorum.

A warrant was issued for the arrest of supervisor McCracken, and he was found in Petersburg, Virginia by Sherriff Lafayette Charter. He opposed being brought back and was extradited, tried in Lake City, and acquitted on a legal point. It appeared that the money, which came from Clam Union Township on the settlement with the new town, was turned over to him without legal authority. It should have been paid to the Treasurer of Bradford, but on settlement day, that officer did not appear, and the Treasurer of Clam Union, who had drawn the money from a bank miles away for the purpose of paying it over, wanted to get rid of the currency, and turned it over to Supervisor McCracken to deliver to the Treasurer. This failure to deliver the money was termed a “breach of trust” and not a theft under the law as it stood at that time. The money could only be recovered by a civil suit. About the same time, S.B. Ardis of Lake City lost \$400 in the same way. He asked a friend to get from the express office in Cadillac a package containing \$400 in currency and bring it to him. His “friend” got the money and kept it, leaving the country promptly. The next legislature passed a new law, making “breaches of trust” criminal acts.

To resume the Bradford story: In April 1882, John Creith appeared as Supervisor from Bradford and was seated. No one appeared from Bradford at the June session. In October, no supervisor from Bradford appeared. The Sherriff was sent after Creith and the assessment roll. He returned without either. The matter was referred to the Prosecuting Attorney, who reported that it was too late to make an assessment of Bradford. The Sherriff was sent back to make further search, but without any results of interest. No taxes had been spread and the township surrendered its organization.

[Logging]

Logs banked along the rivers as reported in April 1st were:

- Clam River, 38 Million
- West Branch, 31 Million
- Manistee, 20 Million
- West Branch of the Clam, 8.5 Million
- Butterfield, 9 Million
- Muskegon, 4 Million
- Muskrat lake, 350,000 ft
- Total for the county: 110,365,000 [110,850,000]

Logging by rail grew rapidly following the mild winters of 1877-78-79. According to figures compiled by the Lake City Journal, the yearly totals from 102 to 122 million feet yearly up to and including the winter of 1881-1882. Names of the harvest operators in the last years included:

- Clam River: McGraft & Montgomery, Cody & Moore, D.A. Blodgett, J.W. Weaver, Dick Miller, Shelvin Davis & Company, Torrent & Ducey, and Tom Stimson, each credited with more than a million feet.
- Butterfield: Shelvin Davis & Co., Haymarsh Creek, Col. Fuller, each with a million at least
- West Branch of Muskegon River: Paul Lux, Wm. Coach, J.H. Moores, White & Swan & Smith, and J.L. White with a total of 18,525,000 for that stream
- Muskrat lake, for local consumption mostly: Dan and William Reeder, James Dyer, John Armstrong and others, 937,000
- Manistee River: N. Taber & Sons, Charles Maryhinson, Bowen, Dempsey, Stronach Lumber Co.,
- West Branch of the Clam River: Torrent & Ducey, John Ryan, and others.
- Dead Stream: E & C Eldred, Blodgett & Byrne, Bigelow Brothers, George Newcomb
- Muskegon River: Charley Marsh, D.A. Blodgett, Wm. F. Seeley, Farr & Co., S.C. Hall, Torrent & Ducey, L.D. Gleason

[Courthouse]

In 1881, a small building fund had been accumulated for the purpose of building a court house. A motion to build the following year was defeated. A motion to move the county seat to the center of the county was defeated with a record vote. In April 1882, supervisor Decker of Forest offered the following resolution: "Resolved, that Missaukee County build a court house on the lots now owned by the county, situated in the village of Lake City; that the cost of said court house shall not exceed ten thousand dollars." [The resolution was] adopted; only A.J. Becker of Aetna, Creith of Bradford, and Vis of Clam Union voting against it. By the same vote, a special election was ordered to be held June 19, 1882, to vote on a bond issue of \$7000. The election was held and the bonds were voted 187 to 137.

A committee to locate the building and grade the grounds was composed of Becker, Caldwell, and Gregson. Daniel Reeder gave the county a deed to the lots selected, where the building now stands [in 1917.] (This building burned in February 1943). A building committee composed of Minot Shippy, Thomas T. Caldwell, John Murray (of West Branch) and F.L. Decker was appointed. Next day, Arlington C. Lewis was added to the committee.

The ground was graded in the summer of 1882. Thomas T. Caldwell, supervisor of Caldwell, died that year and Henry H. Long of Reeder succeeded him on the committee. John G. Mosser of Cadillac was the contractor. The building was erected in 1882, the committee making final report at the January 1883 session. (I, F.C.H., noting that Mr. Stout had failed to mention that the plans for that courthouse and also the Presbyterian Church were drawn by George Nelson of Norwich Township. I here record that which appeared at the time in the Lake City Journal.)

(Continuing with Mr. Stout's recording.) It (the courthouse) was built nearer to the original estimate than most public buildings. The final figures were:

- Stone for walls \$279.18
- Laying wall \$208
- Plans \$40

- Lettering \$16
- Contract \$7.50
- Surveying grounds \$3
- Paid Contractor \$9447
- Total: \$10,014.88

In October 1882, a petition was filed to organize a township under the name of Missaukee. Organization was granted, but the name was changed to Lake.

At this October session of the supervisors, the questions of a county poor farm came up again, after having been ignored for several years. A committee be appointed to negotiate a purchase, but the report was tabled.

In April 1883, John Murray and Chas. Miller both appeared, each claiming to be the supervisor from West Branch. Miller had a certificate of election from the election inspectors, and Murray one from the township clerk. A motion to accept the report of the election inspectors' certificate was carried once, then reconsidered. Finally the certificate of the clerk was accepted, and Murray was seated. But at the next session of the board, Sylvanus Siddal appeared in his stead, having been appointed by the town board.

[Jagt Murders]

At a special session of the supervisors in March 1884, they appropriated \$1000 for investigation of the murder of an old couple named Jagt, who had been killed and their home near Vogel Center burned to conceal evidence of the crime. After many delays and a sensational trial, a man named Arnold, who ran a small hotel at Vogel Center, was convicted of the crime. The Jagts were supposed to have kept several hundred dollars in their home. Arnold died many years later, protesting his innocence, and many people doubted if the right man had gone to prison.

[1884]

[County Farm]

In the spring of 1884, a committee to secure prices and terms for a county farm was appointed, composed of supervisors Porter, Shippy, and Sidal. In October the committee reported, recommending that as first choice the John Breem farm in Forest [be purchased] at \$2000, [and as a] second choice, C.L. Ostrander and Thos. Howe's farms in Reeder [be purchased] at \$3400. A new committee was appointed. James Cavanagh and George Wood joined in recommending as first choice the Doyle farm of Wm. Doyle in Reeder Township (now part of the Potato Experimental farm). As a second choice, [they recommended] the present farm, then owned by M. Vanarsdale and Wm. Hayes, priced at \$2500. M.D. Richardson submitted a minority report recommending the farm in Pioneer then owned by B.C. Bonnell, [and] later by Louis F. Pitz. The board turned down the Doyle and Bonnell farms, and purchased the present farm.

In the summer of 1884, a new law firm, McClear & Gaffney, located in Lake City. McClear served one term as prosecuting attorney, then the firm dissolved and McClear went to the Upper Peninsula.

Gaffney stayed and became one of the prominent figures in Lake City and Missaukee County business and political life for many years, until he removed to Cadillac in 1910, and then still retained many interests here. He served Lake City as its president twelve times and [for] four terms as prosecuting attorney. And this in a county that was heavily Republican while he was a Democrat. He won a reputation as an attorney and was recognized as one of the best in Northern Michigan.

[Newspapers]

[Also] in the summer of 1884, H.N. McIntyre started a second newspaper in Lake City in opposition to Barker's Journal. Early the next spring, fire destroyed the newspaper office and much of its plant. McIntyre bought the Journal and consolidated the two, changing the name to the New Era. In 1887, the Plain Dealer and the Republican were both launched as new papers. The Republican and the New Era consolidated not long after, dropping the name New Era. The Plain Dealer (first called the Independent) continued for nearly fifty years, and was then sold and consolidated with the Republican.

(At this point, I, F.C. Hirzel, wish to say that I have read and otherwise browsed through many volumes of the Lake City Journal, Plain Dealer, and Republican at irregular intervals beginning in about 1945 to last December, 1963. I have never seen a copy of the New Era except as taken off the walls in an old house which I was wrecking in about 1945. [I saw] portions of three copies of that paper which were published, I believe, in about 1884. The fire at the New Era probably accounts for the missing files, which no doubt contained a lot of history of Lake City and Missaukee County, which now is for all time lost.)

Lake City was incorporated as a village in the winter of 1886-1887 by the supervisors. A.C. Lewis was the first president.

At the October session of the supervisors in 1885, George W. Moore, supervisor of Reeder, called attention to the need for a new jail. No action was taken then, but in January following it was agreed to submit the question of bonding for \$5000 for a new jail. Vote resulted was Yes 462, No 291. Forest was the only one to vote heavily against it. In June, a building committee was named, consisting of Porter, Moore, and Doyle of Caldwell. Contract was let to George E. Nelson. Total cost of the building [was] about \$6000.

[1887]

In April 1887, the superintendents of the poor urged the need for a new building on the [Poor] farm. Action [was] delayed for financial reasons. In October, a motion to raise \$2000 for a new building lost.

[Lumbering Struggles]

In 1887, it was noted that the Haymarsh [lumber] drive went out (that is, it reached the Muskegon River) about May 1st. That was earlier than usual. The Clam got out about June 1st. Thayer Lumber Company had logs in Muskrat Lake that spring, which they rafted across the lake and had then loaded at "the slide" by Cody & Moore, and hauled to the Clam River.

(At this point, since Mr. Stout has already several times mentioned the getting "out" of the log drives, and since I have been pretty well briefed on some of the parlance of river men and lumbermen on the meaning of getting drives "out", and the possible consequences if they were not got out, I feel that

some further information may be appreciated. I have received my information from such men as Lewis L. Torrent, residing in Muskegon, the only son left living of any of the big timber barons, whose father was John Torrent. Also, I have been advised by Mr. William J. Brinen, now several years dead. All big lumber companies stated in their contracts with logging contractors--such as Cody & Moore, Watson Brothers, Dick Miller, Paul Lux, only to name a few--[that] they not only had to see the logs rolled into the smaller river and streams, but they must [also] see them safely afloat in the main Muskegon River, and Manistee [River], etc. From there on, a company known as a booming company took over and got the logs to the mills at Muskegon, etc. The stockholders of the booming company were made up of the large timber owners. The booming company which was known as the Muskegon Booming Company charged each lumberman whose logs they handled a set price per thousand feet of timber the booming company delivered to the mills.

A case where failure to get the logs into the main Muskegon River resulted disastrously to the Watson Brothers of near Falmouth in about the year 1887 was related to me about two years ago by one Mr. Koopman still living in Falmouth. This man is a son of Mr. John Koopman, who owned a grist mill, saw mill, and creamery at Falmouth, powered by water from Mr. Koopman's dam on the Clam River at that place.

And incidentally, Mr. Koopman had a great deal of trouble with lumbermen holding back floods, which when released damaged Mr. Koopman's dam. Mr. Koopman won in a court case and D.A. Blodgett had to pay Koopman a sum of money to defer his milling business for a term of years, until the lumberman could get his logs through to the river.

Now, [to continue] the story of the Watson Brothers, [they] were operating 12 miles of railroad which used wooden rails but was powered by two steam locomotives. It seems that a large lumberman gave a contract to the Watsons to harvest, and put into the Clam River, and to get into the Muskegon and "OUT" a large acreage of timber, work that would take several years to accomplish. The main trouble was that the big timber owner had overlooked the fact that he, or they as the case may have been, might be for some reason confronted with the necessity of curtailing logging or of stopping it for a time altogether. This very thing happened when the lumber market became glutted with too much timber and what we know as "hard-times" (later called a "depression") struck the lumbermen. They tried to get the Watsons to stop logging for a while, but they refused to do so, continuing to put logs into the rivers as fast as ever. So long as the Watsons could get their drives "out", the timber owners had to saw them into lumber and pile it up, pay insurance on it when they couldn't sell it at a profit. Finally, Watsons, with millions of feet of logs on the banks of streams and small rivers, and winters of little snow and scarcity of rain, [found] the streams would not float them and the logs were "hung up" two years in succession. Watson had put the logs in against the wishes of the owners. Watsons [were] unable to get them "out," [and] the owners of the logs--[logs] which were completely destroyed by rot--sued the Watson Brothers and completely ruined them. Not willing to stop logging for perhaps a year or two, and then not being able to get the "drive out," was the undoing of the Watsons. The importance of getting "drives out" will now be taken up by resuming with Mr. Stout's story after his mentioning [the] Thayer Lumber Company's logs being loaded out of Muskrat Lake at the "slide" by Cody & Moore, who hauled them with their train to the Clam River. F.C.H.)

Some time prior to this, Cody & Moore, a partnership composed of Larry Cody and George W. Moore, held a contract from certain owners of pine timber mostly in Reeder Township and vicinity. [They] had built a logging railroad from Muskrat Lake, as it was still called, to the Clam River at a point known as the wide water, a couple miles upstream from Falmouth. Timber near the lake was cut and sleigh-hauled and banked on the ice of the lake in winter, and in summer, by means of what was called the “slide”-- which was built of logs—were lifted from the water and placed on cars to be hauled to the Clam River. They had timber also east of the lake, and this too went over the railroad to the river.

R.M Bielby and Edward and Matthew Malone drove locomotives that hauled the logs on this road for years.⁵

In June 1887, Herbert Fisher, a druggist then in Lake City, purchased 40 acres of land in Caldwell Township and platted North Lake City.

In this same month, the Ann Arbor railroad was being graded through what is now Lucas. It was then operating as far north as Mount Pleasant and reached Cadillac in December following. The village of Owens, now the city of McBain, was platted in September, as was also what is now known as the village of Lucas, at first called Marysville.

It was reported in August [1887] that fire had destroyed the crossway or corduroy across the Clam River swamp, south of Lake City, and the road was closed. It was reopened soon afterward, but for years remained a sample of the worst road in Missaukee County.

Up to this time, eleven hours was a common day’s work in sawmills and in most other occupations. A strike was reported at Jennings in the Mitchell mill and yards, asking for a ten-hour day. The request was granted as soon as the news reached the Mitchell office in Cadillac. Labor troubles as we know them now were undreamed of.

The following winter of 1887-1888 brought heavy snows and storms. Three feet of snow on the level was reported in the woods. The Ann Arbor [railroad], just being built, had distributed poles for a telegraph line, intending to complete it during the winter, but in January [they] abandoned it as hopeless, unable to find the poles in the snow. Railroads had plenty of trouble keeping trains moving.

[Fire Protection]

Beginning early in 1887, Lake City people had become aroused to the danger from fire that threatened the town, and began agitating for a water works system. But it was not until June 1888 that Daniel Reeder came to the aid of town and signed a contract to construct and operate a water system.

It was too late to save many citizens from heavy losses. On the night of July 4th, fire was discovered under the outside stairway of a building owned and operated as a saloon by Martin Vanarsdale. The village was destitute of fire-fighting equipment of more than [a] purely volunteer pail brigade. The

⁵ Here Stout notes “One of these locomotives that hauled the logs can still be seen in Clinch Park in Traverse City.” But Hirzel erases the sentence and notes “Thus erased is an error. The [engine] at Clinch Park was originally Port Huron & NW Railroad. “

flames spread with little check on them and destroyed the entire business block on the east side of the street. [The fire] took the Grand Central Hotel, a nearly new three-story brick veneered structure, with two or three buildings north of it, besides Washington Reeder's residence south of the hotel across Prospect Street. It also wiped out a small store building [and] a dwelling owned by Washington and William Reeder, on the west side of Main Street, south of Prospect. The water works were completed and put into operation on the 19th of July.

While the losses fell heavily on individuals, the town as a whole was benefitted by the fire, since the buildings burned were largely replaced with brick. What were rebuilt as frame structures were burned [again] in another fire, in 1912, so that the whole block became more nearly fireproof and was immensely improved in appearance.

[1889]

[Confrontations: Poor farm, robbery, water rights]

In October 1888, the supervisors voted to raise \$1000 towards the cost of a building on the county farm, with the Supervisors keeping control of the money. In April 1889, \$2500 was appropriated for the building and control placed in the hands of a building committee of Supervisors, consisting of Rumsey of Norwich, Danberry of Bloomfield, and Olmstead of Lake. This committee pointedly ignored the Superintendents of the Poor, and this was resented by the latter. The row broke into the open over a certain pile of lumber which the superintendents had in their control, which had been cut from timber on the farm. This lumber the Supervisors told the contractor he could use in building, but the Superintendents saw to it that he didn't get it. Then the Supervisors' committee preferred charges against the Superintendents of the Poor and summoned them to appear for trial before the whole board. The case collapsed when the committee of Supervisors all confessed under cross examination that they had never asked the superintendents for the lumber. Superintendents at this time were C.L. Ostrander, Thomas McManus, and Martin Duffy. The building cost \$2975, plus \$326 for a furnace. The Superintendents then and since have criticized the plans of the building.

What was probably the only "holdup" robbery ever committed in Lake City occurred on May 8th, 1889. Owen McGovern, proprietor of the hotel and saloon known as the Northern, had a large safe in the hotel barroom and was known to keep considerable sums of currency there. He had a habit of getting his money out of the safe every night after closing up and counting it under a strong light, in plain view of any passers-by on the street. He had been warned of what might happen and it did. Three men gained entrance through back rooms and attacked without warning, overpowered him, and got away with what was reported [to amount] to about \$1300. During the struggle, they fired a couple shots to intimidate him, but did little harm otherwise. The thieves were never captured.

In May 1889, trouble flared up over the outlet to Lake Missaukee. Cody and Moore were operating the "slide" camp near the outlet and were hauling logs to the Clam River. George W. Moore, a member of the firm, had [earlier] taken up a residence in Lake City and interested himself in local politics. He seized and opportunity afforded him by swinging his heavy power of his employees for an independent ticket and elected himself supervisor. With this demonstration, the local politicians subsided and he retained

the office as long as he wished. This position gave him a chance to keep the town board quiet when he desired, as sometimes happened, to open the outlet and take water to run his drive out of the Clam. For this purpose, the sandy ridge that kept the lake water from flowing into the pond that then formed the headwaters of Mosquito Creek had been cut through and closed again when the need for water had passed.

But now, Lake City had been organized as a village, and the village authorities had succeeded the township board in jurisdiction over the outlet. The village was no doubt feeling its new powers and dignity—and the village officers were not particularly friendly to Mr. Moore anyway. And so, when someone blew out the northern dam with dynamite one night, the villagers were aroused. Under the auspices of the village president Howard Owens and the village council, with the backing and cooperation of the Sherriff, Robert D. Barry, the outlet was closed with timbers and earth. A representative of Hovey & McCracken, owners of [the] timber Cody & Moore were lumbering under contract, appeared and ordered the villagers away, claiming they were trespassing on his land. They advised him to seek a warmer climate. He disappeared, but later a crew of 25 or 20 Finns and Swedes, who could not or would not understand English, appeared, armed with peevies and shovels, expressing by motions their desire to open the outlet. Demonstrations of force and threats of attack caused the foreigners to retire without coming to blows, and an armed guard was set. No further attempt to open it was made that year.

An amusing jail breaking occurred in July [1889]. A horse racing program was in progress at the fairgrounds, and Sherriff Barry, an enthusiastic horseman, was in attendance there. A workman, repairing some plumbing, had been given the keys of the jail, and he dropped them on the floor, not far from a cell door, and had forgotten them. Two prisoners, confined for some misdemeanor, were in the cells. Somehow they got hold of a piece of wire, and after some fishing with it, they secured the key and let themselves out. They went to the fairground and tried to get in at the gate to see the races. The gateman refused them admission, since they had no ticket and no money. So they went around to the back of the grounds and climbed the fence without molestation and watched the races. Just as the last race ended, a messenger notified Sherriff Barry his prisoners were missing. Just then the latter appeared, tendered the keys to the Sherriff, and said they were ready to go back now.

In October [1889], work had begun on a two-story, four-room school building in Lake City, on the site of the present one. The building was erected in 1889, [and] burned in 1904, [which is] when the south two-story section of the present building was built. The first school in the county was held at Vogel Center in 1872. The first school house in Lake City was built in 1873, on the site now occupied by Mrs. D.D. Walton's residence.

In November 1889, it was announced that Louis Sands of Manistee had bought the pine lands in Missaukee County formerly owned by the Grand Rapids & Indiana railroad, and that a mill would be built in Lake City to manufacture the timber, and [that] Lake City would get a standard-gauge railroad.

Sometime around 1884 or 1885, the Cummer Lumber Company of Cadillac had built a narrow-gauge (36-inch) railroad, primarily to haul logs to their mills at Cadillac, to the west shore of Lake Missaukee.

They built a dock there, and began to carry passengers and freight which they ferried across the lake on a small steam boat. The following year, the road was completed to Lake City coming around the north side of the lake.

Two passenger trains daily were placed in operation. Service was excellent, better passenger service than Lake City ever got from the Pennsylvania, but of course, at Cadillac the reloading of all freight, both ways, was an extra expense and a handicap to shippers. So the town was anxious for a standard gauge road. Grading for the railroad began on December 10th, at the east end of John Street. On April 23rd, 1890, the first train over what then was called the Grand Rapids & Indiana railroad reached Lake City.

Local dissention was reported over the high water in Lake Missaukee, some wanting to open the outlet and lower the lake, others opposing it. No definite policy was decided upon.

[1890]

The census of 1890 gave the county a population of 5040, and the village 735. The September term of circuit court had 32 cases on the calendar. A surplus of attorneys was just passing, and that might have had something to do with the litigation. F.O. Gaffney had just returned from a year's experiment of practicing in Ionia. Three brothers named Turner (Jerome, Charles, and Willard) and a brother-in-law of theirs named Gates, also an attorney, [along] with C.F. Thomas, A.W. Scoville, and C.L. Goll, made up the members of the bar. A.G. Smith came the following year, but the Turners, Gage, Thomas, and Scoville had left before that.

[1891]

In 1891, there was considerable [damage] done by forest fires, not only in this county, but in many others, especially in Clare and Osceola, where trains were delayed several times.

A new law created the office of School Commissioner, and the Supervisors appointed Georgia Roche as the first commissioner. Previously, there had been an officer known as the secretary of the board of school examiners, with duties similar to that of the new office, but considerable added duties and power was given the new officer.

Mitchell Brothers, [a] lumber yard in Jennings, burned and the village was threatened, but saved by favoring winds. Loss estimated at \$200,000.

The winter of 1891-1892⁶ was mild, and practically no ice formed on lakes and streams south of this county. Grand Rapids Ice companies purchased and rented lake frontage, cut, shipped, and stored ice from Lake Missaukee. The business continued for several years until the manufacture of artificial ice caught up with the demand.

⁶ Transcribed by Hirzel as 1892-03, but that makes little sense. Given the context, 1891-1892 seems to be the intent. Since Mr. Stout is not always chronological in his listing of stories, it could well be 1892-1893, but he references that winter separately below, and describes it as having deep snow.

[1892]

In June [1892?], Edd Lapham built a sawmill with a capacity of 40,000 feet per day, and began operations at what is now known as Sunset Corners, where the Watson Brothers had earlier tried to tap Muskrat Lake to get water to float a drive down the Butterfield. The G.R. & I. built a [rail] branch east to near the Ellis Hill, to supply logs to the new mill. This branch was later extended to Falmouth.

1892 again brought forest fires that many times threatened damage. A train on Sands' logging road had a thrilling experience. With James Flynn as engineer and Jos. Middleton as fireman, they found themselves cut off by fire. The engineer decided to take a chance and run through the flames; [he] opened the throttle and let it go. Unfortunately, a tree had fallen across the track, derailing the engine and train. Engineer and fireman were thrown clear. Middleton was bruised and burned considerably, but Flynn escaped unhurt.

There were four teachers in the Lake City School in 1892, and the wages paid may interest present teachers. C.L. Goll, the Principal, received \$65 per month for nine months, and each of the others received \$40 per month. Other teachers in the county were at least not paid more than those figures on the average.

[1893]

In 1893, agitation began advocating placing the county under the newly authorized county road system. First mention of a snow plow in Lake City was made in a newspaper, but it was built of wood and drawn by oxen.

The winter of 1892-1893 brought deep snow and drifts. In March [1893], residents of Jennings had to drive by way of Lake City to reach Cadillac. The road from Jennings to Lake City then came around the north side of the two lakes and was well protected by timber from drifts. The road from Lake City to Cadillac ran through timber not yet cut over, for the most part, while the road from Jennings to Cadillac was across cut-over land and drifts were high.⁷

In 1893, McBain was incorporated as a village. Gillis McBain was the first president.

Water in Missaukee was high, and continued to rise through April and May. All the smaller lakes north and west were spilling over their banks and draining into Lake Missaukee. Water was threatening to put out the fires in the boiler room at the water works. And at Sands' mill, cellars on Main Street were filling with water, and the village council was appealed to for some action. The village attorney informed the council that [their] body had power to declare a water nuisance and open the outlet, but it had no power to spend money for the building of a closed fume or covered drain to carry the water through Sands' lumber yard, and Sands refused to allow the open channel for water across his property. Daniel Reeder began suit against Sands, claiming damages from the high water and alleging that there had

⁷ Mr. Hirzel notes here on his formatting: (At this point I leave the remainder of this page blank, since I had previously typed Mr. Stout's history from the point where I left off just above this. The four pages previously typed and double spaced will now be renumbered as 18, 19, 20, and 21)(Beginning next with the story of the Sands camp fire. F.C. Hirzel.)

been an open stream from the outlet for years until Sands filled up the channel. Louis Sands and the council finally reached an agreement, [with] Sands furnishing the lumber under the railroad and permitting an open ditch elsewhere.

[Sands' camp fire]

On Saturday, May 20, 1893 occurred the worst forest fire tragedy in the history of the county, when ten employees of the Sands Lumber Company lost their lives. What was known as Sands Camp 4, situated near the south line of Section 11, Forest Township, and fifty or sixty rods east of the west line, burned. The southwest quarter of this section had been cut over during the preceding winter, and the tops of branches of pine trees nearly covered the ground. These were now dry, full of pitch, and burned rapidly. A forest fire had been burning over cutover lands north and west of this section, but no attention was paid to it as it was nothing new and rarely endangered life or property. On this particular day, a high wind sprang up and fanned the flames, which bore down on the doomed camp, at a speed as fast as a horse would travel. The logging railroad track passed close to the camp shanties, and an engine and train of cars being loaded with logs was east of the camp. When the fire came, the train and most of the crew took refuge in the uncut timber, east of the camp. Fire would not run far in standing timber. From accounts of the survivors, a local reporter compiled the following account of what followed.

To understand the situation of the men, the location of the camp must be borne in mind. It stood beside the railroad, well to the west side of section line 11. To the north was a strip of nearly half a mile wide country covered with pine tops which burn like powder when dry, as these were. On the east it was about the same. On the south it varied in width, but averaged less than on the north and east. On the west it was about forty rods wide, ending at the wagon road. West on the wagon road was the old cutting which had been burned over before and had little fuel left to feed a fire. On this side, most of those got out who escaped from the fire zone, although fire came from this direction.

After dinner Saturday, the men started to work as usual, the fire being then some distance to the northwest. Before all of [them] had got to their work, foreman Campbell called some of them back to help fight the fire. The fight was soon seen to be a hopeless one, and some proceeded to save property. Of these, every one died while trying to do what they thought was their duty.

Edward Sullivan, a man with a wooden leg, took the alarm about this time, and draping himself with a wet horse blanket, he started west. He doesn't know, but he probably followed the railroad. He fell several times, was burned considerably, but reached the wagon road and safety. He saw Mulholland fall behind him, but was unable to help him. David Rubel escaped by way of the railroad, and also saw Mulholland fall. Had he known that safety was as near as it proved to be, he might have saved the other man. When Sullivan left camp, he met foreman Campbell and asked him to come along, but the latter said no, he was going to save the books. A man named Cleveland mounted one of a team of horses, made a run for it and escaped. He was probably the last man to see any of the dead men alive. He invited Campbell to mount the other horse, but Campbell said he preferred taking [his] chances in the well.

From what remains of the root cellar and the well, it is believed that four and perhaps six of the victims took refuge in the root cellar, and then, driven from there by the heat and smoke, in desperation jumped into the well. Two others were already there, thinking to escape in that way. The well was an open one, about 25 feet deep altogether, and with about three feet above the surface, and had a roof and pulley at the top. When the whole eight who were found there got in, they were packed in like sardines. One was under foot of the rest, and the other seven were all out of water except their legs. It was believed they died of suffocation, and that the burning well roof and upper curbing had fallen in on them.

Besides those found in the well, Mike Mulholland, teamster, was found west of the camp, near the wagon road. Another man, Edward Rorabacher, fled east. His body, nearly consumed, was about eighty rods east of the camp, about half way to safety. The eight in the well were:

- Samuel Campbell, foreman, lived in Cadillac with his mother, unmarried
- Fred Sager, sawyer, father and brothers near Howard City
- Hans Jacobsen, a Dane, camp blacksmith, with his wife and two children lived in Sandstown (Since then within the corporate limits of Lake City)
- Frank Sandgren, choreboy, little known about him
- Mike Gagen, filer, has a sister in Naple Valley
- Charles Taylor, cook, lived in Cadillac, married
- James Hugh, outside choreboy, Mother at Elk Rapids
- John Hill, swamper, been in USA about a year, family in Finland
- Rorabacher was the carpenter, found east of camp; relatives were found later, but were unknown when this account was written.
- Of Mulholland, a teamster, little was known, then or ever.

All relatives were notified. Four bodies, besides that of Jacobsen, a local resident, went unclaimed and were buried side by side in the old cemetery after an impressive funeral, with the entire population of the village plus employees of the Sands Lumber Company as mourners.

The same day [of the fire?], the village of Falmouth had a narrow escape. A change in the wind saved the town after a couple dwellings had burned.

[1894]

Main Street of Lake City was graveled in the spring of 1894⁸, perhaps the first real gravelling job of any size in the county.

On May 7, 1894, the village of McBain had a close call from fire. Several buildings on the west side of the main street burned, and only a hard fight and exceptional width of the street saved the other side. .

In August [1894], more forest fires were reported. The train from Lake City to Cadillac was halted at Round Lake by fire and had to return for help to get through.

⁸ Hirzel has transcribed "1904", but given the context, I believe he intends 1894.

The original Bell patents expired this year, and independent lines began to appear. One of the first in northern Michigan was built from Stittsville, via Pioneer and Morey, to Lake City, in the fall of 1894.

In September [1894], two wooden bridges in Reeder Township burned.

[1895]

[Fires]

In 1895, fires continued to do much damage. Moorestown was swept by a forest fire that left only two buildings, the church and the Godfrey Hirzel residence. (The Moorsetown fire occurred on Monday, June 10, 1895. Sixteen buildings, including the J. Henry Moore's sawmill, barns, warehouses, residences, and the Hirzel store, [burned]. Mr. Hirzel was severely burned after going into the store to lock a safe and remove the cash drawer from a counter. Sixteen large hogs perished; board fences surrounding the 110 acre farm were burned as was the turf from the ground to depths of four to five inches. No rain had fallen for weeks. The fire was caused by a fire in the forest adjoining the village, forty rods to the west. A forest of hardwood timber was up against the north edge of the village. Timber had been cleared off land to the south and to the east and the land was being farmed. Had the village been surrounded by timber, the residents would most surely have also perished. This additional information has been added by Fred C. Hirzel, son of Godfrey Hirzel, Fred being past 10 years at the time of this fire.)

Several sawmills around the county were burned. Citizens of McBain were badly frightened, as they had only an old hand-pumper fire engine for protection, and a water system was planned for the future.

[Smalley Case]

In August 1895, the county in general was much excited over the "Smalley Case." A Grand Rapids detective [was] aboard a GR&I train in that city, seeking a train robber who had held up and robbed a train on the Lake Shore road a short time before. As he entered the last car, a man arose and began shooting; [he] killed the detective and escaped. A man supposed to be the robber was located in McBain. Sherriff Tennant was out of town. Former Sherriff Gillis McBain, now a deputy, reinforced by Deputy Sherriff Spafford of Cadillac, both armed with rifles, went to the house where Smalley was reported, [and] found him sitting just inside the door with the door partly opened. The officers called for him to surrender, but his only reply was to kick the door shut. Both officers fired through the door. A woman and a couple of men ran out the back door, but no Smalley, and no sound from inside. After a while the officers entered the house and found him dead. He had two heavy revolvers on him, both loaded. The body was positively identified as the man wanted by policemen from Grand Rapids and by other persons. Some people tried to throw doubt on the identification, but there appeared little reason for their claims.

A local paper said, July 3rd, 1895, "Some excitement in the town Sunday. One funeral, five fights, and one runaway."

In October 1895, the township of Butterfield was organized. At the session of the supervisors which gave the new town existence, the question of adopting the county road system was first proposed, and action postponed until January. A motion to submit the question to the voters lost, 7 to 6.

[1896]

Larman's sawmill finished its cut in 1896, and was wrecked.

On July 1st, 1896, Sands' mill cut its last log, and was wrecked and removed soon afterward. The pay roll from this mill and yard, while in operation, was said to have been about \$2000 per month, which is about half the present payroll of the county which employs less than half as many men. Wages were \$1.25 to \$1.50 per day for common labor. Highest pay, to skilled men who worked in the mill, was \$4.00 per day, and there were only five such employees.

(At this point, I, Fred C. Hirzel, feel that since Mr. George Stout's comparison with wages paid in 1890-1896 with wages paid presumably in 1917, at which time he wrote this history, [implies some disparity, some perspective is needed.] We need to consider that though the standard of living has risen a great deal from 1890 to 1917, we should consider that Mr. Sands--or nobody else lumbering or whatever business he was in--was not getting for his product what is being paid, often times for a somewhat inferior article today. [Hirzel's point seems to be that he believes Mr. Stout is exaggerating historical wages given low retail prices of lumber.]

In the Lake City Journal of Jul 25, 1877, Daniel & William Reeder of lake City, owning a saw mill there, were advertising to sell dry pine lumber at retail; 2x4s and up to 2x10s at \$6.00 and \$3.00 per thousand feet if taken in 2000-foot quantities. One thousand feet would be sold at \$6.50 to \$9.00. In lesser amounts than 1000 feet, the price would be \$10 per [thousand] feet. If the Reeders were selling that lumber at Wholesale and by the carload, it would have brought still less. I have no idea that Mr. Sands got more than \$10.00 per thousand feet for his lumber delivered aboard the cars at Lake City. In fact, my father in 1897 sold rough hemlock lumber to a Cadillac dealer, who sent a lumber inspector to Moorestown to grade the lumber. He accepted only the very best and paid my father 45.00 per thousand feet delivered and loaded aboard cars at Stratford, 4.5 miles from Moorestown. The \$5.00 was just \$2.00 more than charged by the sawmill operator who cut the lumber.

Another proof of low prices for lumber was told to me in 1938, by the late Mr. William J. Brinen, of Muskegon, a former member of the Thayer Lumber Company. Mr. Brinen said that until just prior to their finishing the harvest of the last of their pine timber in Missaukee and Kalkaska counties, did they ever get so much as \$25.00 per thousand delivered to Chicago. Today in 1964, that same lumber would be worth several times \$25.00.

It also strikes me that Mr. Stout was speaking more than conservatively when he wrote of the pay of men other than skilled workmen, getting \$1.25 to \$1.50 a day. They certainly didn't get that much in the 1890s. In the woods, they got their meals and a bunk to sleep in and a per month wage. There are articles of news items in the old Lake City Journal when wages were raised from \$12.00 to \$15.00 per month, and even that was considered something wonderful. And mind you, they worked 10 hours per day, and they really worked. But if a man lived close enough to the camp, had a family and could walk to and from work, he could get a little more wage. At the same time, he could buy dressed hogs at 5 cents per pound, beef at \$0.70 per half a carcass, overalls at \$0.50 per pair, good shoes at \$2.00 per pair, beef

steak at 3 pounds for \$0.25, 6 packages of so-called "scrap" tobacco, or 6 good cigars, for \$0.25 and all other commodities accordingly.

My father operated a general store at Moorestown from 1892 to 1908, and I still have the account books. At times when I have told of wages and prices of past years, someone would occasionally ask, "Yeh, but who had the twenty-five cents to buy that three pounds of beef steak?" To that one, I, who worked in my father's store, feel that I am qualified to counter with, "More men went home with six pounds of beef steak then, on a Saturday evening, to provide a big Sunday dinner, than goes home now with six pounds of beef steak in a whole week." The final analysis of this matter of comparing wages paid in the 1890s with those paid in 1917, to say nothing of including 1964 against the 1900s, proves nothing at all, unless it [is] that the dollar now [in 1964], as compared with the dollar then, isn't worth very much. In the 1900s, the dollar was at least worth 100 cents. F.C.H.)

(Continuing with Mr. Stout's history.)

On July 15, [1896,] it was reported that the lake had reached a low level, and had dropped five inches in the past two weeks.

In May of this year (1896), Grice Brothers contracted to and began the construction of a grist mill in Lake City.

[1900s]

In May of 1900, construction of a full sized basement under the courthouse was ordered by the supervisors, and completed at a cost of \$298.63. A heating plant was installed some years later.

In October, 1901, on motion by Supervisor Servis of Lake, a county road system was submitted to the voters at the following April election, the vote standing 10 to 3. The voters approved; figures not available. Three commissioners were elected in November, and this was done. Apparently the supervisors didn't like the commissioners chosen or disapproved something they did. At any rate, the matter was submitted to the voters, and they voted the system out in April 1903.

[Smallpox]

In 1902, smallpox broke out in some lumber camps and spread to some extent, so that cases appeared in McBain and Lake City too. It was two or three years before the county was entirely cleared of the disease. Only one or two deaths occurred. (I, Fred Hirzel, knows something about this small pox. We have records of provisions sold to pest houses, one of which was established on the Modi farm, three miles east of Moorestown. At one time, something like 20 men were confined in that place. The disease was especially present in the camp [of the] Maltby Lumber Company of Bay City, who were lumbering in Norwich Township, [on] the Dead Stream swamp. As Mr. Stout said, "only one or two deaths occurred." But some of the victims were terribly sick. The crude manner of not taking proper preventative measures, in today's terms of thinking, was appalling. I know a man, still living in Lansing, who, with smallpox, not at the time so diagnosed, boarded a train at Stratford, changed to another at Kalkaska, and went to a doctor in Cadillac who locked him in his office until the next morning, put him aboard the Ann Arbor train, and sent him to Clare at which place he boarded a Pere Marquette train and went to his

parents' home in Harrison. And that, too, was in a day when passenger coaches were usually well patronized. Had the disease been of the more serious type, the population of a rather large area would no doubt have been pretty well peppered.

At this point I have decided to see what record I might find concerning the epidemic of the year of 1902 only. In a Norwich township record book, page 242, I find the names and home addresses of 20 men and the dates of their entering the pest house on the T.J. Modi farm. The 28 men entered from October 28, 1901, to February 22, 1902, and were discharged from November 8, 1901 to March 1st, 1902. Please note that the disease really started in the fall of 1901.

And though as Mr. Stout said, probably not more than a couple of men died of the disease, and I don't think they died in this vicinity. I do know of two men who had a very bad time and both came near to death. One of the men was a lumberjack whose name I once knew but cannot at the moment recall. He was of dark complexion and though he survived, he came out so badly scarred that even those who knew him well could scarcely recognize him ever afterward. Another whose name I do know and with whom I was well acquainted, and who I believe is still living in Flint, had a very bad time and a close communion with death. At that time, veterans of the Spanish-American War were fairly plentiful around here. Some of the soldiers had contracted what, at least the soldiers called, "the Cuban Itch". The man of which I write had not served in that war and hadn't contracted the disease, then on the rounds about here. He is known to have put one foot upon the hub of a friend's buggy and scornfully pronounced that he endured and survived, and in so far as he was concerned, whatever it was he said, he wouldn't care to experience another attack of the same.)

(Continuing with Mr. Stout's history.)

[various events: missing boy, autos & electricity]

In 1905, F.O. Gaffney was elected for his 13th term as President of Lake City, and declined re-election. He had never been defeated, and that was a record for Lake City politics in those days. He served first in 1890. Then in 1894, he was again elected and re-elected each year thereafter up to and including 1902-1905.

In 1903, the township of Enterprise was set off from West Branch in October of that year, and the east half of Clam Union, once known as Bradford, asked to be made a township again, under the name of "White". Request denied.

In 1902, May, Missaukee County had a mystery disappearance, which was never solved. Little Joey Heath, a lad of 11 years, left school at Turnerville for his home a mile west and a half mile south, on well-traveled roads, and was never seen again by his friends. Hundreds of men searched the surrounding country for days, without finding a trace.

It was the year of 1903 that the first automobile reached this county. It used steam power, and its driver, a traveling salesperson named William Richon of Cleveland, Ohio, reported he could make about ten miles per hour over all kinds of roads.

As the year 1904 closed, the first electric light plant was placed in operation in the county. It was owned by C.L. Ostrander and was operated in connection with the water works. Up to that time, the courthouse and the jail had been heated by stoves. In 1905, an attempt was made to get the supervisors to purchase a heating plant, but it was defeated and a long controversy followed. But it was not until April 1913 that a contract was let at \$1600.

McBain was incorporated as a city in 1907, and Johnson Wood appeared as the first supervisor from the first city organization in the county.

In 1906, F.C. Gaffney moved to Cadillac, where he had opened a law office some time before. He served the county as prosecuting attorney six terms, having been elected in 1886-1888, 1890, 1898, 1900, and 1902. (Of course, Mr. Stout means that Mr. Gaffney served these terms for Missaukee County. F.C.H.)

[County Roads]

In October 1907, the county road system was again submitted to the voters. The latter approved in April. First commission appointed was composed of Abe Lucas, C.C. Crane, and R.R. Hoover. One mill was voted for roads, to produce \$2162. In April 1910, the supervisors again submitted the system to a vote, and again the voters turned it down.

In January 1911, the supervisors again submitted the system to a vote, and the voters said "yes." Wm. Keelan, Martin Iverson, and Johnson Wood were named as the first commission, and apparently won approval from supervisors and voters, as there has never been any serious attempt made since then to change it, although progress seemed slow for a long a time. There were so many bad roads and so little money. All sections wanted their roads first. Local jealousies flared and were hard to satisfy.

Presently, the state began to offer bonuses for the construction of gravel roads, and what was to be the state trunk line system was beginning to assume form as a possibility of the future. To get it started, double bonuses were offered for work done on any proposed trunk line route. The local commission seized on this plan, succeeded in getting several roads designated as trunk lines, and devoted attention to those to secure the added state money. The plan worked well, and it was not long until sufficient progress had been made to convince doubters that the county system would bring good roads, better than any township efforts could possibly do. Later, the state took over all the trunk lines, and the county began a system of county highways carrying the largest traffic, connecting up with the trunk lines. Then, in 1931,⁹ a new law provided the counties should take over all the township roads within five years. This is the system under which we now operate.

In 1908, when the county road system finally became operative, there was not a mile of what we would now call improved road in the county. In 1911, there were very few farms in the county that were not reached by a well graded, well drained road, and few that were not reached by a graveled road.

⁹ This date seems in error if it was written by Stout in 1917. It's either an unmarked addition from Hirzel in 1964 or a typographical error.

[Temperance]

In 1908, the question of local option as a temperance measure first appeared before the supervisors in January, and was submitted to a vote in April. To the surprise of many, the voters said “dry,” 1153 to 828 “wet.” Two years later, in the fall of 1910, a second vote was taken. At first trail [in 1908], the politicians were very cagey, for the most part, and avoided committing themselves. But when cornered, usually guessed the vote would be “wet.” Now, in 1910, they thought they knew the county was dry and made themselves conspicuous on that side. The vote was “dry” 983, “wet” 953, and the politicians were shocked. In 1912, another vote was taken and the wise guys thought it would be “wet” this time, surely. Result: “dry” 1153, “wet” 789. Now what could a poor politician do? State prohibition followed a couple years later.

In January 1914, what had once been the township of Bradford again asked to be organized as a township. In spite of some opposition, the application was approved and the township named Holland. In spite of the fact that the federal government, about 1885, required title to more than half of this township--under the plea that it was “sub-marginal” land and not suitable for agriculture--the township appears to be getting along as well as its neighbors.

In October 1916, the supervisors first authorized the employment of a county farm agent, and in March 1917, H. Lee Barman took over the position.

[Hirzel's Closing Remarks]

(Thus here ends the copying of the history [of] Missaukee County for the years 1871 through 1917, as written by Mr. George Stout of Lake City, now for some years deceased. This [history] having been copied by Fred C. Hirzel, who knew Mr. Stout for many years, during which time he was owner and editor of one of our two county weekly newspapers. Mr. Stout was also a son of one of Missaukee County pioneer families, his father being Abraham Stout, who, as George Stout told me, built his house out of logs in a wilderness, his only tools being a cross-cut saw, axe, broad-axe, draw-shave, and a pocket jack-knife, with which sort of tools they built not only the house and barn, but also the major portion of the furniture.

I only care to further add that I have in no manner altered Mr. Stout's writings. And since I have copied history only for the benefit of my family, close relatives, and a few close friends, I have added bits of information and historical matter, all of which can be documented.

I am not one of Norwich Township's “pioneers,” but I am the oldest resident of the township who was born here. After reading old newspaper files at various times, over a period of more than twenty years, the man whose name dates back the farthest is that of one William Barkley, who was hauling grain to a grist mill at Cadillac with two teams of oxen hitched to his wagon—grain to have ground into flour for bread and pancakes and also corn meal. And Mr. Barkley was petitioning for the construction of [a] road to pass on the section line in front of his farm home in 1871. This was fourteen years before I was born. But at that time, I do not believe that more than ten per cent of the timber had been cut down in the township. And in those days, the harvesting of the timber was generally referred to as “letting daylight into the swamp.”

Of course, I am not regarding myself as being possessed of any degree of literary perfection, but I do wish to say that the pen corrections in these pages [of Hirzel's typed transcription of Stout's history] were made by me. And that is not saying that I don't make mistakes. And in fact, I can't spell and I can't punctuate. The only punctuation mark that I do understand the meaning of is the "period." When speaking, I use that when I run out of breath. Strictly speaking, I really don't know very much, but I have managed to get by, for almost eighty years.

I am, sincerely, [signed] Fred C. Hirzel, born in Norwich Township, [illegible], near the west edge of section 26. Which is to say, one mile south of Moorestown Methodist Church, thence west one half mile thence about 40 rods, one 1/8 of a mile south.

Dutch Settlement North of Muskegon 1867-1897

By Josiah Meulendyke, ca 1897.

Excerpt from: Lucas, H.S., *Dutch immigrant Memoirs and Related Writings*, Eerdmans, Grand Rapids, 270-276.

Preface

Meulendyke, born in Rochester, New York, in 1849, was ordained to the ministry in the Reformed Church and served as a pastor in a number of the congregations north of Muskegon and Grand Rapids. His account, written in 1897 and preserved in manuscript, kept in the Netherlands Museum, was first published in *Michigan History*, XXXI (1947).

History

The writer of the following sketch disclaims any special qualification for the work allotted to him. Although as classical home missionary in Michigan closely identified with the localities in northern Michigan for a year or two, he has in no sense been a pioneer. Hence he must depend upon the observation and experience of others quite as much as upon his own. He wishes to acknowledge his indebtedness to the following individuals: Domine Jan Hoekje, of Fremont, Michigan; Mr. Hendrik de Bree, of Vogel Center; Dominie Herman van der Ploeg, of New Era; Jan Scholten, of Lucas; and Dominie Willem Pool, of Atwood.

It is a curious fact in the history here under review that when, thirty or twenty years ago, new schemes of colonization were agitated among our Holland people of Michigan, the remote south and far west of the United States found greater favor than the near north. This appears particularly striking when we reflect that the Dutch colonies in southern Michigan had passed the experimental stage of their existence, and pioneer life in the north, though in many ways similar, could hardly prove to be as difficult as it had been in the south. But the lonely woods and virgin soil of northern Michigan were bound to attract the attention of the Hollanders living in the Dutch colonies of Michigan. And so today the Dutch settler in the north asserts his kinship with the Dutch colonists to the south. But the mention of kinship suggests a striking difference. The colonies of Hollanders in Ottawa and adjacent counties grew up under special circumstances. Some were planted close together and so in the course of a few years formed compact settlements. On the other hand, some of the larger settlements are offshoots of earlier Dutch colonies. The settlements of northern Michigan, however, sprang up independently of each other, and so no two of the colonies mentioned in this article bear the relation of mother and daughter. Except as they resemble each other somewhat, because of common social, geographic, and economic factors, no two are sisters of each other. In point of territorial separation also they are remotely related.

Fremont

The honor of priority in the forming of these new Dutch settlements belongs to Fremont, formerly known as Fremont Center, situated in Newaygo County on the Chicago and West Michigan Railroad.

The first Hollander to settle in those parts was Frank Boone, formerly a resident of Muskegon. Making his way through the woods, he arrived at his destination in August 1867. At that time, what now is the flourishing town of Fremont had scarcely attained the minor dignity of a hamlet. Three weeks later he was followed by Cornelius Addison, a Zeelander it is believed, and J. Wieringa, also from Muskegon. People of other nationalities had already settled in this region, and so the Hollanders who now arrived profited from their example and made this colonization a success.

At this time the lumber industry of Muskegon was in a flourishing condition, giving employment to a large number of Hollanders. Many of these longed to exchange their lot for the more independent one of the farmer. As there was a considerable amount of land around Fremont obtainable at reasonable prices, it was natural that those Hollanders who had already settled there should inform their friends and relatives in Muskegon about opportunities at Fremont. Among them the first were Abel Kuizinga, Aart van Arendonk, Cornelius Achterom, and Klaas Zuidema, all of whom were Groningers. In course of time, as the settlement attracted the attention of people living in older Dutch communities, many others arrived and cast their lot with the pioneers Newaygo County. Their ranks were further swelled by immigrants who came directly from the Old Country. And so within a few years Fremont increased in population and material prosperity.

True to their traditions, these Hollanders did not delay to provide for themselves public worship in their own tongue and after their own desires. In the first meeting called for this purpose on March 3, 1869, a congregation was formed. Dominie W.A. Houbolt, pastor of the First Reformed Church of Muskegon, directed the services. Their faith in the future of their settlement and their desire to lead Christian lives is revealed by the fact that in that very meeting it was decided to petition the Classis of Michigan of the Reformed Church to effect an organization in the near future. This was achieved on June 14, 1869, when seven adults and seventeen communicants agreed to this step. Dominie Mannes Kiekintveld was the first pastor. But ecclesiastical strife and denominational rivalry made themselves felt here as elsewhere. A Christian Reformed congregation was formed in 1882 of which Jacob Noordewier served as the first pastor. A second church of the same denomination had been formed some six miles southwest of Fremont.

Although all improved land, which sells at about \$40 per acre or less in the vicinity of Fremont, is in the hands of the farmers, land held by people not of Dutch origin is constantly being offered for sale and bought by Hollanders. As the Hollanders already have a share in the business enterprises, it is clear that the Holland settlement at Fremont has not yet reached its limits. The Dutch population at Fremont now numbers from 250 to 300 families.

Vogel Center

Next in order of settlement is Vogel Center. This flourishing community is situated in Missaukee County about one hundred miles nearly due north of Grand Rapids. The nearest railroad station is McBain on the Toledo, Ann Arbor, and Northern railroad, eight miles due west. In 1868 a number of individuals in the mother colony who desired more room for themselves were attracted to desirable lands in northern Michigan available as homesteads. In that year, Jan Vogel, Hendrik Westvelt, and Jan Zager set out to view this country. Soon they were followed by Vogel's brother-in-law, Gerrit Herweijer, Jan Abbing, and

Fred Banis, an unmarried man who ultimately went blind and returned to the Old Country. Satisfied with what they had observed, they secured claims in this land of promise. On their return they interested others and so in the spring of 1869 the axes of Dutch pioneers resounded in the lonely woods of Missaukee County. Without any railroad connection with Holland or Grand Rapids, travel to Missaukee County was possible only in ox wagons along primitive roads cut through trackless forests.

The giants of the forests had to be converted into logs before shelters could be built. Clearings had to be made with great labor before a scanty harvest could be coaxed from the soil. For supplies, Grand Rapids was the Egypt most accessible whence anxious Jacobs could secure supplies for their families. The settlers at Vogel Center experienced frontier hardship like those of the colonists of Ottawa County.

Many a homemaker, fearing the privations of the forests and the heavy labor necessary to clear the land, was frightened away from Michigan. But these very forests have proved the salvation of many an enterprise. Where the soil is slow to yield grass and grain, trees abundantly make up for this deficiency. The ax in winter brought better results than the plow in summer. And the lumber camps, which always hovered in the forests along the edge of new settlements in northern Michigan, afforded better markets for farm produce than the cities and villages of communities that had passed out of the pioneer stage.

These considerations also apply to the pioneers of Vogel Center. Although at first dependent for supplies upon Grand Rapids, they were not dependent upon that city for markets. The rivers that carried their logs to distant sawmills in Muskegon frequently were a source of greater return than the railroads. The farther these settlers were removed from railroads the better prices they received for their produce. And so the colony prospered, for new settlers kept coming and the Dutch settlement expanded on every side.

Thus Falmouth, four and a half miles northwest of Vogel Center and on Clam River, a branch of the Muskegon, came into existence. It has a general store, sawmill, and church. Moddersville, a place five and a half miles northeast of Vogel Center, was founded by Wynand Modders. He emigrated from the Old Country in 1872 that his two oldest sons might avoid military service. A butcher by trade, he lived in Harlingen in Friesland. For five years he ran a grocery in Grand Rapids and in 1877 settled on a homestead of pine and hardwood timberland. Their first home was a log shanty fourteen by twenty-two feet which could scarcely accommodate their large family, originally of seventeen children, some of whom, however, no longer were with their parents. Modders became the community's first postmaster in 1890. In these newly founded settlements life is more primitive than in Vogel Center. The Americans usually vie with the Hollanders in securing possession of such good land as might be found in the community. Between Falmouth and Moddersville lies East Falmouth [later Prosper], center of a growing farming community on good farming land, where a church building and parsonage lend some dignity to the country.

The first church of the Christian Reformed denomination, at Vogel Center, was formed in 1872. In 1877, the Christian Reformed people built a church which still serves as their place of worship. In 1870, Dominie Mannes Kiekintveld of the Reformed Church had preached at Vogel Center and administered baptism, but his labors were without results for the Reformed Church. But finally, in 1890, a Reformed

congregation was organized, followed in 1891 by two others, one at Falmouth and another at Moddersville. At present these three churches are served by the same pastor, who resides at Falmouth where a parsonage has been built for him.

About two hundred families constitute the population of Vogel Center. The unimproved land of that community, though extensive, is worthless for farming; and as only few of the farms admit of division, it would appear that Vogel Center will soon reach the limits of its populations, though not of its wealth.

New Era

New Era, a Dutch Settlement in Oceana County near the shore of Lake Michigan about thirty miles northwest of Muskegon on the Chicago and West Michigan railroad, was founded in 1878. With but one exception, all its first settlers came from Montague, a lumber town a few miles to the south, where they were employed as mill hands. The only exception is Meus Hulsebos, whose record as a pioneer deserves special notice. He began his frontier life near Zeeland in Ottawa County. Later he joined Dominie Albertus C. van Raalte, Mrs. Sprik, and others in the Virginia enterprise and settled at Chule in that state. Failing where so few succeeded, he returned with the scant remains of his investment and settled in New Era, where he is living at the present time. The names of the other first settlers are Hendrik Westveld, Berend van den Berg, Otto Bolt, Herman van der Ven, and Frank Veltman.

At first the land, much of which was of a good quality, was cheap. There was a ready market for logs, kiln wood, and bark so that the colony grew rapidly, encouraged by some emigration from the Old Country. At the present moment this community comprises eighty-five families. Further, New Era is situated in the fruit belt of Michigan, and the Hollanders were not slow to take advantage of this activity, which they saw would ultimately prevail. Many Hollanders own large peach orchards. Improved land at present is worth from \$25 to \$40 per acre.

As soon as the first log houses were built, religious services were held in the Dutch language. Hulsebos was the leader of these people, a pioneer exhorter common enough among our pioneer Hollanders. Later, when the question of church affiliation came up, the majority were inclined to join the Christian Reformed Church, and an organization was effected in 1884. Later, in 1894, because of differences in this congregation, a Reformed Church was organized.

Lucas

Lucas, situated in the southwest corner of Missaukee County and extending into Wexford County to the west, was founded in 1882, fourteen years after Vogel Center. It lies six miles southeast of Cadillac, and handsome city with which it is connected by the Toledo, Ann Arbor, and Northern railroad.

First to establish themselves in this locality were Harm Lucas and his sons Abraham, Dick, Simon, Henry, and Thomas; Hendrik Koel; Jan Loeks; Ralph van Wieren, Jan Slaar; Hendrik Klomprens; Jan Harm Pel; Jan Bode; and Horace Doll. Harm Lucas and his group all came from Graafschap, being driven by the desire for more room and for cheap land. They were followed soon after by Jan H. Eppink from Allegan, Jan Scholten from Overisel, Josua Elenbaas from Beaverdam, and Pieter van den Bosch from Zeeland.

Nearness to Cadillac proved advantageous from the start of the settlement, especially when the railroad was extended through the settlement. This quickened the hopes of the settlers, roused their energies; and soon the whistle of a sawmill and the sound of a shingle mill rose in the silent forest. Dwellings were erected near the railroad station, and the local merchant began to compete with his neighbors in Cadillac. But progress has been unsteady, and Lucas never became more than a hamlet. On the other hand, the farmer who at times worked in the woods improved his condition. Accordingly, land which originally sold at \$7 per acre improved until at the present time it sells at about \$20. The total number of Dutch families in Lucas is between 150 and 200. The oldest church organization is Christian Reformed, but a Reformed Church was organized in 1890.

Atwood

Finally the last Dutch settlement in northern Michigan that remains to be noticed is Atwood in Antrim County about two hundred miles north of Grand Rapids, a few miles west from Central Lake, and a station on the Chicago and West Michigan Railroad. This, the northernmost Dutch settlement east of the Mississippi, was begun in 1882 and 1883. Some of the Hollanders living near Jamestown in Ottawa County were attracted to this land of promise. The first to move to Antrim County were Maarten van der Schouw, Jan Smallegang, Jellies Elzinga, Jacob Klooster, Melle Klooster, Jan Boss, Matthias Struik, Hendrik Wassenaar, and Egbert van der Streek.

As in the case of Fremont, the Hollanders were not the first pioneers in these parts, for other people had preceded them in settling this region. Nevertheless, plenty pioneer experiences were in store for them. In Antrim situated so far north, the winters were long and severe, summers short and cool. But the new settlement offered opportunities, especially in raising apples. Further, the air is bracing and malaria is absent. The Hollanders, now approximately fifty families, accordingly prospered; improved land is now valued from \$30 to \$40 per acre. Religious services were first held in 1886, and a Reformed Church was organized three years later.

Memoir of John Vogel, Immigrant and Pioneer

Source

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Translated by B.G. Oosterbaan and edited by H.S. Lucas.

[Transcribed 2013 by Steven Koster from a copy found in the Calvin College library. Transcriber notes are in brackets]

Foreword

The coming of European immigrants to our country is an important theme in the history of the United States. The settlement of many thousands of Netherlanders along the western shore of Lake Michigan in Ottawa, Allegan, Muskegon, Newaygo, Kent, Kalamazoo, Oceana, and Missaukee counties has been a noteworthy factor in the development of the state. Interesting is the fact that this is the largest settlement of Hollanders ever made in the United States. Its history has never been adequately explored, the fascinating account of the struggles and labors of these sturdy settlers has never been properly told.¹⁰

John Vogel, whose reminiscences are presented here, was one of the Netherlanders whose name deserves to be remembered for it was due to his activities that the extensive settlement of Hollanders east of Cadillac, in Missaukee County, first came into existence.¹¹ Born in the Netherlands in the province of South Holland in 1839, he migrated fifteen years later to the Dutch colony which had been established in the year 1847. He settled in the hamlet of Noordeloos, about five miles northwest of Holland, named after the place in which he had come, a group of immigrants who like himself helped to clear the dense hardwood forests, build homes, and serve the new community of Hollanders in the New World and become good American citizens.

Vogel's reminiscences, originally written in the Dutch language, are based upon memory and upon notes apparently taken in connection with his many business activities. This little memoir was subsequently translated by Benjamin G. Oosterbaan in 1937 and a copy of it deposited with the Netherlands Museum

¹⁰ At least in English. There is a good popular account in Dutch which unfortunately has long been out of print and is scarcely to be found in our libraries. This is *De Pelgrim Vaders van het Westen* (Grand Rapids, Michigan, 1886), by the Dutch journalist Dingman Veersteg. A scholarly account may be found in J. Van Hinte's *Nederlanders in Amerika, Een Studie over Landverhuizers in de 19e en 20ste Eeuw in de Vereenigde Staten van Amerika*, 2 vols. (Groningen, 1928). [Van Hinte's work was translated into English and reprinted in one volume as *Netherlanders in America*, Baker, Grand Rapids, 1985. Notably, H.S. Lucas himself published a history by the same title (Lucas, H.S., *Netherlanders in America*, University of Michigan Press, 1955.). Lucas' work not only appeared in English first, it was written by a native, while Van Hinte was a visitor from the Netherlands.]

¹¹ For some data on the early history of Missaukee County, see G.S. Stout's *The Story of a Year in Missaukee County* (Lake City, Michigan, 1891). [This work appears quite difficult to find, though a substitute might be Stout's monograph *The History of Missaukee County* as found in the "F.C. Hirzel Collection" of papers, available in several Michigan libraries.]

of Holland, Michigan. It is with the permission of Mr. Willard Wichers, Director of the Museum, that we are able to publish this little life sketch.

These reminiscences vividly portray the activities of an energetic immigrant Hollander and help us to form some idea of how such immigrants made their careers in the new world. Like many other Hollanders, Vogel served honorably in the Civil War. He explored the wilderness, and engaged in the business of lumbering, finally, in 1869, he settled in Missaukee County where the community of Vogel Center perpetuates his memory. This settlement has steadily expanded until at the present time it occupies several townships. In 1881 he moved to Muskegon where he entered into the employ of one of the more important lumber companies. Being a skilled and reliable workman, he proved so invaluable to his firm that they sent him on important business trips. His death in Muskegon on September 25, 1907, marked the passing of one of the significant Hollanders whose labors, closely interwoven with the Dutch life of western Michigan, merit the attention of all who are interested in the history of immigration from The Netherlands to Michigan.

MEMOIRS OF JOHN VOGEL

[Born in Netherlands]

Frans Vogel, my father, was born August 15, 1804, in the province of South Holland, in The Netherlands. My mother was Derkje Beesemer, also born in The Netherlands; but I never knew her, for she died when I was only two years old. My father married Geertruide Van Weenen in 1843, that being his second marriage.

I was born at Giessen Nieuwkerk in the province of South Holland, on September 8, 1839. From my sixth to my eighth year I attended school at Giessen Oudkerk. My parents moved to Noordeloos, a town situated nearby in the same province, where I continued my schooling until my twelfth birthday. During some of these years we experienced severe poverty because of the sickness of my father as well as the generally difficult times.

When I was twelve I began to help my father support the family. After about six months I secured a position in a carpenter's shop as an apprentice. This step was undertaken with the aid and encouragement of my father who wanted me to learn the useful trade of carpentering. The shopkeeper's name was Hermanus Diepenhorst who, like our family, lived at Noordeloos. The contract made with him provided for an apprenticeship of three years. It was agreed that my parents were to provide my food and clothing during the first year, that I was to earn my board during the second year, and that during the third year I was to receive such compensation as my ability warranted.

[Immigration to Western Michigan]

After two and a half years, when Diepenhorst emigrated with his family to Holland, Michigan, this contract came to an end. I was eager to accompany them and with Diepenhorst's help tried to persuade my parents to let me go. My father's mind had long been favorably inclined toward America but owing to his poverty he never was able to emigrate. The fact that I was his only living son filled him with apprehension. Yet after long consideration he decided to part with me, hoping that at some future time I might be able to help him go to America. He had the fullest confidence in Diepenhorst's promise to

look after my welfare. Diepenhorst paid my traveling expenses, and we left Noordeloos on August 6, 1854. My father, mother, and sisters accompanied me to Gorinchem where we took passage to Rotterdam and proceeded to sail to New York, by way of Hull and Liverpool. We lost some time while in England, and as our ship was a sailing vessel, we did not arrive at New York until about September 30. About eight days later we reached Holland, Michigan. My fifteenth birthday took place during the voyage, on September 8.

After making a brief investigation of the dense forest, we settled six miles north of Holland and named the place Noordeloos. We attacked the forest courageously but after a while our zeal vanished, and we moved to Grand Haven where we hoped to earn good wages at carpentering. But the financial reverses of the year 1856 so reduced the value of paper money that all my savings amounted to nothing. Nevertheless, Diepenhorst had hired me for the past two years at a monthly rate so that by November 1, I was able to pay everything I owed him on account of my traveling expenses from the Old Country. As I was unable to agree with him further about wages, I went to Zeeland, Michigan, where I spent the ensuing winter, remaining there till the spring of 1857. While living with a man names K. Schoemaker that winter, I had the most important experience of my life. This adventure during my eighteenth year will outlast the annals of time, being destined for eternity. I had come to see that man's ultimate object is his Maker, that he must glorify God in every relation of life. I acquired a firm trust that God had made a covenant with me in accordance with Hosea II.

On April 1, I left for Grand Rapids, where I intended to continue my carpentering and in the meantime improve my knowledge of English. While in Grand Rapids I received my religious education at the *Afgescheiden* (or the Seceded) Kerk, later Christian Reformed Church. Soon I found employment at a shop and was paid regularly by the month. In the fall I accompanied my boss to Jamestown, Ottawa County, where I remained until the following spring, 1858.

Thereafter I worked as a carpenter for Jan Rabbers at Groningen. In this family I enjoyed the privileges of a parental home. This hospitality continued into the following year, 1859, during which time I earned a dollar a day. But Jan Rabbers fell ill during 1860 and died on August 12, being assured of a glorious reward in the Hereafter. Next to my parents I was most attached to him.

[Civil War Service]

The summer of 1860 was marked with the passionate struggle between the Republican and Democratic parties. In the November elections Abraham Lincoln was chosen President. In December began the great rebellion, breaking out first in South Carolina. The perfidious Democratic government in power did nothing to arrest this rebellion. Only when the just and strong administration of Abraham Lincoln began in March was any attempt made to check the uprising. I remained at my carpenter's work in spite of the fact there was much excitement throughout the entire country due to the increasing proportions of the southern rebellion. In September, 1861, Lincoln issued a patriotic call for 300,000 volunteers and at the same time asked everybody to work loyally for the preservation of the Union. With almost unbelievable dispatch did volunteers answer his call. On September 18, I and 25 other Hollanders volunteered our services, enlisting in Company D, 2nd regiment, Michigan Cavalry. Twenty-four hundred strong, we set out for St. Louis, Missouri. Thousands of loyal citizens escorted us to the depot. Many a hearty and

touching parting took place---and for many, the last. Upon arrival at Detroit we were served a bountiful meal prepared for us in the Detroit and Michigan Depot. We continued our journey by way of the Michigan Central Railway to Chicago, from Chicago by way of the Alton and St. Louis Railway to Alton, Illinois, and from Alton by boat down the Mississippi River to St. Louis. Everywhere we received a hearty reception. But as we reached the southern part of Illinois, this friendliness cooled noticeably. At St. Louis we met many colored slaves and also their inwardly blacker so-called owners—men who had soiled their bloody hands mistreating human creatures. Now these selfsame men, in an attempt to perpetuate their abominable system, were adding to their guilt by raising their soiled hands against a lawful government.

All our time at Camp Benton near St. Louis was occupied in military training. Weapons were furnished us—Colt revolvers, six shooters, and side arms, also Colt 5 revolving carbines. In February, 1862, there were about 40,000 well drilled and well equipped men in camp under General Henry W. Halleck. On the 22nd the War Department ordered these troops to proceed by boat down the Mississippi, the object being to reopen Navigation on the river to New Orleans and cut the forces of the rebellious South in two. But many long and bloody battles had to be fought before this objective could be realized.

On February 23, we landed at Commerce, Missouri, and from there as mounted forces proceeded toward Fort New Madrid where we had our first real encounter with rebel forces. After a short battle we were ordered to make camp and there we remained until the early part of March. While in that place we daily heard the heavy bombardment on Island Number Ten, and from time to time we were attacked by the rebels who still held Fort New Madrid. On March 13, we took part in a general battle under Gen. John Pope, which during the following night resulted in a retreat by the rebel forces. Pursuing them we crossed the Mississippi River into Tennessee and at Tiptonville captured 2400 of the rebel forces.

Early in April we moved down the Mississippi by boat toward Memphis, but owing to our inability to land and to our lack of provisions by the time we arrived at Pittsburg Landing on the Tennessee River, we were forced to turn back. After the Battle of Shiloh, we took part in the siege of Corinth, Mississippi, and in several other battles. In the latter part of May the 2nd Iowa and the 4th Kansas Cavalry joined us. We rode around the rebel army to Booneville, thirty miles south of Corinth. In an expedition which lasted four days we destroyed railroads, burned bridges and found Corinth abandoned. We spent most of this summer in different places in Mississippi and along the Mobile and Ohio Railroad. I took part in a battle at Blackhead on June 4, when I received a slight wound below the knees.

In September, 1862, our detachment proceeded by rail through western Tennessee to Paducah, Kentucky, where we embarked for Louisville, proceeding by ship on the Ohio River because the rebels were assembled in great numbers throughout Kentucky, and we encountered one of their forces at Elizabethtown. On October 8, we had a heavy engagement with the enemy near Perryville and in what is known as the Battle of Champlain Hills, after which the enemy withdrew to Tennessee. Early in December we and two other Cavalry regiments, the 2nd Iowa and 9th Pennsylvania moved from Nicholasville, Kentucky, to West Virginia and into eastern Tennessee, in order to destroy the Knoxville and Richmond Railroad. While at Murfreesboro in Tennessee our troops commanded by General William S. Rosecrans fought the rebels in the Battle of Stone River. Col. Samuel P. Carter also was with our command. We had several other engagements, and on Dec 31 and January 1, 1863, took many

prisoners. We also burned bridges, set fire to supply depots, and captured trains loaded with provisions. This raid lasted 26 days of which 18 were spent within enemy lines. We narrowly escaped over the Cumberland Mountains by way of Frank's Gap.

Toward the close of January, 1863, we were ordered to Louisville whence we proceeded by rail to Nashville, and from there as mounted forces to Murfreesboro where we stayed until March. Then we moved to Franklin, Tenn., the enemy facing our forces during all this time. We engaged in many skirmishes, including those at Spring Hill and Columbia. In July we advanced with the entire army corps known as the Army of the Cumberland and moved through the center of Tennessee, the object being to capture Chattanooga. On July 27, we fought a desperate battle at Shelbyville, captured the place, and took many prisoners. Thence we proceeded to Pollahoma and Winchester in spite of heavy rains which forced us to find shelter in the corn and cotton fields. During the nights we slept in mud and water covered fields. Finally we arrived at Bridgeport, Alabama, on the Tennessee River. At this place our cavalry forced a crossing. Our sharpshooters and artillery held back the enemy on the opposite bank while we swam for a half mile across the river. A pontoon bridge was constructed which enabled a large part of our army to cross. Next we moved upon Rome, Ga., where we found the enemy under Gen. James Longstreet strongly entrenched and ready for battle. Our rations at this time for the most part consisted of large sweet potatoes. Two Hollanders were taken prisoner; one of them Albert de Groot of Vriesland, Michigan, died in Andersonville prison.

We were forced to draw back and after strenuous marches day and night, during the forenoon of September 19, arrived at the battlefield of Chicamauga where the struggle continued with fury during the following day. We were stationed on the right wing and lost many of our men. Our own together with other cavalry forces had much difficulty when toward evening they tried to stem the retreating army and their wagon trains. The night fortunately was dark, which made their task easier. The next forenoon we arrived at Chattanooga. The rebels next took up positions on Lookout Mountain and Missionary Ridge. Hardly had we crossed the river when the rebel cavalry under Gen. Joseph Wheeler appeared, attacking our rear and completely destroying our wagon trains. Our army and all our cavalry pursued them and captured a few prisoners. After one of the battles I and 19 other under a flag of truce went within the enemy's lines remaining there for an hour and a half, talking and eating. Next day we again pursued them and took a few prisoners and continued following them until we approached Florence, Alabama, when we returned in the direction of McMinnville, Tenn. And from that place by way of Kingston went to Knoxville, Tenn., the eastern part of which was occupied by Gen. James Longstreet. We fought many other battles in that vicinity during the fall and winter also farther east in Tennessee, among them Strawberry Plains, Mossy Creek, Sevierville, New Market, and some others.

On March 29, 1864 I reenlisted with many others for another period of three years, or for the duration of the war. I was granted a 30 day furlough, and immediately left to visit my friends in Michigan. At the expiration of my furlough I reported for duty at Jackson, Michigan, and was ordered to Nashville. Arriving there, I was sent to Franklin where the rebel cavalry was opposing us. Our cavalry was ordered to pursue them to Huntsville, Alabama, following the course of the Tennessee River in order to intercept, if possible, the rebel army under Gen. John B. Hood while Gen. William T. Sherman was continuing for his famous March to the Sea.

On October 7, 1864, I received a gunshot wound in the forehead, three inches above my right eye. I fell from my horse but was assisted to safety. My wound, cleansed and treated by a skillful regimental surgeon, healed so rapidly that in the following month I was able to report for duty in my regiment. At that time we were daily forced to retreat before the rebel army under Gen. John B. Hood. There were many cavalry clashes until on November 30, 1864, a general engagement began in which at about 3 p.m. a musket ball passed through my left leg four inches above the ankle. Together with my good Dutch friend Martin de Groot who was slightly wounded, I rode 14 miles on horseback that same evening and lodged for the night at the home of a rich planter, quite against his wishes; but with weapons in our hands we made him see that in this case might was right. We ordered his colored slaves to bring food for us. The following morning we proceeded toward Nashville, four miles distant but experienced great difficulty in riding because of our wounds. At Nashville we surrendered our horses and were consigned to a hospital in which hundreds of soldiers were resting, who had been wounded in the engagements around Franklin. The city of Nashville at this moment was surrounded by a rebel army while our forces stationed within were endeavoring to hold it.

When it became necessary to find room for the more seriously wounded who were constantly being brought in, we were transferred to Louisville. After a stay of two weeks in that place it again became necessary to make room for newcomers injured in the three day battle before Nashville. I was placed on a boat destined for Keokuk, Iowa; but arrived at Cairo, Illinois. My wound assumed a most serious aspect as gangrene was developing. I was transferred to Post Hospital, losing during the transfer all my battle mementos—a hat, socks, boots, all marked with bullet holes.

My wound did not heal, in fact became worse so that it seemed that amputation might become necessary. But the splendid care I received contributed decisively to my recovery so that toward the close of March, I was transferred to Detroit. I was obliged, however, to use crutches during the summer. On August 1, 1865, after the war had come to an end, I received my discharge while in Harper Hospital in Detroit. Immediately after the Battle of Perryville in 1862 I had been made a corporal, and shortly thereafter was promoted to the rank of sergeant. For two weeks I remained with friends at Zeeland and vicinity, and on August 25 left for New York. I wanted to see my parents, sisters, and other relatives in the Netherlands. I arrived in Rotterdam on September 8, 1865, that day being my birthday. The next day I reached my parent's home at Noordeloos and learned that my brother-in-law had passed away two days before.

[\[Return to Michigan\]](#)

With my parents I remained until the close of September and left for Hull, England, where, it had been agreed I was to meet my parents and sister who intended to emigrate to America. We sailed from Liverpool and after a voyage of 17 days reached New York, and finally, travelling directly to Michigan, arrived at Noordeloos. I had paid all the transportation expenses of my parents, my sister, and my brother-in-law, Arie Hoekwater. I at once purchased five acres of land near Noordeloos, acquired a half share in a small steam sawmill, and built a home.

My financial condition during this year, until January 1, 1866 was as follows:

September 1854, My immigration debt	\$56.00
May 1, 1855, My immigration dept	\$56.00
May 1, 1856, my immigration debt	\$36.00
December 1, 1856, Indebtedness due me (This amount was never paid me)	\$ 8.00
April 1, 1857 To Grand Rapids with cash	\$2.00
September 18, 1861, when I enlisted I had about	\$600.00
August 15, 1865, after discharge from service	\$1500.00
October 15, 1865, after trip to Netherlands	\$900.00
April 1, 1866, after purchase of land, buying Mill, and building mill, in debt	\$200.00

With my own hands I constructed a grist mill in the sawmill and operated it in that same year. On Feb. 9, 1867, the mill burned down, which left me owning only the house and a parcel of land, and besides a debt of \$200.00. On June 23 I was married and continued working as a carpenter, which trade I had once taken up after the mill burned. But I felt I was rich although not in money or other possessions.

[\[Settling Missaukee\]](#)

By this time Ottawa County was thickly settled by Hollanders, and there was much demand for farming land. Many of our people began to discuss the advisability of opening up new settlements, mention being made especially of good government lands north of Big Rapids, Michigan. There was much discussion of the subject; meetings were held and it was decided that as I possessed more knowledge of forests and had had more experience in seeing lands, I should inspect the area proposed for settlement. Three other persons were chosen to accompany me, to serve as companions and help me in passing judgment upon the quality of the land to be visited. Early in October 1867, we started in a wagon for Big Rapids and Hersey. From Hersey we went on foot northeast on the Middle Branch and Clam Rivers, which to our party appeared excellent for farming. After two weeks we returned and made our report. This task being finished, I went to Grand Haven, walking all the way, proceeded by boat to Manistee, walked from Manistee to Traverse City where on November 7, 1867, together with three other persons—the first white people to do so—we took up homesteads in Missaukee County. Next we traveled afoot from Grand Traverse to Missaukee County, 60 miles distant, through a dense forest without a road to follow. From there we went on foot back to Noordeloos, there being no railroad or other means of transportation in that section of the county at that time.

On October 6, 1868, with my wife and one child Derkje, my wife's brother Jakob, and his sister Eiftje, Hendrik Zagers and his wife, Hendrik Westveld, and Jan Abbing, I left for Missaukee County, using wagons as conveyance. It was not until April 18, 1869 that my family arrived at our destination after travelling twelve days in an old wagon drawn by a yoke of oxen. We arrived with two borrowed wheels, the old wagon having broken down several times during the journey. We camped along the road as we proceeded northward. When we arrived at our homestead, the southeast quarter of Section 20 Township 21 north, Range 6 West, Missaukee County, we build log shanties on our homestead property, planted some potatoes and corn, and were happy. On Sundays we met and read sermons and passages from the Bible and sang psalms. During the following fall my wife's parents and my own parents

followed us and so our settlement grew. Repeatedly, along with others, I had to travel through the woods for 60 miles to Traverse City in order to take up more land. Soon I became interested in pine lands, and frequently camped in the woods. I hired a man to cut down my forest, clear the land during the summer, and put in crops during the fall.

In 1874 I drafted a petition to organize the Township of Clam Union, which proved successful, at the same time Reeder and Riverside Townships also were organized. In the spring of 1872 I was elected supervisor, justice of the peace, and highway commissioner of Clam Union Township. I also served as judge of probate in Missaukee County for a period of nine years. I was a supervisor in Clam Union Township for nine years.

During the summer of 1872, I assessed two townships in 40 acre parcels, placing the valuation thereon for purposes of taxation according to the estimated value of the land and the pine timber on it. During the fall of that same year I assumed a lumber position, estimating two million feet of logs, but as I realized only 1,800,000 feet I made no profit. The following winter I did not follow lumbering. I rented my farm and worked on it only when my official duties permitted. During the fall of 1874 I purchased some more government and state land. The next winter I cut the pine timber standing on this new property and realized profit. This enabled me during the following summer to open a general store with a small amount of stock. As I now owned a frame dwelling, I opened the store in our old log house. During the next winter I again engaged in lumbering, buying pine logs and selling them in Muskegon. Each winter I handled from two to five million feet of logs. During the summer of 1876 I served for two months on the jury in the United States Court at Grand Rapids. I also contracted to have a larger frame house built than the one in which we were living, steadily kept adding to my stock, and bought up produce which I resold to lumber camps.

In 1872 we organized a church community and opened a school.¹² Both church and school were built on property I freely gave for that purpose. In 1877 I opened a store in Lake City, the county seat of Missaukee County. Soon after I sold a half interest in this store to Arlington G. Lewis, after which we worked as partners for three years. During 1878 the government authorized a post office in our settlement which now was officially called Vogel Center. The post office was officially conducted in my store. I also sold general merchandise on commission at Falmouth, five miles from Vogel Center. My agent was Dr. L. Moorhouse, but the contract I made with him came to an end after being in effect one year. I also rented and operated a saw mill at Falmouth at this time. From then, and until August, 1881 my principle business was lumbering and conducting a general store. But I had also acquired a good farm consisting of about a hundred acres of cleared land. In addition I owned 45 acres of stump land sown with grass, a stock of cattle, horses, etc. During the spring of 1881, I put 5,000,000 feet of pine logs into the river, a venture in which I lost \$3,000. This disaster was due to difficulties in floating the logs out of the West Branch of the Clam into the Muskegon River. Greatly discouraged, I gave up the lumbering business.

¹² Mr. Vogel states that this church—a Christian Reformed Church—was organized in 1872. But the *Yearbook of the Christian Reformed Church*, 1942, p.18, states that it was organized in 1873.

[Leaving Missaukee]

Northern Michigan being too far north for profitable farming, I eventually changed my residence. Early in August I left on a trip through the West and purchased 320 acres of land in Lancaster County, Nebraska at a price of \$8 per acre and also secured two lots in the city of Lincoln, the state capitol.¹³ I rented my store at Vogel Center, sold my horses, fourteen in all, disposed of my other stock and all chattels, rented my farm and moved to Muskegon on October 10, 1881. There I had been given a position with the firm of Torrent and Ducey at a salary of \$1200 a year to act as their agent in purchasing pine logs and to serve as superintendent and paymaster for the transportation of logs to their mills. During the fall of 1881, I spent five weeks in the northern part of New York where, in behalf of my employers, in Franklin County on the St. Regis River, I purchased 53,000 acres of forest for \$130,000. When this was accomplished I returned in order to resume my duties on the Muskegon River.

On June 17, 1882, I left Muskegon for the Upper Peninsula of Michigan to purchase pinelands, and arrived at Marquette. After investigation the possibilities of lumbering in the woods nearby I returned to Muskegon where I arrived on July 13, finding my entire family afflicted with measles. My beloved child Maggie, was very sick and to our great sorrow passed away on the morning of the 16th and was buried. Meanwhile our new house, situated at the corner of Terrace and Catawba streets was being completed and we moved into it on the 18th. The two lots cost \$600, the house and fence \$1900. A few days later I again left for the Lake Superior country where I stayed until September 2, purchasing for the firm of Torrent and Ducey approximately 195 million feet of standing pine for \$110,000, part of this being government land. During the following fall I continued to buy and supervise the operations of my firm on the Muskegon River.

Gradually I sold my farm of 165 acres at Vogel Center. I was sole owner of part of this farm, in part of the rest I had a third, in the remainder only a half. I had purchased 80 acres of land from my father, Frans Vogel, when he came to old to work his farm, on the agreement that I was to furnish a home for my parents as long as they lived. Accordingly, in the spring of 1883 I built a new house for them on my farm at Vogel Center at a cost of \$250.

On July 27, 1883, I sold my homestead farm of 160 acres to Dominie Jan Schepers¹⁴ at a price of \$4200, reserving one acre on which I had built a house for my parents, and also the land I previously had given to the church and school. During all of that year I continued to work for Torrent and Ducey at a salary of \$1200, purchasing pine lands and looking after their logging operations on Muskegon River.

¹³ A brief account of the settlement of Hollanders at Holland, Nebraska, appeared in *De Volksvriend* of Orange City, Iowa, June 30, 1910. See also issues of Sept 3, 1874; Sept 15, 1921; and May 19, 1932.

¹⁴ The Reverend Jan Schepers, born 1837, served Vogel Center church from 1882 to 1902, and died in the latter year. See *Yearbook of the Christian Reformed Church*, 1942, p.63.

Addendum: Obituary of Jan Vogel

[John Vogel died in Muskegon, 23 September 1907. His obituary was published in Muskegon soon thereafter. *The Waterfront* newspaper of Lake City reprinted this obituary on January 27, 1965, about 60 years later, with elements from Vogel's Diary.]

Waterfront Editor's Note:

The following article was taken from a Muskegon paper of about 1907. It was given to us by Miss Mary Hoekwater of Falmouth, presented in interest by *the Waterfront*.

Founder of Two Colonies

John Vogel, twice founder of Dutch settlements in Michigan, a Muskegon lumberman and a veteran of the Civil War, died at 2:30 this morning at his residence, 258 Terrace Street. He had just passed the age of 68 years. Cancer of the stomach was the cause of his death.

It was last February that the first intimation of Mr. Vogel's breaking health came. At that time he returned home from Mississippi. Thinking that his ill-health was caused by nothing more than an attack of the grip, six weeks later he went south again to resume his business in timber estimating.

By June, however, he had become so poorly that he was once more obliged to abandon his work in Mississippi. After returning his condition grew still worse and a month ago he became confined to the house.

Besides his widow, Mr. Vogel leaves the following children: Mrs. John Vanderwerp, Otto Vogel, Miss Effie Vogel, John G. Vogel, and Miss Mary Vogel of Muskegon, Mrs. William T. Baker of Grand Haven and Miss Gertrude Vogel, Frank C. Vogel, Mrs. Louis Cotie, and Mrs. Arthur H. Dunn of Chicago. All of these were present at the time of his death excepting Mrs. Dunn, who arrives this afternoon.

There are also fourteen grand children; Mrs. John VanRhee of Drenthe is a sister and Mrs. Arie Hoekwater of Vogel Center, a half-sister.

Two brothers of Mrs. Vogel are here, called by his death. They are Gerrit Herweyer and Leonard Herweyer of Vogel Center.

It was at Griesen, Nieuw Kerk, province of South Holland, in the Netherland, that Mr. Vogel was born September 8, 1839. He came to this country in 1854 and his life became a long and active career. After working at the carpenter trade at Holland, Zeeland and Grand Rapids, he enlisted in the civil war on September 18, 1861 and served through the entire war.

Mr. Vogel had enlisted as a member of Company D., Second regiment, Michigan cavalry. After three years of service he enlisted again with the most of his regiment in March, 1864.

On two occasions he was slightly wounded. It was not until November 30, 1864, that his service was seriously impaired. On that date he was severely wounded at the battle of Franklin, Tenn. For many months he lay in the hospital until his official discharge from the army was received by him for disability on August 1, 1865.

His work of colonization followed. Going after the war to the Netherlands to visit his parents, he succeeded in inducing some of his relatives and others to come to this country. At once they settled at what then was North Holland.

Mr. Vogel purchased an interest in a sawmill there, but he met with a heavy reverse when it was destroyed by fire in February, 1867. It was a total loss, as there was no insurance.

Founded Northern Colony

Another colony was then established by him in the northern part of the state. With renewed courage he started on a prospecting tour with a view to a new Dutch settlement.

It was thus that what is now Vogel Center was formed on a homestead that Mr. Vogel took up in Missaukee County in November 1867.

The following spring, accompanied by his family, he went to occupy the homestead and from time to time induced others to settle in the same vicinity. In 1871 he assisted in organizing Clam Union township and later in 1872, Missaukee county. The business that he followed included both mercantile, with a general store, and lumbering.

In the early years of the organization of Missaukee county many township offices were held by Mr. Vogel. During one term of four years he served as judge of probation for Missaukee county.

Engaged in Lumbering

In his residence in Muskegon, Mr. Vogel was very actively engaged in lumbering and timber estimating. At one time he was a stockholder in the Ducey Lumber company, when it owned a sawmill at North Muskegon. He also had been employed at different times by that company. Torrent & Ducey, D. A. Blodgett and others.

For the last five years he was engaged in partnership with his son in the business of timber estimating under the firm name of John Vogel & Son. They operated principally in the south--in Mississippi, Florida, Louisiana, and Kansas.

Mr. Vogel's marriage was on June 23, 1867, at North Holland. Mrs. Vogel was formerly Miss Bertie Herweyer.

(NOTE: there is also a picture of Mr. Vogel with this article)

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